

the *Rip*

JUNE 2003



ROYAL PORT NICHOLSON YACHT CLUB (INC) WELLINGTON NEW ZEALAND | www.rpnyc.org.nz

103 Oriental Parade | PO Box 9674 | Wellington | New Zealand

www.chriscoad.co.nz

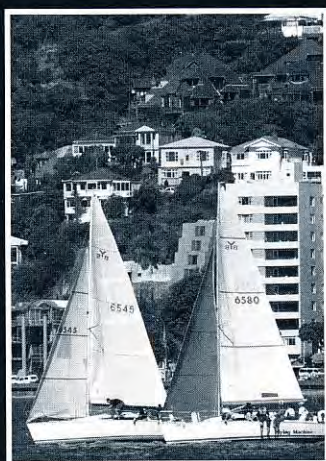


Chris Coad Photography
Advertising, Corporate Photography & Film Stills
PO Box 7002, Wellington, New Zealand
Ph 04 384 5525, Fax 04 384 2629 Mobile 027 442 0005
Email chrisc@xtra.co.nz

CHRISCOAD
PHOTOGRAPHY

Contents

Commodore's Report	2
Vice Commodore's Report	2
Rear Commodore's Report	3
Cruising Captain's Report	4
Chief Executive's Report	5
Youth Scheme Report	7
Restaurant	8
Corporate News	9
Food	10
Wine	10
Travel	11
Book Review	11
Teleware Business Yacht Race	12
Around Alone	15
Yum Yum (1892)	18
Classic Yacht Regatta	
Yum Yum	18
Marangi	19
Breum	20
Commodore's Trophy Race	21
Prizegiving	22
Supergroove heads North	25
Leander Trophy	26
The Waterfront	
Seatoun Hobtro Trophy	27
Education – Check your mooring	28
Club Profile – Tapio Sorsa	29
Cup History – Manthel Cup	30
New Members	32
New Boats	32



Cover Photo :
TeleWare Business
House Yacht Race

ISSN 1171-1779
Vol. 21 - No. 2
June 2003

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

Editorial Team

Kirsty Callaghan
Cheryl Ferguson

All correspondence should be directed to:
The RIP, PO Box 9674, Wellington

Advertising

Matt Sharp

Pre Press & Printing

RPNYC
Hutcheson, Bowman & Stewart

Opinions Expressed

The opinions expressed in this Journal
are those of the individual author and
not necessarily those of the RPNYC.

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
President: Alan D Martin

Office Hours

Monday – Friday 8.30 am – 5.00 pm
Phone : 384-8700 Fax : 385-1603
office@rpnyc.org.nz events@rpnyc.org.nz
Web site : www.rpnyc.org.nz

Wardroom Hours

Wednesday & Thursday 5.00 pm – 8.00 pm
Friday 4.00 pm – late
Saturday (winter months) 12.00 noon – late
Sunday & Public Holidays 12.00 noon – 7.30pm
Winter Series race days 9.00am – late
Phone : 384-3091

*(Note : These hours may be varied at the
discretion of the Executive)*

RPNYC Sailing Academy

Phone : 382-8152
Fax : 382-8631
Email : sailing.academy@rpnyc.org.nz
Web site : www.sailingacademy.org.nz

Martin Bosley's Yacht Club

Restaurant Hours

Monday – Friday : Lunch
Thursday – Friday : Dinner
Other times by arrangement
Phone : 385-6963
Fax : 385-0928
Email : mbycr@actrix.co.nz
(Reservations recommended)

STAFF

Position	Name	Work phone	Mobile
Chief Executive Officer	Mike Boswell	384-8700	025-289-0815
Comms, Events & Sailing	Kirsty Callaghan	384-8700	025-871-981
Membership & Facilities	Lyn Kimber	384-8700	
Bar Manager	Ken Pullen	384-3091	
Senior Instructor	Gerry Booth	382-8152	025-449-794
Youth Scheme Trainer	Ross Sutton	382-8152	021-751-851
Slipmaster (& slip bookings)	Jim Ower	388-1924	025-240-1302
Te Ruru Boatmaster	Ross Telford		0274-456-413

COMMITTEE MEMBERS

Position	Name	Work phone	Mobile
Commodore	Stephen Moir		021-413-673
Vice Commodore	Lesley Hamilton	499-1180	027-453-4700
Rear Commodore	Cheryl Ferguson	471-9443	021-570-805
Cruising Captain	Nicki Murray	381-1236	025-749-666
Treasurer	Hamish Edwards	471-0194	021-294-249
Racing Secretary	Gordon McDougall	385-0827	021-458-471
House Secretary	Phillipa Durkin	381-7352	021-146-9341
Executive Committee	Ken Burt	238-3441	0274-781-020
	Ken Papps	499-3000	0274-339-479
	Phillip Bratton	460-8416	0274-577-008
	Penny Kerr	802-7900	021-452-925
	Murray Bridge	470-1113	021-444-477
Sailing Committee	Tony Cowdry	802-6636	
	John Futter	384-8045	025-676-0107
	Jim Gordon	474-7135	025-403-143
	Campbell Means		021-329-844
	Dale Adams	475-3325	021-034-3212
	Elizabeth Sandford	479-4036	0274-446-755

Another summer of sailing has drawn to a close and what a summer it was! Wellington, the Riviera of the South Pacific, and Port Nick was the place to experience it. If this is global warming then bring it on.

We had 74 boats participate in the summer season racing and this year at prizegiving we instituted what I hope will be a new tradition. Each boat was presented with a flag for the year 2003 – (special thanks to Andrew Spencer at Booker Spalding for organising these). The idea is to build up a collection of pennants so that on Opening Days and Club days we can see the boats dressed. The extraordinary collection of silver handed out during prizegiving is always impressive. Congratulations to all the winners.

Boz and I have been meeting with the Global Challenge representatives, WCC, Lambton Harbour and Wellington Tourism teams to draw up the city's bid to host this event for the third time. While we have a great chance we are up against strong competition from Auckland, Tauranga and possibly even Sydney if they decide to have only one Australasian stop. We are putting in a strong bid so watch this space for future developments. The race is due to arrive in the new year of 2005.

I spoke to you all last time about our plans for the restaurant. This continues to be a work in progress going through the red tape. We seem to have basic agreement all round and hopefully we can get the necessary approvals in the not too distant future. I am pleased also to report our finances are definitely looking up. I will obviously talk more about these in detail at the AGM and you will be

commodore's report

stephen moir



able to access the audited accounts from the office before the AGM. These should be available by the end of May. I would also like to express my thanks to the executive and the office management who have proved to be highly productive. The team has been very positive and focused on outputs and not personalities. For me this has been a year of concentrating on operational issues to get the fundamentals right. This year we can perhaps set some more ambitious goals. We have also begun work on next year's calendar so should not have to leave it to the incoming sailing committee for a change.

It is wonderful to report we are sending off a four-boat fleet to compete in the Auckland to Musket Cove race and by the time you read this RIP the boats will be already up in Auckland. We had a farewell dinner at the club for *Andiamo*, *Starlight Express*, *Pretty Boy Floyd* and *Kahakura II* at Martin's Restaurant on Friday 9th May and the usual good time was had by all. This is the biggest blue-water fleet we have sent off since the Tasman Triangle and it is great to see us competing in such offshore events.

Well that's it from me and I am off to Fiji on *Andiamo* to extend this fantastic summer. See you all in June for the AGM and please toast the Fiji fleet at the Champagne Breakfast, as we will still be away.

Happy Sailing
Stephen



vice commodore's report

lesley hamilton



Wow, where did the year go!

Already we have had prizegiving and the sailing season is over for 2002-03!

Members are now preparing for the Winter Series, which, as always, will be well supported by you. We have four boats, *Andiamo*, *Kahukura II*, *Pretty Boy Floyd* and *Starlight Express*, completing preparations for their Cat 1 certificates ready for the Auckland to Fiji race. We wish all the crews and supporters a great race and time in the sun.

The season has enjoyed reasonably consistent weather, which is a nice change. It was unfortunate that we had to make changes to the offshore sailing calendar because of the America's Cup, however, I know those participating not only enjoyed the great sailing conditions but also took full advantage of the after-match functions. As a Club still supporting an offshore series we need to look at how we can encourage members to come and join these fleets. It would be great to see both fleets increase in numbers. In particular, the Direct

Welcome onboard Moore Wilson
Winter Series Sponsor in association with


moore wilson

W I N T E R S E R I E S

Offshore Series, which is set up for introducing boats to offshore sailing (or those who prefer a shorter race and quicker access to the aftermath!)

In the last couple of months we have had several incidents reported in regards to boats in our fleets encountering other vessels in the harbour. Please always apply and/or check the 'rules of road'. No matter whether you are racing or not, they MUST be adhered to. We have met with both the Harbourmaster regarding issues with ships in the harbour and with Evans Bay regarding issues with sailing rules ignored in relation to smaller sailing vessels (and that includes windsurfers) to ensure that we can ALL use the facilities offered by our great harbour.

It is also timely to remind you to watch out for the various evenings the Club is offering members. I would encourage all skippers to come with their crews to take advantage of our information evenings and upskill your knowledge. We have planned a Rules Seminar presented by the Academy and Sail Trim, Care & Maintenance presented by Port Nicholson Sails.

So, get the boat maintenance done, attend the seminars, add to your knowledge, and get ready for another great season of sailing with RPYNC! See you out there. 

I have a feeling of elation that this is the last article I will be writing as Rear Commodore for the RIP but there is a degree of sadness that I will be leaving a position that I have come to enjoy more and more as the years have gone by.

It is time for me to move on and for fresh ideas and thoughts to flow through the House Committee. My team has been most supportive and have all worked very hard towards the success of functions and events throughout the last three years.

When I entered the Wardroom for the very first time in October 1996, I did not know what to make of it – it was not how I imagined it to be! I very quickly came to find that the Club was made up of a range of people from totally different backgrounds but all with one common interest – the love of sailing. Since that time I realise that the Wardroom is a place where information is exchanged readily as well as providing a forum for members to express their opinion. And that is done often and very successfully.

In 1996 little did I know that in 1999 I would become House Secretary then in 2000 Rear Commodore. The experience has proved two things to me: first, that the Club is flexible and willing to change to meet the times; and, second, that those who want to have valid constructive input and make a positive contribution to the Club can do so very easily.

The two most significant changes in the Wardroom, in which I played an integral part, have been the introduction of the non-smoking policy and adding value to the membership card. While there may have been some minor resistance in the initial stages of these initiatives, the changes were done

rear commodore's report



cheryl ferguson



democratically and with the vast majority of membership backing. Both changes had a very positive impact for the Club, and most important, membership increased directly as a result – new ongoing membership is the lifeblood of the Club and ensures that the Club survives another century.

In any role there are always positive and negative reflections but in my case I have to say that the positives far outweigh the negatives. Some of the positives being the opportunity to meet and socialise with many members who have supported and helped the House Committee tremendously during my time in office; working with Executive members who have extraordinary vision and the common interest of the Club at heart; and getting to understand the very essence of the Club through its membership and administration.

This Club is bigger than any individual and each one of us as a member in our own right makes the very fabric of a very special organisation that should be cherished and supported in the years to come as has been done by our predecessors for the past 120 years. It has been a privilege being your Rear Commodore and as I step down at the next annual general meeting I would like to thank all members and staff for their support and in particular the House Committee members for their enthusiasm and energy during the past three years.

Cheryl Ferguson
Rear Commodore



*on's as the new
ation with Mt. Gay Rum*

ilson's

RIES

**MOUNT GAY
ECLIPSE
BARBADOS
RUM**

**IN ASSOCIATION
WITH MT. GAY RUM**

One of the most pleasurable duties of the Cruising Captain is to make a recommendation to the Sailing Committee as to which Club boats should be awarded Cruising Trophies at the annual Prizegiving. In order to be considered for either of the two beautiful gleaming silver trophies for cruising either in NZ coastal waters or offshore, the skipper must submit their ship's logbook for review.

I have therefore recently been privileged to spend a number of very pleasant hours turning the pages of club members' written accounts and colourful photographs of their adventures, both in New Zealand coastal waters and in more exotic locations offshore. What a wonderfully intimate picture this offers of a very different and varied way of life. Imagine trying to sleep through the night whilst riding at anchor as gales funnel through the valleys of the Marlborough Sounds, experiencing the boredom of day after day of offshore passage-making, interspersed with the sudden excitement of snaring a gleaming, splashing 5' long mahi-mahi and tussling it on to the deck (and there are several fascinating and conflicting views on the 'best' way to deal with it once it is fighting

with you in the cockpit!), awaiting the arrival of spare parts in a ramshackle port miles from anywhere, relaxing in idyllic anchorages, making emergency repairs to sails, meeting with colourful local characters, and enjoying food, cultures and temperatures very different from that usually experienced in Wellington!

