

the  
**Rip**

MAY 2001

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ROYAL PORT NICHOLSON YACHT CLUB (INC) WELLINGTON, NEW ZEALAND  
Web site: [www.rpnyc.org.nz](http://www.rpnyc.org.nz)





# RULES SEMINARS



## STARBOARD!

### **NEW YACHTING NEW ZEALAND RULEBOOK**

AS APPROVED BY ISAF - EFFECTIVE 1 MAY 2001

Two Rules Seminars will be run by the RPNYC Sailing Academy will cover the introduction of the new Racing Rules of Sailing (RRS) and Safety Regulations.

**Dates:** Tuesday 29 May and 5 June  
**Venue:** RPNYC Sailing Academy  
**Time:** 5.45 (for a 6pm start) - 8pm  
**Cost:** \$10 per night (\$5 for Senior financial members of RPNYC)

Places are limited so you need to register your interest with the Sailing Academy now!

Phone 382-8152 or email to [sailing.academy@rpnyc.org.nz](mailto:sailing.academy@rpnyc.org.nz)

New Rule Books will be available for sale  
Special seminar price of \$20 - you should have one!!!



# the Rip

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**COVER PHOTO:**

RPNYC Member Helen Couling arrives home on BP Explorer

PHOTO BY CHRIS COAD PHOTOGRAPHY

## the Rip

THE RIP is the official magazine of the Royal Port Nicholson Yacht Club (Inc.)

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### ROYAL PORT NICHOLSON YACHT CLUB (INC)

#### Officers for Season 2000/2001

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Friday 4.00 pm - late  
Saturday 9.00 am - close  
Sunday & Public Holidays midday - 7.30pm  
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(Note: These hours may be varied at the discretion of the Executive.)

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# Executive work to implement Strategic Plan

Over the past months your Executive has been working to implement the directions that have been identified at the (rather lengthy) Strategic Planning sessions. Some 80 members have had input into this document, which must make it the most consultative document the Club has undertaken, and a very big vote of thanks to all the members who gave up their time to contribute. Special mention must be made of Treasurer Tony Chamberlain's efforts, as it was he who took on the task of creating some semblance of all the information gathered and producing the actual document.

Some of the key issues that members identified are:

- **Your Executive has an obligation to support the financial members.**

It also has been recognised that the Membership database is woefully inadequate. The old software had been added to so many times that many people 'slipped through the cracks' and we essentially had no effective membership database at all!

As a result we have had to invest in new membership software which will link the Wardroom tills to the main computer system so we are actually able to perform accurate membership checks.

- **The need to enforce membership**

It has been estimated that 30 - 40% of the people using the bar after races are not financial members. This has raised the question that perhaps some of our membership categories are not necessarily relevant to today's requirements and new categories are being proposed at the forthcoming AGM.

- **Communications**

The other key issue for the Club is poor communication.

This, of course, applies to all areas of life, however in reviewing how the Club communicates with our members our research showed that many of members want to be communicated electronically ie; email, web page, etc. By far the majority of the Skippers receive all race information electronically and with much greater frequency than ever before.

The Executive recognise that many members do not have computers and that newsletters and The RIP are still the main means of contact with the Club. We are investigating ways to increase both the frequency and the quality of the printed media.

Also, from a general information perspective participants in the Strategic Planning process saw the development of a professional web page as a crucial mechanism for communication

To that end, new Corporate Member Synergy Group, led by *Flying Fish* skipper Ken Papps, has developed our new web page. Thanks Ken and your team for the huge contribution - it is much appreciated. Ken has also put many hours into supporting and installing the Clubs IT requirements.

- **Lack of coordinated infrastructure**

During all the planning process it also became painfully apparent that we have a hopelessly inadequate and very disparate computer system and management structure. We were just 'doing' and not thinking why. The Club has grown substantially, particularly in what members expect

commodore's report



murray bridge

from their paid Executive.

So the time has well and truly come to identify the functionality required, around the whole Club, and align the paid Executive and volunteer Executive to meet those requirements.

This has meant installing a new computer network and new financial software. We have been very well supported by yet another of our new Corporate Members so a big thank you to Julian Dimock and the Compaq crew.

Your Executive, and many co-opted volunteers, have put many hours into having everything up and running for the start of our new financial year, and we are only a little behind the target date.

A big thanks to all the staff for their commitment to make the changes happen. Members will all know what it is like to make major change, the turmoil it can create, the extra time it takes to do your normal job, all on top of learning the new systems!

We are very fortunate to have such a committed team. We also need to remember that when the paid Executive are working nights and weekends that they are just a much volunteers as we are.

We have recently hosted the Wellington stopover of the BT Global Challenge Yacht Race. It was great to have Sir Chay and Lady Blyth back in New Zealand, as they are great supporters of our Club. With such a long stopover it meant that there was a huge contingent of volunteers, coupled with the staff, working around the clock



to ensure the stopover was the great success, it was.

There was the extra organisation of an additional Corporate Yacht Race sponsored by another new Corporate Member, CLEAR Communications. This was a very successful event which raised funds for BT Global official charity - Save The Children Foundation. A big welcome to John Boon and the CLEAR Crew.

I was fortunate to be invited to participate in the Wellington - Sydney leg of the BT Global Challenge aboard *Olympic* which is the yacht that fellow clubmember Justine Maddock sails on. It was a very calm trip (8 days) and with

18 crew, spinnaker up for seven and a half days and headsails for six hours, reasonably leisurely too. After arriving in Sydney there was little input or participation from the CYC and I can see why the crew looked forward to the Wellington stopover and the unique boat buddy system from RPNYC members.

By now many members will be aware that we are in the process of purchasing a new chase boat to replace *Te Aro*. We will be getting a slightly bigger purpose designed vessel that is much needed to meet the Clubs current and future requirements.

This funding has been initiated by

Stewart Thwaites (*Starlight Express*), mainly through the New Zealand Community Trust. Thanks Stewart for your continued commitment to the Club, it is much appreciated by all.

I also welcome New Zealand Community Trust and CEO Bill Day, and Waterford Security and CEO Paul Coffey as new Corporate Members - thank you both for your support.

The AGM is coming up and I would like you all to think about how you could participate in your Club. If you would like to be involved, please call me.

See you at the AGM.



## What a great summer we have had!

**In the main fair sailing breezes and warm temperatures.**

It has been a significant development for the Club to see as many craft competing in the President's Division as we have seen this season, with its fleets routinely exceeding 15 boats - and we have seen some close racing!

Last issue I provided an insight to the Wellington on the Water (WOW) events that we have hosted as part of our sailing programme. For a variety of reasons these have not all taken place and those that have have not drawn large numbers of participants. Next year however we will be scheduling them again on more favourable dates so that they do not clash with the racing calendar. We'll also see if we can manage to host some over the winter months.

During the season the repetitive nature of some of the courses, and the types of courses set, have received some adverse comments. To address this some of the courses will be revised by

appropriate relocation of marks and more choices will be available to the Race Officers by providing new course options. The outcome should then allow courses of good length and complexity to be available in most conditions.

The Hydrographic Section of the RNZ Navy has been at work to produce a new leisure series of charts. Starting with a prototype chart folio for the Bay of Islands their wish is to eventually produce folios for all popular cruising grounds including the Marlborough Sounds. Planned to be revised annually, these charts show the normal detail required for safe navigation along with other items of interest to the cruising yachtsman - the location of fuel, pump-out and rubbish disposal facilities for example. In addition, features of historic or recreational interest are given background notes. The charts are

### cruising captain's report



graham rowe



coloured and adopt three scales to allow all details to be portrayed sensibly.

Elsewhere in this issue of The RIP you will find details of a special proposal the Navy has extended to the Club which gives all Club members some significant savings on all the charts the Navy stocks.

Lastly, let me extend thanks to "Ginger" (Brian Richards) from Barton Marine for his first class talk on fishing in the Wellington, south coast and Sounds areas, which he delivered just before Christmas. Rarely does one witness a speaker hold an audience the way Brian did. The talk was informative, funny, practical and very well received. Many thanks Brian. Also thanks to all the people who have helped devise the WOW events and to those that have assisted in carrying them out, with particular thanks to Kirsty for her forbearance.





# Hard Working Club Members

Many club members work very hard to make social occasions a success and I would like to take this opportunity not only to thank the members of the House Committee but all those members who lend a hand when required. Even more special are those people who see the need to do something and come to the party willingly without being asked. Thanks to everybody for your support.

This season has been very active, with a large BT Global Challenge presence at the Club, and it has been a great experience for many of us to be able to share a part of our lives with the crews from these yachts. Dale Adams must be congratulated for her efforts in setting

up the boat buddy system - well done, Dale!

The social calendar for next season is in the process of being finalised and this year we are trying a different approach. The House Committee has met with the Executive, and other key people in the Club, to plan key social events in conjunction with sailing and other important Club events. Once organised the rest is up to YOU, the members, to make those events work by supporting them and participating.

As we have all heard before, communication is a major component in a successful Club. Many members have made wonderful suggestions for

## rear commodore's report



cheryl ferguson



new events and we have tried to implement these where possible. Others will take a little more time but, realistically, members have such diverse views that compromise is also necessary. Someone I sail with puts it rather succinctly: one must receive as well as transmit!

This year as Rear Commodore has been interesting and at times challenging. A quote that sums it up quite well is "Some days you are the pigeon and some days you are the statue".



# Something to look forward to in 2004

Another season has almost passed and we are looking forward to the Bacardi Winter Series starting in June.

There have been a number of highlights (and some lowlights) but I think we have overall enjoyed some excellent events and racing.

The weather has been normally abnormal - very windy in the spring and through January and as I write this we are still enjoying a marvellous late summer and autumn.

Who will forget the day the first three BT Global Challenge yachts arrived in Wellington? Wind gusts of over 70 knots in Cook Strait, with the BT skippers commenting that the conditions were worse than any they encountered in the Southern Ocean!

The BT Global Challenge stopover

was a great success and the benefits from the Club being involved are still coming in with CLEAR Communication recently joining as a corporate member. The BT Welcome Party was a highlight for some, and for those members who didn't have a great time I sincerely apologise. Having 500-600 people at the Club at one time is not a common occurrence! I acknowledge we did get some things wrong, all of which hopefully won't happen again.

Our new Wardroom furniture is a great improvement over the previous and is proving to be a great success for both our Club and Worsley Bay Boating Club, who received a donation of our old equipment. Hopefully we will soon be able to afford to purchase more and will then give the remainder of the old

furniture to WBBC also.

Still in the Wardroom we have installed point of sale equipment which is connected to our membership database and accounting package. This is taking some time to implement but will be worthwhile in the end. This system will require you to use your membership card whenever visiting the Club so when you receive your new card remember it is an important and valuable item. More information will be included with your new card.

Finally a reminder to come along to the Annual General Meeting of the Club to be held on Wednesday 7<sup>th</sup> June at 7.30pm.



## chief executive's report



mike piper



# KPMG Consulting Sponsors a Training Yacht

We are pleased to welcome aboard KPMG Consulting as our as our new boat sponsor.

KPMG Consulting is a leading provider of internet integration services ranging from e-business strategy, process realignment, web design and development, systems integration, technology infrastructure and hosting/outsourcing services with over 15,000 consultants worldwide.

The sponsorship of one of the Sailing Academy's two training boats is designed to generate awareness for KPMG Consulting and acts as a fun, exciting way to entertain clients.

*"The feedback we've had from clients and staff who have taken part in the sailing activities we've previously offered has been very positive. For many, it is a unique opportunity to get out on the harbour and work as a team.*

*It generates camaraderie and plenty of laughs as clients adopt very different roles to what they occupy in the office. It's a great experience and we're looking forward to turning Wellington's wind to our advantage over the coming months",* says KPMG Consulting CEO, Peter Kane.

## New wet-weather gear thanks to Musto, New Zealand Community Trust & The Grand

We have recently taken delivery of the replacement sets of wet weather gear that enables people to enjoy their sailing without getting wet and cold. This Musto gear just keeps getting better every year. We are very thankful for their continued support with sponsorship of the clothing at a discounted price since the Academy's inception. We were also fortunate this year to receive assistance from the NZ Community Trust and The Grand. Our thanks also to them for helping us to maintain a high standard of clothing for our participants to wear.

## Boat maintenance programme continues

This process continues to ensure the boats are kept up to scratch, with new mainsails and primary winches recently being ordered, together with the ongoing list of little things that need doing to



maintain yachts that are often used 7 days a week during the summer. Thanks to the efforts of our Boatmaster Ross Telford, we have managed to keep on top of things and keep the yachts operational.

## Worser Bay Dinghy Courses

Another huge year for the Worser Bay Boating Club Dinghy courses thanks in part to the great weather, with literally hundreds of children having a taste of sailing through the Schools Week Programme. Over 100 participated in a standard Introductory Sailing Course with nearly 80 joining the follow up "Optisquad" sessions that are run free of charge every Saturday and Sunday mornings throughout the summer. With the addition of a Youth and several Adult courses, plenty of people tried their

## sailing academy report



mike boswell, coach



hand sailing in the small boats this year.

## New Rules Seminar Series

It's that time again when our sport gets a new rule book and while there hasn't been the major changes that occurred with the last revision there are some significant ones. We will be running a couple of evening sessions to address these new rules and refresh people's minds on some of the established ones before the winter series racing starts, so if your interested see the advert on the inside front cover.

## Coach's Comment - "Weight on the Rail"

So you're in your Young 88 in 15 knots of breeze, carrying a #1 headsail and you're about to go on an upwind beat. You look around to see your opposition close behind, their crew of seven cleanly dropping their spinnaker. Your crew of four (counting yourself) are struggling to get your kite down. Up until now you have been

wondering why you should bother getting a full crew together as the four of you seem to be doing just fine once things are up and sorted but now it's your turn to go upwind. Your nice new mainsail is completely ragging, hastening another replacement, you already have your cars aft on the headsail and all you are doing is leaning over and going sideways. Meanwhile your opposition with their extra hands did a much better job of the drop and is now right behind you. With their three extra crewmembers on the rail it is not too long before they sail up and over you, your crew of four suddenly is looking sick.

While a change down to a #3 might have been a good idea, you knew that you could never hold your height against the opposition carrying a #1 - you in fact



were beaten the moment you left the dock shorthanded. While this is a fictitious situation it wasn't hard to notice similar events occurring a number of weeks ago when I happened to catch a look at the racing. Even with my casual observation it was clear that several boats had done themselves a disservice investing good money in new sails only to be sailing short handed. What was more surprising was it happened to be a

"Take a Grad" day where all the individual responsible for organising the crew needed to do was give the Academy a call (not late Friday afternoon!) and a keen body would have been there. This comment is not meant to be pushing a specific Academy message but HELLO! You have two choices - accept the status quo and do nothing and be beaten before you start **or** challenge yourself and try

taking out someone new! They will obviously need some guidance but it's still kgs on the side and who knows they might even have some skills to help out.

So don't kid yourself, you can't beat weight on the rail (not in the cockpit) when going upwind in the breeze!



## INSTRUCTING TEAM GROWS WITH THE ADDITION OF A BT CHALLENGE SKIPPER

Wellingtonians will benefit from the unique experience of round-the-world yachtsman Neil Murray, after the Royal Port Nicholson Yacht Club Sailing Academy's decision to hire the BT Global Challenge skipper.

Neil has agreed to hang up his globe-trotting wet weather gear and plant his feet on Wellington's terra firma for a while, by accepting a position as Senior Sailing Instructor at the RPNYC Sailing Academy.

Academy Director Mike Boswell is thrilled to secure the services of someone with Neil's experience and says the appointment will be a great boost to the Academy and the sail training it offers.

"We're a nation of lengthy coastlines and champion sailors and, but we have problems getting enough good sailing instructors in New Zealand. Neil will be a welcome addition to our strong yet small instructing team," says Mike.

Neil says Wellington provided a fantastic stopover during the BT Challenge race. "I was very impressed

with the team at the Academy. They have excellent facilities and training programs and I'm looking forward to joining them," he says.



Neil Murray



Norwich Union

Neil's new role includes working in four key areas: dinghy sailing courses (including education of junior instructors); keelboat sailing courses (theoretical and practical); schools and corporate team building programs; and the development of a more advanced off-shore training programs.

Prior to taking on the round-the-world race, Neil already had more than 100,000 sea miles under his belt (80,000 of them as skipper), including four Atlantic crossings and two Pacific crossings. His unique experience means he is well placed to pass on his knowledge about sailing offshore.

"The offshore programme will focus on teaching the skills required to survive in all weather conditions in the open seas. I've encountered some pretty rough sailing during the BT race and learnt a lot about survival," says Neil.



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## A WINNER WITH CHARISMA II



Terry Christie writes

Luck was on *Charisma's* side in the first LINE 7 Port Nicholson Regatta in 1999. With strong breezes it should have been a big boat bonanza but contenders kept eliminating themselves. In a 4-race regatta with no drops you couldn't afford a mistake. Consistency was *Charisma's* key.

We couldn't rely on the same thing happening again this year so we based our defence plan on Arthur Stewart's early prediction

of a light weather series. He followed this hunch by ordering a very different main. The measurements were aimed at maximising area and minimising rating impact. Class measurements were ignored.

Rob Salthouse, who designed the main and was *Charisma's* tactician last year, unfortunately couldn't make it this time. In his place Arthur invited Peter Lester who welcomed the chance to race in the first ORC Club Nationals. As the one hanging on to the tiller I have to admit to feeling a little nervous about someone so illustrious watching over my shoulder. I had only just exercised co-owners rights and taken back the tiller couple of weeks earlier. Was I ready for all this?

The breeze for Friday night's Invitation Race (15 knots from the south) and the forecast that night for the weekends weather confirmed Arthur's prediction – a light weather series, ideal for a Farr 1020.

## Race by Race Review



**RACE 1:** *Charisma* shot out of the first start like a startled rabbit. Then

## Charisma defends LINE 7 Regatta title and sets the benchmark for the National ORC Club Championship.

In the months prior to the LINE 7 regatta it was noticeable that sailmakers were coming out their lofts and making house calls. Then, in the week prior, rolls of crisp Kevlar briefly appeared on several main booms before mysteriously vanishing again. Boats were seen taking off to remote areas of the harbour and if you watched closely with your binos, you would see sails

going up and lots of people looking skyward. But when the boats came back to dock there wasn't a sail in sight.

