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the **Rip**

DECEMBER 2002



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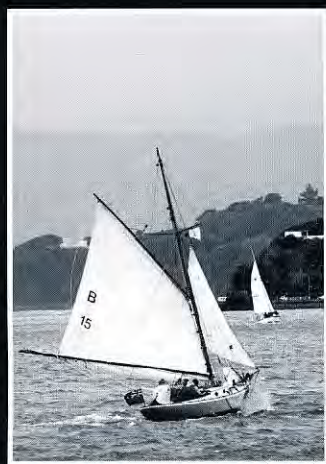
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Cover Photo :
120 year-old classic boat *Yum Yum*
participating in the Working
Knowledge Corporate Yacht Race

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the Rip



ROYAL PORT NICHOLSON YACHT CLUB (INC)

Officers for Season 2002/2003

Patron: Her Excellency The Honourable Dame Silva Cartwright, PCNZM, DBE
Governor-General of New Zealand
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Wednesday & Thursday 5.00 pm – 8.00 pm
Friday 4.00 pm – late
Saturday 10.00 am – late
Sunday & Public Holidays 12.00am – 7.30pm
Winter Series race days 9.00am – late
Brunch available Saturdays 10.00am – 2.00 pm
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discretion of the Executive)*

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Martin Bosley's Yacht Club

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	Elizabeth Sandford	479-4036	0274-446-755

From the Boardroom

The Executive meetings since I last reported in *The RIP* have essentially been focused on getting down to business. I am pleased to say the team has been working together in a very positive and constructive manner. That's not to say that there haven't been some spirited debates especially around how we should deal with the racing and finance issues but these have been done in a constructive manner.

Ken Papps, with his Synergy colleagues, has been concentrating on upgrading and stabilising our IT platform and is most of the way into completing this essential project.

Penny Kerr has been working on developing a program for essential maintenance as well as pulling together a team to renovate the start box. I am pleased to say this is now complete. The good news here is that the overall cost of maintenance is not quite as bad as first thought but the bad news is we still don't have the surplus money.

Phil Bratton has been discussing the Corporate Membership package with a number of our Corporate members and out of this we are developing a plan to make this package more attractive and bring them closer to the Club. It is essential that we build this important member base.

The Sailing Committee has been going through a very steep learning curve as they seek to fill the shoes of our previous long standing Vice Commodore and his team. Work on handicapping, a new on-line results package, the race calendar, LINE 7, regatta, Working Knowledge Corporate Yacht Race, Race Management resources etc are keeping them very busy.

Cheryl and her team have worked hard on events such as the Dinner and Dance, Opening Day with the Ambassadors Trophy Race, Guy

Fawkes and are now concentrating on Christmas and working with the LINE 7 committee.

Colette Kraus has been exploring ways to provide more opportunity to view Louis Vuitton racing by providing larger TV's and screens. Unfortunately this has proved to be too expensive for the whole racing calendar and we will thus focus more on the finals of the Louis Vuitton and the America's Cup itself. Any input you might have in this area please talk to Colette.

We have been working hard with Martin Bosley and Gavin Bradley to help improve the financial returns to the restaurant and ensure the needs of the members are being met while remaining profitable. This has not been easy and some of the initiatives have not been well supported although others, such as Friday night dinners, are well received. We will keep working and developing ideas.

The discussion with Evans Bay on the slipway has not progressed and we now need to concentrate on repairing the slipway at the boat harbour. This is an expensive project requiring approximately \$20k of funds... so is no small task!

I have also been liaising with WCC, their Waterfront Development Committee and the architects shortlisted in the Chaffers Park project. The purpose

was to ensure that the boat harbour was not ignored while long-term plans are being drawn up. I have had a good response and all of the new designs link clearly to Clyde Quay. There is still much to be done but it is a start.

Hamish has just completed the half-year financials and has done a full year forecast. The salient points in the forecast are as follows.

- Expected full year deficit of \$37k after expensing \$91k of depreciation
- Cash deficit of \$16k after \$30k capex and before any grant monies
- Healthy current bank balance of \$50k requiring no OD use as yet
- Approx \$80k improvement in underlying efficiency year on year

The key finance areas we need to focus on are securing the Business House Yacht Race sponsorship, maintaining the growth in memberships (now up to 1023), attracting grants for our capex and attracting members to events to keep up the wardroom takings. All in all we are still not running profitably nor able to generate enough surplus cash to meet our maintenance program so there is still a lot of hard work yet to be done. We have, however, taken a big chunk out of the shortfall.

Stephen Moir



... make best use of all the activities the Club offers ...

Don't you just love being a yachtie. The season is up and running, the Louis Vuitton racing is fascinating and Virtual Spectator makes us all armchair experts. The amount of activity we have got through since the last RIP seems amazing.

The Dinner and Dance at Government house was a resounding success with most people electing to kick-on in Courtenay Place to the wee small hours. The Opening Day Brunch and Ambassadors Trophy race was a perfect sailing day. Dead calm in the morning with maximum sunshine on the deck for the opening then 20 + knots for the racing. We couldn't have asked for better. Thanks to everybody who again gave tirelessly of their time and boats. I have received many letters from our guests who all had a great time.

The fleet numbers have been great and the Club looks to be energetic and raring to go. We have averaged 45 boats for September and October racing and the Island Bay race was as popular as ever. Congrats to the Race Management team who turned on the weather for the longest spinnaker run possible in Wellington Harbour. The first offshore has been raced and as usual the weather made it as tricky as ever. I realise this was a tough one for the "short offshore" participants but expect the Cook Strait Classic will bring out the numbers. Spring weather has played havoc as usual making the handicapping a nightmare. *The first shall be last and the last first.*

With daylight saving arriving the weekday sailing schedule is filling up and as the days get longer and warmer (?) Friday night rum racing looks to be as popular a way as ever to skive off early from the office. The

November month keeps up the frenetic pace with a full calendar that includes the Working Knowledge Corporate Yacht Race. The Executive has been pulling late nights on this one (sorry guys) to ensure it is another successful event and I expect, by the time you read this, there will have been another great party at the OPT after some fun racing.

On the more business side of things we have begun a review of our support to Corporate members and this includes arranging a series of dinner speakers in the Restaurant. The first will be Dr Alan Bollard; the new Governor of The Reserve Bank and in the New Year we will be hosting Mr Louis Vuitton himself, Bruno Trouble. Our intention is to bring our Corporate members much closer to the sailing part of the Club with offers of Friday night rum racing and invitations to join us on the opening and closing day races in addition to their usual social use of the restaurant and Club.

We are also in negotiations as this goes to press with Royal New Zealand Yacht Squadron and Yacht Race Management Limited to bring the Swedish Match racing circuit to Wellington in the summer. This is a Grade 1 International Racing event, which will be a real carnival for Wellington and will be a fantastic opportunity for our members to rub shoulders with the top match racing sailors in the world. We still have to finalise all the details and I will keep you informed as the project unfolds.

As usual there are so many individuals that I would like to thank

or single out for special mention of their hard work in making the Club the success it is. Penny Kerr and Peter Sandford and a great team of volunteers have renovated the Start Box which has now been water blasted, painted inside and out, had the windows repaired and the floor carpeted. Dale Adams was instrumental in securing Bruno Trouble and Charlotte Hughes-Johnson for getting Trevor Mallard along to our first LV lunch. Leah Kermode has been recognised for her efforts in Race Management and has now been appointed a National Race Officer by Yachting New Zealand.

But on a sadder note we have to say goodbye to our Bar Manager, Peter James, who is leaving to concentrate on his business ventures. Those of you who remember what it was like before Pete arrived know that he was a breath of fresh air to the Wardroom. It is wonderful to be greeted by name and your favourite drink on the bar before you had to ask. Pete you will be missed and best of luck with your business.

So good luck with the sailing and make sure you make best use of all the activities the Club offers over the coming summer.

Happy Sailing

Stephen



PS. Have you thought about a membership as a Christmas gift for all those hard-to-please relatives and friends. You can celebrate with a bottle or two of bubbly with the \$100 bar tab you get for being so generous.

... navigating through committees before gybing to the next port of call ...

rear commodore's report

cheryl ferguson



During this very busy time for events at the Club, I have to thank all the members of the House Committee who have been keeping up with the social events while I have been working overseas.

Within the House Committee we have been trying to build an infrastructure with members of the Committee being responsible for the following areas: corporate events; traditional events; Wardroom and social events incorporating the welcoming of new members. This is in its initial stages and appears to be working well so far. Should you wish to be a part of any one of these groups within the House Committee please contact me or a committee member.

It so happens that the deadline for this article was at a time when I was focused on work commitments with a parliamentary delegation visiting Europe and the United Kingdom.

Perhaps you will be interested to know that on a delegation comprising five members of Parliament representing four political parties, four spouses and two officials, two of the delegation are members of the Royal Port Nicholson Yacht Club. I might add that the rest of this article has been written with the assistance of Denis Foot with whom I have just spent two weeks travelling and working in Madrid, Strasbourg, London and Edinburgh.

Madrid was a poignant reminder of the improvement of the Wardroom since it has become non-smoking. Everywhere we went men and women were inhaling each other's smoke at a huge rate of knots. Although landlocked, we were treated to a sea of art galleries where

on various horizons we viewed the original paintings of many famous artists. Then we navigated our way through several parliamentary select committees before gybing to our next port of call.

The centre of Strasbourg is located within an extensive canal system of which circumnavigation involves passing through two lochs. Strasbourg is home to the plenary session of the European Parliament, which could be likened to the Island Bay Race with its Mark Foy start – members of the European Parliament start their journeys at different times from all over Europe to end up at Strasbourg at the same time for one week each month.