As a number of Club boats are frantically preparing for the Auckland-Fiji race in May it is interesting to note from a ship's logbook the breadth of skills that extended cruising or offshore racing requires of both the skipper and crew. Obvious capabilities are the ability to navigate, sail and use equipment safely, apply the rules of the road, and interpret the weather

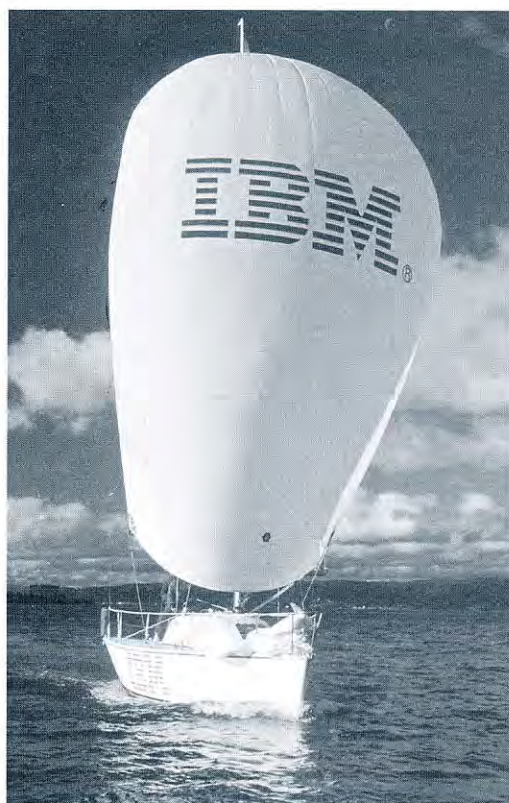
cruising captain's report

nicki murray



forecasts. Other equally important capabilities are knowing your own boat well enough to be able to improvise ingenious and imaginative repairs when crucial equipment fails, deal with customs and quarantine officials patiently, repair sails with a 'palm', provision the boat for extended periods, develop a trusting relationship with your ground tackle, and the ability to cope with sleep deprivation with a sense of humour!

Congratulations to *Chatham Whisper* who was awarded the Fiebig Offshore Cruising Cup for her account of her 2002 cruise to Vanuatu – New Caledonia – Norfolk Island. I hope that other members will be encouraged to submit their boat's logbooks for the Sailing Committee to enjoy in future years.



BOAT SPONSOR WANTED

Join IBM® and become an Academy boat sponsor

- *boat naming rights, high visibility*
- *team building sessions*
- *branding on wet weather clothing, stationary, website*
- *high profile street signage (Oriental Parade)*
- *media recognition through association with Academy*
- *plus more...*

Financial performance of the Club

WHERE HAVE WE COME FROM?

While at the time of writing our accounts were still being audited, in this RIP report I am going to have a first look at some elements of how we did this year financially. The year started with the predicted difficulties that had been foreseen by our past Treasurer, Tony Chamberlain. From an operational management perspective, our cash flow position presented an immediate issue with the overdraft facility of \$20,000 being insufficient to cover monthly creditors and the payroll schedule.

To see how this arose when we had recorded a small surplus last year we need to look at the result, and understand that in 2002 the operational revenue included \$88,000 in grants received for the new chase boat. While correct in accounting terms, because the money was committed capital expenditure coming from the balance sheet it distorts the real level of operational income. Also included in the revenue was \$11,795 from the sale of Te Aro. Two balance sheet transfers also contributed to our recorded \$7,778 surplus, one from the Eventing Fund for \$8,000 and one from the Corporate Race fund for \$3,500, both of which have now been exhausted. For the purpose of getting a fair indication of our operating performance last year, the effect of recording subscriptions on an accruals basis also needs to be taken into account hence the deferred \$30,891 is added. The adjusted result is seen below:

Last financial year's recorded Profit – \$7,778

Last financial year's adjusted Operating Loss – \$72,626

The adjusted P & L result highlights the problem of the Club living

beyond its means. It was with this knowledge that last year Tony highlighted this growing problem, and the then Commodore Murray Bridge and the Executive undertook the restructure. The challenge this year was to turn round the declining operational performance by improving the financial management of the Club. This required cutting expenditure and the reallocation of some resources in different areas to improve the revenue streams in the medium term.

WHERE ARE WE NOW?

Results have steadily improved thanks to the time, effort and support of various committee members led by our new Commodore Stephen Moir, a loyal team of club employees, and you the members.

KEY HIGHLIGHTS ARE:

- Personnel expenses down 21% (\$58,206)
- Administration expenses down 16% (\$6,204)
- Communications expenses down 21% (\$11,912)
- Facility Rental (excluding the restaurant lease) increased by 34% (\$10,425)
- Wardroom contribution increased by a staggering 67% (\$18,608)

The improvement in the Wardroom trading is due to the improved margins we were able to achieve through the various changes that were implemented during the year despite an unsettled period of personnel changes. Gross profit increased from 50% to 56% and assuming we reported operating costs in the same format as last year this margin improves from 12% to 21%, which means when combined in

chief executive's report

mike boswell



dollar-terms a jump from \$27,977 to \$46,585. This is pleasing as it managed to occur with reduced trading revenue. A consistent trend over the last three years has seen a decline in turnover of between 6% and 7% per annum.

We are now seeing a bottom line improvement of \$84,966 in our operational profitability from last year's adjusted operating loss of \$72,626 to this year's small surplus of \$12,340, resulting in an improvement in cash flow.

WHERE TO FROM HERE?

Going forward there still remains some significant challenges if we are to produce a healthy surplus that will enable the Club to grow while delivering the services and investing in the core operations. As an example, the work this year on improving corporate membership revenue needs to continue in order to turn this key category around, as major sponsorships are increasingly difficult to secure. Therefore this year it has been great to secure "TeleWare" as our Business House Race sponsor together with "LINE 7" as our Regatta sponsor, both for a three-year term.

While still far from robust financially we are fundamentally in a stronger position to tackle these challenges than we were a year ago and together with the challenges there are some exciting opportunities coming up that we are working hard to bring to fruition.

Finally, I would like to personally acknowledge the huge amount of support I have received this year from various members, standing

committees and especially Stephen as Commodore. Together with our sponsors, this year's good result has not happened by chance and my special thanks go also to the rest of the paid team members.



SAILING ACADEMY

The Academy is into its Winter Course schedule. This is slightly less frenetic than the summer schedule but there is still plenty to do.

SAFETY & SEA SURVIVAL COURSE

To compete in any Category 1 race in Australia (and it's recommended for Cat 2), 50% of a competing yacht's



Penny Kerr practising with Helicopter Lifesling



Practising the Group H.E.L.P. Position (Heat Escape Lessening Position) – all very cosy in the pool!



Penny Kerr makes it into the liferaft

crew must have attended the AYF (Australian Yachting Federation) Safety & Sea Survival Course. The course has both a practical (compulsory) and theoretical component that includes a written exam. It takes 16 hours to complete. Upon successful assessment, a formal qualification is awarded, which remains valid for five years. The Sailing Academy is the only provider in New Zealand accredited to deliver this AYF course.

It would seem that New Zealand is set to follow a similar path as Australia. The Royal New Zealand Yacht Squadron, organisers of the Auckland to Fiji Race that started on May 24th, made it mandatory that 30% of a competing yacht's crew attend a Safety and Sea Survival Course.

The course promotes awareness and preparedness – having a plan when things go wrong. The majority of participants of the Academy's most recent course were experienced yachties with a large amount of offshore experience. Nevertheless their feedback was that it was "very worthwhile".

The Sailing Academy would like to thank the following people for their valuable and interesting contribution to the recently completed course: – Dave Greenberg from the Westpac Rescue Helicopter, Rossco Lane from the NZ Police Maritime Unit, Eric Brenstrum from NZ Met Service, Mark Chapman from the NZ Fire Service, RFD, Andrew Spencer from Riteline Apparel.

Another Safety at Sea course is likely to be scheduled prior to the start of the next RPNYC Offshore series.

HELPING GRADS GET ON THE WATER

The "Take a Grad Sailing Days" have been hugely successful thanks to Elizabeth Sandford and the great support from skippers. Twenty-plus

grads got out on the water on the last "take a grad" day, which is an excellent result. These days will start again during the forthcoming Spring Series.

REDESIGNING THE INTRO PLUS COURSE SYLLABUS

After an internal review of this course and taking into account feedback from participants, the Intro Plus Course syllabus has been split into two separate courses. This will enable more focus on specific aspects of the huge range of material.

Skills Development 1 – boat handling and spinnakers.

Skills Development 2 – sail trimming and tuning, boat speed, race preparation, rules and tactics.

RULES SEMINAR

Winter series is just about under way and what better time to brush up on your rules. Wednesday 18th June, 6.00–8.00pm in the Wardroom; free of charge.

COASTGUARD COURSES

Now that winter is upon us the following Coastguard Boating Education courses are running:

- **Boatmaster** – beginning 3rd June
- **Coastal Skipper** – planned to be run later this Winter, likely to be towards the end of July/early August
- **VHF course** – beginning Saturday 7th of June

The Sailing Academy is in the process of becoming accredited to deliver and examine the Restricted Radio Telephone Operators Certificate (RRTOC). This qualifies the operator to use SSB Radio on an amateur basis. For more information in relation to this qualification you can visit the Radio Spectrum Management website: www.med.govt.nz/rsm/licensing/ship.html



**The first year of the Lion
Foundation Youth Yachting
Scheme is now complete. It has,
as always, been a busy time.**

Over the last weekend of March, Daryl Wislang (helm), Hayden Swanson (mainsheet), and Matt Littlejohn (bow) travelled to Royal Prince Alfred Yacht Club, North Sydney, to compete in a Grade 3 under-25 Match Racing regatta. In the fleet of ten they were the only team going into the event without an international ranking and managed to come out of it in eighth place. The weekend also continued to strengthen the friendship that has been forming between RPNYC and RPAYC.

The next weekend the whole youth squad was out on the water on *Starlight Express*, and with the help of Peter Sutton, Edmund Tam, Stuart Thwaites, and the *Santa Regina* they managed to win the harbour race comfortably. The following day the Hebtro Trophy at Worser Bay gave the opportunity for some sailors thinking about joining next year's squad to race the Elliott 6s alongside some of this year's team. The final weekend saw the sailors filling roles aboard various Club yachts in the Commodore's Trophy Island Bay Race. This was a chance for the team to get to know some more of our Club members and for some Club crews to sail with members of a young team who have trained hard for the last year. A great way to end the year.

Being the first year of the Lion Foundation Youth Yachting Scheme there has been a lot learnt by everybody involved. The contact we have had with those involved in running the Royal New Zealand Yacht Squadron Youth Scheme was a great help to getting started. Myself alongside Mike Boswell, Shaun Sheldrake and Phill Weeks were given the task of shaping the direction of the training programme. Fortunately we were helped by invaluable support and

youth scheme report

ross sutton



ideas from many other parties, especially the trustees of the Port Nicholson Yachting Trust and, of course, the sailors themselves.

However the Youth Scheme would not have been possible without the backing from our sponsors. The Lion Foundation has put an extremely generous amount of money into the facilities needed to set up and run the Youth Scheme successfully. Further support from companies such as Paul Hastings Real Estate, The Loaded Hogg, Keith Taylor Trust and Mercedes Benz under Team European has been gratefully received and hugely helpful.

It is this support that has given our team of youth sailors the facility to get so much time on the water training in our small fleet of Elliott 6s, a brilliant training yacht. Some of the team have also had the opportunity to travel to Australia and Auckland to compete against the top youth match racing teams in the world. This year we have spent time on and off the water with people such as world number two match racer Ed Baird, highly successful dinghy and ocean racer Sharon Ferris, and Dean Barker's training partner and top match racer Cameron Appleton.

The 2002/2003 Lion Foundation Youth Yachting Scheme squad has been a really great group of young sailors who during the year have become close friends. They have all put a huge commitment of time and energy into what has become a solid base to build on in future years. They are a team of whom the Royal Port Nicholson Yacht Club and all who have been involved can be proud.

It is now time to look forward to the second year of the youth scheme with a new group of sailors starting their training very shortly.



**SATURDAY
13 SEPTEMBER**

THE DEEP WATER
CLASSIC IS FOR SAILING
AND WINE ENTHUSIASTS
WHO WANT TO BE A PART
OF THE MARLBOROUGH
WINE INDUSTRY'S NEW
WINE RELEASE!...

EACH YACHT WILL BE
CHARGED WITH PRECIOUS
CARGO – THE LATEST
RELEASE OF
MARLBOROUGH
SAUVIGNON BLANC

MARLBOROUGH IS THE
NEW WORLD'S LEADING
COOL-CLIMATE WINE
REGION AND AS SUCH
THE NEW RELEASE OF
SAUVIGNON BLANC IS
HIGHLY ANTICIPATED
BOTH HERE AND ABROAD.