The Wellington fleet was bolstered by some very welcome out of town boats. *Supergroove* made the trip from Auckland for the second time, and *The Big Don't Argue*, one of the only survivors of the storm that wiped out most of the Lyttleton fleet and marina came north. From Waikawa there were two well-known boats in *High Society* and *Montezuma* and the competitive *Fiddlers Green* and *Attitude* made the trip around

from Mana. The result was a total fleet of 36 - 17 in A Division, 19 in B Division.

**Charisma II won the 5 race National ORC Club Championship series with a 1,1,3,1 result over 4 counted races.**



The start crew onboard Peter & Pat McHaffies boat *Colonsay*. Leah Kermode, Carol Calkoen, Elizabeth Sandford, Treena Marr.

## The Sponsors



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someone noted the individual recall flag. Several minutes discussion ensued until we decided it was us so back to the start line we went. We worked our way back thought the fleet but still finished a lowly 15<sup>th</sup> the in the fleet. Stewart Thwaites' *Starlight Express* cleaned up, 10 seconds clear on corrected time from the second placed boat, Murray Bridge's Mumm 30 *Ask For Me*. *Supergroove* from Auckland was the first of the B Division boats and third overall. *Tortimony*, the last boat to finish, took 2 hours 51 minutes to complete the 9.6 mile course.

**RACE 2:** The second race didn't start until 2.25pm so there was about an hour's milling round waiting for the shifty breeze to settle. *Charisma II* started this race conservatively but a 4DL #1 and the new main soon had it trucking. *Charisma* finished behind the very well sailed *Distraction* but ORC gave us first by 13 seconds. Interestingly *Charisma's* time around the track was 51 minutes and *Starlight Express's* was 41 minutes. It wasn't big boat weather and *Starlight* was pushed back to 5<sup>th</sup> in fleet. *Pretty Boy Floyd* was the best of the A Division boats finishing in 3<sup>rd</sup> place. *Flying Boat* also with a new roached main did well with 4<sup>th</sup> overall.

**RACE 3:** The third race got underway at 4 pm. With a bad start in the first race, *Charisma* needed all 5 races to have any chance at the prize money. It was great that PRO Ken Burt got things organised and the third race started. The breeze



The support boat fleet with *Atomic* (Auckland) *Brzo* (Evans Bay) and *Unleashed* (Lyttleton)

was relatively light but steady. This was probably *Charisma's* best race. Peter Lester and I began to understand each other. He put us in the right places and we sailed high with excellent VMG. It was a great sailing. *Starlight Express* was second, 1½ minutes behind on corrected time followed by *Nedax Backchat* and *Pretty Boy Floyd* in fourth.

**RACE 4:** On Sunday, the breeze was from the north with a touch more strength. The 5.5-mile course took *Starlight* 48 minutes whereas Saturday's 4.4 miles had taken 42 minutes. The big boats did best in this race. *Andiamo* finished 3 minutes behind *Starlight* but pipped them for corrected time first.

*Charisma* was third in fleet and *Pretty Boy Floyd* fourth. *Pretty Boy* was showing real consistency with *Supergroove* proving the best of the out of towners.

**RACE 5:** We breathed a sigh of relief when Race 5 was signaled. We would now hopefully be able to drop the first race. Mind you we also realised that a long reaching and running course wouldn't necessarily suit us, especially if the breeze got up. Fortunately the breeze steadied and while we had a brief time with #2 up we were soon back to #1 mode. We had a great battle with *Distraction* in this race with one brief mistake letting them past. We hung on

to their coat tails; close enough to beat them on corrected time. It turned out to be another first overall for us with *Distraction* second. We had pushed each other all way around the track and were less than ten minutes behind boats like *Flying Boat* and *Nedax*. Small boats did well in this race, while *Andiamo* beat



*Usurper* a Birdsail owned & skippered by John Hargreaves (EBY & MBC).

*Starlight* for third, *Supergroove*, *Breakfast* and *Fiddlers Green* all recorded top ten finishes.

It was remarkable to win the series again and the weather certainly suited *Charisma*. And if you ever intend doing a an ORC series make sure you have an Arthur Stewart on board. Experience has taught him that preparation is the key to success. Our crew were huge contributors and thanks go to Carmel Sheehan, Fiona Stewart, Nick Locke and Craig Stewart – exactly the same crew as last year. All of us learned from Peter Lester. His winning attitude had us keyed up and he really pressured us all to perform well.



Close racing in A division as the boats round the top mark & set their spinnakers for the downwind run.





## THE STARLIGHT VIEW OF SECOND

Edmund Tam writes



In the lead up to the 2001 ORC Nationals a significant amount of our crew's energy was going into preparing the boat for the Sydney to Hobart Yacht Race. However we were all looking forward to the ORC regatta and regarded it (as we did last year) as a key event in our programme.

The invitation race provided a well needed warm up to help get the crew into short course racing mode. Our crew remained relatively unchanged (but lighter) from that which sailed in the Hamilton Island race week earlier in the year.

We managed a good start in the invitation race and were fortunate to get a lucky break after rounding the top mark and took advantage of building pressure to extend from the fleet on the run down from the top of Evans Bay. The boat handling ran smoothly for a Friday afternoon and clearly reflected the progress we had made in the last 6 months.

With this in mind our win in the invitation race was not taken as a complete reflection of how our rating would treat us compared to the rest of the fleet. We did, however, look at the invitation race as our first chance to check the effect of other peoples efforts to optimise their ORC Club rating.

The results were interesting. The appearance of a number of new sail plans and the underlying research reflected the status and seriousness with which the regatta was being taken - not to mention the prize money.

On *Starlight* we only made a few minor changes in terms of ORC rating. These evolved around reducing overall crew weight and adding a light airs, non-overlapping headsail. No changes were made to the mainsail roach profile or sail area so we were interested to see how the changes made by some boats might improve performance.

**Race 1:** (1<sup>st</sup> on corrected time): Our aim was to sail conservatively and avoid



Foredeck hand Mel Hargreaves goes up the mast to free a jammed spinnaker halyard.

making any unnecessary mistakes. Subsequently, after a good start and minimal mistakes, we were rewarded with getting the boat around the track efficiently which made an ideal start to the regatta.

**Race 2:** (5<sup>th</sup> on corrected time): The short course made for a busy time. The lap length meant getting the boat around the track efficiently was going to be critical. Over the 40-minute duration any crew handling errors would become conspicuous and would cost a lot of time relative to the short race distance. While the race ended up taking 41 minutes, on board it felt more like 15 minutes. Our foredeck team did an outstanding job keeping our boat handling pretty clean with no dramas and few raised voices.

It was noticeable, and likewise expected, that the well sailed Farr 1020's proved extremely competitive taking out 1<sup>st</sup> and 2<sup>nd</sup> in fine style. No doubt *Distraction* and *Charisma* had a great boat-for-boat battle.

**Race 3:** (2<sup>nd</sup> on corrected time): An outstanding performance by *Charisma* to clearly out sail everyone on corrected time by 1½ minutes. Positions two through to four were separated by less than a minute.

**Race 4:** (2<sup>nd</sup> on corrected time) Another short race and a busy time for the foredeck again taking no chances to do anything too fancy. *Starlight* finished the race in an eventual second place in a race that only took 47 minutes. Race winner was *Andiamo* who sailed an excellent race to bounce back from a disappointing disqualification on the previous day.

**Race 5:** (4<sup>th</sup> overall on corrected time) The long harbour race was an enjoyable change of scenery and much needed recovery time from the short and medium length sprint courses. The light and variable conditions made for tricky sailing. The changing conditions added another element to the race for us with the need to peel between different spinnakers and different headsails upwind. Unfortunately these conditions also had the effect of eroding





our hard earned lead as the breeze dropped significantly on the run past Somes Island. All the while the boats astern of us were revelling in a new breeze filling in behind us. The end result was a 4<sup>th</sup> – some 6 minutes behind eventual winner *Charisma II* with the 1020's again showing their overall competitiveness.

### THIRD PLEASURES PRETTY BOY FLOYD



On *Pretty Boy Floyd*, Brett Linton reports that they optimised the ORC rating as much as they could – without spending any money.

*Brett's view of the racing is as follows:*

It was obvious the prod had to go and the masthead spinnakers and gennakers stayed in the shed. We borrowed Coach's spinnaker pole, which is over a meter shorter and ran with our only fractional spinnaker.

It became clear that some people knew more about optimising boats than others and we were actually surprised

at how well *Pretty Boy* rated.

The Friday night invitation race was of special interest as this was the first time that *Pretty Boy Floyd* had lined up against *The Big Don't Argue* from Lyttleton. *TBDA* is actually the plug that *PBF* was made from so racing against her was going to be interesting.

The light and shifty winds on the first day suited us fine and we applied the few basic rules we have learnt over the years.

**RULE 1:** Don't go where the wind ain't.

**RULE 2:** Don't devise tactics beyond the comprehension of the players (this rule

really only applied to Steve Hogg).

We also created our own **RULE 3:** Don't laugh at them (the rules). Ignoring this rule means the next kite drop goes under the boat for sure.

Close racing with *Andiamo* and *The Big Don't Argue* was the order of the day. We couldn't help thinking about how we would be doing with the big gear on.

On day two the breeze was a bit more and *Andiamo* gave us a bit of a shunt at the top mark. The long race was a chance for the bigger boats to stretch out and the two sail reaching at 11 knots is exactly what *PBF* was designed for. It certainly kept the mainsheet hand busy.

Next year we will look at further rating refinements – or buy a 1020.

### It's all a numbers game

It's worth studying the ORC numbers. If you

do, you will see that one Farr 1020 (*Southern Belle*) had a PLT of 0.814 while another two laboured under a PLT of 0.838. There was great variation in the Young 88's as well. *Breakfast's* PLT is at 0.856 while *Slinky Malinki* is at 0.829. There are similar wide variations in PLD's.

If you can understand why supposedly similar class boats can have such big variations in PLT and PLD you'll begin to understand how the ORC handicap system works. Certainly *Charisma II*'s relatively optimised ORC rating helped them win. And that's something else *Charisma* has to thank Arthur Stewart for.

Finally a word about race management. Didn't they do an excellent job – to Ken, Leah, Treena, Carol and Elizabeth on the keelboat course, and Neil Gibbons, Pedro, Charles and Mary on the sportboat course – the whole team deserves the thanks of everyone. And then there's the prize package put together by the Club Officers. It's not just LINE 7 of course, there's also Doyle Sails, Air New Zealand, Barton Marine, RFD, Coke Cola, Sailing New Zealand, Chaffers Marina and Wellington City Council. Certainly it is the best prize package offered for any series in New Zealand.

As Terry Christie says "We felt privileged and lucky to have won the first LINE 7. Winning for a second time against such tough competition is among the most satisfying thing we've ever done in yachting."



Greg Melville (RPNYC) with his crew of mostly Squadron members on the Y88 *Watermark*.



# CLUB PROFILE

## THE START BOX CREWS

Who are they?? What do they do?? Can I be one too??

The Start Box Crew are a small but very important group of committed people who turn up at the Club, long before the first yachts even appear on the water (and are often all still there long after the last boat has finished) who run our yacht races then process and produce the days results.

Between them the Start Box Crews work long hours during the summer season of weekend racing, not to mention the three evening races a week

and the Offshore races.

Although they enjoy the knowledge gained working in the Start Box as well as the companionship and fun, (did you see what the start gun did to a BT flag - now full of holes from one of Leah's shotgun starts?!) at times it is hard work and real anguish is felt when things don't quite go to plan.


However working "behind the scenes" means that even after two or three years in the Start Box, most Club



Shelley Weeks, Dale Adams

members do not realise who the teams are. Without the dedication and patience of these people, (waiting for the last yacht to finish!) the racing could not happen. To those of you who do race, take the time to find out who the Start Box Crew are and say thanks. And to those of you who would like to expand your knowledge of racing, volunteer to work a day in the Start Box - it really is fun!

So a special thanks to all the teams in all the start and finish locations, and all the *Tè Aro* crews, for all the racing you have helped provided throughout the year.

For more information on how to become involved in helping in the startbox just contact the Club office. 



Pedro Morgan, (RO), Fiona McColl, Liz Dronfield, Elizabeth Sandford

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# EMC CORPORATE YACHT RACE

SATURDAY 25 NOVEMBER 2001

by The ELF



Terence Arnolds Catalina 400 *Nomos* with sponsor EMC<sup>2</sup>

I think we can successfully stake a claim to fame for starting the yachting career for one of Team NZ's newest recruit's, Rob Waddell.

Apart from a sailing on a Laser on Lake Taupo, Rob had not been on a yacht again until he sailed on *Distraction* in the EMC<sup>2</sup> Corporate Race in November 2000. Now just a few months later he is part of the Dean Barkers Team NZ crew, working as a grinder. Perhaps Belinda Greer, skipper/owner of *Distraction*, provided an incentive for Rob to become one of that strange breed of people - a yachting!!

He may well yet add an Americas Cup medal to his Olympic rowing medals - we will have to wait and see.

Wife Sonia also proved a deft hand sailing onboard Terrence Arnold's boat *Nomos* coming in ahead of her famous husband.

Tony Duffy and Campbell Morris in their Magic 25 EMC<sup>2</sup> took out line honours, with sponsor Currency Corp, using every possible sail combination available. No way was the Magic 25 going to allow any yacht to beat them over the line in their namesakes race!

36 yachts contested the race held in a cool 15 knots of drizzling southerly. The rain held off just long enough, with some boats detouring down Evans Bay to see a small pod of Orca whales that were in the Bay. Then it was back to marina to pack up the boat before heading on up to the OPT Function Centre to warm up and enjoy an entertaining prizegiving hosted by Gary Ahern.

Over \$50,000 was raised for the RPNYC Sailing Academy. Mike Piper and his hard working office staff proved that hard work does bring results - there can't be many sporting codes

that can equal that effort in just over four hours!

Gary Ahern proved to be an excellent choice as Master of Ceremonies and Rob Waddell as guest speaker held everyone spellbound as he spoke of his Olympic and rowing adventures.



# EMC<sup>2</sup>

Enterprise Storage Compar

Guests of Honour Rob & Sonia Waddell



## Results

Boat Sponsor	Boat	Place
KPMG Consulting	Montego Bay III	1
PK & SM	Endless	2
Currency Corp	EMC <sup>2</sup>	3
Eftpos (NZ) Ltd	Point of Sail	4
EMC <sup>2</sup>	Nomos	5
ATL Systems Limited	Structural Analysis	6
EDS (NZ) Ltd	Xanadu II	7
EMC <sup>2</sup>	Can Do Too	8
RentWorks Ltd	Southern Belle	9
Eftpos (NZ) Ltd	Dirty Dog	10
WestpacTrust	Andiamo	11
Synergy	Flying Fish	12
Veritas Software Pty Ltd	Max Headroom	13
Mainzeal Property & Construction Ltd	Slinky Malinki	14
Oracle NZ	Starlight Express	15
Brendon Foot Motors	Floating Free	16
RentWorks Ltd	Peridot	17
NCR (NZ) Ltd	42nd Street	18
Williams & Adams	KPMG Consulting	19
Curtis Mclean Limited	Reckless	20
RentWorks Ltd	Nedax Backchat	21
Sybase	Sybase	22
Gen-I	Joint Effort	23
Price Waterhouse Coopers	Young Nicholson	24
Mainzeal Property & Construction Ltd	Flying Machine	25
RentWorks Ltd	Ask for Me	26
EMC	Distraction	27
Lion Breweries	Charisma II	28
Hillary Commission	Winedown	29
Ericsson Communications	Flying Boat	30
SAP NZ Ltd	Altair	31
KPMG Consulting	Flying Circus	32
Serco Group NZ Ltd	Gucci	33
Promanco Kenman	Arbitrage	34
EDS (NZ) Ltd	Not Guilty	35
NCR (NZ) Ltd	Pretty Boy Floyd	36



Ericsson Communications onboard Mike Calkoens Y11 Flying Boat



Sponsor Serco Group NZ Ltd onboard Gucci



Currency Corp onboard the Magic 25 EMC<sup>2</sup>



Paul Frith, Managing Director EMC<sup>2</sup> with the winning team KPMG Consulting off Montego Bay III



# RENTWORKS BUSINESS HOUSE YACHT RACE 2001

## Solnet Outsmarts the Southerly

by Stewart Gebbie



*Eclectic* drifts across the finish line at breakneck speed.

*Eclectic* has been out of action for a number of years now – five I think and on her day, sailed by the right people, she's always been capable of getting results. After returning from overseas, struggling to organise a regular crew, it still remains to be seen whether I can ever help her reach her innate potential – but I'm game to have a crack at it. If everything goes according to plan, she'll be around for a good while yet and we may even win the odd race. Actually, we did! The Rentworks Business House Yacht Race 2001 was the very one!

But it seems there's a down side to winning races I wasn't aware of at the time. Well how could I be, not having done it before? Apparently it is unwritten custom for the winner to supply an account of the days activities

for the RIP – a challenge of its own after celebrating in the "Winners Circle"! This down side involved me casting my mind back further than it's become accustomed to and dredging up some vague, probably mostly incorrect

remembrances of the race day. I have a terrible short-term memory for these sorts of things – either that or I'm incredibly unobservant. This dilemma is somewhat exacerbated by the condition I found myself in shortly after arriving back at the yacht club that afternoon. However I will attempt to recall the race as it progressed. Please forgive any wild inaccuracies, which were undoubtedly brought about by post race inebriation!

The day dawned overcast with showers accompanied by an occasional downpour. As I looked out my office window, I had my doubts about whether any of our Solnet clients were game or insane enough to attempt to extract any pleasure out of the scheduled proceedings. It seems I was doing them a disservice as they arrived at our arranged meeting point not only on time on time but disturbingly eager to get stuck in!

The brisk northerlies accompanying the dismal skies were due to die out and turn to the south by early afternoon. As this sort of weather always ensures an unfair result I dismissed any notion of competitiveness, informed the guests and crew we didn't stand a chance, and waited patiently for our start time. After several friendly accusations of over-competitiveness from Dave and Cardie on *Reckless*, we continued to circle the start, relaxed, and handed round more beer.