Then it was head to wind to London where we arrived in time for the fiercest windstorm since 1987. It seemed like another race day at Port Nick with the postponement flag raised as the London Eye and many other attractions including public transport were closed or non operational for the day. As Monday dawned the pennants continued to flap but we sheltered in the House of Lords and the House of Commons where members set sail on a range of topics. Tony Blair talked his way through fickle and shifting air to stay ahead of his opponents.

Approaching Edinburgh we were penalised severely as we encountered an endless number of 720's before landing. Here we tacked in very short succession from one appointment to the next

but were disappointed that we did not see even one yacht on the Firth of Forth.

With the delegation on its way home to New Zealand, I am editing this article on the Isle of Luing – a small island on the west coast of Scotland. Luing has moorings and safe anchorage in one of its two villages – Toberonochy – while Cullipool is exposed to the prevailing wind from the west. This island is also a couple of miles from the second largest whirlpool in the Northern Hemisphere. In August each year, a regatta known as the Tennents West Highland week is sailed from Oban and involves racing between the islands of the Inner Hebrides.

To get to Luing one crosses the Atlantic Bridge, which is the only bridge to cross the Atlantic Ocean, from the mainland to Seil then catches a ferry to Luing. The night I crossed it was extremely dark. There was a howling gale, torrential rain, strong tides and this little open-air car ferry takes only six cars. I've felt more comfortable in Karori Rip, especially as the ferryman missed the landing on his first approach and had to take evasive action not only to miss other boats but also the rocks.

My return to New Zealand is imminent and I look forward to our next major event, which is the LINE 7 Regatta. Many people have already put in many hours of work to make this regatta a success so we look forward to your support both on and off the water.



... encouraging a greater number of sailing boats and launches ...

I write this flushed with fresh enthusiasm for cruising in New Zealand's magnificent coastal waters after a recent evening in our Wardroom.

On the evening of 24th October Peter Foster, from Mana Cruising Club, shared some of his experiences of cruising in Fiordland over the last 20 years on his 31' sailing boat *Reliance*. Peter showed some beautiful images of the area, gave advice on when to go, how to get there safely, the practicalities and challenges of cruising, the importance of having an SSB radio, and of course his personal approach to provisioning including ample quantities of fruit cake!

This talk was the first of a number of planned "Member Evenings" which will be run in the Wardroom over the course of the year. The objective of these sessions is to share knowledge across all members of the Club and the wider boating community, to build skills and to raise the standard of seamanship, sailing, and safety. These evenings will be open to friends and family, the bar will be open and meals will usually be available, so please give them your support. Watch out for

other Club communications about what is coming up in the future - and if you or your friends have any passions, interests and skills which you can share with other Club members then please let me know!

Looking forward, the Short Offshore Series consisting of four races has been re-incorporated into the racing schedule this year. *Slinky Malinki* was the clear winner in the Brothers Island race but overall the level of participation was disappointing but understandable with a cold strong southerly forecast. I hope that the lure of the party-after-the-race and the prospect of cruising in the Marlborough Sounds over Christmas period will encourage a greater number of sailing boats and launches, fast and slow, to participate in the Cook Strait Classic on 14th December.

If you are cruising in the Sounds here are some suggested bolt-hole anchorages in case of gales:

cruising captain's report

nicki murray



- Queen Charlotte Sound
- Grove Arm
- Flipper Bay southwest of Onahau (in a northwest wind)
- Mid Sound south of Kurakura Point
- Southeast side of Blumine Island (in a northwest wind)
- Punga Cove
- Endeavour Inlet (in a southerly wind)
- Outer Pelorus Sound
- Alligator Head or Ketu Bay northeast corner (in a northwest wind)
- Ketu Bay southeast corner (in a southerly wind).

I look forward to seeing you on the water!



... active sailor all her life coming up through the usual "kiwi" sail training ...

I regret to have to announce that Bruce Green has stepped down from the position of Vice Commodore.

Bruce has found that his workload at the Ministry of Defence is too great to be able to provide the considerable time to the VC position. Much work has been done by Bruce since he took on the role and the Executive would like to thank him for his efforts to date.

At the monthly Executive meeting held on November 20th Lesley Hamilton was unanimously appointed by the Executive pursuant to Rule 6.1.

Lesley has been an active sailor all her life coming up through the usual "kiwi" sail training of P class, Cherub, Sunburst and trailer sailors. She has then moved on to Racing in Young 11's, Young 88's and sailed in the MRX women's team in Auckland. Lesley has considerable offshore experience in the Club offshore series as well as Pacific Cup, Kenwood Cup and the Tonga Race and in the Sydney-Capetown leg of the BT Global Challenge.

vice commodore – new appointment

lesley hamilton



Lesley is not a newcomer to Club volunteering having spent five years on the House Committee. A detailed CV will be placed on the Club noticeboard.

Please join the Executive in welcoming Lesley to her new role.

Stephen



... over \$40,000 raised for Sailing Academy ...

WARDROOM

The major news in this area is the decision by Pete to focus full time on his self-storage business and hence resign his Bar Managers role at the Club. After three and half years behind the bar he will now be able to enjoy life on the other side. The flip side of that is we are on the hunt for a replacement.

Other news is some change in suppliers with new partnerships being formed. Amongst other things it sees the return of Mt Gay Rum to the bar, and the Nobile Group becoming our major wine supplier all of which means plenty of new options over the coming months on the wine list for you to try.

RESTAURANT

Much effort by Martin's team and various Club members has been going in to how we can deliver a viable food service for the club. If anyone thinks this is "simple" then please let us know because experience to date suggests the opposite of this complex issue that has been in existence for some time. One immediate challenge is that despite many people expressing a desire for the Club to provide brunches before racing on Saturday these mostly run at a loss due to insufficient numbers. On the positive side the Wardroom meals on Friday evenings and sandwiches on Saturdays have been working well.

CORPORATE MEMBERSHIP

Thanks to the efforts of Executive member Phil Bratton we have been slowly going through the process of reviewing this important membership category. The result has been some changes to the package that we hope will make this option of membership more appropriate to today's business environment. Phil, or any member of the Executive, would be only too happy to discuss with you how this package might work for your organisation.

SPONSORSHIP OPPORTUNITIES

At the time of writing two significant naming rights opportunities exist for sponsorship. The first to one of the Academy training yachts and the second our annual Business House Yacht Race in March. While both these packages are quite different in the benefits they offer a sponsor, they share the fact of both providing critical funding to the Club. If anyone would like to discuss the above further please give me a call.

SAILING ACADEMY

By the time you are reading this the Academy will be in full swing in our busiest period with various school groups coming through, mid-week courses running as well as our normal four week courses, the annual Youth Week and corporate sailing all happening at once.



chief executive's report

mike boswell



In preparation for the LINE 7 Regatta various crews have been undertaking on-board coaching and of course the Lion Foundation Youth Scheme will have just returned from two regattas in Sydney and will be preparing for the next one in Auckland in January.

For those that are not aware, all bookings for courses occurs in real time on the website, an initiative which has just been fantastic. Now thanks to Elizabeth Sandford and Academy graduate Mike Upshon we are trialing an on-line "crew register" for use by both skippers looking for crew and those crew looking to find a spot on a boat. If you fall into either of these categories check it out in the Academy section of the Club website.

WORKING KNOWLEDGE CORPORATE YACHT RACE

With the support of major sponsor Working Knowledge, the various event subsponsors, individual boat sponsors, our boat owners and crews plus numerous volunteers this was once again a successful fundraising event. Just over \$40,000 was raised for the Sailing Academy in what was certainly a day on the water where many participants "experienced the thrill on Wellington's wind". The day itself is covered elsewhere in the magazine however this is a critical event for the Club and a huge thanks goes to all involved especially our naming rights sponsor Working Knowledge.

... change of focus towards match racing ...

It has been a busy time for the

Lion Foundation Youth Yachting Scheme lately.

September saw the completion of our fleet racing series and the change of focus towards match racing. This is quite a new area of racing to many of the sailors and they have picked it up with enthusiasm. The sailors have been through a number of match racing drills each of which took a focus on specific areas of one-on-one racing, particularly the starts.

Also during September the two teams to go to Sydney to represent RPNYC at the Cruising Yacht Club of Australia's Youth International Regatta and Royal Prince Alfred Yacht Club's prestigious Harken Cup were announced. Both regattas run consecutively mid-November, will have entrants from various countries competing in a match racing series.

At the CYCA event, which will be sailed in a brand new fleet of 10 Elliott 6 metre yachts, Matthew McDowell will be on the helm with Matt Littlejohn on mainsheet and Amanda Hargreaves on bow. For the Harken Cup, which will be sailed in a fleet of 10 Elliott 5.9s, Sam Melville will be taking the helm with Matthew McDowell on mainsheet and Matthew Hibbard on bow. These two teams have been doing extra training every Tuesday and Friday evening since the start of daylight savings.

Included in this weekday training was 2 full-squad evenings spent with current match racing World Number 2 Ed Baird. The first session was spent on the water giving Ed a chance to see the level of the squad. His feedback was very encouraging. The second day was spent working on some very strong but straightforward match racing techniques. It was a very valuable couple of days for the Youth Scheme squad.

Of course we haven't been able to get out on the water every day with these spring breezes going crazy on us. However this time does not go astray! It is a good time to catch up with maintenance on the four Elliott 6s. The 'off the water' time is also spent doing shore based theory sessions as well as working on the individual fitness programs given to each sailor by the fitness centre next door at Freyberg Pool. So a big thank you goes out to Freyberg Pool Fitness Centre

youth scheme report

ross sutton



for working with us to provide each sailor (trainer included) with an off-peak gym membership.