**FOR FURTHER DETAILS
PLEASE CONTACT THE
WINE MARLBOROUGH
OFFICE ON 03-577-9299**



Wine Marlborough

Behind the Steam Restaurant news

From the day Gavin and I took over the Restaurant, I have looked out of our windows onto the marina and watched the yachts below and, in particular, a little red one right in front of the club. It always caught my eye. Mainly because it seemed to be a hydroponic seaweed farm, cultivating a variety of sea lettuces. It never moved, and I never saw anyone on it. Nearly every day, at least one of our guests asks me "so which boat is yours?" When I respond "none" the next question, invariably, is "Do you sail?" The answer – "no". I have no idea of the difference between a leech and a luff.

Recently, a 'For Sale' sign went up on the back of the boat. You can see where I am going with this. Gavin and Maggie and I are sitting at the restaurant bar one night, drinking (as one does) and we are fooling around with the idea of buying the boat. You know, changing the name to 'Lunch', or 'Martin Bosley's Trawling Company'. Putting a sign on the back that says 'For Hire' – I looked out of the window and saw the owner of the boat showing someone over it. We were most indignant. This was our boat ! We attracted the attention of the owner, and asked him to come and join us when he had finished.

Under duress, he accepted our offer of a glass of rather good chardonnay. We sat on the deck and discussed the sale and purchase. As we had a large function on that night, Gavin and Maggie took the boat owner down the road to Europa to complete the negotiations. The contract was written on a napkin and a deposit was handed over. I was figuring out what to tell Julia, my wife, but I needn't have worried – much later that night while I was working, Gav did that for me. Such a great mate is Gav.

The following day, I sent the napkin to our lawyer for him to read over, to see what our options now were. "Congratulations," he said in a phone call later that day. "You own a yacht". The transaction was duly completed. Now what? I needed to talk to Boz. Quickly. For two days Mike laughed every time he saw me (Boz is great at sarcasm). Boz told the Commodore (he too, is good at sarcasm). The first call was to Captain Kimbo. We had no rudder. Then we booked a trip to the slip.

It was a glorious Wellington day. We were booked for the slip at 3.00pm. As is the way with these things, our lunch bookings suddenly took off, including one from Murray Bridge, which was the clincher; I suddenly realised how totally unprepared I was for the moving of the boat. Do this in front of the members of the club? Was I mad? Did I really want an audience? Lunch and a show? I decided to move the boat prior to lunch. Some quick advice from Dave at the academy about what I was likely to find on board with the ropes and moorings, a phone call to my Brother-in-law about how to start an outboard motor and with my crew of pirates from the kitchen, headed out to the yacht. I soon discovered it's not as easy as it looks, getting out of a dinghy onto a yacht when you weigh 100kg. We looked at the maze of ropes and then reverse engineered the moorings.

Following some 'supportive' words from the Commodore we were off. Or rather, we careered, around the marina and tied up in front of the boatsheds. We got lunch service out of the way, and Captain Kimbo arrived to skilfully manoeuvre us to the slip. Jim stared at the boat as we slowly came out of the water. He disappeared into the shed, and, as we descended from the boat, handed us a shovel. I was about to harvest the seaweed. I thought we were just going to install the rudder and put the boat back in the water. Kim looked at the state of the hull, gave us a set of instructions, and said he'd be back in "a couple of

hours". He reappeared with wet and dry paper, scrapers and a can of anti-foul. Many thanks, Kim. You can imagine how guilty I felt when the wedding meeting booked for that afternoon arrived, and I had to leave Gavin to scrape the hull himself. (We later press-ganged Tim, our kitchen hand, into helping). I sat on the restaurant deck, tasting wines with the bride and groom-to-be, while Gavin laboured.

The following day we had to moor again. The weather had turned to custard. We now had a tiller, so the steering should be easier, shouldn't it? No one told me about the effect of an outboard when in reverse. I still can't figure out how we got out of the slip. Neither can Jim, probably. We approached the mooring, and overshot it. We took another trip around the perimeter of the marina, and approached again. First Mate Rohan snared the buoy on his second attempt. The northerly was against us, and I threw the motor into reverse. The effect of turning a full 360 degrees brought us to the stern mooring. I now know that is not meant to happen. We tied up, and limbs shaking from the exertion, returned to the restaurant for rum, and congratulated each other on being old sea dogs.

Now what ? I have started an academy course on how to sail, which should relax all of you. We will soon be practising mooring around the marina (with professional assistance) which should terrify some of you. I have had private tuition on tying a Bowline from Boz. But more than that, we love being yacht owners. Now when guests ask, "which is your boat?" we can now point to one. "Do you sail?" Well, nearly. And one more thing. While we were slipped, we noticed for the first time the script on the transom. 'Adventurers and Damn Fine Chaps'... seems fitting somehow.

Down the hatch!
Martin



WHAT A SUMMER!

At last ! And it's still lasting ! It's very hard to believe it's May and the sun is still shining and people are still dining on the deck.

We've had a fun summer. We had our first review, by Dominion Post reviewer David Burton who has been the only reviewer smart enough so far to find himself a member to enable him to come along! We hope you liked the headline – "Join the fine dining club". We definitely liked the review – 18 out of a possible 20 stars. But we fully intend on getting those last 2 stars next time.

We have just welcomed a new member to our team, Remmi Kemp. Remmi is a sommelier with extensive wine knowledge and she's fresh from some amazing experiences – a couple of years at Harvey Nichols Fifth Floor Restaurant in London, time on the Royal Yacht Britannia, a 200 year old gentleman's club in Edinburgh (called, of course, The New Club !) and a luxurious castle in Ireland to mention just a few. We're sure you'll enjoy the very relaxed way she shares her extensive wine knowledge.

The oysters have been great. So have the scallops. And the calm weather has meant a good supply of great fish. I hope you were amongst the few who got to eat the rudderfish and the moonfish. Yum ! The menu is just changing as we go to print, so look out for some warming winter food.

Cheers, Gav.

Corporate News

This month we're delighted to welcome our newest corporate member and probably the longest established. Unisys has its origins in the 19th century when E Remington & Sons introduced the first commercially viable typewriter.

Closer to home, Unisys New Zealand was formed in 1986 and is part of the Unisys Corporation, a public listed company on the US stock exchange.

They employ over 700 staff in New Zealand and place a huge emphasis on their staff, making Unisys a terrific place to work, which was reflected in a staff turnover rate of less than 12% in 2002.

Their vision is to be New Zealand's leading information management company. From their results they are well on their way to achieving that. They have local offices in Wellington and Kapiti and further offices in Auckland, Hamilton and Christchurch.

A significant part of their business here in New Zealand is providing outsourcing services and they have been



doing this with tremendous success since 1992. They touch most of our lives in one way or another through their provision of services to Inland Revenue, Police, ACC, The Warehouse, Placemakers and Hertz among many others. They also handle vehicle registrations and warrants of fitness although don't blame them if your 1976 Cortina doesn't pass.

The faces will also be familiar to most of you.

Brett has been sailing on and off for a number of years and knows many faces around our club. Terry was the familiar face seen on the bow of *Eyes Wide Open* and previous to that, *Max Headroom*.

So, please join me in a big welcome to Unisys.



[YOUR NAME COULD BE HERE]

CORPORATE YACHT RACE 2003

Friday 5th December

Diary this date NOW!!

Combine an afternoon on the water with your Christmas work function.

Take the clients out on the water – then meet up with the rest of the staff for the after race function

To register your early interest email to :
events@rpnyc.org.nz

Orbit

Corporate Travel

Proud Supporters of:

2003 TeleWare Business House Yacht Race
and
2002 Working Knowledge Corporate Yacht Race
in association with



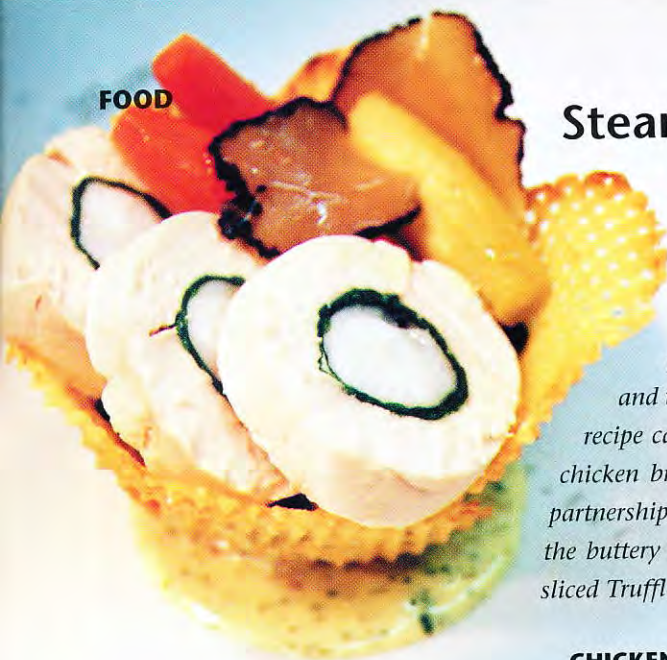
Is your current Travel Management Company giving you the best service possible? Are you getting:

-  The most cost-effective domestic airfares, accessed and booked through your email?
-  An e-ticket tracker system to ensure your unused tickets are credited to your account whenever possible?
-  Comprehensive reports for accurate and efficient travel planning and budgeting?
-  Exclusive leisure deals for your personal travel?

Call us today to find out how Orbit's world-leading technologies can help your business save time and money.
Ph 04-496-3019, email susanm@orbit.co.nz or see us at 1st
Floor Lambton Square, 180 Lambton Quay, Wellington.

www.orbit.co.nz

Orbit is a member of the House of Travel Group and is 100% New Zealand owned and operated.



Steamed Chicken Breast with Scampi & Butter Poached Aromatic Vegetables

Although this dish looks complicated, it isn't. The sweetness of the scampi shines through the chicken, and because it is wrapped in the spinach, it doesn't lose its delicate flavour to the chicken. The steam from the scampi, however, perfumes the breast meat. Butter poached vegetables are to die for. Their softness and the buttery glaze makes them more-ish, so you may want to cook more than the recipe calls for. They provide an interesting contrast to the cleanliness of the steamed chicken breast. I love combinations of meat and seafood. Texturally they form great partnerships, and often their flavour combinations can surprise you. Finally, the herbs in the buttery stock add lovely fragrances. At the restaurant we serve this dish with thinly sliced Truffles and crisp potatoes – truly hedonistic.

- 4 chicken breasts**, skin removed
- 4 scampi tails** (substitute crayfish meat or prawns if you prefer)
- 8 large leaves of spinach**, blanched
- 1 large carrot**
- 1 large potato**
- 4 baby turnips**, peeled and green tops removed
- 600 mls chicken stock**
- 150 grams butter**
- 1 teaspoon fresh thyme leaves**
- 1 tablespoon chopped chives**
- sea salt and freshly ground black pepper**

CHICKEN Slice the chicken breasts open along one edge and open them out flat. Remove the scampi meat from the shell. Spread the spinach out on a board. Place a scampi tail on the spinach and lightly season with the sea salt. Wrap each of the scampi meat in 2 leaves of the spinach, like a parcel, so the scampi meat is enclosed. Place a parcel onto each of the chicken breasts and season the breast with sea salt and freshly ground black pepper. Fold the chicken around the parcels.

Using a piece of clingwrap, tightly roll the chicken breast into a sausage shape, twisting the ends of the clingwrap tightly and tucking them under the roll. Place the chickens into a steamer and cook for 16 minutes. Remove the breasts and keep them warm.

VEGETABLE Chop the carrots and potatoes into batons. Peel the turnips. Bring the chicken stock to a simmer and add the potatoes and cook for 5 minutes. Add the carrots and the turnips and continue to simmer for 20 minutes. Remove the vegetables and keep them warm. Reduce the chicken stock to a cup. Add the butter and when it has melted, return the vegetables to the pan. Sprinkle with the thyme and season. Do not boil, and stir the pan from time to time.

PRESENTATION Remove the chicken breasts from the clingwrap. Do this over a bowl to keep the juices. When you have unwrapped all the breasts, pour the juices into the vegetables. Slice the chicken breasts and arrange on a plate. Arrange the vegetables around the chicken. Add the chives to the vegetable stock and stir in. Pour a little of the herbed buttery liquor over the vegetables.

WINE

Nobilo Vintage Report 2003

The 2002/2003 growing season, post November 2002, was a model for "cool climate" viticulture in all east coast viticulture regions. Long days in our high latitude grape growing regions, plenty of sunshine, moderate daytime temperatures and cool nights with adequate rainfall or supplementary irrigation, allowed the lower cropped vines to fully ripen the grapes.