True to form and most predictions,



The *Solnet* crew, back: Martin Masterton (RentWorks), Karl Hayes, Mark Krynen, Paul Grealish. Front:Carolynne Adams, Stewart Gebbie, James Ivey.



the Weather Gods toyed with our rigs from the word go. One minute it was blowing a steady 15 knots from the north, the next it's 5 knots from the west, followed by few dribbles of rain, possibly originating from the south but not quite making its mind up, then back to the north again. I empathised with the rest of my group and envied those starting behind us.

From the start at Port Nic we rounded Point Jerningham and were continuing up Evans Bay when the southerly finally kicked in for good – or so we thought? After teaming up with the only rain cloud in the bay, and with the southerly breeze sitting just a few boat lengths away from us most of the way down to the bottom mark (or was it now the top mark?), the wind then played yet another cruel trick on the fleet. It not



Sponsor Price Waterhouse Coopers, with Kim McMorron onboard *Young Nicholson*.

which is after all, the only reason we do this - isn't it?? Well, how else can I justify the team of little demolition experts re-enacting scenes from *The Bridge Over The River Kwai* inside my head the following morning?

At this point, thanks need to be dished out in abundance. It should be lavishly bestowed upon Rentworks Ltd of course for making it all happen, but equally to all the sponsor companies and guests for their involvement also. Also a special note of thanks must go to the skippers and their crews for making their time and boats available, for without their continued support the \$15,000 raised for the sailing program would not have been achieved.

And lastly, but not least by any means, my own personal thanks need to go to those excellent individuals responsible for whatever they did to the handicapping system thereby safeguarding *Eclectic's* 1 second winning margin. Pssst - your cheque's in the post!!



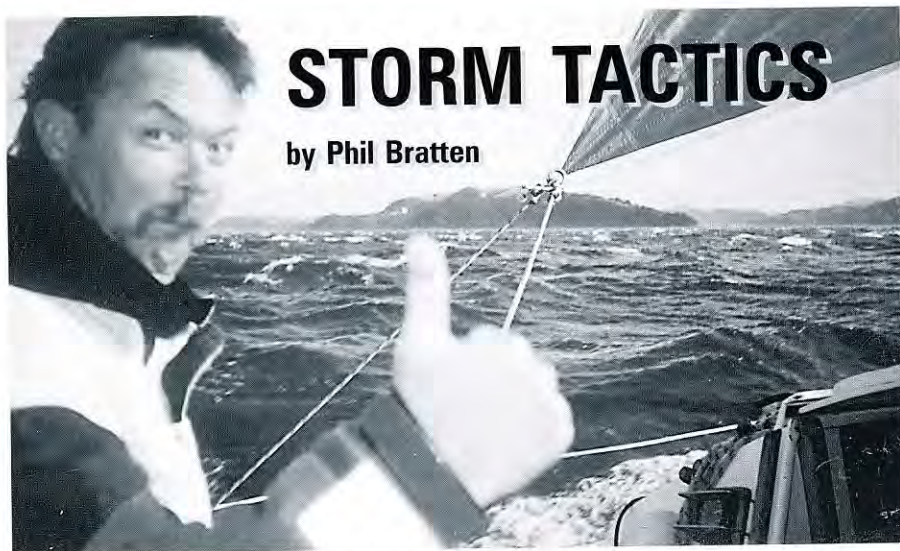
*Southern Belle* and *Ask for me* dual it out down wind.

only played dead it somehow managed to time its antics perfectly so as to ensure that the Race Committee had no option but to shorten the course if we were ever to get back into the Wardroom before dark.

With the course shortened at Ngaraunga we headed directly back to the finish line at Port Nic. Not quite being able to believe our luck, we drifted towards the finish at breakneck speed. With heads held high in apology and after a quick look around to make sure we were being followed, we crossed the line in first place. The whole affair was done and dusted in no time at all leaving ample opportunity to avail ourselves of the free bar and BBQ courtesy of Heineken and RPNYC,

Sponsor Name	Boat Name	Place on Line	Handicap Place
Solnet	<i>Eclectic</i>	5	1
RentWorks	<i>Shibbeen</i>	6	2
RentWorks	<i>Reckless</i>	2	3
Freeair Philip Limited	<i>Andiamo</i>	1	4
RentWorks	<i>Ask For Me</i>	4	5
Price Waterhouse Coopers	<i>Young Nicholson</i>	3	6
Sybase	<i>Slinky Malinki</i>	10	7
RentWorks	<i>Xanadu II</i>	8	8
DB Breweries	<i>McLeod</i>	7	9
DTZ Darroch	<i>Charisma II</i>	9	10
Computerland	<i>Southern Belle</i>	13	11
Serco	<i>Gucci</i>	14	12
Opus International	<i>Montego Bay III</i>	12	13
RentWorks	<i>Not Guilty</i>	11	14
Oracle	<i>Starlight Express</i>		
Synergy	<i>Flying Fish</i>	DNS	DNS
Dell Computers	<i>Tabasco</i>	DNS	DNS
Dell Computers	<i>Enya</i>	DNS	DNS





# STORM TACTICS

by Phil Bratten

Kimbo having recovered from his "fatal injury" gives the crew a quick thumbs up.

I don't think I'll ever forget the incredibly exciting time spent I working on the 42<sup>nd</sup> floor of a New York office block during a hurricane. I was among a group of less than ten percent of the staff that had made it into the office, through empty Manhattan streets, past boarded up shop windows, and I was having a great time. Now for those of you who don't know me, I'm 7 foot tall and have been known to catch bullets in my teeth so there was no way some jumped up breeze was going to ruin the day of a Wellington boy. That was until someone ran around the office saying the storm was about to hit and could we all please move away from the windows and into the center of the building. My powers of under-estimation never fail to impress me and it was then that I started to appreciate how powerful this storm was and how much respect Mother Nature deserved.

And so it was that one Saturday in the middle of November while standing onboard *Young Nicholson* a feeling of déjà vu came over me. We had arrived at a ridiculously early hour for some much needed racing practice only to find that Mother Nature and her high winds had followed me around the globe canceling the days racing. Instead of returning home to catch up on the rest of our much-deserved sleep Kimbo decided, given upcoming program of offshore racing, that we should go out to practice some storm work..

Now, I'm not inexperienced at the old

sailing bit. I've sailed in some pretty rough weather, even bought *Altair* back from the sounds on my own in 30 knots with some pretty big seas and a completely buggered auto helm so this namby-pamby stuff wasn't going to faze me. When will I learn?

We started by discussing some of the options we might be faced with in storm conditions, if and where the boat could be seriously damaged, we covered the pros and cons of keeping the boat moving versus placing the boat hove to, plus a multitude of other things. We discussed the use of sea anchors (a large parachute off the bow which serves to keep the bow facing into the wind and, generally, into the wave) and drogues (a small parachute off the stern which helps to slow the boat). Kimbo covered what to use to make one, how they are tied, how they are attached to the boat and most importantly, what we are aiming to achieve in using one. For those of you (like me) who have never tied one all I can say is take the time to learn or ask. It is important - one mistake and you've lost your only parachute.

We then moved onto a worse case scenario whereby we would enclose ourselves in the boat and wait for the storm to pass. The value of this exercise was highlighted by a very small error we made when replacing the washboards, which may have placed us in a life-threatening situation if this had been a real life situation.

It was about then that that old familiar feeling started to come back - I've under-estimated this situation and I

think it's going to get worse!

Kimbo then painted the following scenario. He's been fatally injured (was he serious or was this just another morale building trick I wondered) and therefore can't help at all. We are in very rough seas with high winds and the weather is deteriorating. Our mission for the day is to prepare the boat for those conditions and then sail her.

Everybody sped out onto the deck, displaying remarkable confidence in such a simple task, merrily scrambling around, over, up and down until Kimbo (complete with the early signs of rigormortis) inquired if anyone had managed to stay on the boat seeing as no one had managed to locate and put on a safety harness!

The first task was to tie everything down and the closest item to me was the boom. Easy! John and I are brilliant so we'll do it. One hour later and it's rock solid, or so we thought until Kim demonstrated what would happen if a wave hit it. It moved about a metre!! Oh, you wanted it tied down so it couldn't move at all, why didn't you just say so? For us intrepid sailors it was another dose of reality and a humbling one at that. Being hit by a speeding wave of salt water is not dissimilar to being hit by a wall. At best an item that is not lashed securely will break or dislodge and you'll lose it over the side. At worst its journey could take with it the cabin top or worse still, a crewmember.

On with the progress - everything's tied down, the storm jib and tri-sail are on - let's go sailing!

At Kim's insistence everyone took a turn on the helm. This was an exercise in itself. One adjustment we had to make was trickier than anticipated - we weren't racing, we were trying to stay alive. When racing your focus is on keeping the boat powered up and sailing fast whereas in survival mode, the sea is out to knock the boat on its side so your focus is to keep the boat afloat. Your entire mode of sailing changes and the adjustment is not as easy as it sounds. Something else that was impossible to fully appreciate was that when helming in the conditions we were trying to prepare ourselves for, it is unlikely that any one person could



helm for longer than 20 minutes. It's hard work, it's cold, it's wet and you will need relief. The higher the numbers of people who are capable of taking over on the helm the higher the chances are of your survival.

There were hundreds of little things, all of which could fill a book, but they could all make a difference. For example some winches or winch mountings may not be able to take the extreme loads encountered in severe storm situations and this could result in losing the cabin top. I noted with interest that a boat in the 1998 Sydney to Hobart race unfortunately found this out for itself and sunk!

This session was a real eye-opener. I was humbled by it and say unreservedly this was one of the most valuable training exercises I have ever gone through and it shouldn't be underestimated. Many of us go offshore, whether we're racing or cruising, and my advice is to utilize the Kimbo's of this world - to understand a little about the situations you may face, what you may need to do in order to save your life and those of your crew mates and your boat. I would also stress that practice is essential. It took us an hour to work out the best method for lashing the boom to the deck and in severe weather conditions you simply won't have the luxury of time.

There is some good news however. Kimbo has made a remarkable recovery and is back to full life - his crew on the other hand.....

### Story continued by Mandy Smith

We set about our task imagining what a quieter world it would be if Kimbo didn't keep popping his head up every five minutes to ask what we were doing - I thought he was fatally injured!

My first task was to sort out the foredeck area and this meant getting the spinnaker pole securely tied down and out of the way. It's one less thing to get in the way in a knockdown and you don't want it coming free and damaging the boat, besides you may have a use for it if you lose your rudder but that's another story.

My next task is to get the storm jib up. On *Young Nic* that means hanking it on like a normal jib but the main

difference is that the heavy sheets are already tied to the clew. So now it's just a simple case of running them back through the cars (as if anything is 'just a simple case' in this situation).

The reality is, as we were soon to experience on the Akaroa race, is that everything is a lot more difficult when you have a reasonable sea running, waves breaking over you, and it's gusting 40+ knots. Organization is the key - sail ties secure in your pocket (for tying old sails up and ensuring the spinnaker pole is secure), having someone down below ready to pull the old sail quickly in through the hatch (so that you do not take in too much water), consider even if this is the best option (or should you pass it back down the rail), plus other things.

Even running the sheets is more difficult if only for the fact that the boom is now securely lashed to the leeward safety lines, and the boat is probably well heeled over so water is

pouring past you while you try to run the leeward sheet back. And remember it is also very difficult to hear in high wind conditions so you need to regularly look back to make sure the skipper is "happy" with what is happening. It is however, all manageable - it just takes time, effort and planning.

Trimming the storm jib is like trimming a normal jib - sheet it to the right position and cleat it off. In terms of the tri sail sheets, on *Young Nic* they are worked off the primary winches, but not all boats will have the same setup so ensure you know the systems for both the storm jib sheets and the tri-sail sheets. Again it is all organization and experience and this comes through practice, practice, practice. Don't leave it until you need it to work out if your systems do or don't work. Your survival might depend on you **knowing** what to do, as opposed to thinking you know!



Storm sails up and set....let's go sailing!!

### Some key points to remember:

- Practice using your storm sails before you ever have to use them in a real storm
- Ensure all the crew knows how everything works
- Use a safety harness
- Wear a lifejacket
- Always one hand on the boat, never let go
- Time is of essence so be clear about what you are going to do, if uncertain ask
- Ensure everything is securely tied down, not only for damage reasons, but it's less exposure in a knock down
- When packing the storm sails away

ensure you have the head and foot where you can easily reach them without taking them out of the bag

- Be prepared - early sail changes before the storm hits make it safer and more comfortable for everyone
- Not everyone is going to be able to help. Unfortunately people do get sick so ensure everyone on the boat knows what to do.
- If you get wet and cold in the process, get changed as soon as possible. Staying cold helps no one.

### And finally

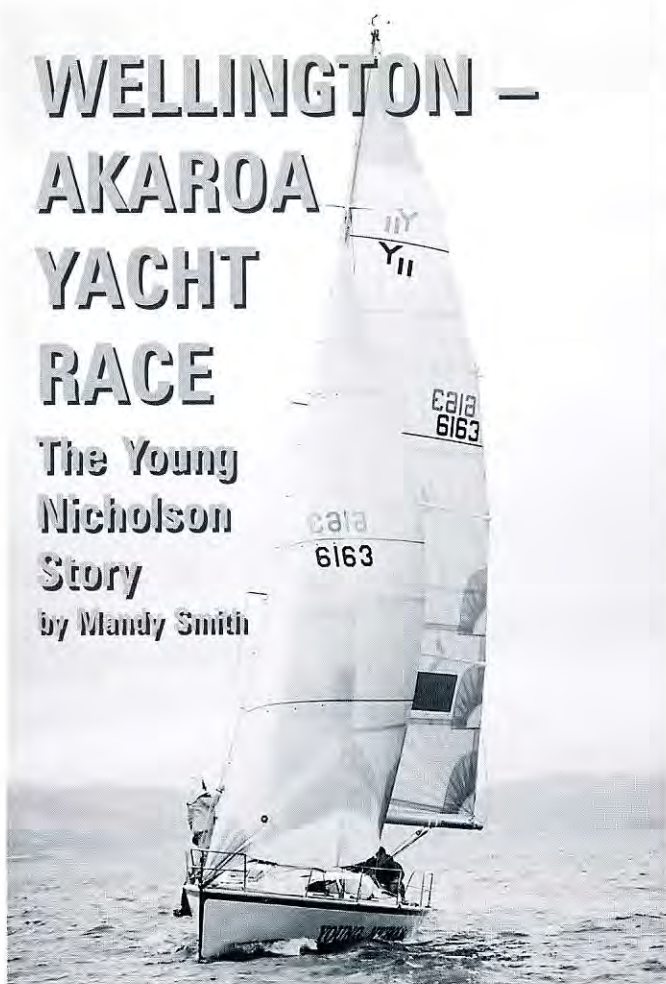
- Practice....again....and again....and again.





# WELLINGTON – AKAROA YACHT RACE

**The Young  
Nicholson  
Story**  
by Mandy Smith



Kim McMorran's Young 11 *Young Nicholson*.

After a 20 hour delay, due to deteriorating weather conditions overnight, the fleet of 15 boats was finally off to a great start.

With a brisk northerly we would have a nice kite ride out the harbour - or so we thought! On the gybe we did the inevitable and twisted the kite so firmly around the forestay that it was not going to untangle or come down in any hurry....and then the halyard gave way! Oh oh, what a pickle, and we have only just started!

Up the mast went Kimbo to clear the mess and then we were on our way again. A fast kite ride past Moaning Minnie and we are back into the fleet again. During the time that we were fixing our kite problems *The Big Don't Argue* was having problems of her own. She blew out her big kite so it appears she will now be limited to her smaller kite only. Other boats are frantically changing kites also as the breeze changes - just a taste of what is to come.

So the next question is strategy. Some boats are taking the rhumbline, others are heading east, what are we going to do? We decide to head east.

Through the night the wind died away completely and we were down to just 1 knot of speed when suddenly there was loud noise and spray of water. YIKES!! - the whales have arrived! Do they know that we are here? Possibly not, given how close they are getting to the boat but fortunately they

continue on their merry way after not too long a time and without bumping the boat.

By the morning the breeze is building again and we were looking at a nice reach into Akaroa only to be thwarted at about 2pm by a vicious southerly squall. Kimbo called for the second reef in the main and as Terry and I were about to secure the reef point to the bullhorn there was a quick change of decision - we were going for the tri-sail as the wind was building remarkably quickly and we were getting seriously overpowered. We dropped the main all the way and got it tied away quickly - we didn't put the boom cover on (good idea if you want to protect your main) but did securely lash it down. At the same time that we were doing that the boom was being lashed to the leeward rail. Up came the tri sail and on she went - well probably not as quickly as we would have liked but it did confirm the lesson of ensuring that it is packed with the head and foot accessible so that you can attach them without removing the sail from the bag first.

Fortunately our practice with storm sails earlier in the season had paid off and things went extremely smoothly, despite a number of bruises along the way.

Once we had the storm sails on the boat settled down and things became a lot more comfortable. Although we changed the sails to storm sails we are still going sideways, not forwards. It was extremely frustrating but only to get more frustrating as the storm was followed by a dying breeze. Two hours later we were changing sails and three hours later we were back to a full main and #1 headsail.

Fortunately it was only a short southerly storm and we were now back into the race - or were we?

*Winedown* and *Young Nic* battled it out tack for tack when it got to the point that both boats said 'no more, it's time to get to Akaroa', so we both abandoned the race and motored in. The first boats had finished six hours or so before so we were going to be outside the time limit anyhow. Feeling down in the dumps for not finishing, we motor in to Akaroa only to hear that we were not the only ones to abandon the race - so now we don't feel quite so bad.

So what was happening to the others while we were doing our thing? Well, the boats that took the rhumbline were hit by a southerly storm during the night while we were out east in no breeze at all, dodging whales. Steve Hogg on *Pretty Boy Floyd* was quoted as saying they did about 30 sail changes during the race! *Pretty Boy Floyd* and *Andiamo* fought it out to the bitter end, with *PBF* taking advantage of a slow sail change on *Andiamo* to slip ahead and take line honours by just a few minutes.