The Lion Foundation

Ed Baird running a theory session with the Youth Scheme Squad.

Youth Yachting Scheme Sailors will be out on the water up until mid-December. Then after a much-earned break they will be back early in January getting ready to take it to the Aucklanders at the Royal New Zealand Yacht Squadron's Youth International match racing regatta. So wish them good luck!



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Yachting Wellington Development... what better place to sail than Wellington Harbour!!

By Neil Verry

What better place to sail than Wellington Harbour and its environs.

A little background may be in order for Club members to understand my role as Yachting Wellington Development. Wellington Yachting Association briefed a committee of three people to establish a Strategic Plan to look at what is happening with sailing in Wellington and what needed to be done to ensure our ultimate sport was being looked after. With the strategic plan completed and presented to the WYA it was obvious that it would happen without the appointment of a person to ensure the plan was introduced. This happened in conjunction with Yachting New Zealand who instigated a regional Co-ordinator's role. Wellington was the first to take up the challenge and it appears Canterbury will be second, followed by Auckland. After nearly a year on the job I hope the position is helping develop yachting in Wellington. Funding is partially from YNZ and the balance community money, thereby alleviating WYA and its clubs from financial burden.

To keep the Club members informed about what is going on with all yachting matters around Wellington and at Yachting New Zealand the WYA now have a website www.wellington.net.nz. Please take the time to look at it and become familiar with other yachting around Wellington. The site is new and undergoing a rapid period of growth. You can link to it via your own Club website.

The Lion Foundation Youth Scheme has been a fantastic programme for sailors and I am sure the youth sailors will always have a strong affinity to RPNYC

after spending considerable amounts of time at the Club. WYA are looking very seriously at introducing a programme of Team Racing Boats to the area and these are International 420 centreboarders. We have a drop-off of junior and youths who either reach an age of change or feel happier to sail with others aboard a two handed boat. The 420 has the strength in international terms with over 57,000 being sailed regularly around the world. They are a designated youth boat and many events are being arranged around this boat.

We have never had such an opportunity to make yachting grow more than now with the Americas Cup underway. This does not come as easily as one would expect. How do we introduce more members to our clubs and keep them? This is an age-old problem and one that every club wrestles with. What is the answer? I believe it's as simple as support and recognition. A yacht club is like

any organisation and we are not unique. Thank the people who are always running around helping make things happen. Thank the people who become committee members to ensure your regattas happen. Thank your crew for working as a team after a good race - and a bad one. Remember it was not their intention to "have a bad one". Your crew is the same as any sports team. Support one another and let the stronger crew help the newer ones. This can be just a friendly word after a tack or gybe or even a broach! After all we started out sailing the same and knowing what to do at the right time did not come naturally at the start. A club and a crew are similar. Work as a team to build a more fun place to sail. Yacht clubs, yachts, yachties and club helpers are all the same; they rely on one another.

Good luck for the LINE 7 Regatta and all the many Club events that are being held around Wellington waters this season.



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Restaurant

... "I've eaten in restaurants all over Europe and this is up there with the very best of them" ...

A year has passed since the Keelers sign came down and the Martin Bosley's Yacht Club Restaurant sign went up. And it's been a very eventful year. We're proud of what we've achieved in that time and believe we've created something the Club and its members can also be proud of. We're delighted to be able to say that we've attracted a significant number of new members to the Club, which was always one of our goals.

Sadly, a number of initiatives we've undertaken have not met with success. We've been conscious and responsive to every suggestion we've received, from Sunday night dinners, to brunch and wardroom meals. We've also run a number of special events. Unfortunately, we've instigated a number of suggestions that have not received enough support from members. However, we will keep trying new things to satisfy your requests but we need your support to make them work.

Martin has been creating some amazing food – you only have to read the visitors book (or the growing pile of letters) to realise just how amazing. *'The most memorable meal of my life'* and *'the best food I've ever eaten'* being the recurring theme. We constantly hear *'if this restaurant was in Sydney you'd have to queue for a table'*, *'there's nothing like this in London'* and *'I've eaten in restaurants all over Europe and this is up there with the very best of them'*. We gracefully and gratefully accept the accolades, but will simply go as far as saying *'there's nothing else like this in Wellington'*.

Martin's most extraordinary new creation of the last few months is the whitebait pie, with, of course, tomato sauce. It's whitebait sealed between two sheets of flaky, puffy pastry, with a fragrant and freshly made tomato sauce. The whitebait steams to perfection inside the pastry case, and it is an absolute revelation. People who have been eating whitebait for 30 or 40 years – yes, the choice has always been

fritter or sauteed, that's it, nothing else – and have even become a little blasé about this great New Zealand delicacy, are completely bowled over by this dish. It is truly a fresh experience.

So what's coming up?

Berry fruit. Stone fruit. The scallops have been great and should still be around when you read this. Asparagus! And we've got some great new varieties – white and purple to be precise. Cherries! Jersey Bennes potatoes!! If you've got a veg garden, make sure you put some of these in. If you enjoy baby new potatoes, simply boiled, these are the best.

The menu is a much more frequently changing affair these days. We've shortened the main part of the menu and lengthened the list of specials. We're very committed to serving what's fresh and in season, even if it's only in season for a week or even available for just a day or two.

We also have a fantastic team of suppliers who support us enthusiastically. They share our passion for perfection and adventurous food, so we get to try some extraordinary produce well before anyone else gets a look in, and we get the best of the best.

Amongst our most enthusiastic suppliers are our wine suppliers. They enjoy nothing more than knowing the wines they love are being enjoyed with good food. We change the wine list regularly to ensure the list is always a good reflection of what's hot, what's new and of course what's old. The current list is an even broader range of price, style and age.

Just in case we haven't had the pleasure of your company in the restaurant, here's something to cook at home. It's a great summer breakfast, brunch, lunch or dinner, especially with a crisp green salad. And best of all, it takes about 10 minutes and will feed about 8 people.

Crabmeat Frittata, Tomatoes & Herbs

10 Eggs

1 teaspoon sea salt

freshly ground black pepper

2 teaspoons garlic – chopped fine

3 tablespoons shallots – chopped fine

1 Tablespoon olive oil

2 each tomatoes – concasse

1/3 cup basil – thinly sliced

2 teaspoons fresh thyme

250 grams crabmeat

1. Whisk eggs and season.
2. Heat olive oil in a frying pan and cook garlic and shallots until translucent.
3. Add tomatoes and herbs. Cook until tomato water has evaporated.
4. Stir in the crabmeat and cook until heated through. Season.
5. Stir in the eggs. Continue to shake the pan and stir at the same time until the eggs resemble small curds and are nearly set on top.
6. Loosen the frittata from the sides of the pan and slide onto a plate, flip it over and return to the pan to cook through. Serve.

Moore Wilsons Fresh usually have in stock frozen crabmeat, so you don't have to go through all the messy hassle of deshelling the little blighters. If you're feeling a little more adventurous, take a drive up the Kapiti Coast and catch your own. An old bicycle wheel with a light rope attached to three points on the circumference, and an empty 2-litre milk bottle attached to the remaining end of the rope is just the business. Tie a fish skeleton or some chicken bones onto the spokes, wade out and drop it in waist deep water and in five minutes you should have yourself some very sweet, very fresh crab.

Have a great Christmas and New Year. We'll be closing the doors from December 23rd until January 6th, and look forward to seeing you tanned, relaxed and healthy in 2003.





WORKING KNOWLEDGE CORPORATE YACHT RACE

By Jon Mellors, Curtis McLean

Curtis McLean Limited has a proud history of competing in the Corporate Yacht Races and has been participating for the last ten years all on different yachts. It is therefore a great feeling of achievement and triumph that we can finally hold the trophy high as winners of the 2002 *Working Knowledge Corporate Yacht Race* taking overall line honours aboard Ross & Treena Martin's boat *Pretty Boy Floyd*.

Participating in the Corporate Yacht Race is an excellent opportunity for team building in a non-work environment and we encourage all our team to participate in this event. The in-house enthusiasm for this event has become so high that team members usually start asking about it early in the year and we now have the requirement of being allocated larger yachts to fit everyone on.

Given the enthusiasm, the Curtis McLean internal crew selection process is very rigorous and we now have a questionnaire to ensure previous staff misdemeanours do not occur again.

Questions include:

- (a) Do you intend calling in on Saturday morning to advise you are on baby sitting duty and can't make it?
- (b) Do you think Mike Curtis's BBQ satay chicken doesn't taste as good as your mothers?
- (c) Would you use Mike's head as a foot grip in the event of the yacht lurching violently in a tacking situation?

To ensure a full day of team bonding (and possibly for tax deduction purposes) we begin the day early with Mike's infamous BBQ to ensure we can meet the crew and discuss the race day's tactics. This year, given it was blowing 25 - 30 knots we decided the best option was to chow down as many sausages, lamb chops and chicken satays as possible (to provide the ballast of course) and then cling on for dear life on the windward side of the yacht. This was obviously overheard by other less ethical competitors who were seen to be exercising the exact same strategy!

Given the windy conditions the race was shortened this year to ensure our faces were only lashed with freezing cold water for around an hour (but hey - where else can you get that sort of good old fashioned, open air, andrelin pumping excitement?). Team bonding

Experience the **THRILL of**
YACHT RACING on the
Wellington Harbour

really is that when you have to cling to workmates for warmth and to hide from the next wave which is about to clear out your skin - which is only conditioned to the harsh environment of office air-conditioning. Thanks has to go to our team member Richard, who had obviously had a few extra chops at the BBQ, for bearing the brunt of most of the waves while sitting towards the bow.