This slow and complete ripening in moderate temperatures has long been recognized as the desired formula for developing fruit characters and retaining acidity and balance. This is particularly true for New Zealand's signature variety, Sauvignon Blanc and the 2003 wines are looking fantastic at this early stage. The same can be said for the other critical wine types of Pinot Noir, Chardonnay and Riesling.

WINE OF THE SEASON

Nobilo Icon Chardonnay 2001 – winner of a Trophy and 2 Gold Medals

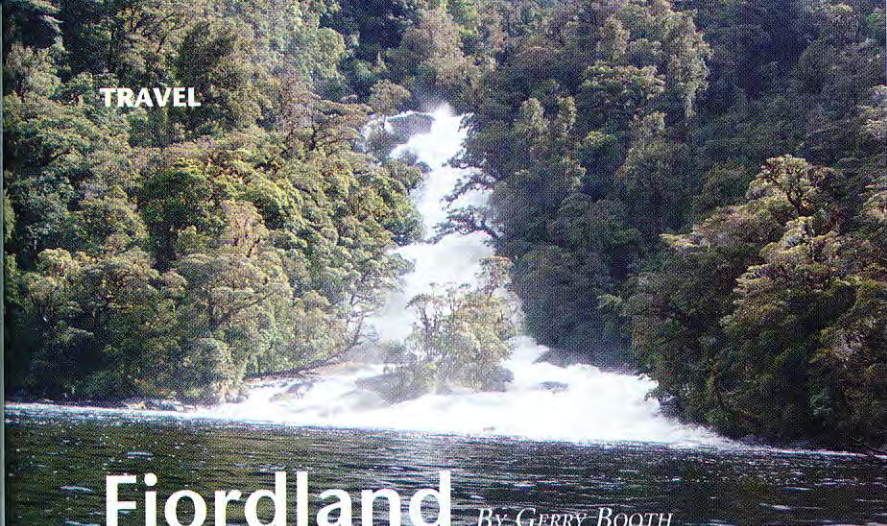
It is drinking exceptionally well at the moment with an elegant buttery, toasty nose. The palate is luscious, broad and full of complex rich fruit, complemented by balanced acidity and subtle oak nuances.

Do treat yourself to this memorable experience!

Excellent partner to grilled fish and chicken dishes.

Available from the Wardroom by the glass





Fiordland

By GERRY BOOTH

Milford is a reasonably narrow and long sound with a spectacular entrance and the sheer grandeur of the place fair takes your breath away. Tourist boats do circuits from the head of the sound out to the entrance and back to take in wildlife and numerous waterfalls, the most famous of these being the Stirling and Bowen Falls. Rare black coral can be viewed from the underwater observatory at Harrison Cove. Sightseeing planes look like mosquitos against the vertical cliff faces of the peaks, Mitre Peak being the most famous of these rises to 1692m.



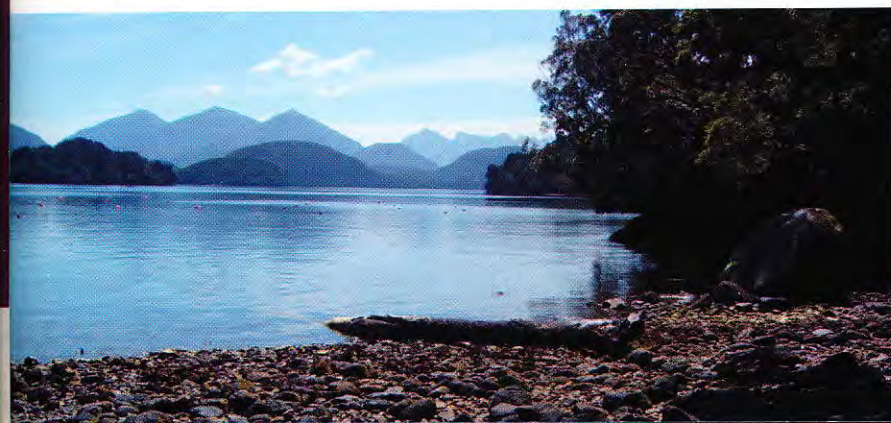
There's a lodge and a pub at the head of the sound used mainly as overnight accommodation for the Milford Track walkers. There are numerous sounds, fiords and bays to visit by boat between Milford and Preservation Inlet, which is on the very southwest corner of the South Island. On average most of the

fiords are probably only 8-10nm apart making travel in between 'do-able' in a day depending of course on weather and sea state.

The glaciers that forged most of this amazing place are evident in the topography. The towering smooth rock edifices are covered with forest greenery and flashes of red mistletoe and rata and are rich with birdlife – kiwi 'having a chat between the sexes', kea, morepork, longtailed cuckoos – too many to mention.

The whole area is so virtually untouched it is easy to visualise the visits of Cook and marvel at the amazing feats of seamanship he performed getting in and out of some of these places. Visiting Astronomer's Point (Dusky Sound), an observatory set up by Cook in 1773, the stumps of the trees they felled can still be seen as well as the tree that his ship *Resolution* was tied to for the duration of his visit.

A bit of rain changes the whole mood of the place – the waterfalls are just everywhere that you look. This is without doubt one of the most amazing places to visit. There is just far too much to describe in this allotted magazine space – you will just have to go and check it out for yourselves.



BOOK REVIEW

A Voyage for Madmen

Author: Peter Nichols
Harper Collins Paperback
\$25

Reviewed by:

Tim Skinner, Capital Books, Waring Taylor Street.

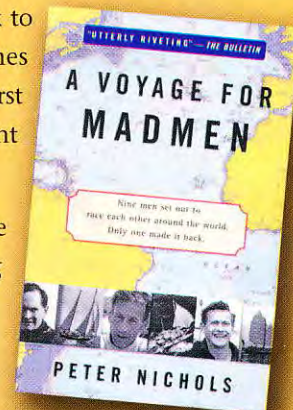
Forget the America's Cup or the Whitbread / Volvo Race and take yourself back to 1968 and the Sunday Times Golden Globe Race – the first Solo Round the World yacht race ever held.

This is an epic story set in the days when boatbuilding technology, nav-aids and safety considerations were all more basic. It is the story of nine very different men who set out to win the coveted Golden Globe award and world fame – only one of whom successfully finished!

Nichols takes us with the nine men from their early, and frequently chaotic, preparations through their many physical and psychological problems as they battle the elements right to the many different and, in Crowhurst's case, tragic endings.

Knox-Johnston was the only man to finish this inaugural race: none of the others could demonstrate his winning combination of stubbornness, good sea lore and well found yacht for the whole duration.

I thoroughly recommend this little paperback as an excellent winter dockside read especially to those hardier souls contemplating circumnavigations.



FOR PRACTICAL & TECHNICAL BOOKS
CAPITAL BOOKS
WELLINGTON'S PREMIER SELECTION
OF NAUTICAL AND TECHNICAL BOOKS

23 Waring Taylor Street
Wellington
phone: 04 473 9358
email: capbooks@paradise.net.nz
www.capitalbooks.co.nz



Enabling Technologies Ltd at the

by Mike Crowl

In February this year, Dunedin-based Enabling Technologies Ltd opened its third branch in Featherston St, Wellington.

ETL already had a number of loyal clients in the capital and opening a branch close to these clients had become the next logical step to serving them more efficiently.

Gary Taiaroa, the company's Chief Executive, was keen to celebrate the opening of the branch with an event that would give his clients a chance to get to know each other better. However, he felt 'the wine and cheese corporate presentation, or the corporate golf approach, was very tired', so he was looking for something that would be more likely to encourage the clients to get together.

A fresh opportunity presented itself when he heard about the TeleWare Business House Yacht Race from a member of the Royal Port Nicholson Yacht Club. The possibility of being able to take some clients on board a racing yacht seemed "a novel and quirky idea" and it didn't take much arm-twisting to convince him that this was what he'd been looking for.

At first, Gary thought he might get enough people from his Wellington client base to sponsor one yacht, and that would include the ETL staff who were going to be involved. But the response to his invitation was overwhelming. In fact so many people wanted to come

that ETL decided to sponsor three boats altogether.

'It provided the right kind of casual environment to network with our clients', Gary says. Having a professional skipper and crew on board who knew what they were doing meant the clients could relax and enjoy just being 'ballast – or plebs' as Gary called himself and the others who joined him.

The clients had the chance to network and socialise with each other, especially when sitting 'on the rail'. *'It gave us all time out on a different level', Gary says. An added advantage was that the clients didn't have to spend a lot of time travelling in order to join up with the boats.*

And at the Clubhouse afterwards, of course, they had the opportunity to party on into the evening if they wanted.

ETL's clients come from a wide cross-section of industries and amongst those who joined in were representatives of the movie/technology world of Weta Studios, NZ Meat and the Internet registrar, Domainz.

Gary remembers it as a fantastic day with sunny skies and boats in every direction. Though all three yachts



TeleWare Business House Yacht Race 2003

were part of the TeleWare Race he says, 'Our three boats were too busy competing against each other to notice what the other boats were doing.'

Not noticing what the other boats were doing didn't stop them from winning the TeleWare Race, along with its trophy, which added hugely to their excitement. Gary says it was all so enjoyable that they'll be back next year to defend their title.

Did they get out of the day what they wanted? 'Absolutely. It was a fun day out of the office and it led to a closer working relationship with our clients as well as new business opportunities for Enabling Technology.'

Enabling Technologies Ltd, whose head office is in Dunedin, implement and develop business information systems and now have branches in Wellington, Christchurch and Invercargill.



In addition **Special Thanks** must go to the sponsors for without your support this event would not have been possible –

Naming Sponsor: TeleWare (Mike Blanchard)

With supporting sponsors: Orbit Corporate Travel (in association with Air NZ and Millenium Copthorne Hotels)

Heineken

Nobilo Wines

2003 Teleware Corporate Yacht Race NW 10-15K

Sponsor	Boat	Elap Place	Corr Place
Enabling Technologies	Flying Machine	10	1
Freeair Philip	Andiamo	2	2
Unysis NZ Ltd &			
Orbit Corporate Travel	Tabasco	18	3
Teleware	Young Nicholson	4	4
Enabling Technologies	Slinky Malinki	13	5
Enabling Technologies	Shibbeen	14	6
Chapman Tripp	High Octane	3	7
Team European	Starlight Express	1	8
DTZ NZ	Aries	9	9
Opus	Montego Bay III	11	10
Izard Weston	Blue Magic	12	11
IBM	Port Nic 2	19	12=
Charta Packaging	Not Guilty	7	12=
HSCB	Can Do Too	17	14
Whitehaven Wine	Esprit	15	15
Mainzeal	Resolve	16	16
IBM	IBM	20	17
Teleware	Kahukura II	6	18
BNZ Markets	Paperchase	21	19
Teleware	Nedax Backchat	5	20
Rentworks	The Guarantee	8	21
SIMPL Group	YumYum	22	22

2003 Teleware Race Within A Race NW 10-15K

Sponsor	Boat	Elap Place	Corr Place
Teleware	Young Nicholson	1	1
Teleware	Kahukura II	3	2
Teleware	Nedax Backchat	2	3

2003 Enabling Technologies Race Within A Race NW 10-15K

Sponsor	Boat	Elap Place	Corr Place
Enabling Technologies	Flying Machine	1	1
Enabling Technologies	Slinky Malinki	2	2
Enabling Technologies	Shibbeen	3	3

2003 IBM Race Within A Race NW 10-15K

Sponsor	Boat	Elap Place	Corr Place
IBM	Port Nic 2	1	1
IBM	IBM	2	2

Fastest Time: Starlight Express

First on Line: Andiamo

TeleWare Business House Yacht Race

by Danny O'Hagan (Freear Philip)

Freear Philip Limited has been a participant in the March Business House Yacht Race for the past three years.

Our association with the event began some years earlier when it happened to fall on the 17th March in that particular year. The company's Managing Director, Danny O'Hagan, is originally from Ireland and celebrated St. Patrick's Day (17th March) by inviting senior staff and a few clients to a golf tournament with special rules – mostly concerning the consumption of copious quantities of alcohol. On this particular year it was suggested by one of the company's managers, Peter Sandford, to combine the golf tournament with the yacht race. He arranged for the services of *Whispers II*, Lindsay England, and some of his crew. We restricted the booze during the golf to save ourselves for the yacht race but alas inclement weather prevented the race from taking place. However Lindsay agreed to take us for a run across the harbour in spite of the 25+ knot winds. After the trip to Day's Bay and back during which most of the time was spent virtually horizontal with the sea lapping at our feet, a couple of rums and a variety of other beverages we were hooked on yachting. After *Whispers II* left for Auckland Peter joined Andrew Taylor and the crew of *Andiamo* and a new relationship began with Freear Philip.