Akaroa Yacht Club did a great job in welcoming us - the friendly faces, the fresh food and of course the rum, was much appreciated. Prize giving was great and everyone was there. *Pretty Boy Floyd* and *Reckless* did well on the prize stakes (and the rum) and after prizegiving we all went off to prepare for the next southerly squall and to get ready for New Years celebrations.





# THE QUEST FOR NELSON

by Mary Waller



*Cervantes* "For Sale" (or should that be for sail??) in the Sounds.

It had become somewhat of a grail but surely this time we would get there?

Three times now we had loaded up the boat, rounded up the crew and psyched ourselves up for a long night out on the rail.

First time - too much wind and we didn't even get out of the marina.

Second time - too little wind but at least we got as far as French Pass.

the line, the port light which went on the fritz during the pre race tussles, and missing the first weekend in Wellington with our BT buddy boat *Team Spirit*. Not good omens it seems!

But all this was forgotten as we fell into our stride with an excellent spinnaker run catching up to and running neck and neck with *Distraction*. *Cervantes* was going like a dream as we

We all stood for a nano second in stunned amazement before reflexes came into action. The call to get the main down came from a very decisive and unusually loud voice! It was all handled calmly and quickly and in no time the main and broken boom were lashed safely to the deck.

We gybed around and with a feeling of *deja vue* headed back for Wellington. There were a few fleeting thoughts of continuing to the Sounds under headsail only - well we did have all that food and beer onboard! Instead, we did our best to be an escort for the last BT boat, *Save the Children*, as she arrived in Wellington Harbour in the wee hours of Saturday morning.

So it was a rather tired and down hearted crew that made its way back to the yacht club mooring. But not too down or too tired to open a few tinnies and light a birthday cake for one of the crew before finally crawling off to our beds at 4am.

Elusive Nelson... ..until the next time!



The crew de-stress on deck

Third time - well it wasn't an official race but we were stuck in the marina (again) eating the leftover Christmas ham and waiting for the howling winds to ease.

So this should have been it - surely the mission would be accomplished on this fourth attempt?

But perhaps we should have taken more heed of the signs... ..no food left at the BBQ (after waiting for the seemingly endless queues to diminish we found the food had also!), the gearbox failure that almost put us out of the race before we had even started resulting in a less than great start over

turned at Moaning Minnie to glide out of the harbour, the sea looking strangely calm on our windward side, the wake glistening in the moonlight, and the wind challenging us with the occasional strong gust.

The crew was happily settling in for the long night's sail as we approached Sinclair Head. We saw *Andiamo* returning to Wellington on our port side and wondered what had happened to her. And then, it happened to us!

What seemed at first to be just the kicker snapping turned into something far worse as we watched in shocked silence the heavy metal boom fold like a paper clip and shear in half!



Even Krisp enjoys the dinghy - who needs oars.....what oars? I thought they were bones!





# BT GLOBAL CHALLENGE

## Buenos Aires to Wellington leg

by Dale Adams



Photo: Marinepics Ltd

A mixed fleet of BT Global Challenge & spectator boats under the shadow of Mt KauKau

After 6,000 miles, with the fleet taking 5 ½ weeks to cross the Southern Ocean from Buenos Aires to Wellington, the closeness of the racing was astounding everyone. After rounding Cape Horn there was a mere 4 miles separating the

first six boats and only 16 miles between the first eleven boats. Match racing in the Southern Ocean was not what the crews had anticipated!

The extremes of the race continued when the fleet was becalmed in one of the world's most unforgiving oceans and the apprehension the BT yachties had held for the Southern Ocean turned into frustration. Boredom set in. The emails from the yachts were full of cravings for steak, hamburgers, hot baths, while dreams were about when could they change their underwear!

The closeness of the racing continued right into Wellington Harbour with the first three boats finishing within two hours of each other.

Cook Strait turned on it's unique welcome with winds gusting up to 70 knots. Skipper Conrad Humphreys on first placed *LG Flatron* said "It was the worst conditions we'd experienced in the whole of the Southern Ocean leg".

Coming in second was *Olympic Group* with



Sir Clay Blyth, race founder celebrating the arrival of the BT fleet in Wellington



*Isle of Man* arrives in Wellington Harbour finishing in 10<sup>th</sup> place after 38days 3hours 15minutes and 39seconds at sea!





A spectacular sight as the BT Global Challenge boats race in Wellington harbour under spinnaker

RPNYC Club member Justine Maddock aboard. Although disappointed not to be first into her home port of Wellington the huge welcome at Queen's Wharf, with her son and friends waiting to meet her, soon made up for it.

Over the next three days the rest of the 12 boats finished with an impressive finish by *BP Explorer* coming into the harbour under its bright green spinnaker surrounded by a formation of BP RIB's. Helen Couling, also an RPNYC member, was at the helm as a flotilla of yachts from Port Nic escorted the boat in from the Heads. Her huge smile when she arrived at the pontoon at the Queens Wharf said it all!

While Queens Wharf buzzed with the activity of over 200 crew and their families, it was the maintenance crews who quietly and quickly took over the activities on the boats. Out came the masts and one by one the yachts were lifted out of the water by the historic crane Hikitea onto the Taranaki Street wharf for inspection and repairs. Once back in the water, the boats were re-rigged, handed back to the sailing crews, (now refreshed from three weeks leave and anxious to set sail again), and fine-tuned out on Wellington Harbour.

The final week before restart day was full of the usual round of sponsors' dinners and private barbecues. The official prizegiving started off in grand style with a Garden Party at Government House hosted by the Governor General. The



RPNYC Commodore Murray Bridge makes a last minute call before legging it to Sydney on *Olympic Group*.

added attraction (for some!) was the attendance at prizegiving of two well known English actors, Jeremy Irons and Robert Powell who were 'leggers' on *LG Flatron* and *Logica* respectively. Somewhere in the melee also was All Black ZinZan Brook sailing on *Veritas* and our very own Commodore Murray Bridge was to 'leg' it on *Olympic Group*. The prizegiving continued late into the evening with a dinner at the Town Hall followed by a farewell party in the Renouf Foyer.

The restart day on Sunday 18<sup>th</sup> February saw the 12 BT Global Challenge yachts line up in brilliant sunshine in front of one of the largest flotillas of boats ever seen on Wellington Harbour. After the Governor General had fired the official start cannon on *NZ Explorer*, the 12 yachts sailed a circuit of the harbour, with one leg taking them straight in towards Queens Wharf. This must have been a spectacular, if not slightly scary, sight for the public as the twelve 22 metre steel



The damaged bow on *Quadstone* which put her out of the Wellington Sydney leg.

yachts raced straight towards the wharf and tacked around the inner course mark!

The final leg out of the harbour into a stiff southerly saw close racing, and a heartbreaking collision between *Save the Children*, on starboard tack, and *Quadstone*, on port tack. With *Save the Children's* skipper Nick Fenton injured in the face by a flying halyard and significant damage to the port side of the boat, *Save the Children* immediately dropped sails and returned to the Queens Wharf area. *Quadstone*, who also suffered damage to their boat, dropped sails and followed them shortly afterwards. There was an almost eerie silence aboard most boats in the harbour as spectators and families alike seemed stunned at what had just happened.

While Fenton was being taken to hospital for a suspected shoulder injury, the boats were being examined with the hope that they could be back in the race within the next few days. When they were finally taken out of the water over the course of the next few days it was discovered that the damage to both was greater than it initially appeared.





LG Flatron and Norwich Union round the first mark on the start of the Wellington to Sydney leg.

Quadstone's damaged bow was repaired relatively quickly enabling her to motor sail to Sydney in time to rejoin the fleet for the start of the leg from Sydney to Cape Town. Quadstone left Wellington after the majority of the fleet had already arrived in Sydney, but was without her original skipper Alex Phillips. Alex resigned her position as skipper and was replaced by back-up skipper Richard Chenery, who arrived from England just a few days before the boat departed from Wellington.

Save the Children had extensive damage to the port side, including the navigation station and the more complex repairs meant that she would not be able to join the fleet for the

Sydney restart. *Save the Children* motor sailed to Hobart where she refueled and stocked up with more provisions, before joining the rest of the fleet just south of Tasmania, for what may yet be the coldest leg of the trip, as the boats sail well south on route to Capetown.

It was a sad finale to an otherwise fantastic stopover – one the crews had voted as “the best and most hospitable yet”. With the strong crew vote and the family feeling created by the (absolutely positively best) host city, Wellington is sure to see the BT Global Challenge boats return again during the summer of 2005.



The BT Global yachts head out of the harbour, past Point Jerningham, on their way to Sydney.

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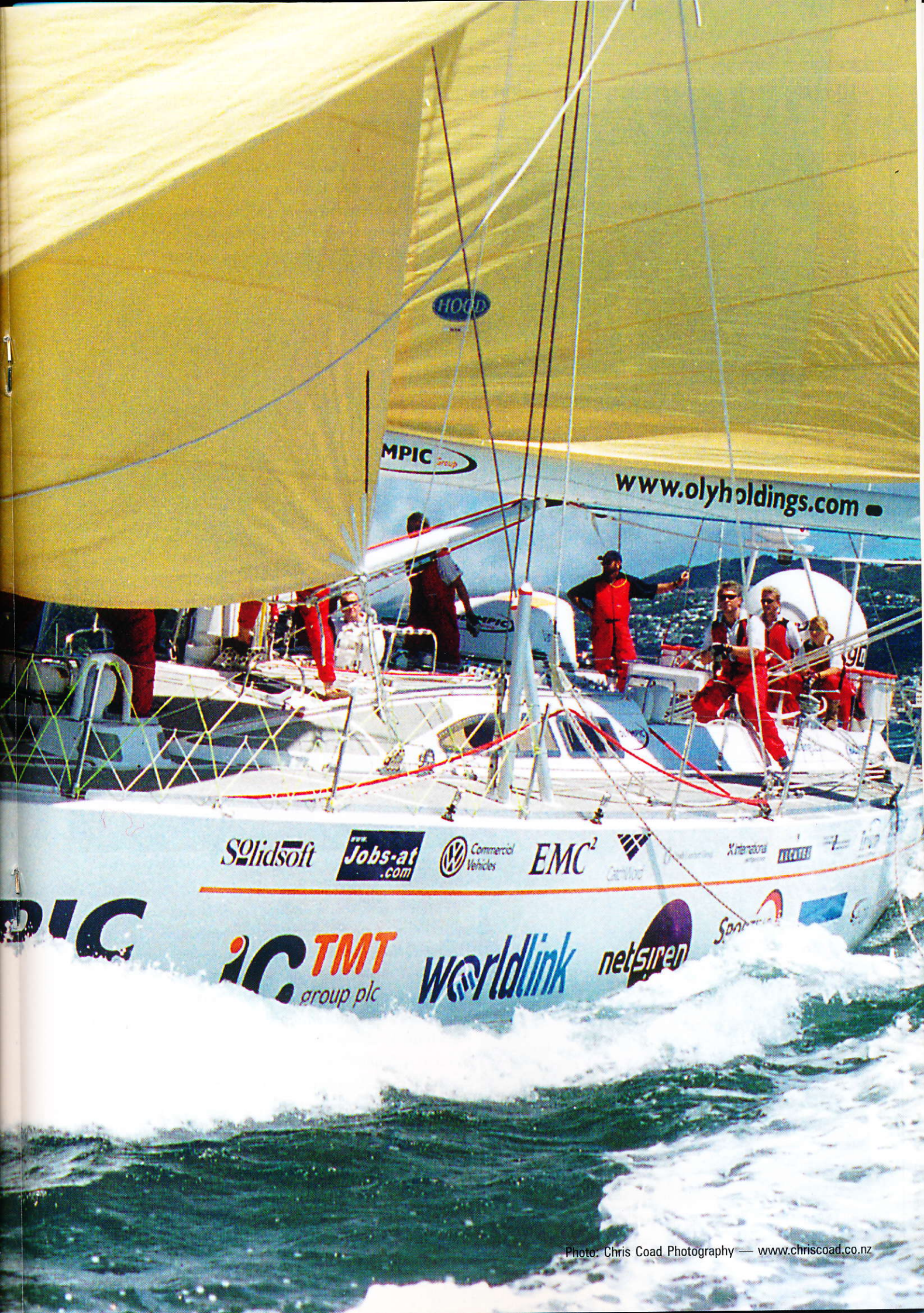
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Boat Buddie Fiona McColl with real life buddy Helen Couling from *BP Explorer*

## THANK YOU BOAT BUDDIES

by Dale Adams



A flotilla of RIB's meet *BP Explorer* as she entered Wellington Harbour (more RIB's not shown in photo)

The first step in many months of driving a campaign to make sure the BT Global Challenge crews (and their families) were given a great welcome to Wellington, and especially to RPNYC, happened way back in early 2000, when I first made contact with Julie Kalinski.

Julie had featured in an article on the BT website when, as wife of crew member Derek Kalinski on the *Isle of Man* yacht, she set up the Family Support Group in London. After months of emailing various people trying to track down how to get hold of Julie I finally made contact with her via the Director of Quokka Sports, and outlined to her the Boat Buddy system RPNYC had instigated when the BT Global Challenge boats stopped over in Wellington in 1996. She was delighted to hear about our Boat Buddy system and during the next year she passed on many queries about New Zealand to me from various crew and their families.



One of the perks of being a Boat Buddy - Dale Adams (*Isle of Man* buddy) gets a turn at helming

After months of sourcing services and shops to give discounts to the BT yachties and their families and putting together information packs, the next step was persuading our sociable Club members to host a BT yacht and become a Boat Buddy. With no job description as such, Club members were still keen to volunteer and the Club owes a huge debt of gratitude to all the Boat Buddies who made the BT crews and their families feel so welcome. From picking up families at the airport, hosting them at barbecues in their homes to sorting out immigration problems, our Boat Buddies did it all! The rewards have come from the friendships formed and judging by the calls and emails I received from many of the crews and their families thanking me for organising such fantastic Boat Buddies, the Club is indeed fortunate to have members who were so generous with their friendship and their time.





Logica boat buddy Linda McCarthy gives a hand flaking sails

Finally, a big thank-you to Catherine McLaren, BT Global Challenge Event Manager from CLEAR, for all her support and help behind the scenes with the Boat Buddies not to mention finding the time to be a Boat Buddy herself.

P.S. I'm taking bookings for Boat Buddies for the 2004/2005 race!

YACHT	BOAT BUDDY
BP	Fiona McColl, Linda Berkett, Kim Parsons
Compaq	Charles Clarke & Peridot crew
Lg Flatron	Ken Papps & Flying Fish crew
Isle Of Man	Dale Adams
Logica	Linda & Chris McCarthy
Norwich Union	Lesley Hamilton, Elizabeth Sandford & Andiamo crew
Olympic Group	Barbara Essam
Quadstone	Belinda Greer & Distraction crew
Serco For Save The Children	Carole Dewhurst & Gucci crew
Spirit Of Hong Kong	Treena Marr & Pretty Boy Floyd crew
TeamspirIT	Scott Atkinson & Cervantes crew
Veritas	Catherine & Grant McLaren

## Story continued by Fiona McColl, Linda Berkett and Kim Parsons

An advertisement was placed on the Club noticeboard, which read something like this:

### WANTED

BT Global Challenge Boat Buddies.

#### JOB DESCRIPTION

Can be whatever you want it to be!

#### SKILLS REQUIRED

Good people/communication skills – able to talk about anything and drink shooters

Innovative – finding solutions to problems

Good procurement/marketing skills – get things for free and sponsorship deals

Good local knowledge –

knowing where all the night-life is

Good network of “it’s all who you know”

#### PART-TIME JOB - possible travel ab(r)oard

For the length of the stopover, although it could be longer if you visit the next port (Sydney), and the next...and go to the party when they cross finish line!!

Fiona answered it and by default she landed the role of Principal Boat Buddy for *BP Explorer*. As friends of Helen Couling we approached Fiona to see if she needed any help and she happily took us on as Assistant Boat Buddies. We had no idea what a boat buddy was required to do, in fact when the last Challenge was in town we didn't know the stern from the bow.

There was no real job description for the above role – so we made it up as we went along like many of the other volunteer boat buddies.

It was very much a “who you know” job and we had to rely



Local skipper Brent Dewhurst tries his hand at helming something a bit bigger than his Warwick 44 Gucci.



on our own contacts to get support boats for the welcoming committee. We knew Mark and Anna Jacobson had the launch *Katoa* so we approached them about taking out Helen's family to meet *BP Explorer* as she came into the Harbour. Mark was keen to go out at any time even if it meant a 3.00 am start, which was great! It turned out Helen's dad taught Mark's brother at Millers Flat down in the deep depths of Otago! - just goes to show it's all who you know!!

Also a big thanks to Brent and Carole Dewhurst for the use of *Gucci* - it enabled more friends and relatives the chance to get out and see *BP Explorer* finish also.

And what an amazing sight it was to see *BP Explorer* come in under spinnaker complete with Helen at the helm. This was just the beginning of Helen being seen at the helm with the many media opportunities she fronted up to throughout the Wellington stopover.

After meeting the boat and escorting her into the BT Basin by Shed 5 and Dockside, and after a quick tour around the boat, we went on land to help celebrate their arrival. For those of you who were wondering the boats didn't smell that bad!

One of the many things we did arrange was for a pub to host the crew during the stopover. Mezzini's, in the Old Bank Arcade, were more than happy to do this for *BP* and other local pubs sponsored the other boats with each boat having its own "host pub". Mezzini's put on a huge welcome dinner for the *BP* crew with a vast amount of alcohol being consumed - boy do those guys and gals like their sambuca! A special thanks must go to our fantastic host pub Mezzini's, especially to Baxter, Duarte and the team.

The girls from *BP* were decidedly fed up with their shore gear and decided that a more feminine corporate uniform was needed to wear out to official functions. Our mission if we choose to accept it was to find five dresses of the same style and different sizes! Do you have any idea how hard it is to

buy five dresses the same style let alone different sizes? Well, after walking the length of Lambton Quay, several times, the *BP* girls were finally able to find something that suited them all in the required sizes (and that was almost as challenging as just finding 5 dresses the same style).