Going full wack on the grinding equipment left some of us feeling absolutely knackered half way up the first leg but it's great to be able to participate if you want to.

I'm sure some the yacht's crew were only easing the sails for the pure enjoyment of watching a couple of us turn red as we tried to grind them back in!

Hitting 16.4 knots (our fastest in 10 years) was definitely a high point of the day as was lurching in the wind as we tried to veer away in a strong wind gust. You know you're on the edge when the skipper says they're going to take the mainsail down if it happens again!

Hot showers have never felt so good and for the, err girls – moisturiser (so I'm told). It really is a great team experience having been out there in the elements and then sitting down together for the after match function to enjoy a few drinks, BBQ and dancing at the after match function.

To those who have never tried the Corporate Yacht Race I can not recommend it highly enough as a fantastic way to get out there for a day and have a bit of friendly rivalry against other corporates while bonding with your workmates. Our major threat this year was *Andiamo* who disappeared behind us up the first leg (not enough ballast apparently). Every year the crews are always open to whatever racing style/strategy you want and you can do as much or as little as you like.

I would especially like to thank Ross Martin together with all other owners who made their yachts available in support of the yachting academy. Given the conditions some equipment was damaged, which doesn't come cheap, and I'm sure the thought of spending their Saturday with accountants, lawyers and real estate agents (to name but a few) isn't ideal. Thanks also to our crewmembers Shaun and Brendan who encouraged us to participate on board and didn't ease off in the conditions.

Thanks also goes to Working Knowledge for sponsoring this event, for without their support the event wouldn't have been possible or the opportunity for us to get out and enjoy this experience.

A final thank you to all the other corporate's who participated in this event. Without you we wouldn't feel such a bunch of winners!



WORKINGKNOWLEDGE●

CORPORATE YACHT RACE 2002



Results



Sponsor	Boat	Finish	Start	Elapsed	Corrected	Place
Curtis McLean	<i>Pretty Boy Floyd</i>	15:46:14	14:38:00	1:08:14	1:03:11	1
Westpac Institutional Bank	<i>Arbitrage</i>	15:38:40	14:22:00	1:16:40	1:04:24	2
RentWorks	<i>The Guarantee</i>	15:41:26	14:28:00	1:13:26	1:04:37	3
NCR	<i>Andiamo</i>	15:48:46	14:38:00	1:10:46	1:04:41	4
RentWorks	<i>Young Nicholson</i>	15:41:35	14:22:00	1:19:35	1:05:35	5
Edwards Accounting Ltd	<i>Tabasco</i>	15:41:48	14:00:00	1:41:48	1:07:30	6
Chilli Marketing	<i>Aries</i>	15:45:51	14:22:00	1:23:51	1:07:30	7
Lion	<i>Minika</i>	15:41:44	14:00:00	1:41:44	1:08:04	8
Datacom	<i>Distraction</i>	15:41:27	14:16:00	1:25:27	1:08:06	9
Rteam European	<i>Zana</i>	15:46:42	14:22:00	1:24:42	1:08:11	10
NBPR	<i>Nomos</i>	15:44:53	14:16:00	1:28:53	1:08:16	11
Meridian Energy	<i>Not Guilty</i>	15:50:25	14:28:00	1:22:25	1:08:24	12
Working Knowledge	<i>Blurred Image</i>	15:41:08	14:00:00	1:41:08	1:08:40	13
Solnet	<i>Eclectic</i>	15:49:41	14:16:00	1:33:41	1:09:42	14
Centreport Wellington	<i>Kahukura II</i>	15:49:42	14:28:00	1:21:42	1:09:56	15
RentWorks	<i>Flying Boat</i>	15:51:34	14:28:00	1:23:34	1:11:02	16
CupSkipper	<i>Esprit</i>	15:51:12	14:16:00	1:35:12	1:11:24	17
Datacom	<i>Slinky Malinki</i>	15:49:00	14:10:00	1:39:00	1:11:46	18
BNZ	<i>Paperchase</i>	15:47:28	14:00:00	1:47:28	1:11:54	19
Craig & Coltart Architects	<i>Usurper</i>	15:58:32	14:16:00	1:42:32	1:14:57	20
Academy Grads	<i>IBM</i>	15:48:57	14:00:00	1:48:57	1:16:16	21
Working Knowledge	<i>Montego Bay III</i>	15:58:08	14:16:00	1:42:08	1:17:43	22
Wellington Provedoring	<i>Yum Yum</i>	16:09:30	14:00:00	2:09:30	1:23:47	23
Working Knowledge	<i>Can Do Too</i>	DNF	14:10:00	DNF	DNF	
SAP	<i>Eyes Wide Open</i>	DNF	14:10:00	DNF	DNF	
Octa	<i>Floozie</i>	DNF	14:10:00	DNF	DNF	
M-Co	<i>Flying Fish</i>	DNF	14:16:00	DNF	DNF	
Chapman Tripp	<i>High Octane</i>	DNF	14:28:00	DNF	DNF	
Academy Grads	<i>KPMG Consulting</i>	DNF	14:00:00	DNF	DNF	
Working Knowledge	<i>Shibbeen</i>	DNF	14:10:00	DNF	DNF	
Sinclair Knight Merz	<i>Southern Belle</i>	DNF	14:16:00	DNF	DNF	
Ubix	<i>The Foundation</i>	DNF	14:38:00	DNF	DNF	
Alliance Capital	<i>Winedown</i>	DNF	14:16:00	DNF	DNF	



Sponsor	Boat	Finish	Start	Elapsed	Corrected	Place
Working Knowledge	<i>Blurred Image</i>	15:41:08	14:00:00	1:41:08	1:08:40	1
Working Knowledge	<i>Montego Bay III</i>	15:58:08	14:16:00	1:42:08	1:17:43	2
Working Knowledge	<i>Can Do Too</i>	DNF	14:10:00	DNF	DNF	
Working Knowledge	<i>Shibbeen</i>	DNF	14:10:00	DNF	DNF	

ACTION●NOT WORDS



In recognition of our catch phrase (Action Not Words) I'll keep the words to a minimum (I know I could have taken that advice during my speech on Saturday night.)

Going into a sponsorship event like this is a tough call for Working Knowledge a big expense for a locally owned business. After Saturday we know we made the right investment, as an event the Corporate Yacht race is a compelling example of Wellington excitement and action. The stories and acts of courage are remembered long after the bruises and pale faces are gone. Saturday's Working Knowledge Corporate Yacht Race will be a special memory for all the people we invited and our staff.

We are extremely grateful to all the skippers and crews for their efforts above and beyond the call of duty. We are proud to be associated with a group of obviously talented sailors.

To the boat sponsors, we recognise that in a difficult market, we appreciate the extra effort required to get funding (especially with those other races up north!).

Finally, I would like to make a special mention of all the effort by the yacht club team.

Daniel Pranic

Working Knowledge

PS — check out www.wk.co.nz to read up on us.



RUTHERFORD & BOND TOYOTA OPENING DAY RACE

—the exploits of *Tabasco* and her crew

By Amanda Torr

Opening Day events sponsored by Rutherford & Bond Toyota saw the *Tabasco* crew gathered outside the boatshed eager to sail. The short break between seasons meant that we were feeling a little rusty but keen to get on with defending our Club title.

Pat had been made a life member of the Club at the Annual General Meeting and represented the crew at the Opening Day brunch hosted by Club President Alan and Mrs Shirley Martin. Being Pat, he joined in with the Club festivities and thoroughly enjoyed the brunch. Following the speeches and the official opening ceremony we were presented with the flag of Denmark and informed that we were given the honour of hosting the Danish Ambassador for the afternoon.

The Danish Ambassador had a look at *Tabasco* and the crew and decided that he would be a liability on such a small boat (he has a “gammy” leg) and so left us to fly the flag without him.

We set off to prepare for the start and were soon in the thick of the race with Pat getting one of his fliers. The wind had come up quite a bit and we had an exciting beat up to the top mark. Once around the mark and with the big kite launched we had a fast trip down hill to the bottom mark at Evans Bay. On the way down hill we had one broach when we were a bit slow reacting to the wind gusts that were continuing to build. We were feeling good though as we were staying ahead of *Frid*, who is our archrival and the benchmark we always set ourselves for on the water. If we can beat *Frid* on the water we know we have sailed well. (Unfortunately it doesn't happen very often).

We were watching the wind building and the boats that had rounded the bottom mark were struggling. A quick

consultation left us staying with our # 2 jib and reasonably confident that we could carry it on the second beat. How wrong we were!!

We had just got round the bottom mark and were hard on the wind beating up past Greta Point when a HUGE wind gust hit us. Not only did it put us head to wind but it had a shift in it that caught us aback. The result of this event was that the crew got a dunking. Pat fell over and was grovelling in the bottom of the boat and yelling at me to tell him who was overboard. To be quite honest I didn't really notice - I just grabbed the jib sheet and released it allowing us to come upright again. The crew were still on board but wet and not too happy. To make matter worse, by the time we got going again *Frid* had sneaked past – bugger!

Without too much drama we sailed on. The wind was high enough now that we were pretty much sailing under jib only. As we got closer to Point Jerningham, however, the gusts lost their sting and we were sailing much more comfortably. *Frid* was uncatchable and once again they crossed the line in front of us. They had noticed our



dunking and were very complementary about Pat's skills in giving his crew a bath – intended or not.