Three years ago St. Patrick's Day fell on a Saturday. Now for the non-Irish, and there are a few out there, St. Patrick's Day is celebrated only on the day of 17th March. The company however was unsure if its clients and staff would appreciate giving up their Saturday off for the usual golf tournament – clients prefer to eat, drink and be merry on a working day. They want to shop with their wives, dig the garden or take the kids to sport on Saturdays. So what was the company to do about this time-honoured tradition. Out of the blue (maybe Peter had something to do with this) arrives an invitation to take part in RPNYC's annual Business House Yacht Race on the 16th March. The company's managers suggested that the yacht race could replace the golf tournament this year, much to the horror of the "Irish" Managing Director – what scandal. A compromise was reached when it was suggested that the MD not go shopping with his wife on the Saturday but take her to an Irish pub to have a couple of pints of Guinness then dinner. His wife thought that was a wonderful idea and so it was to be that the company enters a team in the race.

Andrew Taylor offered *Andiamo* and some of his crew "volunteered" to look after us in the race. We selected eight of our most special clients and four of the company's senior managers to make up the rest of the team. Fleeces, T-shirts and caps, bearing the logos of Freear Philip Ltd, *Andiamo* and RPNYC were presented to the team on the day (a tentative, nervous bunch of clients). A few drinks consumed at the briefing (it was good to see that booze was again an important part of the day) and we were off. Andrew ordered a detail to prepare water balloons while others prepared the yacht for sailing and we were ready after the safety briefing.

Targeting a few rivals (selected by Andrew and Peter) we launched into a water bomb attack around the awaiting fleet. I must add that, in the ensuing years since, many now come prepared with their own form of water attacks. On the day we finished second over the line but came in



second last on handicap (we still cannot work that one out).

The day was a huge success. The crew of *Andiamo* made our clients feel special and with the America's Cup in preparation they felt that they were part of an elite group. The results to the company were almost immediate. We received many opportunities to quote for new projects.

The following year St. Patrick's Day fell on a Sunday so the MD again took his wife out for dinner with a couple of pre-dinner drinks – pints of Guinness for him – and we raced again. This year we played golf on the 17th March (Monday) as well as racing on *Andiamo* on the previous Friday. We got line honours and second on handicap, much to the ecstatic joy of all our guests (although it was a bit of a worry to see *Starlight Express* bearing down on us, like a shark, in the closing stages). It looks that it has now become a permanent event. The clients love it; they mark their calendars and change meetings to fit in with the date of the race. It has created a tremendous bonding among the whole group involved; relationships have improved and a greater sense of co-operation and loyalty is evident.

Next year we will return to attempt the double-line honours and handicap!!



Your Registered Master Builder

Here at Freear Philip, we provide a quality commercial and domestic building service.

From design to construction, you know you can count on a Registered Master Builder!

- Fit-outs
- Alterations
- Joinery
- Painting
- Commercial
- Domestic
- Design
- Free Quotes

35 Years Experience

Building / Office Relocation

FREEAR PHILIP LTD
04 473 5966

www.freearphilip.co.nz

Email: freear.philip@freearphilip.co.nz

Fax: 04 473 3634 PO Box 13 082 Johnsonville



Around Alone

By Chris Coad

During January 2003, when the final races of the Louis Vuitton Cup were being played out on the Hauraki Gulf, another international yachting event was unfolding in Tauranga. It, too, was dominated by Swiss seamanship.

The weather might have been harsh but the welcome was anything but as Bernard Stamm single handedly sailed his yacht *Bobst Group Armor lux* across the finish line off the Tauranga heads on the morning of 9th January to win Leg 3 of the Around Alone. The last 36 hours had been, as he put it, "HELL" sailing into the teeth of a 45-knot southerly and heavy seas. His finish was not a moment too soon as seconds after crossing the line the tiller on the boat came off in his hands. Stamm had sailed a masterful leg from Cape Town. He took the lead shortly after the start and held it all the way across the Southern Ocean. It was a wild ride with speeds in excess of 30 knots and day runs consistently approaching 400 miles.

Five days later the only New Zealand entrant, Graham Dalton (brother of Kiwi yachting icon Grant), sailed *Hexagon* into Tauranga in third place to a warm reception from a flotilla of local well-wishers.

Around Alone is the longest race on earth for any individual in any sport. It is a gruelling single-handed sailing race, one of the most difficult and dangerous ever conceived. Historically the start/finish has been hosted in the USA and stopovers have been in South Africa, Australasia and South America with a stopover in Europe added. For the first time the Australasian stopover was hosted by Tauranga.

The send-off a month later from Tauranga on 9th February was nothing short of spectacular. After a 15-minute postponement caused by a delay getting the shore teams off the boats the start gun was fired by Prime Minister Helen Clark. Graham Dalton on *Hexagon* may have mistimed the start by a few seconds but he more than made up for it by sailing into the lead at a brisk fifteen knots. The chase was on!

Unfortunately for Dalton the rest of the leg was not to be as successful. After damaging his boom partway across the Pacific, disaster struck when the mast came toppling down, ending the race for the New Zealand skipper.

Dismasting is one thing but the possibility of holing the boat and having it fill with water is quite another. Dalton's immediate concern was to get rid of the mast however cutting a mast away is easier said than done. Race HQ immediately contacted fellow competitor Brad Van Liew on *Tommy Hilfiger Freedom America* and asked him to divert to *Hexagon's* position to offer assistance. However his assistance was not required as Dalton was able to confirm that the mast was gone and the boat was relatively undamaged. He had started his engine and was heading for Mar del Plata in Argentina. With that news Van Liew was asked to resume racing and was told he would be given compensation for the time spent sailing towards *Hexagon*.

Stamm also had a hair-raising ride across the bottom of the planet that nearly came to an end when his keel fractured off Cape Horn and forced a two-day stopover in the Falkland Islands. However on 1st May Bernard Stamm crossed the finish line at Newport, Rhode Island, to take out the entire race.

Yachting writer Brian Hancock summed up Bernard and his achievement by saying: "If there has been one sailor in this event who has really captured the essence of the race and the imagination of the public, it has to be Bernard Stamm. That's not to take anything away from the rest of the sailors, but instead to give credit where credit is due. Stamm has sailed an incredible race. From his comeback after breaking his boat at Cape Horn, to the horizon job he has done on the rest of his class since leaving Salvador, Bernard has proven himself to be one of the world's best single-handed sailors."

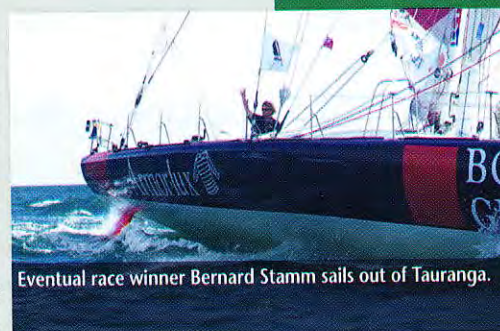
Information sources include www.aroundalone.com



Brad Van Liew on Tommy Hilfiger Freedom America was asked to divert to Hexagon's position to offer assistance.



Graham Dalton show a clean pair of heels leaving Tauranga. Unfortunately the rest of the leg was not to be so successful for him.



Eventual race winner Bernard Stamm sails out of Tauranga.



Stamm ashore in Tauranga.



In appalling conditions Bernard Stamm secures his boat Bobst Group Armor Lux with the assistance of shore crew.



Front : Carl Jackson (*owner and skipper of Marangi*), Lindsay England
Back : Kent Luxton (*obscured*), Mal Smith, Liam Jeory





YUM YUM (1892) By Ewen Chambers-Ross

Yum Yum returned to Hauraki Gulf to contest the Devonport passage races to Mahurangi, the Mahurangi Regatta, the Auckland Anniversary Regatta and the International Classic Yacht Regatta during February and March 2003.

Due to strong winds, the Devonport Yacht Club abandoned the passage race to Mahurangi, which resulted in *Yum Yum* not starting the subsequent Mahurangi Regatta. However, we did enter the Auckland Anniversary Regatta. With winds gusting up to 40 knots the crew (Ian Burgess, Callum McCloud, Sue and Stacey Chambers-Ross) were keen to finish the race but in the interest of prudent seamanship *Yum Yum* was forced to withdraw, gaining the dreaded DNF.

INTERNATIONAL CLASSIC YACHT REGATTA

The Regatta started on Thursday morning with the passage race to Kawau and the ominous signs of an Auckland drifter. The crew – Ian Burgess, Callum McCloud and myself – remained focused in race mode despite the light winds. However with darkness upon us, the entire weekends provision of liquid refreshments all still accounted for, and the race committee not extending the race time limit, we conceded and motored in for a hard deserved DNF.

The next day the weather forecast showed no improvements. In light winds we were the front-runners off the line only to work our way quickly to the back of the fleet as the wind dropped. Our saviour was the race committee abandoning the race much to the front-runners displeasure. In the second race we started well and with a light breeze were able at last to finish a race – ninth on handicap.

The next day, again very light winds, the start of the race was as far as we got! Being forced to tack on the start line we stopped, setting the scene for the rest of the day, sailing backwards with the tide. With no wind and a time limit on the race we succumbed to frustration and turned on the diesel for a long motor back to Auckland and yet another DNF!

Sunday started as per the previous three days – no wind! The magical classic yachts sail past ended up as a motor pass. Led by the eldest, the *Jessie Logan* (1879), followed by *Undine* (1887), then us. This was our first positive as we finally managed to get in front of our closest rival *Gloriana* (1892) – she had no motor so we gave her a tow! The wind did arrive to allow for a race start but with a shortened course. We did well out of the harbour and the reach to the top mark. We lost some time tacking back into the harbour entrance, having to compete with the *Soren Larsen* calling room plus both

Alinghi and *Team New Zealand* ploughing through undertow at speed! With a freshening breeze *Yum Yum* finally felt as if it was a sailing vessel, gaining time up the harbour to finish sixth on handicap.

Yum Yum ended up ninth out of a fleet of twenty-four in Division Three. A most rewarding result given that the conditions favoured the lighter yachts and as we did not declare our MPS we could not use it. As any sailor will testify it is the days of no wind that tests the spirits and commitment. Sailing a heavy gaff rig in light winds is no fun and the crew (Ian Burgess and Callum McCloud) efforts are acknowledged.

Participation in the two regattas was enjoyable particularly the International Classic Yacht Regatta, which provided the opportunity to sail in the company of eighty-six other classics yachts (most of the remaining classic yachts in New Zealand). It was a rare sight of New Zealand maritime history and the sunrises and settings over the collection of classic yachts and launches at Kawau will long be remembered. For both regattas the enjoyment was curtailed to some extent by the dreaded Murphy's Law, – too much or too little wind!

I would like to thank Ian Burgess and his company, Wellington Provedoring. Without Ian stepping forward to sponsor the transporting of *Yum Yum* the vision of going to Auckland would have remained like so many other opportunities – lost in the bar! Not only did he sponsor *Yum Yum* but also he travelled to Auckland for the two regattas as the main crew and tactician. Thanks also to a previous member of RPNYC Callum McCloud who crewed for the International Classic Regatta.

Others to mention are Russell Remington, Lawrence Gilies and Neil Beken, who were responsible for the restoration of *Yum Yum*; Rik Hart and the Seaview Marina staff of Allen, Graham and Wayne for their extra help and assistance; Peter Jacobs for the transport; Dennis Palmer for assisting with the lifting of the mast; Simon (Doyle Sails); Alex (Wellington Boat Builders) and Kim (McMorran Boat Builders) for the urgent work done on *Yum Yum*; DominionPost; Petone Herald and Hutt News for their articles; Stephen Moir, Jim Ower and the elder statesmen of RPNYC for their encouragement; and all the other crew – Neil, Alex, Jo, Amanda, Liz, John, Jim, and Karl.

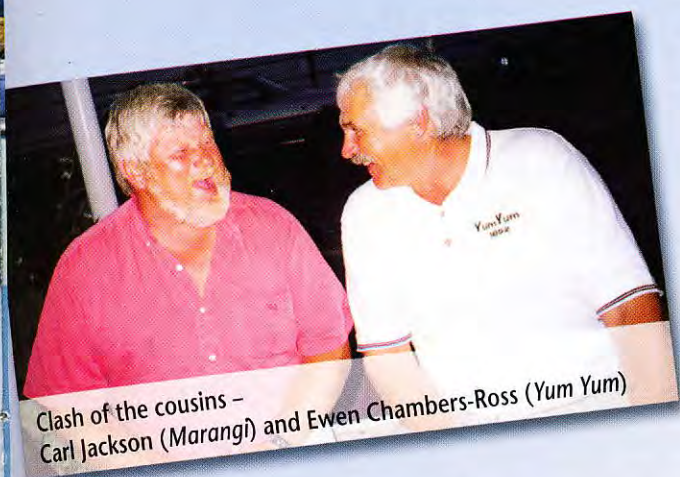


MARANGI

Circumnavigates the North Island (*with stops*)

By Carl Jackson

Chaffers Pier B Berth 10 has been minus a boat this year. Rest assured, *Marangi* will be back in her spot in the not too distant future!