After the initial influx of friends, family, new crew, and the seemingly endless stream of parties, things did die down a while so we were able get back into our own 'real' jobs and get home before 3 am - but just for a while!

Perhaps it was fortunate (for us) that most of the *BP Explorer* team went their own way during the stopover and took advantage of that time to do some NZ sightseeing. Most of the crew only came back into town two weeks before departure for the Sydney leg, but in those two weeks they only had one free night!

The restart was full of excitement, anticipation and drama but when *BP* crossed the finish line in Sydney in first place it was a really exciting moment for all of us "pseudo crew" back here in Wellington with our feet firmly planted on terra firma!

Anyway, five weeks goes very fast. As boat buddies we had a great time - we met some great people, heard some excellent stories and most of all we're glad we not doing what they're doing!! We much prefer to have our feet on land - well for most of the time anyway ..... but we do look forward to the BT Global Challenge boats returning again in four years time.



Chris McCarthy (*Logica* buddy) has a go at trimming - can you imagine 40 days of this?!



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Saturday dawned cool and calm with a moderate southerly forecasted for the Millennium Brothers Race. This is the first time the race has been started from RPNYC as it has traditionally been an EBY&MBC race. The record for the 64 nautical mile race is 7 hours 33 minutes and 21 seconds held by *Rattle & Hum*, built and raced by Mike Muir, who completed the race at an average speed of 8.57 knots in 1987. The record was almost broken by Lindsey England in *Whispers II* one stormy northwesterly day when a top speed of 27 knots was reached on the return from The Brothers.

Anyway, enough history. The Brothers Race is a delightful day's sail to the outer Sounds and back. The race is timed so that the tide is with the yachts all the

way across to The Brothers and after rounding and recrossing a third of Cook Strait the tide turns and pushes us home again. Well that's the theory anyway - if only the wind would do the same, southerly out and northerly home, maybe one day? I have experienced the reverse though - tacking all the way there and then tacking all the way back again!

The tide plays a significant part in this race as it adds to speed over ground (SOG) in the following manner (provided always that you are able to keep up a minimum boat speed of 6 knots):

**Leading Light to Moaning Minnie** -'ve 0.5 - 0.75 knots

**Moaning Minnie to Sinclair Head** neutral

**Sinclair Head to Cape Terawhiti** + 've 2 - 5 knots

**Terawhiti to Awash Rock** + 've 0.75 - 1.5 knots

**Awash Rock to The Brothers** + 've 2.0 - 4.0 knots

The return trip is similarly affected. So you can see that this race should really be called The RIP Race as the successful skipper aims to sail his yacht in the very centre of every major Rip in Cook's Bl\*\*\*y Strait. No wonder the BT Challenge sailors thought entering Wellington Harbour was more severe

# A RIPPER OF A RACE

## Peridot's Millennium Brothers Race

by Charles Clark



Charles Clarke's Spencer 40 *Peridot*

than the Southern Ocean!

The crew for this day race comprises myself as navigator/helmsman, Mary as skipperess/spinnaker trimmer and safety valve, Pedro Morgan as mast/keyboards, Colleen Slagter as foredeck hand and wind diviner, Fiona McColl working amidships and supplying tactical comment, and Paul Seiler, a first timer on the race providing the horsepower for grinding.

We made a good time on distance start but it's a bit light for us, as *Peridot* is 'sticky' in the water, and the faster Div 1 yachts soon clear out on us. Tacking out to the heads is uneventful and once round Moaning Minnie we set the GPS for The Brothers. We try a gennaker but the swell is moderate and with the wind at about 8 knots we are better off with the

more stable #1 genoa. We change sails and carry the #1 to a little past Sinclair Head.

The Rip grabs *Peridot* and hustles her along. Up goes the #1 spinnaker - Toyota Big Red. *Peridot* picks up speed to 8 knots and with the help of the Rip scores 14 knots across the ground. A glance at the GPS says we will be at The Brothers in 1 hour 21 minutes! We sail past Karori Rock with the wind, sea and tide all unison - wonderful, wonderful sailing!

The wind is rising and as we pass Terawhiti we begin to surf. Boatspeed rises to 9, then 10 knots, and higher. *Peridot* loves the wind on her quarter and with all crew safely harnessed and clipped on we are really enjoying this downhill slide. As the seas build and the wind freshens *Peridot* surfs, taking the waves one or two at a time. We are making good time and if this wind keeps up we will be in the money.

Nearing The Brothers we change to a slab #3 for the long slog back and put a reef in the main. The wind speed will be over 25 knots apparent once we are round the corner of the outer Brother. Sure enough as soon as the spinnaker is dropped and we come on the wind it feels as if the breeze has



doubled in strength. All the crew on the rail are warmly dressed for a 5-hour slog back to Wellington.

The strategy now is to make a long board across to Terawhiti to pick up the south moving tidal stream, which will sweep us around the Cape, and across the Wellington South Coast. The only problem is that the wind is still southerly and has increased to about 30 knots apparent in the middle of the Strait. As we near the Makara Coast the wind does ease but at the Cape it will increase to over 40 knots.

We tack into the Makara Coast until the wind eases slightly then tack out again, placing ourselves directly in the Terawhiti Rip. A one to two metre southerly swell, 30+ knots of wind and we are pushing against two to three knots of south going tide - what a RIPPER! Colleen calls "Breakers!!" and *Peridot* dives through a foamy white wave 2.5 metres from trough to top. The crew on the rail float up to the lifelines and then subside back down again. The wave ducking doesn't slow *Peridot* down much though as she is still making 6.75 knots of boatspeed and over 10 knots across the ground. I try to pick my way through the breaking seas, keeping the boat speed up and aiming for the low spots or valleys between the breaking crests.

Soon we are through the Terawhiti Rip and in flatter water - only 1.5 metres of chop now. We only have the Karori Rip

and the Sinclair Rip to go - who knows what they will be like? There is white water as far as the eye can see but we are still in touch with the fleet and a rough calculation shows we are still competitive and in the prize money. *Cervantes*, a Cropp 45, is inshore from us. In this weather I prefer to keep well away from Karori Rock and Tom's Rock, keeping The Brothers and Pencarrow in sight at all times. Karori Rip turned out to be a real let down after the others - just a bit of swirly water - and Sinclair was not much bigger.

Drama returned when Pedro discovered that we had (quite) a bit of water onboard. Not all that unexpected when you take your yacht diving off Terawhiti, but we did appear to have a little more than usual. A thorough once over inspection found that a front mushroom vent was open. We quickly closed this and set the pumps working to lower the inboard water level - phew...emergency over!

Past Sinclair Head the southeasterly wind turned to the east and then dropped right out. We changed up to a #1 genoa and ghosted towards the Harbour entrance, overtaking *Cervantes* at Moaning Minnie. We carried on slipping from one patch of wind to the next before finally ghosting over the finish line well after 2200 hrs, some 13 hrs after our start - so much for our 'day' race!!



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# IF ONLY!

## NEW ZEALAND INTERNATIONAL ETCHELL CHAMPIONSHIP - Gulf Harbour Yacht Club

by Joe Porebski



Local Etchell *Dirty Dog*.

How often do we hear the "if only" story?....*"If my auntie had balls she'd be my uncle"* was a quote one of my yachting buddies used to say!

This year the New Zealand International Etchell Championship was held at the Gulf Harbour Yacht Club at Whangaparaoa - a great venue. For the uneducated masses an Etchell is a three-man keelboat sailed in many countries worldwide and currently there are two right here in Wellington racing out of RPNYC - *Dirty Dog* and *Point of Sail*.

With big names like Dennis Connor and John Bertrand (yes the real ones) and teams from One World Americas Cup competing at this year's event I thought "Well...why not? I can do that - let's give it a go!"

So it was off to Auckland to sail against some of the big guns and they needed to be good to beat us! Cedric Armit, of Auckland, joined Paul Rhodes and myself to race our chartered Etchell against some of the worlds best. Another old friend, and an ex RPNYC member, Phil Ash lives just down the road from the Gulf Harbour Yacht Club and he put Paul and I up during the regatta. His claim to fame was that John Bertrand had called him earlier for all the local knowledge (I was reminded after every race).

The fun all starts when Paul and I not

only have no idea where Pine Harbour is but, we have no idea how to navigate across to Gulf Harbour either - a distance similar to sailing across Cook Strait. Doug Reid, PR man for Team NZ, said if there was no wind we could do him a favour and take *Tui*, a 30 foot Tender, and tow the Etchell across. Great!, I thought.

This is going to be fun.....beautiful day, no wind, let's go! Things are going great, we're doing 10 knots under tow, motoring past the back side of Motutapu Island, through the channel

and then we hit a short chop. Tide against wind and we were down to 5 knots. BANG goes the tow line and the Etchell is heading for the shelter all by herself.....bugger!

As I was driving *Tui* Paul volunteered to jump onto the Etchell and retie the tow line.....quite tricky in a big sea as he found out after a quick and unexpected dip into the Gulf! The nice guys on Team NZ came over in their tender to offer assistance....*"She'll be right - just which way to Gulf Harbour?"*

Well after three and a half hours we turned up at the Gulf Harbour marina looking pretty damn flash - our own tender, Etchell in tow, I mean who could ask for more!?

So let the racing begin! After Race Four we were about mid fleet (50 boats) which was not bad considering Dennis and John had been sailing Etchells for at least 20 years and we just had a couple of turns prior to the regatta. That night a back injury from the morning race flared up, making playing pool difficult let alone pulling the main on the boat. I was forced to call in Russell Woods, an OK sailor with experience in Etchells.

The next day after seeing the boys off at the dock I decided to check out Dennis's boat - maybe a winged keel or something else was making him go fast? To my surprise he questioned me as to

ships 2001 "If only" Dennis Connor

			Races														Total		Points	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
			Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points
John Bertrand	Ernest Lawrence	Bel Browne	30	3	3	2	2	5	5	2	2	2	2	2	2	2	2	2	2	2
Morgan Larsen	Matthew Dagen	Will Bayles	18	4	4	7	3	3	1	1	12	12	1	1	1	1	1	1	1	1
Bruce Hendon	Mark Maclellan	Jeremy Scantabury	51	5	5	1	1	2	2	4	4	6	6	6	6	6	6	6	6	6
Jan Schoelen	Mike Hughes	Simon Glosser	26	1	1	4	4	6	6	10	10	4	4	11	11	5	5	11	11	5
James Spithill	Ben Durheim	Joey Newton	24	13	8	8	1	1	7	7	14	14	4	4	4	4	4	4	4	4
Carsten Thoring	Steve Barton	Paul Morin	49	6	6	13	13	11	11	12	12	1	1	6	6	11	11	6	6	11
Kevin Harrop	Craig Monk	Peter Weymouth	36	12	12	5	5	10	10	3	3	3	3	3	3	3	3	3	3	3
Jake Dunster	Tom McPhail	Andrew Padbury	41	11	11	12	12	22	22	8	8	2	2	10	10	9	9	74	22	52
Steve Jovin	Steve Jovin	Matt Day	14	16	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Dennis Connor	Nick Cleland	David Stevens	43	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Julian Rattle	Clifford Hall	Greg Clark	1	2	2	14	14	9	9	11	11	25	25	14	14	14	14	14	14	14
Gray Gibson	Peter McNeil	Wade Morgan	30	15	15	6	6	8	8	16	16	36	36	23	23	13	13	117	36	81
Barry Topple	Robert Croft	Clive Landley	25	17	17	16	16	18	18	18	18	18	18	18	18	18	18	18	18	18
Todd Trevino	Stephen Trevino	Rowan Adolph	40	23	23	10	10	14	14	23	23	29	29	13	13	18	18	130	29	101
Kelley Glaser	Robert Croft	Samuel Rockliffe	37	25	25	22	22	12	12	8	8	8	8	8	8	8	8	154	51	103
John Andrews	Anastase Maitlen	Peter Gilson	22	8	8	28	28	21	21	21	21	24	24	23	23	18	18	142	29	113
Grant Whangman	Graeme Taylor	Don Buckley																		
Phil Dash	Steve Tracy	Scott Condit																		
Steve O'Rourke	Steve Backhouse	Ian Gerty																		
Nathan Williams	Chris Bredell	Phil Ash																		
David Schmidt	Gavin McPherson	Richard James																		
Dean Salthouse	Nick Crabtree	John Shalvey																		
Andrew Piles	Nick Kneic	Alan Spiller																		
Bryce Somerville	Kevin Hogan	Grant Davidson																		
Martin Gilman	John Newton	Todd Stilleross																		
John McDougall	Abdus Evans	Peter Bailey																		
Ian Johnson	Paul Turner	Tim Ede																		
Gavin Gerard	David Tillet	Alan Gjerdt																		
Charles St Clair Brown	T Ryan	J Tucker																		
Tony West	Richard Cowen	Jason Cowling																		
Gordon Hands	Peter Bellingham	Dan Fells																		
Mark Richards	Bruce Mooney	Michael Hogg																		
Boyan Treasman	Matt Barnard	Daryl Benn																		
John St Clair Brown	Tom Warren	Richard Mackay																		
Barry Packer	Jeff Gentry	Wayne Durr																		
Peter Gaffier	John Saver	Peter Baynes																		
Chris Martin	Chris Goodall	Joe Machy																		
Paul Rhodes	Joe Goodall	Chris And																		
Grant Archer	Nick Forrester	Murray Dalton																		
Paul Griffiths	Russell Giff	Gregory Downey																		
Roger Crabtree	Tim Crabtree	Graeme Lucas																		
Mark Roberts	Tony Kermode	Derek																		
Bill Butler	David Leslie	Ian Griffiths																		
Jon Hole	Peter Murphy-Jones	Paul Francis																		
Greg Campbell	Thomas Hayes	Luke Hamilton																		
David Richard	Jean Bennett	Steve Haggis																		
Daniel Slater	Carl Williams-Wilby	Steve Haggis																		
Charmaine Tate	Raewyn Bennett	Carly Dobbs																		
Martin Shelton	Peter Delaney	Rob Martin																		
Glen Tucker	Edgar Villa	Dennis Rosewood																		

Joe Porebski and fellow competitor Dennis Connor



why I was not sailing and then offered me a ride on the *Daintree*, his Americas Cup tender. Yes please... ..I was off!

I had a great day out on the water watching the racing and with all the high tech gear that Cat had I was surprised they did not somehow feed it back to Dennis. But my hat off to that team, no way was there any outside assistance. The boys from the One World Challenge on the other hand were quite good at positioning their four tenders strategically at different parts of the


course. Mind you with names like James Spitthall, Bruce Nelson, Morgan Larsen and most of the winning Team NZ guys on board, did they actually need any help??

After seeing the racing from a different perspective I was keen to get back on board and fire up our boys for victory in the last race.

If only.....that Etchell had not T-boned us below the waterline in our best race we would have finished in the teens. Having poor old Cedric down to

leeward with his body on the line (I mean over the hole to stop us from sinking) meant we were not sailing that fast!

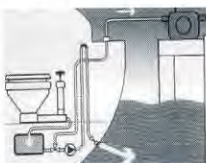
I congratulated John Bertrand on winning, sailed with Dennis Connor's Team, had a beer with the One World Team and saw my old friend Flash. Now you tell me how many other sports can you compete against the worlds best just because you wanted to? You can't even play Tiger at golf unless you've got a spare 2 million!

Now who's saying "If only"? 

	Place	Boat	Skipper	Crew	Crew
AUS	1	<i>Two Saints And A Magpie</i>	John Bertrand	Ernest Lawrence	Bill Browne
NZL	2	<i>The Grenade</i>	Morgan Larsen	Matthew Mason	Will Bayliss
USA	3	<i>USA1184</i>	Bruce Nelson	Mark Mandelblatt	Jeremy Scantlebury
AUS	4	<i>Contender Sailcloth</i>	Jan Scholten	Mike Hughes	Simon Grosser
USA	5		James Spitthall	Ben Durham	Joey Newton
NZL	6	<i>The Boat</i>	Cameron Thorpe	Steve Barton	Paul Morrish
NZL	7	<i>Irish Crystal</i>	Kelvin Harrap	Craig Monk	Peter Weymouth
AUS	8	<i>Doctor Evil</i>	Jake Gunther	Tom McPhail	Andrew Palfrey
USA	9	<i>QANTAS</i>	Dennis Connor	Steve Jarvin	Matt Day
AUS	10	<i>Harken Evisha</i>	Julian Plante	Nick Garland	David Stevens
NZL	38	<i>Upfront</i>	Paul Rhodes	Joe Porebski	Cedri Amit
NZL	49	<i>Point of Sail</i>	Martin Shelton	Peter Delaney	Rob Martin

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Regulations will prohibit the discharge of untreated sewage from ships of all description, including recreational boats, unless that discharge is in water depths greater than 5 metres and is more than 500 metres from the shore or a marine farm.



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- Approximately 23 litre (5 gallon) capacity.
- Ready to install with inlet, outlet and vent hose connections, internal suction hose, and mounting straps.
- Compatible with manual and electric toilets and all pump-out systems.

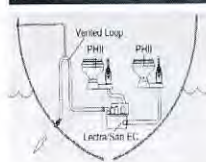
**Fitting details:** Connections for 38mm 1 1/2" id inlet hose, 19mm (3/4") i.d vent hose

**Dimensions:** 46cm long x 22cm x 33cm (18" x 9" x 13").

**Weight:** 3.8kg (8 1/2 lb).

**38110-0000** Waste holding tank.

**38235-0000** Waste tank fitting.



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- Disinfectant reverts back to salt and water to preserve the sensitive marine environment.