By this stage we were thinking that it was probably a good thing that the Danish Ambassador had decided to give the race a miss. It would have been rather embarrassing to drop him in the drink and give him a bath along with everyone else. I was feeling pretty chuffed as I was still dry. Pat had recovered from his tumble and the crew had forgiven me for not being quick enough on the mainsheet.

With the race over the next little drama arose. We went to start the engine and found it was not going to go. What had happened, although we didn't know it at the time, was that in our horizontal episode, water had leaked into the cylinder head of the engine locking it solid. Once again we had to sail into the harbour and onto our mooring. Out came the # 3 jib and it was quickly hanked on. We have sailed onto the mooring a number of times now and so we were feeling reasonably confident, and sure enough it all went very smoothly. Once safely moored and tidied up we went ashore.

Waiting outside the boatshed was the Danish Ambassador and his wife. They had watched the race from shore and were proud of the team that had "sailed for Denmark". He lined us up and took a couple of photos for the archives and then presented us with a bottle of wine. He commented that he was of Viking stock and was sorry he had not felt able to join us. Secretly we were glad as it had been a rather eventful race for us and not a particularly well sailed one - we were really appreciative of the wine however. That makes two Opening Days in a row were we have had a bottle of wine - last time it was a prize from the Club. We plan to drink it as part of our Christmas celebration.

Once the boatshed was tidied up we all retired to the Clubhouse to relive the race and have a couple of well earned drinks. Having relived the events of the day a few times we were able to have a good laugh about it all.

We can honestly say that the day we sailed for Denmark was a memorable one.



AMBASSADORS TROPHY RACE RESULTS



Boat	Finish	Elapsed	Line	Country	Corr time	Place
<i>The Guarantee</i>	15:19:58	1:19:58	2	Mexico	1:07:39	1
<i>Pretty Boy Floyd</i>	15:14:03	1:14:03	1	Japan	1:08:34	2
<i>Montego Bay III</i>	15:36:25	1:36:25	3	Israel	1:08:39	3
<i>Esprit</i>	15:36:41	1:36:41	4	Italy	1:10:46	4
<i>Maranui</i>	15:57:22	1:57:22	11	Indonesia	1:10:53	5
<i>Tortimony</i>	15:56:34	1:56:34	10	PNG	1:12:09	6
<i>Slinky Malinki</i>	15:39:30	1:39:30	5	Germany	1:13:38	7
<i>Tabasco</i>	15:52:37	1:52:37	8	Denmark	1:14:40	8
<i>Winedown</i>	15:45:17	1:45:17	6	Australia	1:18:07	9
<i>Rhumblane</i>	16:11:35	2:11:35	12	Peru	1:18:57	10
<i>Supergroove</i>	15:46:29	1:46:29	7	Fiji	1:19:26	11
<i>Can Do Too</i>	15:54:46	1:54:46	9	Britain	1:23:12	12
<i>Flying Fish</i>	DNF	DNF	DNF	Russia	DNF	DNF



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Chris Coad Photography

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First Blood to *Andiamo* in the Offshore Series

By Team Andiamo

Throwing *Andiamo* around the short harbour courses has never been the forte of a team that never practices (except at the bar) and seems to have a constantly changing crew (especially on the foredeck) so the offshore series is always eagerly anticipated. We had a small taste of sticking our nose out the heads on the Island Bay race but that's not really the same thing, so as The Brothers race loomed we were all eager to get going.

Our usual nemesis, that red boat, was looking hot to trot and there seemed an endless stream of crew heading past *Andiamo* to the end of B dock. *Andiamo* stuck with its offshore complement of nine... enough to fill just one liferaft as the second raft always seems to get in the way of Sneaky's well stocked galley - this time featuring a 27-egg bacon and egg pie.

The weather was its usual unknown Wellington brew of northerlies changing to southerlies with rain clearing to showers with sunny periods. In other words the met office was covering all bets as usual.

So off to the start line. Too early for the start as usual and having to kill time and that red boat has taken the start again. *I hate that!* But out comes the secret weapon. The oldest sail in the bag - our cut down heavy #1 now masquerading as a jib top - is perfect for that reach across Evans Bay, and by Halswell we are in our rightful place, the lead. Much argument follows about when we should launch the kite, with the usual three different viewpoints from the afterguard, but Tails has his way and we hoist midway across Kau Bay. Just in time as *Floyd* has theirs up smartly. God I hate to say it but, "*you were right Tails*". Out to the Heads we go with a stiff northerly, *Floyd* just aft and trying to sit on our air and that wily old fox Calkoen slipping off to Scorching Bay to keep out of the tide... got to keep an eye on him! A couple of gybes and some flat running to make Steeple Rock and we were away out to Moaning Minnie. # 3 up and *Floyd* now comfortably behind.

Surprise, surprise, the met office is right. Northerly changing to southerly. *Flying Boat* is roaring up under kite. Up goes the jib top. Bugger, wrong sail. *Floyd* under gennaker passes to windward - bugger again! Up with the kite but now into the dance of the Karori Rip with nasty short waves and inconsistent wind as

the southerly consolidates, making it hard on gear, but eventually things settle down. With a spinnaker we are straightlining for the Brothers while *Floyd* are reaching over to the South. I figure we are looking OK until Doughty does his radio thing claiming the red boat is in the lead. Gutsy call Ross, five k separation with ten to go. Phew, he was wrong! *Andiamo* leads into the Brothers with *Floyd* ten boat lengths behind. But a late drop by us, and a sharp rounding by them, lets *Floyd* follow us out of the Brothers only three lengths astern.



The next few hours to Sinclair are some of the best boat on boat racing *Andiamo* and *Pretty Boy Floyd* have had. As the wind builds to almost 30 knots *Floyd* takes out the # 1 reef. Every time one boat makes a change the other catches up. Any time one boat has a man on the foredeck the other gains by leaps and bounds. *Floyd* overlaps to windward but can't quite get in front. Someone in the *Floyd* afterguard (no one is owning up) suggests a tack to port. This immediately creates a huge debate on *Andiamo* on whether to follow. The Senator gets to have his way and we hold on for Cape Terawhiti where we can see more pressure. *Floyd* tacks back and passes but they're six boat lengths behind.

We are pretty complacent now. We all know how bad the red boat is up wind in the rips around the South Coast. We have been here before, amusedly watching her launch out of the water on every wave and coming to a shuddering stop. *Yeah right*. We know why all those bodies were streaming down B dock. They are launching all right but they aren't stopping and are steadily chasing us down. Nervous tension on *Andiamo* gets even worse as we try to match tacks in and out of the current around Terawhiti. Soon *Floyd* is half a boat length ahead and to windward

but *Andiamo* gets a second wind. We slip out a boat length and manage to tack in front onto starboard. *Floyd* tacks below but can't quite lay Sinclair despite sailing over Thom's rock. *Andiamo* slips past Sinclair, eases sheets and heads for home. A good kite set at the entrance and barring no foul-ups we should have this in the bag. But the Senator is doing keyboards, as Chunky is off having a baby, and Murphy's law kicks in and the kite drop turns into a dog's breakfast with the halyard in a nice bird's nest around the clutches. Tails is having a fit as the Love Slave wields the knife. *Bring back Chunky!!*

A few anxious moments as the wind begins to die and we ghost back to the Club with *Floyd* a few lengths adrift. *Andiamo* tastes first offshore blood for the season. Racing *Floyd* has been like this ever since that infamous day in Akaroa when *Andiamo* was pipped at the finishing post. It makes for great racing... but we ain't even yet!

Ahh... the sweet taste of success. *Andiamo's* berth is on the inside of B pier so the red boat's crew has to walk past us. And after a few rums have been downed on *Andiamo* that can become a daunting experience... but I am sure it is all character building!

we have moved to...

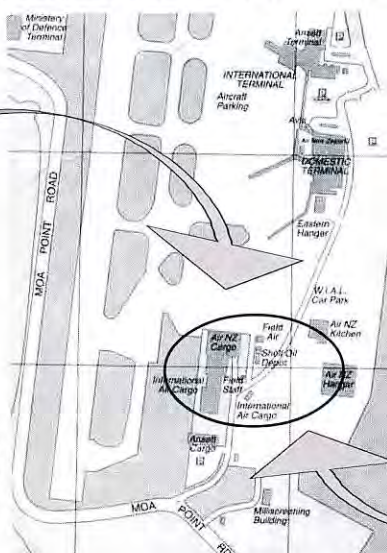
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Club Profile – Wharf Police

By Dale Adams

Arresting a 'pregnant' man may not seem to have any relevance to Wellington's Wharf Police but as their duties cover all policing they were the nearest station to be called when a transvestite pretending to be pregnant caused the ferry to turn back to Wellington.

However 'she' was just one of the many strange situations they get called to. From rounding up a bull seal that had wandered onto the wharf, and was heading off into the traffic, to testing out their fitness chasing two foreign tourists who were systematically breaking into vehicles on Queens Wharf right under the Police sign!

Then there was a Club member, who shall remain nameless, who made a formal complaint that his car had been stolen from the wharf – again. Understandably upset he reeled off all the things that were in the car that he thought he had lost. As he mentioned his dry cleaning the slow dawning on his face was priceless as he realised he had left the car parked outside the dry cleaners. And no, he did not get charged with wasting police time tempting as it might have been!

The eight-man team based in the fast ferry building on Waterloo Quay Wharf are a close knit group, trained first and foremost as policemen with their specialty skills marine based. Two come from the navy while others have Launch Master and NZ Coastal Skipper qualifications. Their time in the Police Force ranges from 5 to 24 years and Sergeant Cam Trenwith, who is in charge of the unit, has been based with them for 22 years out of his 24 years service.