Clash of the cousins – Carl Jackson (*Marangi*) and Ewen Chambers-Ross (Yum Yum)

As a lot of readers will be aware, *Marangi* went to Auckland to compete in two events. The Maharangi Regatta held over the Auckland Anniversary weekend and the International Classic Yacht Regatta from 6th – 9th February. The number of classic yachts from 22ft to 100ft was amazing – it was a privilege to have the opportunity of competing in this company. Very light winds and a racing committee that didn't handle the event at all well made the racing for all competitors very frustrating.

We had planned for nearly a year for this event and had decided to sail *Marangi* to Auckland and back to Wellington as part of the overall adventure (also saving about \$5- 6,000 in trucking costs.) As an old yachtsman once said – “going anywhere by yacht is the slowest most uncomfortable, expensive way to travel third class!” So why do we do it? What I put it down to is the freedom of getting offshore in your own boat and sharing the experience with fellow mad people you have sailed with for years.

Our crew to Auckland was Don and Dean Herbison, Darryl Squires, my 72 year old uncle Ernie and myself. Light winds up the east coast meant a lot of motoring with the alternator giving up as we were off Napier. We detour to Napier and have a new one flown down from Auckland – eight hours later we were back out to sea!

On our sail from Napier to Tauranga we had quite good sailing winds at times. We were dragging a marlin lure but only managed to catch a mako shark creating some excitement around the back of the boat as we winched it in on the genoa winches.

Sailing from Tauranga to Auckland up the Coromandel coast was great – some of the coastline scenery would be great for a Peter Jackson movie (no relative!).

Three weeks later *Marangi* is leaving Auckland via North Cape, after participating in the International Classic Yacht Regatta, and

heading homewards down the west coast to Wellington. With light airs and hours of motoring we called in to Houhara harbour for fuel. The next three days were pretty uneventful with light northwest winds – not the 20-35 knots norwest I was hoping for!

As we approached Cape Egmont we got 40-45 knots but from the South – bummer! We had sea room to clear Cape Egmont – it was unpleasant but the sea was on the beam so all was OK except a seismic survey ship, the *Polar Duke*, was dragging a 5 km line in the same area. They were concerned we were too close, so we were asked to go east. An hour later we had lost our sea room on the Cape. We tacked out after getting the all clear from the *Polar Duke*. Now we had a short nasty sea on the nose and 40-45 knots. In hindsight this was the time to drop sail and hove to, waiting for daylight. But wanting to get home and to work commitments we decided to carry on. Then I saw a wave coming at us 5 metres in height and breaking on the top. I tried to get the boat to slip sideways off the top but we were airborne. The crash was deafening. Now we dropped the sails and waited till dawn – revealing damaged paint on both port and starboard bows. We were taking on about sixty litres of water per hour. We knew some damage had occurred. After checking keel bolts and accurately measuring the amount of water we were taking on we decided to make for Wellington.

Slipping revealed cracks between the keel and dead wood, popped corking and planks that had moved but nothing broken. Since then she has been at Wellington boat builder's shed at Seaview. Alex, Jeremy and Tony have nearly completed the repairs.

Relaunch within next six weeks. We borrowed the Team NZ skirt as we don't want the opposition viewing the keel and, of course, the Hula.



Classic Yacht Regatta – *BREUM*

By Wayne Tomlinson



An idle enquiry into entering the Classic Yacht Association Regatta to Kawau Island and back over four days sounded like just the tonic. Nothing too serious: reaching, running, barbeques and a rum or two. How could one not respond?

When *Breum* was designed and built in 1925 concepts of weather lines, fast tacking ability and light weather performance were not uppermost in the Danish designer's mind. Nor was she seen as a really useful breakwater for Chaffer's marina as some have unkindly suggested. But when it comes to carrying herrings, lots of them, 20 tons or more, then you would be more on the scent (so to speak).

Which so happens to provide a useful contrast to most other vessels entered, being ex-racing types of their day with some very serious crew. Restorations were extensive, sometimes in keeping with original construction method, sometimes not, and sails of the best pedigree and tactics to match. Starts were no problem for us – the discreet use of our iron mainsail gave us momentum and we were the envy of the fleet – until we stopped drifting then the tables were turned. Being big, beautiful and black (pc people must agree) gave us a status never experienced at the startline before – a bit like a natural hazard or dangerous rock outcrop – quite good really!

With eight knots or less for most races, and mostly windward work, our results were not unexpected – DNFs for four races. But we were not alone. Although we finished the harbour course (in time) the organisers had already retreated to the bar. A lonely vigil would have been nice.

The lack of wind possibly caught out the organisers with unprepared back-up plans but to their credit the Squadron apologised by letter. There were some great opportunities to have a few swims and socialise and to see some wonderfully cared for older craft.

When watching their performance we consoled ourselves by reflecting on how well they would (or wouldn't) go with 20 tons of fish on board!



A world of difference

www.synergitravel.co.nz

*Specialising in Business, Conference,
Group and Leisure Travel*

Contact

Keith Leadbetter

Direct Dial: (04) 917 8426

Mobile: 027 4464 080

Email: Keith.leadbetter@synergitravel.co.nz

10th Floor, 109-125 Willis Street

PO Box 11288, DX SX10079

Wellington, New Zealand

TRANS O MARINE
Paint Systems

EPOXY RESIN

\$299.00 per 20 Litre Pack

\$95.00 per 5 Litre Pack

\$29.00 per 1 Litre Pack

- * Antifouling Coatings
- * Epoxy Primers, Extenders
- * Enamel & Polyurethane Topcoats
- * Varnishes

Protective Paints Ltd

25 Sydney Street, Petone

Phone: (04) 568 9913

Open Mon - Fri 8am - 5pm; Sat 8am - 12pm

Commodore's Trophy Race... "a clean sweep"

By Stephen Moir

This year the Commodore's Trophy Race was combined with the ever-popular Island Bay Race and maybe that's why 47 boats took to the water on April 12th. As usual it was a pursuit race with the fleet starts spread out from 1000 to 1230 hrs. There was much discussion as usual in the start box about the course, how long, what to expect with the wind, etc. The final verdict was a course of *Somes*, *Moaning Minnie*, *Island Bay*, #1 *Leading Light* and back home.

Andiamo and *Floyd* were second to last to start with *Starlight* being the anchor boat itching to run us all down and claim her usual line honour position. This must have been the Commodore's day in name as well as results. The weather gods really did smile on us. The whole fleet was becalmed halfway to *Somes* as we started in a light but building breeze. *PBF* led us all the way to *Somes* where there was the biggest raft up seen in the Club. There was some question as to whether the fleet thought that was where the Commodore's shout was to be held. In any case it was very decent of them to wait for the Commodore to arrive before restarting the race!

With the new wind the tacticians clearly started to split their thinking as half the fleet went right and the other half stood on to the left side of the harbour. As usual the afterguard of *Andiamo* fiercely debated the merits of which side to follow. If our archenemy *PBF* as well as the *Starlight* team were going right why were we going left? This became even more heated when we had *High Octane* climb out from below us and lead us to windward. How dare this forty-something boat be outsailing fifty-five feet of water line? It's just not done! But the argument for left was always wind strength and eventually it came. We tacked onto port into a nice stiffening southerly and suddenly it all came up roses. We drove out from *High Octane* and when we crossed with the right hand side boats we were 6 or 7 lengths ahead. Vindication at last! Steady winds and it became a drag race. The early boats got to the entrance

first where the shortened course flag was flying. Gybe around, set the kite for the downwind leg and we are soon in the lead. Straight home and not around #1 light. We learned that lesson in the last shortened course race. Who says *Andiamo* can't learn?

But of course life is never easy. There is a rip in the mainsail at the top batten. This is our racing main for Fiji and we don't want it to get any worse. But we are in the lead and we can see that huge white kite of *Floyd* looming up behind. Andrew starts muttering about the cost of repairs but he is quickly over ruled by the crew. Give this one up? Not on your life. Round Kau Bay and into the southerly coming up Evans Bay. Now Andrew is really starting to look a little sick as the tear goes right to the luff. We pick through the wind patches as we ghost over the line with a huge hole in the main. As we look back we realise that we have really cleaned this one out...the next boat is still at Kau Bay!

The party started unusually early on *Andiamo* that day and went on until it was pointed out that the Commodore better get ashore or no one was going to get the Commodore's shout! There is nothing like free rum to motivate the *Andiamo* crew, especially if it is from one of their own. So off we trooped to the bar.

Bridget tells me its been a long time since the Commodore won the Commodore's race and I don't think there has ever been a 1,1,1,1. First on line, first on club, first on PHRF and first on ORC. I think a "clean sweep" is the appropriate term.



Prizegiving 2003, Saturday 10 May

Congratulations to all crews that were amongst those collecting prizes.

And thanks to all boats that were out on the water making another great season of racing possible.



This year's prizegiving was well attended and, as it should, recognised those boats that sailed well. As per usual prizegiving preparations began at 10am for some kind folk as they gathered at the Club to give the old mugs a good spit'n'polish. Oh a dreary task you may think but time flies when you're having fun...

While the spit was flying it was noted that the engraver had taken the liberty of correcting one of the boat names as *Splash Palace* was replaced with *Smash Palace* – suspicions arose that the engraver may be a movie enthusiast!

And while some were spit'n'polishing other volunteers were hunter/gathering. Special thanks must go to Tony Cowdry for his hunter/gatherer skills as he saved a lot of time by pointing out that the Designer Trophies were not lost, but on the wall next to the bar, just where they should be.

During the hunter/gathering phase a note from 1999 was found stating that one of the cups – the Club's oldest, the Pet Cup – had been lent to the Maritime Museum and if we needed it for prize giving we should give them a few days notice to get it back to us. Too late for that, *Nedax Backchat* will need to visit the museum if they want to see it!



Then after all was sorted, the cups all arranged and after most people had left, the sewing circle started. There was the Vice Commodore and the Cruising Captain with pins, needles, cotton and braid, previous Vice Commodore Paul Cudby's old jacket (to measure where the stripes should be), sewing like mad – you had to be there! Is this a consequence of a bunch of female flag officers now?

On the night it couldn't have gone more smoothly. Lesley (Legs) Hamilton and Elizabeth Sandford ran a seamless show. Stephen Moir had his hand-shaking perfected and Nicki Murray and Cheryl Ferguson did their best to get the right cups to the right crews!



In fact it was all run so well that Lesley actually managed to do it in less time than had been allocated!

Special mention went to *Starlight* for their outstanding success in the Sydney to Hobart. And special thanks went to the Wellington Volunteer Coastguard in the form of the Aztec Award for Seamanship.

Several boats had Lesley giving her vocal cords a workout, taking home a plethora of prizes – *Distraction*, *High Octane*, *Slinky Malinki*, *Flying Fish*, *Flying Machine*, *Floozie*, *Winedown* and *Andiamo* – all of which won or were placed in more than 10 series or races.



There was a good first season for a number of boats; *Eat My Shorts* (formally known as *Southern Belle*), *Supergroove* (aka Superglue), *Splash Palace* (or was that 'Smash?'), *High Octane*, *Aries* and *Zana*. And special note must go to *Can Do Too*, *Rhumblin* and *Distraction* – great to see the boats owned by woman gathering up the Club silver.

Unfortunately no one from *Winedown* attended prize giving so the Mills Askew Cup, which is traditionally filled with rum, was left empty. Fortunately Mike Upshon (*Flying Machine*) was there and – generous fellow that he is – merrily filled his trophy a couple of times!

A great time was had and dancing ended up taking over later in the evening.





EDWARDS ACCOUNTING LTD

BUSINESS DEVELOPMENT SPECIALISTS



We are a Wellington based Accounting practice who is genuinely interested in the success of your business. We will listen to what you want, then develop a package that meets your special requirements. We are committed to servicing your needs within your budget. We have a tailored service package for your business.

0800 EACCOUNTING
www.eaccounting.co.nz

WE DONT
JUST SELL IT
WE SAIL IT

BARTON MARINE LTD

OVERSEAS PASSENGER TERMINAL

CHAFFERS MARINA • ORIENTAL BAY

PO BOX 1194 • WELLINGTON • NEW ZEALAND

PH : 04 385 1490 • FAX : 04 385 8158

EMAIL : barton.marine@extra.co.nz

WEBSITE : www.discount-marine.co.nz





RPNYC BALL

26 JULY 2003

PARLIAMENT HOUSE

CELEBRATING 10 YEARS OF THE SAILING ACADEMY

TICKETS \$125 PER PERSON

ON SALE IN THE WARDROOM: 22ND JUNE AND 7TH JULY AFTER WINTER SERIES RACING

Supergroove heads North

By Graham Rowe & crew

The 100-mile Gulf Classic has embedded itself into the Auckland sailing calendar with some impact since its inception some 20 years ago.