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# STARLIGHT EXPRESS TACKLES THE TASMAN

## 56<sup>th</sup> Sydney to Hobart 2000

by Edmund Tam

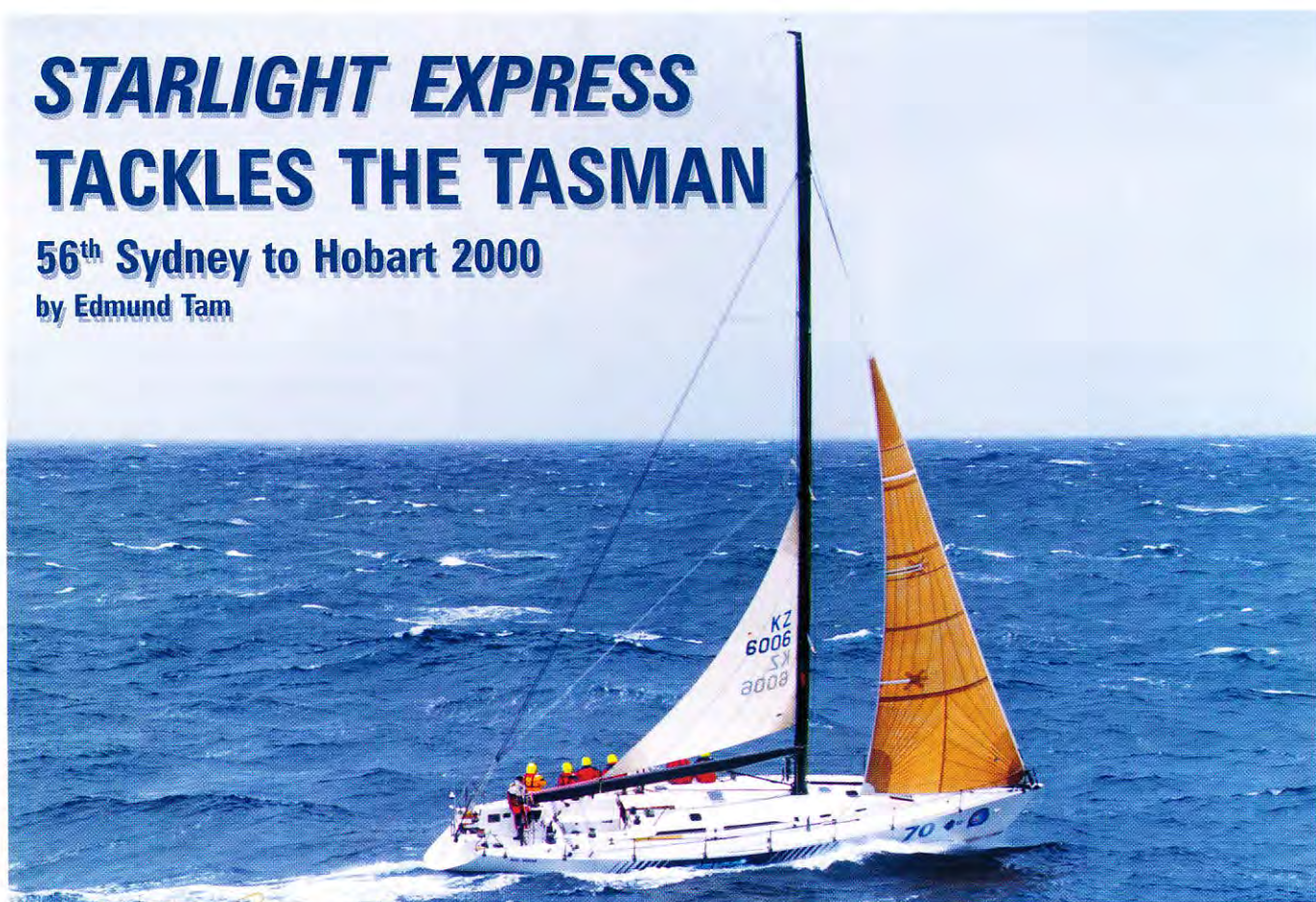


Photo: www.richardbennett.com.au

Although the photo doesn't do the sea conditions justice the sail configuration shows it must have been pretty wild.

The sailing schedule for *Starlight Express* for the end of 2000 involved 2 important events within a fortnight. Namely, the National ORC Championship in Wellington and then across the Tasman to compete in the 56<sup>th</sup> Sydney to Hobart Yacht Race. Competing in both events required a huge transition from opposite ends of the sailing spectrum from regatta and sprint-racing mode in the National ORC Championship on Wellington Harbour to a 630-mile passage race in demanding sea conditions in the annual Sydney to Hobart Yacht Race.

The 56<sup>th</sup> Sydney to Hobart Yacht Race attracted 82 starters, of which we were the only New Zealand entry, for the 630 nautical mile race down the east coast of Australia, across the gale swept waters of Bass Strait and finally into yet more gales down the east coast of Tasmania. For the third year in succession although the forecasted strong to galeforce winds and heavy seas were destined to severely batter boats and bodies it did not diminish the

enthusiasm of almost 850 sailors who were about to compete in the event.

The Coroner's report into the deaths of six yachtsmen in the stormswept 1998 race released less than two weeks before the start of the race included a number of recommendations which were to have an impact on this years race. Among the recommendations was one to replace certain brands of liferafts and personal buoyancy vests on all boats. The Cruising Yacht Club of Australia felt it had a duty of care to follow those directions, even with the possible fall-out of 15 to 20 boats due to being unable to comply so late in the piece. In the end every boat affected was able to obtain replacement liferafts and personal buoyancy vests with the result that all 82 boats entered went to the startline on Boxing Day. *Starlight* had to add extra equipment to comply with the revised safety requirements—many thanks to Andrew Taylor for assistance here.

The crowded start area and pre-race hype was something very few of us had expected. The traditional Boxing Day

start was unbelievable with more than 3,000 spectator craft and numerous helicopters swarming Sydney Harbour, packing the edges of the exclusion zone, as the race fleet tacked north to round the Telstra Buoy at the Sydney Heads. Many of these spectator craft followed the fleet several miles down the coast. The compulsory reporting in to race officials and "sail by" under a rigged trisail and storm jib prior to the start provided a sharp reminder of the tragedies and horrific seas encounters of the 1998 race.

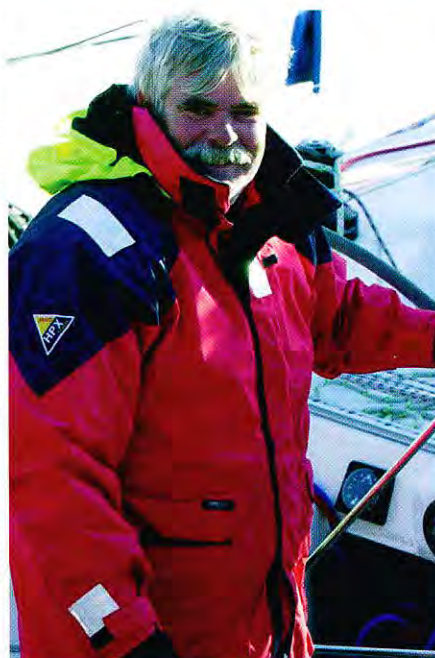
After getting off the line conservatively and negotiating our way through the crowded harbour we had windward beat out to the heads and then a spinnaker reach across the coast in a freshening northeasterly sea breeze. By late afternoon the wind had increased to 25 knots which allowed for a record setting pace by the 80-foot maxi *Shockwave*, closely followed by another Maxi, Grant Wharington's, *Wild Thing*. The first evening provided superb sailing conditions as we traveled down



the East Coast of Australia. We quickly moved into our watch system of 4 hours on standby, 4 hours on watch and 4 hours off. Into the first night and early hours of the second day we covered significant mileage under spinnaker by staying in a good breeze further offshore before we encountered a progressive southwesterly wind change resulting in a gybe and later a change from spinnaker to headsail. The wind continued to shift further to bring us onto a close-hauled course south towards Hobart. With the wind shift the sea conditions became progressively rougher with 3-4 metre waves and winds increasing to 25 - 30 knots. We now had to settle into a long "on the nose" slog towards and beyond Bass Strait. By the first 3.05am sked we were placed 16<sup>th</sup> on corrected IMS. Later that morning the race leader *Shockwave* had checked in with Race Control advising they were about to enter into a wild Bass Strait. It was just a few hours later that *Shockwave* owner/skipper Neville Crichton elected not to risk damaging his yacht and advised Race Control that he was retiring from the race after being "apprehensive about the forecast and how they might fare". Another Australian Maxi, George Snow's *Brindabella* was also to retire early, reporting delamination problems in the bow.

By the 2.05pm sked on the second day at sea a dozen yachts had pulled out of the race, most of them before they entered Bass Strait. Two notable retirements off the Tasmanian East Coast were *Bumblebee 5*, the 62-footer skippered by designer Iain Murray, which lost the bulb of its keel, and another yacht which broke its rudder.

Once settled into our slog south all recollection of events have become one large blur. The memories that still remain are of numerous sail changes, leaping off large waves, enjoying yet another Pete Rodie culinary delight, leaping off even larger waves, humoring over the predicament of a crew member developing an unfortunate rash, and leaping off yet more waves. Suddenly,



The skipper of *Starlight Express*, Stewart Thwaites, can't keep the smile off his face as he steps ashore at Hobart

*OneAustralia* and *Young America* jokes were no longer funny!

Day 2 and Sked 5 saw us moved up into 3<sup>rd</sup> place on Provisional IMS. While making very good time things were about to take a turn for the worst. At around 3am and 130 miles off the coast of Tasmania the forecasted southerly gale was eminent and we were left to speculate about just exactly when it would hit. While being ever aware that something big was about to happen our progress was very cautious. The extent and speed with which the southerly squall arrived and hit us was hard to have anticipated. We were

confronted with squalling southerlies and fierce winds measuring over 60 knots. The consequences of this squall became the unfortunate turning point and major downfall of our race. It took nearly half the available crew just to drop the headsail – a good effort by those involved in these extreme conditions! By the time the headsail had come down the force on the mainsail, already heavily reefed, had shredded one of the leech panels out of the top of the sail and was thrashing the wind instruments off the top of the mast. We were later to find out that this wind had hit numerous other competitors with little time to prepare – notably, a few of the Volvo 60's suffered damage and had to drop all their sails and continue under trisail and storm jibs while weathering the squalls.

It was almost dawn by the time we got the boat back in order and on track so we proceeded to set the trisail and storm jib in conditions that had now eased back to 35 – 40 knots and 6 metre seas. At this point we decided to alter course and head to the closest coastline in case we experienced further difficulties. We then took it easy which gave us time to remove and assess the damaged mainsail and undertake repairs – unfortunately the mainsail was beyond repair. However the wind was still strong enough to make reasonable speed even under trisail but all this meant it was still going to take a long time to reach Tasman Island off the coast of Tasmania.



On the Rail (L to R): Steve Edwards, Jonathan Neilson, Peter Rodie, Arthur Stewart, James Tucker, Colin Parkin, Edmund Tam (standing), Dale Barcham, Robbie Greer, Peter Sutton, Stewart Thwaites. In the Cockpit: Jamie McDowel, Karl Purdie



On our third day of the race frustration about our situation and slow progress was becoming very apparent in the whole crew, as was the diminishing supply of food! Our slow progress had resulted in a drop from 3<sup>rd</sup> place on provisional IMS to a depressing 23<sup>rd</sup> placing. Despite all the frustration the crew all remained committed to being out on the rail to get the most speed out of the jury rig and to get to Hobart and out of a very cold southerly wind.

Finally seeing Tasman Island was such a welcome sight not only because it was nearly a day and a half overdue, but also because it was indeed a remarkable spectacle. We two sail reached across the bay and at the entrance to the Derwent River we were able to set a spinnaker. We proceeded very cautiously up the river, as the boat proved more unstable than normal due to the lack of mainsail to help balance rig.

The satisfaction of finally finishing was felt by all and for a majority of us it was our first Sydney to Hobart race. The welcome into Hobart was unbelievable and unexpected and although we finished a disappointing 27<sup>th</sup> on IMS there were still hundreds of spectators and other competitors cheering and welcoming us into port.

In total, 24 boats retired from the 82-boat fleet. There were no dismastings, only one yacht broke its rudder, and while several had steering problems only one yacht reported structural hull damage. Several crew suffered injuries in the pounding seas, but none serious. 4 yachts reported having man overboard

situations in which all crew were successfully recovered, including the one crewman who was washed off the foredeck not wearing a safety harness or a lifejacket! The major cause of retirement appeared to be radio problems. This forced several boats to pull out when they realized they would not comply with the mandatory radio check-in just before entering Bass Strait. Skippers were required to advise Race Control that the yacht, crew and equipment were all in a fit state to make the crossing of Australia's version of a wind factory, which for much of the race was being swept by galeforce winds described by the Bureau of Meteorology as "vigorous south-westerlies".

Overall victory on IMS went to *Ausmaid*, a Bruce Farr designed 47-footer owned by Adelaide yachtsman Kevan Pearce. It was the second win for the yacht since being owned by Pearce. *Ausmaid* has finished consistently in the top placings with a third in 1997, a second in 1998, a third in 1999 and now a first in 2000.

Swedish Maxi *Nicorette*, a South African designed and built 80-footer, skippered by world Maxi Champion Ludde Ingvall took line honours outpacing the Australian Maxi *Wild Thing* owned by Victorian yachtsman Grant Wharington. *Nicorette's* elapsed time of 2 days 14 hours 02 minutes 09 seconds compared with the race record of 1 day 19 hours 48 minutes 02 seconds set by the Volvo 60, *Nokia* when she slashed the previous race record by an astounding 18 hours in the 1999 race.

Not far behind were the Volvo 60s training for the 2001-2002 Volvo Ocean Race around the world, of which the 2001 Sydney to Hobart will be part of the Trans-Tasman leg from Sydney to Auckland. First of



Sport the Library/Jeff Crow

*Starlight Express* Skipper Stewart Thwaites talks about the race and the conditions the crew faced on their journey south the Volvos was the German-owned *Illbruck*, skippered by John Kostecki.

Over three quarters of the 2000 race was a hard beat to windward. 1999, in contrast, was a spinnaker run and power reach most of the way in fresh to strong winds. The prudent seamanship shown by those who chose to retire voluntarily rather than risk further damage once again underlined the fact that the Telstra Sydney to Hobart Yacht Race is indeed a challenge against the powers of nature.

### Major Results were:

Line honours winner *Nicorette* also won IRC Overall and the IRC Division A ahead of two Volvo 60s, *Illbruck* from Germany (skippered by American John Kostecki) and *TYCO* from Bermuda (skippered by New Zealander Kevin Shoebridge).

The Plum Crazy Trophy for the smallest yacht under 9.5m LOA to finish the 630 nautical mile race went to the 30-foot (9m) sloop *Urban Guerrilla*, skippered by Chris Bowling from the Drummoyne Sailing Club in Sydney.

### Starlight Express provisional and final IMS positions were:

Sked 1	16 <sup>th</sup>
Sked 2	21 <sup>st</sup>
Sked 3	6 <sup>th</sup>
Sked 5	3 <sup>rd</sup>
Sked 6	8 <sup>th</sup> (mainsail ripped)
Sked 7	30 <sup>th</sup>
Sked 9	29 <sup>th</sup>
Sked 10	27 <sup>th</sup>
Final place	27 <sup>th</sup>



Sport the Library/Jeff Crow

The crew of *Starlight Express* gather on deck as the yacht pulls into





# THE ELEMENTS

# OF STYLE



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# WELLINGTON AKAROA RACE HISTORY

by Bill Brambleby and Bruce Askew



The first race in 1940 was from Lyttleton to Wellington and we have included an article announcing this event and the reason why it was raced that way (the reverse of our present race).

The race was won by the yacht *Tawhiri* owned by Neil Brown of Nelson, who incidentally won the ill-fated race from Wellington to Lyttleton in 1951.

The following then is an article describing the first race from Lyttleton - Wellington (1940):

*".....In honour of the celebrations of the attainment of 100 years settlement and progress of the Dominion of New Zealand the Wellington Citizens' Anniversary Regatta Centennial has organised this regatta. With this regatta is incorporated the Dominion Yachting Championships held under the auspices of the Wellington Provincial Yacht and Motor Boat Association, also the Lyttleton - Wellington Ocean Yacht Race, which is being controlled by the Royal Port Nicholson Yacht Club.*

*It is hoped that this full week of yachting events, in which boats from all parts of New Zealand will compete, will prove one of the highlights of the Centennial Celebrations. Since early days of settlement in Wellington yachting has been one of the most popular sports indulged in, and every year from 1882 onwards Anniversary Day has been celebrated by a Yachting Regatta. It is therefore fitting that such a function should also be held to celebrate the Centenary and to mark the part which yachting has played in helping train young New Zealanders to be self-reliant and practical, and to foster in them a love of the sea, and attribute so vital to the existence of our Empire.*

*Following the outbreak of war the Committee was much*

*concerned whether to proceed with preliminary arrangements made for this regatta or to abandon the project, but it appreciated that in spite of the vast activities connected directly or indirectly with different services, there must be a large number of people leading normal lives. It is well that this should be so in order to preserve that balance which may ultimately become the determining factor in leading success. It was the loss of this balance in the German civil population in 1918 that was one of the causes of its collapse. Realising, therefore, that the worst we can do is to sit down and think, dream and talk about war, the Committee decided to hold the regatta.*

*The large number of entries received from all parts of New Zealand is most gratifying and the Committee expresses the hope that good weather will prevail for the regatta and that all visiting yachtsmen will enjoy their stay in Wellington and also their visit to the great Centennial Exhibition....."*



Wellington to Akaroa Race Cups:  
L to R: Gold Cup, Donaghy's Cup, Founders Trophy



Another newspaper reports the following on the Lyttleton - Wellington Race:

### Lyttleton - Wellington Ocean Race

".....A proud possession of Wellington is the growing fleet of keel yachts ranging between 20 and 45 feet in overall length. Harbour racing in this type of vessel has of late years chiefly been fostered by the Royal Port Nicholson Yacht Club, and with a view to further encouraging racing of this class of boat, and to entice owners of such boats in the South Island to visit this City for the Exhibition and the Centennial Regatta this club has arranged the above race.

The Race, which is to start from Lyttleton on Saturday, 13<sup>th</sup> January 1940, is open to competition by Keel Yachts of 20ft waterline length and over. A set of conditions giving special thought to seaworthiness and safety has been drawn up by the Club, and handicapping of the boats will be arranged according to one of the recognised systems adopted by the Clubs who foster Ocean Yacht Racing in other parts of the world. To enable the public to interest themselves in this contest the following information is given:

**Course** - From Lyttleton Heads to Wellington, the starting line being between Adderley Head Signal Station and the Godley Head Lighthouse and the finishing line between Queens Wharf and Clyde Quay Wharf at Wellington. Approximate distance, 175 nautical miles.