The first policing group, the Foreshore Police, started in 1917 and the Police launch service, the original *Lady Elizabeth*, began in 1941. The current *Lady Elizabeth III*, purpose built in 1989 covers a 165-kilometre circle

stretching from just south of the Manawatu River to Nelson and from Kaikoura to Castle Point on the Wairarapa.



They have been in their present premises since 1986 and it is obvious that they would benefit from the plan to move them across to Clyde Quay where they would not only be amongst local marine-based operations but also have a higher profile with the public.

Although on land they are fully occupied with marine as well as conventional policing, it is their time on the water that we all appreciate. Their rescue and tow of the yacht *Satchmo* down the coast of Kaikoura in December 2000 was more than just another day at the office. With winds registering Force 10 on the Beaufort scale – two off a hurricane – waves breaking up to 5 metres over the back of *Lady Elizabeth III*, average wind speeds 70km gusting to 90km and the crew battling fatigue and dehydration, they still managed a successful rescue. Despite the fact that all of the team is reluctant to be thought of as heroes we need to be mindful of the risk they put themselves at every time they go out on a rescue. It was only 16 years ago that two of their colleagues lost their lives at the entrance to the harbour when *Lady Elizabeth II* rolled over in a freak wave trapping them below.

However, there are what some might call advantages. Earlier this year *Lady Liz* (as the launches are affectionately known) was called in to help recover cannabis plants from several outer Queen Charlotte Islands in a drug bust of a major drug growing operation. Apparently *Lady Liz* smelt of cannabis for days!

So thank you guys for all your help, we enjoy your company at the Club and it's always a great feeling to see *Lady Liz* out on the water.

The Team:

Cam Trenwith	Dave Martin
John Bryant	David Houston
Ross Lane	Barry Hart
Andy Cox	Mike Signal



The RPNYC Winter Series

By the intrepid Slinky crew!

After receiving an email from Dale, the panic set in. "Can you write about the Winter series from the perspective of the Slinky crew" it read and "oh, by the way I need it yesterday".

Now the *Slinky* crew, not known for their speed off the start line on a Friday night, had to meet in the bar to gather some information from other crews. The series has become a blurred memory of being blasted around the cans on a wet and windy day or sitting enjoying the sunshine whilst waiting for the wind or was that the Lowry Bay races?

The general consensus of opinion was that *Slinky* made an appearance on the start line for every race, did have a few changes in the crew, but managed to keep the testosterone in check most of the time. There was a good turnout for the first race on 23 June with about 40 boats on the start line. No, we weren't counting them as we came in to start! *Pretty Boy Floyd* managed to get away and take line for this race but had to give way to *The Guarantee* on ORC Club.

For the second race there was an appearance from *Nedax Backchat* who battled it out with MRX *Zana* who eventually managed to take line. There were some newcomers to the Club who were taking advantage of the Winter Series to



show of their speed with *High Octane* taking the line in race three leaving *Nedax* to gain revenge on *Zana* in race four.

The unpredictable weather for the Winter Series had its effects on the results overall, members of the *Slinky* crew alternating with being blue from the cold and black and

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blue from the bruises acquired during the friendly racing. The Winter Series for us has had its moments. We had a crewmember who broke almost everything he touched, but he was keen, so keen that we had a spinnaker hoist without the kite being attached to the halyard!! Still clever antics by the mast person with a boat hook retrieved it before it shot to the top of the mast. Next race we had followed the advice from the coach "get out practise a few hoists and gybes before the race". Great advice but rounding the top mark in race three the skipper called for the hoist and guess who picked up the pole! The jaws fell off... good job we had Flash on board. Gordon ran forward to be the human pole and we continued to race with a human pole until a jury rig was designed between races.

The *Slinky* crew has taken advantage of coaching from the Academy and this has paid off in many situations when the weather is freshening to frightening. So the cry from the helm of "keep calm" has not been heard quite so frequently during this series. The crew have worked hard and played

hard which we feel has been the reason why *Slinky* is now spending more time nearer the front of the fleet rather than the back (except maybe on Friday nights). We've had our share of broaches and round ups, and on one occasion formed a raft on the start line, or was that Lowry Bay!

Still we return to contest another season with the Club and hopefully better sailing conditions will mean more boats and more competition on the water. Roll on the Spring Series and the LINE 7 regatta.

ps : *Slinky*'s results for the Winter series were: Line 14th, ORC Club 10th, PHRF 11th and Club lottery 20th



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RPNYC Dinner & Dance

By Brent Eddey

Their Excellencies The Governor-General of New Zealand the Hon Dame Silvia Cartwright and Peter Cartwright, may have queried the wisdom of inviting a salty Barbarian to their table for the RPNYC Annual Dinner and Dance 2002. The warm words of welcome and entreaty to celebrate delivered by our Patron were punctuated with an ironic warning to be removed from the premise by dawn. The irony was not overly ferrous.

Be assured the reputation of our Club remains intact. No controversy was recorded. No Colin McCahon or Gordon Walters were reported missing. Dancing was seemly, the vernacular of the start-line and first-buoy rounding was stowed for the night in favour of polite, very interesting, conversation.

Tickets to this year's event sold quickly, in fact becoming quite a tradeable commodity. Typical interest in the event was certainly peaked due to the location, Government House, kindly offered to us by the Governor-General.

Come the night early arrivals were ushered into the Green Sitting Room, there free to admire the exquisite furnishings and pieces from the Rutherford Art Trust and Parliamentary Collections; or to wander the Entrance Hall, with carved totara pillars or Pou, coats of arms and portraits of Governor-Generals past. Alcohol had not been offered at this time which helped in resisting the temptation for mischief upon locating the croquet mallets, cricket set and lawn tennis kit!

At the appropriate time an orderly line filed into the Drawing room to be introduced to Dame Silvia and Peter Cartwright. This process complete, the dinner gong was sounded and guests were invited into the Ball Room to be seated.

Formalities were brief and relaxed. Our Patron and Commodore acknowledging the considerable and colourful history and characters of the RPNYC and the tradition between Governors-General and the Club, the RPNYC founded in 1883 by then Governor-General Sir William Jervois.

What followed was a flawless, ruthlessly efficient stage-managed performance. And a beaker or two. Congratulations to the catering and service staff. The Vipers played, but not too loud, and we could have danced all night.

The Captain of the Tank Corps, a thoroughly decent fellow immune to the invitations to salute from the *Winedown* rabble, commented that this dinner and dance was perhaps



the most relaxed and convivial of his tenure with the Governor-General. Salute!

Midnight chimed, wine waiters retreated, lights... remained on full. The Barbarian was bundled into its taxi and there it ends.

Rumours of after-the-ball? Sneaky Pete and Elizabeth press-ganging *Andiamo* crew into Courtenay Place very early Sunday morning. Martin, Piere and Phil's negotiations for sale and purchase still to be concluded by 5am in Hummingbird. And there certainly was intent in the way the *Slinky Malinki* crew jumped the queue and disappeared into the night.

The Barbarian scrubs up well. And special thanks to Dame Silvia and Peter Cartwright for their gracious hospitality.



A MEMBERSHIP FOR CHRISTMAS?

- ★ What about a Royal Port Nicholson Yacht Club membership for that hard to please relative.
- ★ Think how many brownie points that aunt in the country would get with her country club friends.... "lets do lunch at my Club in town".

- ★ Want to impress the boss or that 'special friend'? Get him or her a membership at the "Royal" Club.
- ★ How about signing up that niece or nephew into an academy course for Christmas?
- ★ Christmas at the Yachtie... a great present for all.

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others follow...



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Elliot Cruising Cup

By Bill Brambleby and Bruce Askew, introduction by Jim Elliott

RA (Bob) Elliott presented the Elliott Cruising Cup to the Club during his term as Commodore (1962-64) to be awarded annually for the best log account of a cruise made by any Club craft. The trophy is not intended for a long ocean cruise but is intended for the man who enjoys his cruise in his own boat and handles her in a seamanlike manner.



Bob Elliott and his older brother Kennedy both trained as surgeons in the UK in the 1930's. On their return to Wellington in the late 30's they developed an interest in yachting and purchased the small cutter *Leonora*. They later developed an interest in racing, for which *Leonora* wasn't suitable, and commissioned the construction of *Wakarere*, a 35 ft Sam Crocker (Boston) designed fast cruising sloop. She was built by Jack Morgan in Picton and delivered in 1939 just after the outbreak of WWII. Bob and Kennedy took *Wakarere* on one preliminary cruise to the Sounds prior to their departure overseas with the first echelon 2 NZEF. *Wakarere* was kept in racing trim for several years under the supervision of their father Sir James Elliott.

Following WWII *Wakarere* was recommissioned and began an active

racing and cruising programme winning all the major A Class trophies on a number of occasions. They took part in the ill fated 1951 Centennial Lyttelton race but unfortunately within sight of Banks Peninsula in a severe southerly storm, suffered rig damage and had to retire from the race. Kennedy Elliott withdrew from the partnership following this race and ownership reverted to Bob who continued a regular racing programme but with an increased emphasis on cruising. Bob's young family was introduced to the rigours of Cook Strait crossings at an early age and explored much of the Sounds.

It was apparent to Bob Elliott that a large proportion of the Club members owning motor vessels and motor sailors took no part in the racing programme but had developed considerable expertise and seamanship crossing

Cook Strait and cruising the waters of the Sounds and Tasman Bay. Bob felt that some recognition should be given to this non-racing but important activity and donated a cup for this purpose.