This year for the first time the event, which was hosted by the Waikato Yacht Squadron, was run by the Maraetai Boating Club. It is hard to imagine how the facilities could be improved for the event – unless there was some way to cancel tidal effects!

The briefing held the night before the start was a good social event in itself, gave the various trailer yacht crews an opportunity to take a close look at the competing boats, and gave out some useful information rather than being the usual verbal presentation of the sailing instructions. Weather conditions in the outer Gulf were going to be awkward and course shortening predictable. The full course is shy of 100 miles but apparently the race has never been 100 miles!

Our Division 1 Trailer Yachts start at 1010 hrs (one of seven division starts) was an orderly affair and was followed by a beat off the beach to Ruth Passage in a sloppy chop kicked up by an easterly. The Ross 830 *Bonkers* and the Elliott 7.4 *Twenty Something* remained affectionate even when we were catching the tail end of two divisions who were away at 1000 and 1005. The beat across the Firth Of Thames to Cow Island was not pleasant with the wind hard on the nose at 15 knots, a southerly swell of a metre or two and an Evans Bay style easterly chop on top of that. Question: how did that piece of tape find its way into the anchor well drain and allow the whole anchor well to fill?

The trip from The Cow to Awash Rock was four hours of reaching and running with masthead bag at 12 kts. The same swells that made life difficult were suddenly quite useful! The masthead gennaker we borrowed from a friendly Magic 25 owner was the right sail for the job and took us from Awash Rock to Rangitoto Light in a falling breeze. We passed Browns Island just on nightfall before heading up the Tamaki Strait back into that easterly chop and pushing the tide in about 10kts of the still warm breeze again on the nose. Although we footed off to get through the slop the results show that this is the leg we lost a lot of time.

It was our first race away from Wellington; our first long race – some sixty mumble miles – and we learnt a lot, especially from other crews. But how to get another 1.5 minutes an hour increase in speed is the big question.

Prize giving next morning was a lengthy but enjoyable affair. Aucklanders seem to be adept at conjuring up prize categories. Yes, we had the usual line and handicap places for each division but then there were spot prizes for women crewmembers, those that travelled the farthest and the shortest distances, the youngest etc, etc.

Was it a good event, would we do it again? Yes, especially if the timing is right.

The week after was the Tauranga 50 miler. Again it was a shortened course. The start was from the Tauranga Clubhouse

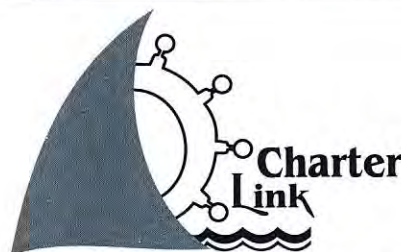


and out of the harbour with no wind but a hell of a current. Some boats were sucked out backwards – undignified, but still heading in the right direction.

Nice sea, pity about the wind. The keelboat fleet caught us at Motiti Island and we rocked and rolled our way back to the harbour entrance finish and logged our own time. An unremarkable race really. Some of the slower craft were still on the water 5 hours after we had finished as the wind dropped to nothing much and they were pushing the tide. There was no formal prize giving. We established the results with the other couple of crews that came back to the club after the finish and shared the limited prize pool amongst ourselves.

It was good to sail in warm conditions and to enjoy the unfamiliar and generally pleasant conditions that sailing away from home brings.

The result: first on line both races and fifth and third on handicap in Auckland and Tauranga respectively.



MARLBOROUGH SOUNDS

• GREAT BOATING HOLIDAYS •

**Yachts and Launches 29-43ft
Bareboat/Skippered**

**Bring your friends/visitors for a
"Skippered Day Sail"**

**Help to sail or sit back and relax!
10.30am to 4.30pm**

**RPNYC Sailing Academy's choice
For their DAY SKIPPER courses**

Winter Specials – See Website

www.charterlinksouth.co.nz

info@charterlinksouth.co.nz

0800 862 427

Waikawa Bay

PICTON

Leander Trophy – R Class National Championships 2003

By Stephen Hogg

The 2003 Leander Trophy R Class Skiff National Championships was held in Lyttleton in March 2003 and was won by our own Club members, Steve Hogg and Neill Wood, sailing the *Stagecoach* skiff.

From 6-9 March, Naval Point Club hosted the countries best skiff sailors for the Leander Trophy. The RClass is a two-person, twin trapeze development dinghy or skiff class. But what does all that mean? Very few rules – a restriction on the waterline length, maximum sail area and little else (no minimum weight). The class is over 53 years old and continues to develop with the changing times and technology.

Steve Hogg and Neill Wood sailing *Stagecoach* and Shaun Sheldrake and Craig Anderson sailing *Better Business By Design* did the annual pilgrimage from Wellington to the Leander Trophy

This year's contest saw new innovations and experimentation in the class. Dan Leech (Naval Point Club) had developed adjustable horizontal wings on his rudder. That and a new hull design for this season had seen Dan and Steve Fortune (*Liquid*) unbeaten in the local Christchurch competition. Alex Vallings and Chris Burgess in *Nuplex Composites* (Auckland) were sailing a radical new hull design – very narrow on the water coming to chines and a large flare to the deck. The bow resembled Grant Dalton's *Maxi Endeavour's* bow (if you can remember). They teamed this hull with a rotating carbon wing mast, which was used with success to win the Leander two years ago. A lot of development has gone into the rigs and sails in recent years. This has been led by Alex Vallings and sailmaker Ken Fyfe, who was the defending champion from last year.

But the real development that proved the successful formula was our own home-grown sail development from Linton Sails. Steve Hogg and Darryl Wislang designed and built a new mainsail that after five recuts and tweaks was announced to be a winner. It seemed to do the job. The *Stagecoach* lads of Steve Hogg and Neill Wood sailed consistently well sending the skiff upwind and downwind 'good and hard' and having no capsizes in the eight-race series to have a score card of 1,1,1,2,3,4,5,7. With no drop races allowed in the Leander Trophy rules, winning and finishing all races is what wins R Class contests. Breezes were generally fresh maxing out at about 18 knots. Revelling in the breeze *Stagecoach* and *Dimension Polyant* and *Liquid* were never far apart with all three skiffs waiting for one of the others to make the first mistake.

Auckland 12-foot skiff gurus Tim Bartlett and Simon Ganley sailing *Dimension Polyant Sailcloth* were second ahead of the local Christchurch lads Dan Leech and Steve Fortune sailing *Liquid*.

Our other Club lads Shaun Sheldrake and Craig Anderson sailing *Better Business By Design* finished eighth out of the 21 entries. A few unfortunate swims at bad times and a couple of breakages made their contest hard work but still a good result.

Have a look at www.rclass.org for some great video clips and photos.



Clockwise from top left:
All jammed up at the bottom mark. *Stagecoach* (R581) gets around clean.
Steve Hogg and Neill Wood with the much coveted Leander Trophy.
Wing I' Dan Leech and Paul Macintosh discuss the new innovation of the adjustable pitch winged rudder.
Stagecoach takes the 2003 Leander Trophy.



FURNEAUX LODGE



Visit our website

www.furneaux.co.nz

- The best pub and restaurant in the Sounds
- Moorings for visiting boats
- Courtesy water taxi
- Water provisioning available
- Coin operated hot showers & laundry facilities
- Dive tanks filled
- Fishing tackle and bait for hire & sale
- Kayaks & dinghies for hire
- Self contained chalets & backpackers accommodation

Phone / Fax 03-579-8259

Email: info@furneaux.co.nz



The Waterfront Seatoun Hebtro Trophy 2003

Worser Bay Boating Club's annual Hebtro Trophy was held this year on Sunday 6th April.

WBBC was again privileged to have the support of sponsors new and old and in particular Globe Holdings,

developers of The Waterfront Seatoun, as the Hebtro principal sponsor. The aim of Hebtro Trophy is to raise more than \$10,000 for Worser Bay junior sailing; a goal the Club managed to achieve again this year with the help of RPNYC boatowners and crews.

The day started off with great weather – thankfully. Commodore Heleen Visser met Joey Allen (Team NZ member and this year's special guest) and his family, other guests and sponsors at Chaffers where they boarded Ron Legge's launch *Monowai III* and cruised around to the Worser Bay Club rooms. Meanwhile at the Club, Worser Bay-ites were getting the Club ready for the day. In true Worser Bay form, a few members were given specific tasks but most just came down to help out. By 9.30am, *Monowai III* was at Worser Bay, the Club was looking flash, keelboats were anchoring up in the bay and sponsors and juniors were arriving en masse.

Crews of sailors, sponsors, juniors, media and guests were allocated to boats and the racing got away with a Mark Foy start at 10.30am (well.....close to). Most boats managed to start around their start time despite the tough sailing that a nice 5-10 knot northerly brings. However, *Slinky Malinki* decided to give everyone a 1-minute advantage and *42nd Street* figured that they needed an extra minute and started one minute early. Being Hebtro Trophy day, race officer Brett Linton turned a blind eye.

At first it looked as though Brett may have been too hard on the big boats with their handicaps as the gentle northerly dropped and they struggled to catch the smaller boats. Then, as if on command and to make the racing more interesting, a 10-knot southerly change came in as the big boats approached the bottom mark, allowing them to re-hoist the kite and catch the smaller boats up. Although they did catch up the southerly was just a little too late for most of the big boats and it was the MRX *Doris* who made it to the finish first.

On behalf of all the children who will benefit this coming summer, the Worser Bay Boating Club would sincerely like to thank everyone from RPNYC who was involved in making this year's The Waterfront Seatoun Hebtro Trophy such a success. See you next year!



*Now open
for business!*



Full engine sales and service
Mobile workshop
***TRADE IN & POWER UP!**

Contact Phil Trowbridge
mob. 021 648 304 ph. 04 568 8062
9A Toop St, Seaview, Wellington.

The only
authorised

**VOLVO
PENTA**

dealer for the
Wellington region

S H E D



Restaurant, Bar & Charters

Unique waterfront location

Outdoor dining

Private dining room

Wedding function our specialty

QUEENS WHARF

Phone: 499-9069

Reservations advised

Education – Check Your Mooring

It wasn't a great sight watching the Police Divers and Lady Liz crew trying to stop a yacht bashing itself to pieces on the rocks along Cobham Drive at the bottom of Evans Bay a while back.



There was a very nasty norwester screaming down the bay. The boat had broken loose from a swing mooring... it didn't end well and was a sad sight for a few days as it lay battered on the rocks.

Here at the Academy, looking out the windows when it's blowing hard, you hold your breath as the big gusts come through, watch the boats sailing on their moorings and hope nothing breaks!

Here are some things to check out for those of you that use a swing mooring, and if you don't use a swing mooring, well... most of it is all good common sense stuff wherever you are berthed.

If you are **renting a mooring**, find out when it was last serviced. Servicing / inspection should be undertaken every 12 months and, rather than diving to check it, it should be lifted. It is often hard to detect wear and corrosion underwater especially when it is less than clear visibility. An obvious one is making sure that the **size of the mooring is sufficient** to take the weight of your boat.

Chains, shackles and swivels obviously need to be of an appropriate size for the vessel. Especially beware of shackles – the pins corrode and wear quite quickly underwater (electrolysis can be a contributing factor in some areas). It is a good idea is

to get the mooring rope professionally spliced onto the last link of the mooring block chain instead of using shackles. Don't be tempted to use up old sheets etc as mooring lines especially long term.

Make sure that the **bow fittings and cleats** on your boat are up to the loadings that they will come under, especially in a big blow. Cleats can, and will, literally pull out of the deck. Make sure they are of an adequate size to take the diameter and loadings of rope necessary for your boat. If you have your mooring line running through a bow roller make sure there is a retaining pin to stop the rope popping out in a swell.

Frequently check for **rope chaffing** especially over fittings. Not many racing yachts have fairleads fitted so putting a length of plastic tube over the section of rope that might come into contact with the boat is a good idea but these can very quickly become brittle and if not regularly replaced will themselves start to chafe rope.

It's definitely *not* a good idea to put **mooring lines around winches** long term but more so if it's your bowline onto an anchor winch and you are on a swing mooring! A better idea is to make up a bridle that runs to two strong cleats on either side of the bow.



we lead,

others follow...



DOYLE LINTON

Doyle Linton Sails
Chaffers Marina
Phone: 04 384 8447
linton sails@clear.net.nz

Club Profile – Tapio Sorsa

You quickly get the feeling that Tapio Sorsa is at his happiest at the helm of his Farr 1020. So happy he had to change its name from *Grumpy's Toy* back to the original *Resolve*. He can't see how sailing could make anyone grumpy!