**Prizes** - 1<sup>st</sup>, £40; 2<sup>nd</sup> £15; 3<sup>rd</sup> £5. Entrance fee, £1/1/-

#### Entrants:-

Sail #	Name	Owners	Club	Port of Entry
A4	Yvonne	J Roberts	Canterbury Y&MBC	Lyttleton
A8	Nanette	JC Maddever	RPNYC	Wellington
A10	Mandalay	Dr F Montgomery Spencer	RPNYC	Wellington
A11	Ruakawa	CA Livingston	RPNYC	Wellington
A16	Te Hongi	HF Lamb	RPNYC	Wellington
A21	Arava	J Glasgow	RNZYS	Nelson
A22	Tauhiriri	Noel Brown	Aurora Sailing Club	Nelson
A1	Tucana	BF Geissler	Banks Peninsula CC	Lyttleton
B5	Senorita	WH Browne	Banks Peninsula CC	Lyttleton
	Gipsy	GC Dickson	Bluff YC	Bluff
B8	Maputu	M Stallard	Evans Bay Y&MBC	Wellington
	Varuna	GG Andrews	Christchurch Y&MBC	Lyttleton



The Silver Cutter  
Rothmans Trophy. Winner on RORC,  
reallocated to winner ORC Club.

The actual start time from Lyttleton will not be arranged until the day before the race, apart from that much depends on the weather conditions, so that the approximate time of arrival of any of the yachts in Wellington cannot be given. However, it is possible that some might cross the finish line any time after the expiry of 30 hours after the time of start. It is hoped to arrange



radio reports on the race....."

The winner was the yacht *Tauhiriri* but we have no record of other placings.

### Wellington to Lyttleton Race (1951)

We are not able to go into great detail about this race, as the whole episode would take up the entire RIP magazine. Nevertheless we hope there is enough here to give members a reasonable understanding of what took place.

It must be understood that there were no marine radios then as we have today, although *Argo* did have a Morse code transmitter. It was assumed some signals received during the race may have come from the *Argo* but this was not proven in the hearing that later followed.

Weather forecasting was not as accurate as today's but on reading the weather reports of the time, they did to some extent forecast the worsening weather to come. This was reinforced by local knowledge, and as Bruce remarks in his resume that follows there was some concern expressed on the day of the start as to the accuracy of the weather forecasts.

On start day I sailed my very old keel yacht *Muritai* with my uncle Ralph Millman Jnr, and we followed the fleet out of the entrance where my uncle remarked that the southerly swell we were experiencing pre-empted worsening weather (he was right). We headed for home and a safe mooring in the boat harbour taking photos on the way, some of which are reproduced here.

The following is an account of the race by Bruce Askew, who competed in his yacht *Karu*, and then a short description of the race itself from newspaper reports in the days that followed.

#### continued by Bruce Askew

The race to Lyttleton began under a heavy overcast sky with fitful NE to E wind - not a lot, say 5-15kt. The yachts beat from the startline at the Overseas Terminal (then known as Clyde Quay Wharf) to Point Halswell. Somewhere in this hour or so *Restless*, which had just been converted from a ketch to state-of-the-art cutter, was dismasted. It was difficult to explain why but it may have been faulty fittings, or tuning?

The race to the Heads was quite tiring with calm patches



with short brisk puffs. By Pencarrow the fleet was well spread out. On *Karu* we opted for a southerly course. It would take us well offshore by Campbell and ease our passage to the SW should the wind go round to SE or S, and it would not be too much of a problem if the wind went the other way.

We carried this course for say two hours in 15-20kt - still easterly, overcast and cool from memory. In quite a short space of time we encountered a rising easterly swell and then a few began to break.

I had spent a part of the previous year building the Bait House at Island Bay and learnt a lot about the Cook Strait lore from the local fishermen. Don't trust easterlies! And there had been mention around the boat harbour (probably Bob Prince or Mick Redman) that a significant southerly was forecast which was contrary to what the race officials understood. I figured that we were far enough south to be in an easterly swell previously protected by Palliser. It promised to be a dark night and after considering the words of the wise men from Island Bay and the Boat Shed doorways, and also being very young, we decided to turn back home.

The sail to Pencarrow was quite simple. Just go back the way we came, still a little visibility and a reach. The swell had diminished and eventually the wind did also. We stopped altogether off Barretts Reef (no motor!). A short while later *Joy*, a competitor, came out of the murk under power. She was owned by the Smith family, who were migrating from Christchurch to Whangarei and George Brassel was in charge for the race. He had decided that things were going wrong and that he may be of more use on his own fishing vessel, the *Tawera* berthed in Lyttleton. They obligingly towed us back to Oriental Bay from where we all went to our respective homes, a little disappointed because it was still flat calm. Next morning there was the conventional southerly blowing and from recollection it lasted about a fortnight.

The race and its outcome are all very well documented in the various daily papers of the time and also in the Marine Departments Enquiry that followed. There is a copy of this enquiry at the Club for those that are interested.

This race followed not too long after the inaugural Sydney to Hobart race (in which *Ilex* from RPNYC participated) and was won by John Illingworth in a yacht named *Rani*. Illingworth went on to become almost the father of present

day ocean racing. Although our race ended most unsatisfactorily it did lead to the development of our present day safety requirements. We had assorted lifejackets, all filled with salt saturated kapok, a compass, nav lights (kerosene), a torch and a life buoy - I can't remember having charts and certainly no lifelines or rafts!

The overseas yachting magazines were filled with arguments about handicapping systems and new designs for the emerging

desires to go ocean racing in the rest of the world. However after this ill-fated race there was a step back from these more adventuresome races for a few years as ocean racing in general experienced a downturn in Wellington, and I suspect also in Lyttleton. We still had our Seabird Cup race to Tory Channel and one or two other events like the Island Bay races.

The first three Akaroa races took 72 hrs and now it is not far off being a daylight race with advancements in design, more specialised boats, and far more experienced crew's.

But unfortunately as happened in 1951 it often takes a disaster or near one to reinforce the foibles of going to sea in small ships.

The following is from a newspaper article on the race:

".....On 23 January 1951, 20 yachts set sail from Clyde Quay in Wellington to race to Lyttleton. The race was a special event to commemorate the Canterbury Centennial and the organisers were offering a first prize of £100. The yachts were expected to take about 36 hours to cover the course. A moderate northerly was blowing as they set off at 10 am, but within 40 minutes the *Restless* snapped a mast while still in the harbour. A southerly gale sprung up which battered the boats in the Strait and off the Kaikoura coast. The Nelson sloop *Tawhiri* managed to finish in 69 hours to claim the first prize, which completed an amazing double. She had won the Lyttleton - Wellington race on the other occasion it was run, in 1940.

But behind *Tawhiri* was a scene of disaster. *Husky* of Nelson and *Argo* of Wellington were both lost with all hands, a total of 10 people. Pieces of wreckage were found in Cook Strait and were identified as being from *Husky*. A massive sea and air search was mounted for *Argo* and, 12 days after the start of the race, weak signals were picked up off the East Cape of the North Island, but these were never identified as coming from *Argo* and the search found nothing. Later, a lifebuoy from *Argo* was found in Palliser Bay. Another yacht, *Aurora*, was also missing for a time, but she eventually turned up safe and sound and limped into Wellington



Founders Trophy.  
(Second on handicap).



Clyde Quay boat harbour in the 1950's





Gold Cup. (Line Honours).

on 3 February. None of the other yachts finished the race. The six-man crew of *Astral* had a close shave when their yacht was dismantled, but they were saved by the trawler *Tawera* skippered by George Brassel.

The 20 yachts which left Wellington in the race were *Astral* (Evans Bay), *Aurora* (Dunedin), *Banika* (Banks Peninsula), *Caplin* (Omarau), *Fantasy* (Banks Peninsula), *Galatea* (Banks Peninsula), *Hope* (RPNYC), *Husky* (Banks

*Peninsula*), *Joy* (Banks Peninsula), *Karu* (RPNYC), *Matatua* (RPNYC), *Nanette* (RPNYC), *Ocean Maid* (Banks Peninsula), *Restless* (RPNYC), *Ruawaka* (RPNYC), *Tawhiri* (Aurora Nelson), *Wakarere* (RPNYC), *Windswift* (Banks Peninsula), *Argo* (RPNYC), *Raukawa* (RPNYC)

Of these, *Restless* had a mishap 90 minutes after the start and had to drop out. The winner, the *Tawhiri*, is in Lyttleton, others *Banika*, *Joy*, *Karu*, *Nanette*, and *Ocean Maid*, returned to Wellington early in the race, and are now joined by *Ruawaka*. The *Windswift*, *Galatea*, *Matatua* and *Wakarere* are sheltering at Kaikoura. The *Fantasy* and *Caplin* are sheltering behind Cape Campbell, and *Astral* is a derelict. *Ruakawa* was sighted off the Hurunui River, leaving the *Argo*, *Aurora*, *Hope* and *Husky* still unaccounted for....."

Unfortunately the yachts *Argo* and *Husky* were never found irrespective of extensive searches by other vessels and aircraft all of which, along with other evidence, confirmed their loss at sea.

As earlier mentioned George Brassel was also the skipper of the yacht *Joy* who had earlier towed *Karu* back into Wellington and then returned to Lyttleton, presumably by ferry, to take his trawler *Tawera* to sea in order to find or assist those in difficulties. As events turned out he found *Astral* and proceeded to tow the yacht to safety when the tow line parted. George was able to successfully take all the crew off *Astral* and brought them safely back to Wellington. The *Astral* was left to drift and was eventually towed to Mana by a small coastal vessel and then passed to Mr McManaway who then

towed her up to Paremata where the crew did rejoin her later to make ready for the yachts return to Wellington (less her mast). The owner/skipper of *Astral* was Brian Millar and the crew was Peter Foote, Fred Eagar, Tom Edmundson, Jim Smith and Ashley Burton all of whom were RPNYC members.



Donaghy's Cup. (Club handicap).

The following list shows the winners of races held since:-

#### Rothmans Trophy Winner on RORC

1966	<i>Calypso</i>	AR Couling	BPCC
1968	<i>Caprice</i>	N Dimock	RPNYC
1970	<i>Crescendo</i>	BH Barraclough	RPNYC
1972	<i>Castanet</i>	WG McKenzie	RPNYC
1974	<i>Whispers II</i>	G Stagg	RPNYC
1976	<i>Diablo</i>	DS Hart	ACC
1987	<i>Xanadu</i>	PG Ballinger	RPNYC
1991	<i>Gucci</i>	B Dewhurst	PNYC
1993	<i>Marishka</i>	B Pettengell	RPNYC
1995	<i>Whispers II</i>	L England	RPNYC
1997	<i>Chain Reaction</i>	B Coleman	RPNYC
Reallocated to winner ORC Club			
2000	<i>Reckless</i>	D McKenzie	RPNYC

#### Founders Trophy Second on handicap

1968	<i>Kotuku</i>	J Toomer	RPNYC
1970	<i>Caprice</i>	J Oldfield	RPNYC
1974	<i>Karama</i>		
1976	<i>Spindrift</i>	R Manthel	RPNYC
1987	<i>Whispers II</i>	L England	RPNYC
1991	<i>Caveat</i>	R Walker	RPNYC
1993	<i>Kauri Ann</i>	K Reed	RPNYC
1995	<i>Cutty Hunk</i>	R Batchelor	WBC
Reallocated to PHRF			
2000	<i>Reckless</i>	D McKenzie	RPNYC

#### Gold Cup

##### Line Honours

1966	<i>Caprice</i>	N Dimock	RPNYC
1968	<i>Caprice</i>	N Dimock	RPNYC
1970	<i>Crescendo</i>	BH Barraclough	RPNYC
1972	<i>Crescendo</i>	BH Barraclough	RPNYC
1974	<i>Whispers II</i>	G Stagg	RPNYC
1976	<i>Whispers of Wellington</i>	G Stagg	RPNYC
1987	<i>Xanadu</i>	P Ballinger	RPNYC
1991	<i>Reckless</i>	D McKenzie	RPNYC
1993	<i>Reckless</i>	D McKenzie	RPNYC
1997	<i>Chain Reaction</i>	B Coleman	RPNYC
2000	<i>Pretty Boy Floyd</i>	R Martin/T Marr	RPNYC

#### Donaghy's Cup

##### Club handicap

1991	<i>Gucci</i>	B Dewhurst	RPNYC
1993	<i>Marishka</i>	B Pettengell	RPNYC
1995	(IMS) <i>Whispers II</i>	L England	RPNYC
2000	<i>Pretty Boy Floyd</i>	R Martin/T Marr	RPNYC

The cups that were held until recently by RPNYC, are the Founders Trophy (PHRF) and the Donaghys Trophy (Club handicap). We are not sure who presented the Founders Trophy but we presume that the Donaghys Trophy was presented by Donaghys Ropes and Twine Ltd. The other two cups were presented to the Banks Peninsula Cruising Club for this race - the model silver cutter is now awarded for ORC Club and the Gold Cup is presented for Line Honours.





# CHILDREN'S CHRISTMAS PARTY

by Jane Robertson (15)



On Sunday 3rd December the Pirates boarded the Wardroom accompanied by their parrots, and even a Tinkerbell.

The House Committee and helpers dressed as pirates



complete with blackened teeth, eye patches, dirty faces and swords, kept the small (and not so small) pirates amused

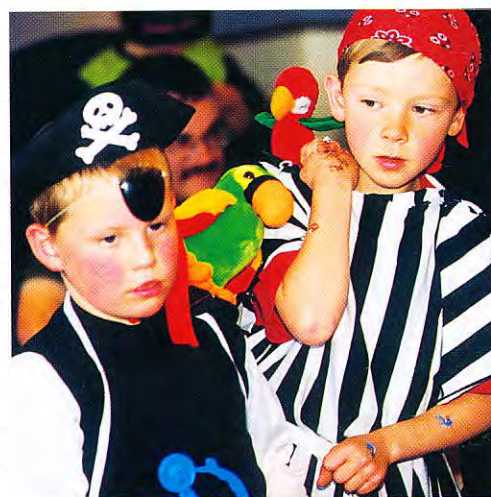


Georgia Goddard

with games such as Submarines and Mines, Pop-the-Bag, with the best of all games being the last - the Treasure Hunt!

Once the treasure chest was found it was carried down to the Wardroom by the little pirates and opened to reveal gold goodies such as crunchie bars, gold chocolate coins and water pistols, which were then distributed to all the children.

After the Treasure Hunt there was a competition for the Best-Dressed Pirate. It was very difficult to judge as they were all so good. But after much "ohh ayre's nowr tharrs a beauty" the finalists were parred done to Melissa Linton, Bradley Burnaby, Moana Bennett and Kurt Kirby. The Best-Dressed Boy Pirate finally went to



Bradley, and Moana won the Best-Dressed Girl Pirate, topping it off with half a bottle of whisky attached to her waist!

The highlight of the afternoon had to be when Santa arrived on the "Pirate Boat". The children chased the boat along the jetty heave hoeing water bombs at the big pirates onboard - with the odd one even being caught and thrown back! When the pirate ship docked, the big pirates were





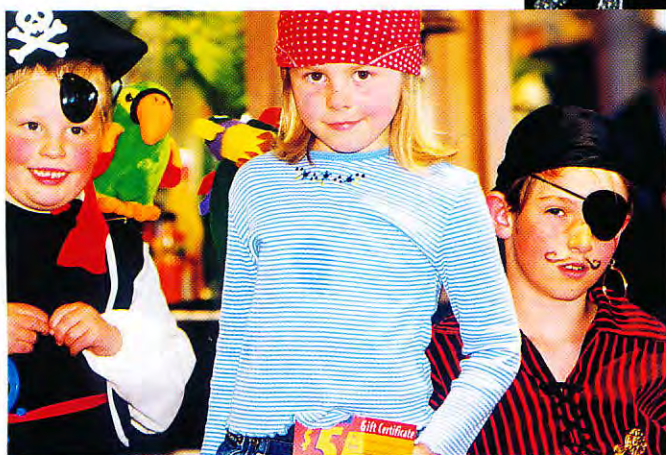
forced to let Santa free - so they didn't get totally sopping wet! Santa, with his two pirate helpers, came into the Club followed by all the little pirates eagerly waiting for their piratical presents.

All big and small pirates enjoyed the afternoon thanks to the wonderful efforts of the House Committee and their helpers.

**So from all us pirates thanks.** And a special thanks Phillipa for the wonderful treasure chest!



A fearsome Rear Commodore Cheryl Ferguson and her hearty House Committee helper Carole Dewhurst.



wet so we were forced to let our hostage, Santa, go.

And after all of that Santa was remarkably unharmed! The big man came off the boat and gave out pressies to all the littlies, which capped off the RPNYC Children's Christmas Party.

**A BIG THANK YOU** to the organisers for a great day!



## BOMBS AWAY

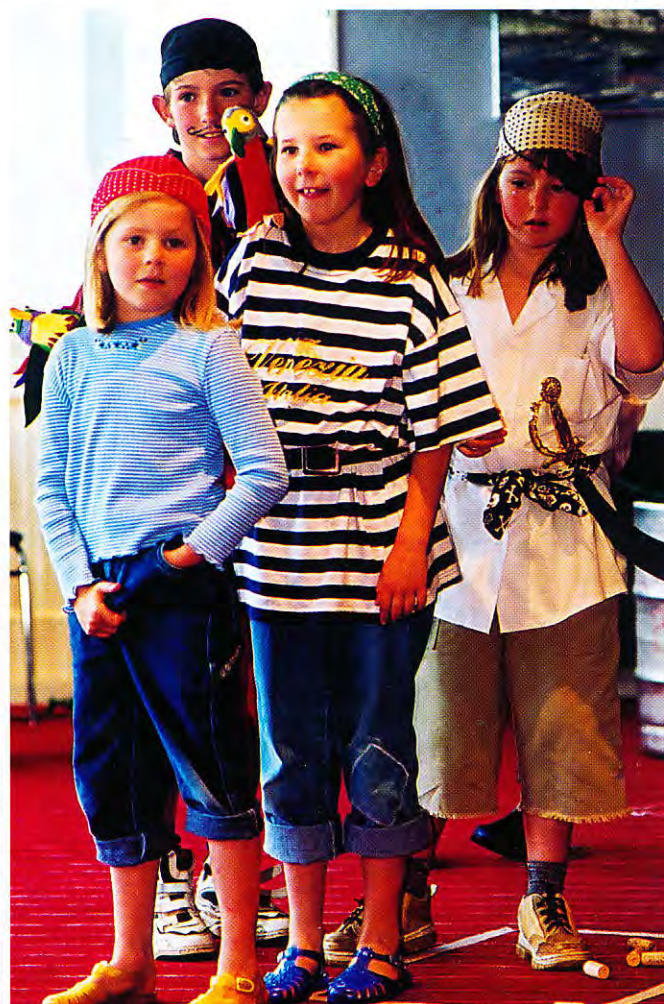
by Michael Eagar(11)

It was an excellent Children's Christmas Party at the RPNYC. The theme this year was pirates, which was one everyone enjoyed.