Bob Elliott was known to many as "Waka Doc" due to the yacht's name being *Wakarere*. *Wakarere* is now owned by Bill McCulloch and is moored at the Evans Bay marina.

Since 1957 the Elliott Cup has been presented to many well-known Club members of whom the list is too numerous to mention all the winners here. We have selected the following for various reasons particularly the cruise of *Miranda* being a launch whereas most if not all other voyages have been completed in yachts. The following is an extract from the Club's 100-Year Celebration book printed in 1983.

Miranda

One of the Clubs hardest working and most travelled craft was the 55-ft twin-engined steel launch *Miranda*. She was designed and built in a yard on Thorndon Quay by ED (Bill) Edmundson – better known amongst his friends as Captain Ed. The keel was laid not long after WWII in 1946 and the finished boat was launched after seven years of hard work in June 1953.

Miranda, being the largest vessel in the boat harbour, soon became the unofficial flagship for the Club. She was always available to act as mother ship to offshore races and with Herb Dixon on radio watch provided radio links with the home base, often remaining at sea in atrocious conditions for long periods. She accompanied the fleet at various times to Nelson, Akaroa and Gisborne.

We have no record of the miles steamed by *Miranda* but newspaper clippings show she turned up at many ports around New Zealand.

Perhaps her most notable voyage was a return trip from Sydney in 1960-61. Such a trip was one of Bill's dreams and in his typical fashion he transformed his dream into reality. The crossing was reported to be the first by a pleasure craft of this size without sail hence the presentation of the Elliott Cruising Cup in 1961-62.

Captain Ed, who was then Club Commodore, and six companions (lieutenant Les Tattersfield, Bill McQueen, Alister Campbell, Alan Granger, Len Morgan and Roger Kyle – left Wellington on December 2nd 1960 and just seven days and eleven hours later arrived in Sydney in Bill's words "without major incident". The feat surprised many

people and the ship and crew were televised by the ABC and filmed by Fox Movietime.

After an enjoyable holiday *Miranda* returned to Wellington this time taking six days and twenty-three hours, despite battling high winds and pounding seas that stripped paint right off the bow.

For many years afterwards Bill continued to do yeoman service for the Club. He was an institution in the boat harbour and many a perplexed yachtsman appeared at the door of his shed when the "in residence" flag was out, coming away with a problem solved. No one was ever turned away and often problems were solved over a cup of tea in the sheds snug "reading room".

Ill health eventually forced Bill to sell *Miranda* and sadly he died. His ashes were scattered in Wellington Harbour.

Miranda now sails out of Auckland and the sight of her brings back many memories to some of our older members.



The second contribution is by Alister Macalister who incidentally has been awarded this trophy four times undertaking similar voyages as the one presented here. Not only has he been awarded the Elliott Trophy but also the Fiebig Trophy a number of times for other cruises. Alister writes as follows...

Nirvana

1972-73 Season

Nirvana was purchased in August 1972 and sailed to Wellington shortly afterwards. Very few yachts made the Auckland - Wellington trip in 1972 and this would itself probably have qualified for the award.

No time was lost and *Nirvana* was prepared for a trip to Stewart Island and the Fiords. With one short stop at Akaroa we went on to Stewart Island. There was a short stay at Oban and then the east coast of the island was explored - Paterson Inlet, Port Adventure, Lords River and Port Pegasus. At Port Pegasus the boat was taken up a very narrow river with many obstructions and the crew climbed the granite peaks - quite spectacular! We returned to Oban and got ready for the trip to the Fiords. There was great difficulty in getting fuel and gas and pleasure yachts were virtually unknown in the area in those days.

From Oban we sailed to Resolution Inlet and explored the remains of an old settlement. We anchored off Puysegur Point leaving one member onboard and climbed to the lighthouse. The keeper told us we were the first yacht to visit and he was very surprised when we arrived.

After leaving Resolution Inlet we proceeded north stopping at every major inlet. During this part of the trip there was the tail end of a cyclone which caused much damage to the fisherman's craypots. Fortunately we managed to get into Doubtful Sound where we lay with two anchors out. You could feel the anchor ropes getting thinner with the strain but fortunately they held. There was no visibility and no room to manoeuvre in the cove that we were in.

Fuel was a problem but we managed to get a drum shipped to Deep Cove. We could not get all the fuel into our tanks and were forced to pay for the surplus fuel and drum.

Our final stop was at Milford Sound where we had some enjoyable days. On departing we met a fisherman friend at sea and he gave us a big bag of crayfish tails.

We had a good breeze from the south - reefed down for the first 24hrs and then it went calm and we motored virtually all the way back up to Wellington in glassy seas. We arrived off the boat harbour and the motor stopped having used the last of our fuel. Just enough wind to drift to the mooring.

So ended a six-week cruise with many interesting visits and great memories.



continued on page 28



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continued from page 27

Last but not least is Dr Dick Graham who undertook many cruises in his yacht *Koamaru* and who kindly passed us his log below. Dick was also awarded the Fiebig Trophy undertaking a similar voyage to that below which also involved entering the Sydney – Hobart Yacht race.

Koamaru

Wellington – Brisbane – Whitsunday Island return (~ 5000nm)

Leaving Wellington in a 20-30k SW with showers set the weather for most of the Tasman crossing except for four days, we were unable to keep our course and went further north initially. Eventually as the weather deteriorated the yacht was sailing herself with only a #5 headsail and at times lying a hull.

Every twentieth wave would break over us but we were knocked down only once. Two days of storm sails on and one night saw the only other vessel – a Japanese dory with no lights and less than 50' off. The Mother ship was seen later.

Weather moderated then ending 3 "dry" days after the 12th Dec. All hands had a shower!

Arrived in Brisbane after 16 days. Left again after two days for the north in a leisurely manner calling at Mooloolaba, Tin Can Bay and the Great Sandy Strait. Then eventually to McKay Harbour and the Whitsunday's. Only one, Nara Inlet, bears any resemblance to NZ scenery but spoilt by yachting vandals writing their names in white paint over all the bare rocks. The weather going north was warm with light winds. Day temperature around 26-30°, night temp 20-23°. Little rain but heavy when it came.

The return trip down the coast was against the prevailing wind with an uncomfortable chop and 1000 miles to go, short-handed with only 3 crew and no reliable autopilot – took eight days. A refit and repairs

in Mooloolaba at its excellent marina and then to Brisbane for clearance and to pick up extra crew for the return journey to Wellington.

Best Places: Mooloolaba, McKay, & Whitsunday's

Worst Places: The outside return around Fraser Island (Gt Sandy Strait) going north

Would we do it again?: Yes – but charter at Shute harbour and save 2 1/2 weeks for cruising rather than battling the Tasman

Crew:

*Over –
Rodger Gilroy,
Dick Graham,
Sarah Graham,
Don McLean*

*Back –
Rodger Gilroy,
Charlie Graham,
Dick Graham,
Ted Graham,
Don McLean*



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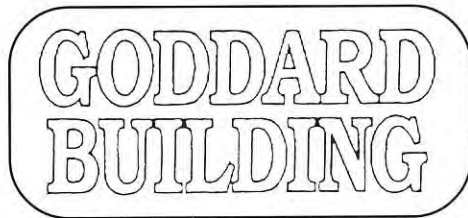
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Guy Fawkes Night

*By Carol Knutson
and Nicki Murray*

Guy Fawkes was a bit of a non-event on the water this year, with high winds keeping most boats firmly at their moorings. While some people did enjoy the fireworks from on the water, many stayed on land – not that anyone at the Yacht Club was complaining as the tills merrily sang through the evening.

The first sparks flew from a helicopter, which was a unique start to the great display of fireworks put on by the Wellington City Council. Vibrations from the loud explosions were felt underfoot as we watched planets and jellyfish, starbursts and spirals pulsing towards us. The Club really is a great vantagepoint for the event.

And as the yacht club punters headed home they soon realised it was futile – the traffic congestion was terrible, so they stayed for “just one more”.



Comfortably Safe?

With Guy Fawkes night, the recent Corporate Yacht Race and summer approaching the number of extra guests on boats brings to mind safety. Things like do you know where the first aid kit is on your boat? If you found it would it be worth finding or has it been so long since it was last checked that it wouldn't be surprising to find everything in it had expired or been waterlogged? And what about harnesses, life jackets, flares and the knife?

You know the boat like the back of your hand and you're familiar with where things are and how things work – right? But what about everyone else on board?

Please remember that new crew and visitors do not have the same level of knowledge or confidence on board as you do. It's important for both skipper and crew that basic safety is not taken for granted and that everyone on your boat is OK, and would still be OK if conditions changed.

As skipper or regular crew you have a responsibility for people's basic safety and comfort aboard. This is particularly important when non-sailors are participating in one-off events such as the Corporate Yacht Race or Opening Day. But some points should always be communicated and considered before you slip the lines:

Where is the first aid kit and when was it last checked?

Where are the life jackets and harnesses and do each of your crew know how to use them?

Where is the knife and what is it used for?

Is there anyone aboard with a medical condition, such as asthma or diabetes, and would you be able to help them if their condition deteriorated?

Are there snacks and water on the boat?

Can you start the engine in the case of an emergency?

Is there anyone aboard who can't swim? If yes, what can you do to ensure they are feeling confident and comfortable?

Have you told your new crew or visitors enough about the boat that they feel comfortable? Do they know where to sit and how to move safely around the boat?

Is everyone wearing appropriate gear? Is everyone warm?