The games were first and I really wanted to join in because they looked so much fun - but I thought I had better not so I stood back and let the littlies get into it. After the games there was a pile of pirate food and then a water bomb fight - I did join in those of course!

I was a bad pirate out on the pirate ship with the other big pirates holding Santa hostage. Although we were the bad pirates you had to feel sorry for us because we only had about 30 water bombs and they (the "good" pirates on shore) had about 150. From that it was unlikely that we were going to survive very long at all! As soon as we were in sight of the wharf the bombardment started. But we were out of ammunition within minutes whilst they kept firing, and firing, and firing water bombs at us. We did manage to catch a few and return fire them it must have been a devastating sight to see all the bad pirates getting severely drenched by the constant stream of water bombs coming at us from all directions.

In the end we were well out of ammunition and dripping

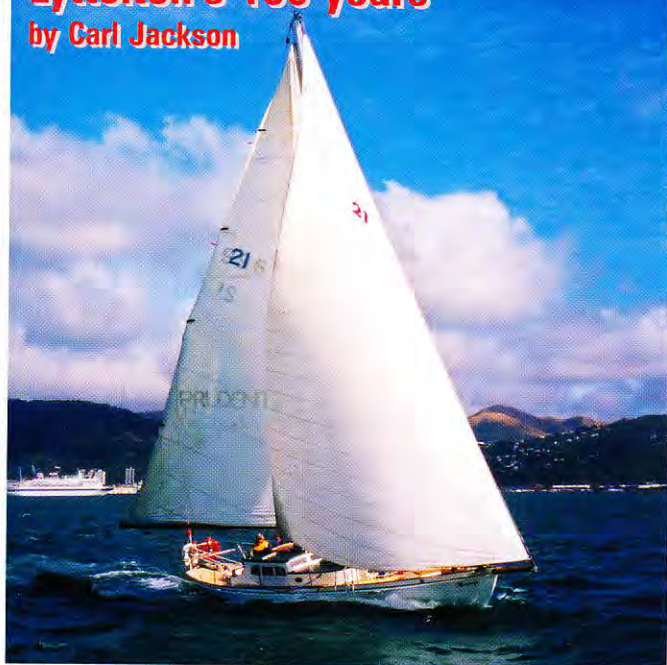




# MARANGI GOES SOUTH

**Environment Canterbury Classic Yacht Regatta 2000 celebrating Lyttelton's 150 years**

**by Carl Jackson**



*Marangi* heads off to Lyttelton to do battle in the Environment Canterbury Classic Yacht Regatta 2000

It was about mid last year when the Royal Port Nicholson Yacht Club was contacted by the organisers of this event enquiring as to whether any of their members owned a classic yacht and whether they would be interested in entering it in this Regatta. Vice Commodore Paul Cudby and Club Manager Mike Piper contacted me suggesting that *Marangi* should go to Lyttelton as our Club representative. There was no pressure on our Club for sponsorship as Lyttelton had made an offer of assistance for expenses and there was a Line Honours prize of \$2,000. This for me was enough stimulation to get interested. So with an entry in place – all we had to do was get there!

Valerie and I have owned *Marangi* for the last seven years and she is well known to many of our Club members but some may not know much of her history. Ted le Huquet, who was a well-known boat designer and builder, built *Marangi* in Auckland in 1910. le Huquet was a Channel Islander by birth who emigrated to New Zealand in the late 1800's and at the turn of the century he set up his boat building business in Church Street, Devonport. *Marangi* was launched in 1910 and for the next eight years she was successfully raced in Auckland in the A Class Fleet.

Berkley Clark, a Wellingtonian and one time Commodore of the Royal Port Nicholson Yacht Club, purchased *Marangi* in 1918. She was sailed from Auckland to Wellington in

October 1918 at the height of the equinoctial gales. At the time Berkley Clark made a full account of this horrific trip to Yachting NZ. Just think about it – no radio, no electronics and no motor. I think the voyage took about 17 days with an excursion to Kaikoura. *Marangi* still only has a 12-inch freeboard and being in four metre short swells it can be quite interesting! *Marangi's* career in Wellington was highly successful although she ran full tilt into a long-standing opponent the well known Logan built *Rona*. These two yachts were for many years regarded as the top boats in Wellington.

In 1932 *Marangi* was purchased by Mr Gough of Gough, Gough and Hamer and she went to Lyttelton, racing against the mighty *Pastime* and *Kia Ora*. *Pastime* is currently undergoing a major restoration but wouldn't it be wonderful to line up against *Pastime* sometime again in the future? I do have a photo of them racing in the 1930's with *Marangi* well out in front!

In 1942 she went back to Auckland and was owned by Mr Thode. His son, who is now in his 80's, sails on the Todd family's *Viking*, a well-known boat to many Wellingtonians. I had the pleasure of meeting him and his grandson in Akaroa two years ago and invited them on board *Marangi*. We celebrated the occasion of 'stepping on board after a lapse of 60 years' with a few Heinekens!

Sometime in 1942 Mr Thode Senior sold *Marangi* to a lady of some renown – Mrs Sutherland. Mrs Sutherland's husband owned and raced a yacht of similar age and in fact of similar size to *Marangi*. This yacht *Waione* still sails the Waitemata and enjoys the care of dedicated owners. After Mrs Sutherland bought *Marangi* she raced her against her husband's boat *Waione* and many others on the Auckland racetrack. Many stories are told of Ma Sutherland, as she was affectionately known. Some of the most engaging are about her use of *Marangi* after the death of her husband in the early 1940's. It was her habit to take young people sailing – local teenagers – around the Gulf and the Bay of Islands. In this she was helped by a man who knew *Marangi* intimately – a Mr Lincoln Wood of Devonport. Charlie Mountfort, the previous owner to myself, visited Mr Wood shortly after bringing *Marangi* to Wellington and although he was 92 he clearly remembered



A classic beauty - *Marangi* built in 1910 by Ted le Huquet is now owned and raced by Carl Jackson.





Don Herbison hard at work restoring and revamping *Marangi*

the building of *Marangi* and her early racing career.

Last year was a major year for *Marangi* - and my bank account! We completely stripped the interior and took out the old water and diesel tanks. These are now amidships under the berths. The floors were replaced as well as bulkheads and galley. A combination of tongue and groove cedar and teak was used. We replaced our tired 20 horsepower Buch engine with a new Narni 21 horsepower. We had only finished installing and running the new engine two days before our departure for Lyttelton - no time left now for slipping and pitch adjustments to the propeller. The comments I get for the way she looks now are a tribute to Don Herbison's skill and dedication to the boat.

The crew for the delivery trip to Lyttelton were Don Herbison, Ewan Ross and myself. It was a good trip down - we played with the whales at Kaikoura and arrived with a good breeze in Lyttelton after 28 hours. Why can't races have the same conditions as delivery trips?!

Word had travelled faster than we had and we were met in Lyttelton by some of our competitors. The hospitality was great - just as you would expect on the mainland. Race Day, Saturday 16<sup>th</sup> December 2000, dawned with all sorts of excitement. Our "heavies" had arrived by plane in the form of the well-known Lindsay England of *Whispers* fame, and Malcolm Smith. To have four of us onboard who had sailed on *Whispers* at various times was great even if I did get some good-natured stick from our opposition. We weren't called the "young guns" now but the "old guns"!



*Marangi*

The contestants for the regatta were *Bona*, *Mount Pleasant*, *Trafalgar II*, *Clementina*, *Fox II*, *Karamea*, *Hero*, *Kotiki*, *Oyster*, *Stormy* (once owned by Kim McMorrison), *Tairoa*, *Turnagain*, *Marangi*, *Terranova* and *Mana*. The start line was between a navy frigate and the harbour moles. We were in a good position for the start but had to harden up on the line waiting and waiting for the gun. We believe the gun was about 20 seconds late and as you can imagine a fleet of old boats in a confined space, none of them able to tack very fast, along with all the usual pre race tension and excitement, a collision could easily have been on the cards!

Bang! At last the gun! We were off! From then on it was the usual round-the-buoys type of race, except for the first time since owning *Marangi* we were the boat out in front and that felt f\*\*\*g great! The on shore commentary for the spectator crowd was being conducted by Peter Lester. At the Prizegiving we discovered that not only did Peter come from Lyttelton but also in one of his previous lifetimes he was a wharfie at Lyttelton.

The breeze on the second day was about 20-25 knots - too



The delivery crew - Carl Jackson, Ewan Ross, and Don Herbison. The "heavies" (Lindsay England and Mal Smith) were to join the crew at Lyttelton.

much to use our brand new #1 genoa built by Brett and his team at Linton Sails, so we put up our #2 genoa, acquired from the well-known Spencer yacht *Reckless*. This sail gave us a good balance of power and just enough speed to get Line Honours **and** the prize money. It was a proud keeper of *Marangi* that day who went up to collect the 1<sup>st</sup> Prize, representing the Royal Port Nicholson Yacht Club. A video of the Classic Yacht Regatta 2000 has been made and at some future time we may have a showing at the Club.

After the regatta we turned the boat around and headed back to Wellington with an 8-day slot to get any repairs or work done, before heading back off again to the South Island - this time taking part in the biennial Wellington - Akaroa Yacht Race.

It gives me a thrill at Prizegiving to get the odd cup - like winning the Nelson Race last year. Looking at all the cups that our current fleet competes for, I see *Marangi's* name on many of the cups that were around in the 1920's and I'm sure we will see her name on more yet.





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## A VERY MERRY CHRISTMAS

by Jeannine Muir



Sisters Sue and Robyn get into the Christmas spirit.

It certainly wasn't a Silent Night down in the Wardroom on 1<sup>st</sup> December. The place was bulging at the seams on the night of the annual Yacht Club Christmas Party, as members, their partners and friends partied into the wee hours of the morning. The crowd was buzzing, no doubt helped along by the delicious cocktails given out on arrival.

The night lived up to all expectations as the Hawke's Bay Regimental Army Band wound it up pumping out all those wonderful classics they do so well. There was dancing, champagne, Santa Claus (of course) and his happy helpers, and the general festivities were enjoyed by all (judging by the heads the next day!!)

It was great to see old and young, past and present members partying together but it was the off key singing of Christmas Carols at the end that finally drove us away in the wee small hours!

A big "Thank You" to the House Committee who did a(nother) great job - it was very much appreciated by all those that enjoy a good party!!



Mary Dacombe - Bird and Glenn Hacche (*Southern Belle*) enjoying the silly season.





Brian & Chris Eager, Sue & Rob Dixon



Belinda, Glen, Jan, Bim and Bos



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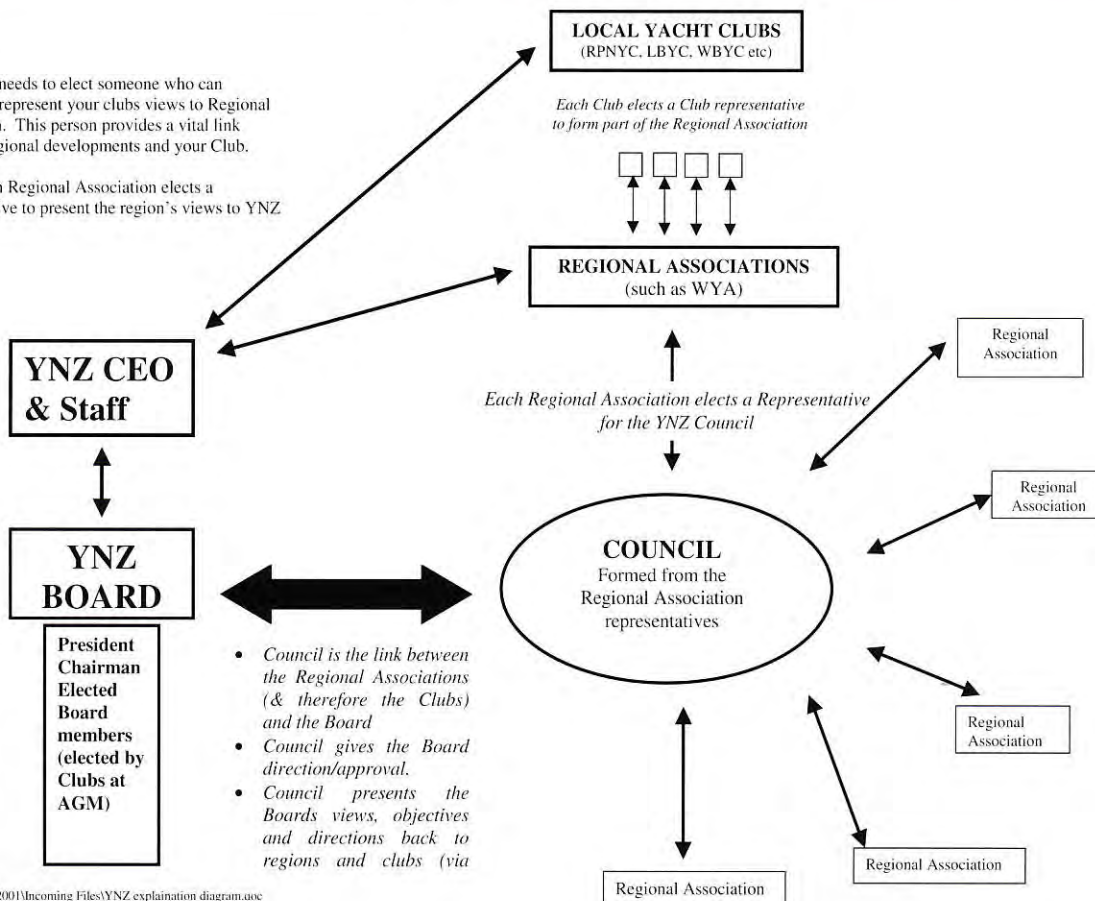
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Your Club needs to elect someone who can effectively represent your clubs views to Regional Association. This person provides a vital link between regional developments and your Club.

In turn each Regional Association elects a representative to present the region's views to YNZ Council.



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## NEW MEMBERS

We welcomed the following new members to the Club over the months of November and December 2000 and January, February, March and April 2001.

MEMBER	CATEGORY	MEMBER	CATEGORY
Douglas Mack	Country	Graham O'Connor	Associate
Bill Grindell	Senior	Charlotte Binsley	Senior
David Campbell	Senior	Jacki Sturge	Senior
Helen Sommerfield	Senior	Maria Lautta	Senior
Craig Broadley	Senior	Shelagh Thomas	Senior
Hilary Oliver	Senior	Nigel Gould	Senior
Ned Davies	Senior	Grant Rowe	Country
David Patten	Senior	Shelley Robinson	Senior
Ian Arbuthnott	Senior	Jonathan Scholes	Senior
Brett May	Senior	Bob Peters	Senior
Malcolm Syme	Country	Steven Peters	Junior
Wendy Bunny	Senior	Rachel Piggott	Senior
Kristin Percy	Senior	Lucette Dijkstra	Senior
Mike O'Sullivan	Senior	David Frazer	Senior
Andrew Wilson	Senior	David Houston	Country
Russell McGiugan	Senior	Gary McCarty	Senior
Klare Braye	Senior	Karl Purdie	Senior
Joanne Fowler	Country	Catherine Austin	Associate
Matthew McDowell	Junior	Ronald Youngs	Country
Terry Shubkin	Senior	Bill Aitken	Senior

## NEW BOATS

We welcomed the following new boats and new owners to the Club.

BOAT NAME	TYPE/DESIGNER	OWNER
Mrs Hobbitt	Cat. Barge	Tory Channel Charters
Caballero	Keeler	Brett & Maureen May
Swallows & Amazon	Keeler	Tarlinard Family
Jonathan Livingston	Keeler	RJ Weeks
Tabasco	Keeler	PW Millar
Kahukura	Keeler	Rik Hart
Marie	Launch	William Ritchie
Rua Tatu	Keeler	Bob & Glenys Peters
Brubeck	Keeler	William Aitken
Eyes Wide Open	Keeler	Philip & Kim Bratton
Hyperactive Kidds	Trailer yacht	Eion Fehzenfeld

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# EMC CORPORATE YACHT RACE 2001

*Wellington Harbour - Saturday 24 November 2001*

*Diary this date NOW!*

*All proceeds go to the Royal Port Nicholson Yacht Club Sailing Academy,  
providing Wellingtonians with an introduction to sailing.*

*If your firm or organisation would like to take part  
contact Mike Piper, RPNYC on*

*Pb: (04) 384-8700, Fax: (04) 385-1603 or Email: [events@rpnyc.org.nz](mailto:events@rpnyc.org.nz)*



**RPNYC**

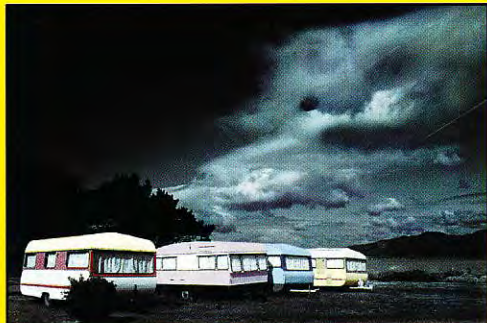
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