It's just the basics. But knowing that you've covered the basics will ensure that the people you are sailing with are comfortable and safe – which could be the difference between new-comers having another go, or never returning!



From the Courts

By Pat Millar

The following Protests or Requests for Redress have been heard recently.

- *Flying Machine* – request for redress
- *Shibbeen vs Floating Free*
- *Floating Free vs Shibbeen*
- *Nedax Backchat vs Flying Boat*

The details of the cases are as follows :

Flying Machine – request for redress

Flying Machine requested redress as she observed a crewmember of *Maverick* fall overboard when that yacht broached and lost control. *Flying Machine* sailed back upwind for approximately 100 metres but by that time *Maverick* had regained control and had picked up the crewmember that had become separated from the boat. *Flying Machine* then resumed the race. *Flying Machine* requested that her elapsed time be reduced by two minutes and this request was agreed to by the protest committee.

Shibbeen vs Floating Free

Floating Free vs Shibbeen

This incident took place in the Island Bay race (approximately 1 mile after the two boats had rounded the leeward mark at Korokoro. Both boats protested but as *Floating Free* did not fly a protest flag at the first reasonable opportunity her protest was ruled out of order and the committee proceeded on the basis that *Shibbeen* was the protestor and *Floating Free* was the protestee. It was agreed that *Floating Free*, on starboard tack, had approached *Shibbeen*, on port tack, on a collision course and that *Shibbeen* had altered course to pass astern of *Floating Free*. It was also agreed that at some stage during the incident *Floating Free* had tacked on to the port tack.

The representative of *Floating Free* did not contest the evidence of the representative of *Shibbeen*, that prior to the incident there was little difference between the relative speeds of the two boats but that *Shibbeen* was sailing a higher course and *Floating Free* was sailing faster through the water.

There was a complete conflict of interest beyond that. The evidence of *Floating Free* was that she was clear ahead after completing her tack whereas the evidence of *Shibbeen* was that the boats were overlapped with *Floating Free* to windward after she had completed her tack. *Floating Free* had protested on the grounds that she had been clear ahead and that *Shibbeen* had established an overlap to leeward so close that she was unable to keep clear. *Shibbeen* claimed that the overlap had been made while *Floating Free* was tacking and that she had resumed a close hauled course while *Floating Free* was completing her tack.

The committee determined on the balance of probabilities that the boats were overlapped with *Floating Free* to windward at the time she completed the tack and that as

the windward boat she had failed to keep clear. As contact had occurred she was disqualified under Rules 11 and 14. *Shibbeen* was exonerated under Rule 14 as no damage was caused.

The case was interesting as *Shibbeen* had protested under Rules 13 and 14 and had not mentioned Rule 11 until the final summing up. In her invalid protest *Floating Free* had initially not quoted a rule but at the commencement of the hearing had advised that her protest was under Rules 15 and 16.1. Both those rules would have applied if the facts found had been different to what they were. The case was also interesting in that *Floating Free* had completed a 360 degree turn before deciding to protest.

Nedax Backchat vs Flying Boat – re hearing

This incident took place in the first race of the Winter Series. In the earlier hearing the protest committee found as a fact that *Nedax Backchat* had hailed “protest” and that her protest flag was already displayed. The committee then decided that *Nedax Backchat* had failed to inform *Flying Boat* of her second protest at the first reasonable opportunity and that *Flying Boat* was denied the opportunity to take a penalty at the time of the incident. The hearing was then closed as “all requirements of the protest had not been met”.

Nedax Backchat appealed that decision to the New Zealand Yachting Federation and an appeal panel of six International Judges ruled that the committee must reopen the hearing and hear the protest. In discussion the appeal panel considered that the test should have been “was it a genuine attempt to inform *Flying Boat* and could *Nedax Backchat* have reasonably expected *Flying Boat* to hear it. There is no requirement for a boat to acknowledge a hail”.

At the second hearing the protest committee called evidence from both parties to the protest and was satisfied the hail “protest” was properly made.

The incident was the second between the boats and occurred shortly after they rounded the windward mark for the first time. The boats were sailing in close proximity with *Flying Boat* overlapped and to windward of *Nedax Backchat*. *Nedax Backchat* claimed and gave evidence to the fact that the spinnaker of *Flying Boat*, while it was being hoisted, had touched the rigging of *Nedax Backchat*. *Flying Boat* claimed that she had not heard the hail by *Nedax Backchat* and was unaware that contact had taken place. The committee held that the spinnaker of *Flying Boat* had made contact with the rigging of *Nedax Backchat* and disqualified her under Rule 11 as being the windward boat she had failed to keep clear. The protest committee also determined that at the time *Flying Boat* had been unaware that an incident had occurred.

New Members

Member Category

Bruce Anderson	SENIOR
Sarah Baddeley	SENIOR
Keryn Barlow	SENIOR
Adam Bialostocki	SENIOR
Simon Bickers	SENIOR
John Bishop	SENIOR
Phil Bishop	SENIOR
Joerg Bungert	SENIOR
Tony Cataldo	SENIOR
Ewen Chambers-Ross	SENIOR
Frank Chechile	SENIOR
John Christie	SENIOR
Graeme Cook	COUNTRY
David Cooper	COUNTRY
Dr Robert Cosgrave	SENIOR
Simon Crisp	SENIOR
Jason Cruickshanks	SENIOR
Joss Debrencency	SENIOR
Robert Derks	SENIOR
Brent Eddy	SENIOR
Rick Ellis	SENIOR
John Findlay	SENIOR
Ralph Fletcher	SENIOR
Jane Gilbert	SENIOR
Elizabeth Goodfellow	SENIOR
Richard Gorham	SENIOR
Doug Graham	SENIOR
Shane Hagan	SENIOR
Craig Hamilton	COUNTRY
Alastair Harbord	SENIOR
Vicki Harrison	SENIOR
Derek Hart	SENIOR
Chris Harvey	SENIOR
Bruce Hills	ASSOCIATE

New Boats

Boat Name	Sail Number	Type	Owner
<i>Beyond II</i>	180	keeler	John Mansell
<i>High Octane</i>	9686	keeler	Rupert Wilson
<i>Ocean Piper III</i>	-	launch	Nelson Bay Holdings
<i>Skara Brae</i>	-	keeler	Alastair Shanks
<i>Zana</i>	9002	keeler	Starlight Yachting
<i>Rapier</i>	924	keeler	P O'Connor, S Pohlen, S O'Connor
<i>Southern Belle</i>	5892	keeler	James McCarthy
<i>Paperchase</i>	4521	keeler	Anthony Limbrick & Charles Roberts
<i>Aries</i>	9003	keeler	Yachting Promotions Ltd
<i>Brainwave</i>	6631	keeler	David Mackey
<i>Spash Palace</i>	4986	keeler	Geoff Herd
<i>Titus Canby</i>	1505	keeler	Titus Canby Discretionary Trust

Callum Holmes	SENIOR	Rowan McArthur	SENIOR
Darryn Hughes	SENIOR	Howard Morrish	SENIOR
Alastair Hutchens	SENIOR	Bryan Murray	SENIOR
Bradley Ilg	SENIOR	Dr Edith O'Regan	ASSOCIATE
Chris Ineson	SENIOR	Kenneth Ormandy	SENIOR
David Irving	SENIOR	Barrie Osborne	SENIOR
Carolina Izzo	SENIOR (FAMILY)	Tineke Panchaud	ASSOCIATE
Craig Jones	COUNTRY	Eleanor Phillips	ASSOCIATE
Philippa Keall	SENIOR	Daniel Pranic	SENIOR
Mark Kennedy	SENIOR	Patricia Reade	SENIOR
Surrey Kent	ASSOCIATE	Michael Rebelo	SENIOR
David Kersey	SENIOR	Paul Roberts	SENIOR
Carol Kim	ASSOCIATE	Charles Roberts	SENIOR
Jeannine Kruse	SENIOR	Graeme Robertson	SENIOR
Jan Kruse	ASSOCIATE	Toby Rosenberg	SENIOR
Carolyn Lane	SENIOR	Rachel Russ	SENIOR
Garry Lewis	SENIOR	Stephen Ryan	SENIOR
Nigel Lloyd	SENIOR	Adrian Salt	SENIOR
Claire Lynch	SENIOR	Giulia Scott	JUNIOR (FAMILY)
Malcolm MacFarlane	SENIOR	Ricardo Scott	JUNIOR (FAMILY)
David Mackey	SENIOR	Alastair Scott	ASSOCIATE (FAMILY)
Chris Manning	SENIOR	John Shackleton	SENIOR
Neil Manning	SENIOR	Graeme Sharp	SENIOR
Paula Martin	SENIOR	Ben Shipley	SENIOR
		Fergus Small	SENIOR
		Kevin Stacey	SENIOR
		Ralph Stewart	SENIOR
		David Thomas	SENIOR
		Tracey Thompson-Gray	ASSOCIATE
		Nicholas Urry	SENIOR
		Andrew Walker	SENIOR
		Deborah Walton	COUNTRY
		Sharon Wareham	SENIOR
		Brett Warwick	SENIOR
		Lynn Webber	ASSOCIATE
		Kate West-Walker	JUNIOR (FAMILY)
		Hamish West-Walker	JUNIOR (FAMILY)
		Ben West-Walker	JUNIOR (FAMILY)
		Gregory West-Walker	SENIOR (FAMILY)
		Anne West-Walker	ASSOCIATE (FAMILY)
		Susanne Wood	SENIOR
		Nadine Wooller	SENIOR
		David Wright	SENIOR
		Rebecca Wymer	ASSOCIATE

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