Tapio, a software development manager of Finnish origin, is a good example of the new breed to have a crack at sailing. He'd long thought about it, but not seriously, until he arrived in the capital in 1999 with wife Viivi and was introduced to the Wellington wind by colleague and part owner of *Slinky Malinki*, Cindy Gordon.

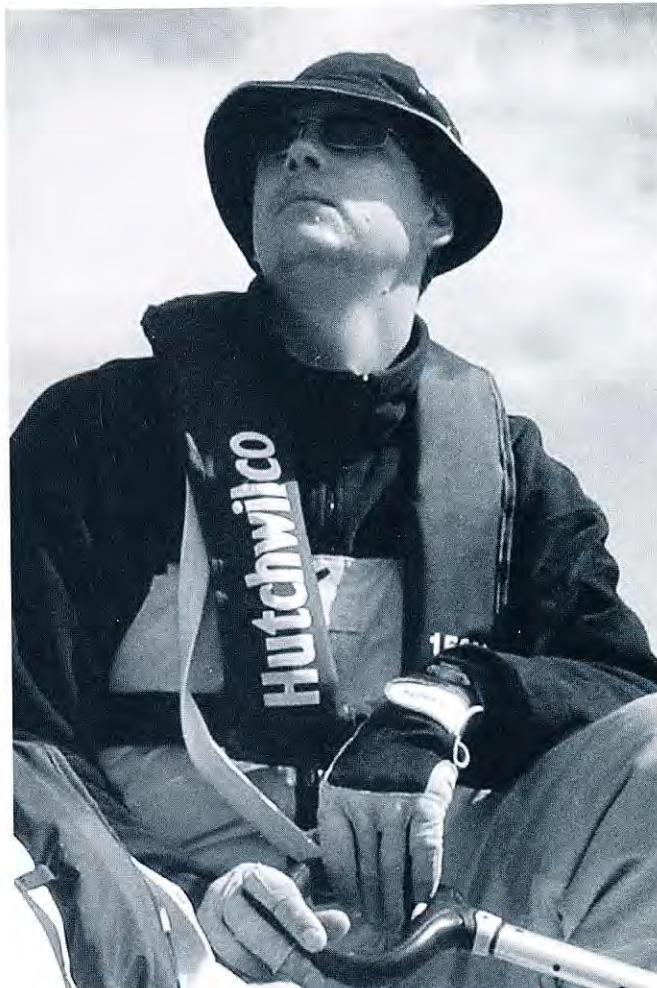
RPNYC Sailing Academy courses for both Tapio & Viivi soon followed. Sailing quickly became a serious pastime, with Viivi crewing on *Slinky Malinki*, and Tapio on Ken Papps' *Flying Fish*. Tapio says Ken has to shoulder most of the responsibility for his enthusiasm for sailing – Ken's willing guidance during Tapio's early days on the water and his continued mentoring have played a large part in Tapio's growing enjoyment – something he hopes to pass on to crew members in the future.

Such was the enthusiasm and enjoyment the pair developed for sailing that only two years after first stepping on a yacht they took the ultimate plunge – buying their own.

The purchase was first discussed over a meal and a nice bottle of Pinot in Nelson. Decision was made and another bottle ordered to celebrate this important event. Buying a boat still felt like a good idea the next morning even with a headache and as luck would have it a friend was selling up. Only one thing didn't fit – the name – *Grumpy's Toy* had to go! The boat's original name *Resolve* is much more fitting with Tapio and Viivi's sailing philosophy – developing the boat and the crew into an efficient and competitive unit and having a hell of a lot of fun doing it.

It hasn't been without drama. The first sail with mostly a new crew saw the clew blow out of the mainsail. A crack in the boom – a design flaw of the 1020 class – has been repaired. The boat had not been raced for a couple of years and it has seen a fair bit of maintenance – a hull scrub and antifoul, new clutches, lifelines and much more. New halyards and instruments are next on the shopping list but already regular appearances in harbour racing and a laidback approach is contributing some promising results.

"My goals in sailing are to develop my own skills, as well as that of our crew so that we can be more competitive, work as a team and have fun. One way to do that is through the Sailing Academy's onboard coaching, as it helps build teamwork, pinpoints what can be done better and makes the team more competitive on the water," he says. Tapio has also played a role off the water, helping design the Sailing Academy's online booking and payment system, hopefully making it easier for others like him to take to sailing just like he has.



*Nautilus
Marine Ltd*

Yacht, Launch & Marina Brokers

Any current RPNYC member who purchases a yacht or launch through me in 2003 will receive \$1000 towards electronics of their choice from the Nav Station Ltd Gaunt St, Auckland.
(Conditions apply.)

Mike Ward

Nat. Cert. Marine Brokerage
RPNYC Auckland Port Captain

Mobile: **027 275 0911**

Phone: 09 416 8113

Fax: 09 416 9113

mikew@nautilusmarine.co.nz

www.nautilusmarine.co.nz
The ONLY place you need to visit when
buying or selling a yacht or launch!!!



Cup History – Manthel Cup By Bruce Askew & Bill Brambleby

Presented by Mr Noel Manthel in 1971 for presentation to the winner of a long distance harbour race for centreboard yachts. Noel was Commodore from 1945-1947

The following is an extract from Noel Manthel's memoirs to which he refers to some newspaper reports of the day. This has been kindly passed to us by Noel's son Roger who was Commodore from 1977-80. The description of the war years and the mobilisation of our launches and yachts for harbour patrol duties is most interesting. We will be referring to this era again when we write about the Bothamley Cup.

Noel's article starts around 1940. He joined the Club in 1936, which would make him one of the Club's oldest members. In fact Noel celebrated his 99th birthday last December. About 1979 Noel was awarded the OBE for civic duties and in recent years has maintained his interest in the Club by assisting with the refurbishment of the Boardroom, which was subsequently named after him.

Noel writes:

The Anniversary Day Regatta on 22nd January 1940 was the greatest collection of small boats ever seen in Wellington. According to the newspaper report the day began with choppy water and strong winds and provided a good many spills for participants. There was also plenty of action for Noel Manthel in *Rosemary M* bringing in boats and crew – mainly Idle Alongs that had capsized. The Dominion 23rd January reported....*"One of the most prominent in the rescue work was Mr Noel Manthel in his launch Rosemary M. He worked from about 11am till 5pm with a break of an hour...in the afternoon Rosemary M set out to pick up the Idle Along Dauntless, which was drifting up Evans Bay...floating bottom up with its bowsprit broken"*....The salvage had to be abandoned when the jib of the yacht fouled the launch's propeller. *Rosemary M* put out two anchors but they did not grip securely and the launch slowly drifted down Evans Bay. In the meantime the owner of the yacht *M Anderson* and two other men arrived on the shore. One of the men, Mr Gordon Russell, decided to swim out to the yacht to see whether he could clear some of the gear and so enable the boat to be towed. Eventually they got the boat to the patent slip where all were glad to have a hot cup of tea and a "stimulant"...which was Ovaltine!

I was too young for WW I and had too many children to go to the Second World War (that's why I had them of course!) so I joined the Naval Auxiliary Patrol Services (NAPS). I used my own launch *Rosemary M*. We patrolled the harbour at night because they thought the Japanese might come in. They put a bren gun on the foredeck and supplied us with depth charges in case we saw a sub. They were locally made,



Rosemary M seen here in the boat harbour fully equipped for her harbour patrol duties. In the background are the US Marines loading barges on moorings.

sewn in sackcloth material and you had to light a fuse to make them work (that's probably a naval secret!). We patrolled the whole night, two crews, four in each. I had my brother-in-law, Andrew Taylor, in my crew – he was a marine architect with the Union Company.

When they restructured the Royal New Zealand Naval Reserve I went into that as a Lieutenant. My brother-in-law, Andrew, and the other two crews of four went on using my launch to patrol the harbour at night. We shared accommodation with the army and we messed with other personnel at Fort Dorset. Terrible food – the terrible smell of cabbage cooking put you off cabbage for life! I never eat cabbage now!

At Fort Dorset we had eight-hour shifts and controlled inward and outward shipping. There was a submarine net, one between Days Bay and Ward Island and the other between Ward Island and Fort Ballance with a gap or "gate" to let shipping through. Every ship had to get permission to enter or leave. We had Wrens who handled a Morse lamp and when a ship came in we would get in touch with the *Janie Seddon* and she would go out from Seatoun wharf to OK the ships entry. After that we opened the gate to let them through. She was a lovely little steamer the *Janie Seddon* – a submarine mining vessel built in Glasgow in 1901. Twin screw and beautifully kept by the navy – the engine room was so neat, not a speck of dirt anywhere.



While I was at Fort Dorset my cousin, Eldon Read, ran Manthel Motors. He was not accepted for war duties and did a great job for me. I was in every day when I was off duty. Business was slow – no new cars and the Government confiscated all 1937, '38 and some '39 Fords and Chevrolets. The supply of new cars ceased and the factory turned out trucks for the army. Manthels handled used cars, sold Matchless motorcycles and kept going with parts and repairs.



Rosemary II

When the war ended permission was given for me to have a new launch built. Timber was in short supply but a permit was granted to procure the necessary kauri. Shipbuilders Ltd in Auckland then started building the launch. The engines were imported in 1947 and were 90 hp petrol Redwings. My launch was completed in 1947 and on launching was named *Rosemary II*.

Note that *Eileen* was the first centreboard yacht to win the Manthel Cup. Frank Ballinger built *Eileen* in Shed 16 in 1938 and raced her until the war started. *Eileen* was later stored in a Harbour Board shed until the war ended then raced from 1945 until Frank built the keeler *Shemara* (launched in 1958 this boat was built in Frank & Eileen's backyard). *Shemara* is still owned by Frank & Eileen and is moored just opposite Shed 16.

The following paragraph was written by Graham Hargreaves.

During the period 1957-61 the fibreglass X Class Sanders Cup yachts came on the scene. The late Jack Cox, Vice Commodore



at the time, made available one of the larger sheds to house most of the fleet. These were Faye (Dick Julian), Quest (Phil Hartley), Valliant (Pat Millar), Contessa (Ken Sutherland), Irish Note (Graeme Hargreaves). This fleet became quite competitive nationwide – Pat Millar won three Sanders Cup contests and with Irish Note I took second place to Fay and Quest in 1958 and '59. Enterprise and Finale, my next two X Class yachts won the following year. Not much activity took place during the late '60's due to a declining centreboard fleet.

Noel Manthel was approached to transfer the cup to the Offshore IOR keeler fleet in 1971-72. Gray McKenzie with *Castenet* won the first race for it and in the 1977-78 season Roger Manthel's yacht *Spindrift* (a Laurie Davidson Ω tonner) won the Manthel Cup.

The Manthel Cup is still consistently raced for and has been won in recent years by some of our well-known yachts such as *Nizam*, *Aztec*, *Bobby Shafto*, *Chain Reaction*, *Andiamo*, *Reckless*, *Starlight Express*, etc.



X Class Trial 1963



not JUST a hair salon

IT'S AN EXPERIENCE

Start with a complimentary consultation



**GEORGE
JANIS**
HAIRDRESSING

NZ PAYROLL HOUSE 45 THE TERRACE
PH 499-3121

QUEENS WHARF CENTRE
PH 499-4055

BNZ SHOPPING CENTRE WILLIS STREET
PH 472-1111

THE GRAND ARCADE WILLIS STREET
SELECTED KERASTASE INSTITUTE
PH 473-5333



www.georgejanis.co.nz

New Members

Member	Category
Marc Van den Heever	JUNIOR
Rod James	SENIOR
Rod Smith	SENIOR
Catrina McMillan	COUNTRY
Peter Little	COUNTRY
Sharla Mitchell	SENIOR
Christopher Russell	SENIOR
Malcolm Alexander	SENIOR
Alison Payne	SENIOR
Brian Fisher	ASSOCIATE
Tamsin Fisher	JUNIOR
Morgan Fisher	JUNIOR
Jaime Peta Preston	JUNIOR
Donna McGregor	SENIOR
Barry Turner	SENIOR
Kathy Perreau	SENIOR
Brett Garner	SENIOR
Russell Bristow	SENIOR
Barbara Bristow	ASSOCIATE
Frederic Sautet	SENIOR
Mike Askew	SENIOR
Darren Burnnand	SENIOR
Judith Johnston	SENIOR
Grant Hopkins	SENIOR
Astrid Smeele	SENIOR
Richard Schneider	SENIOR
Nigel Blair	SENIOR
David Renwick	SENIOR
Robert Herbison	SENIOR



DUFFY
Yacht & Rigging

at Chaffers Marina

Supplier for
**Southern Ocean Ropes
Facnor & Profurl Furlers**

Specialists in
**Yacht & Architectural
Rigging & Maintenance**

CONTACT:

Gordon McDougall... 021-458-471
Fax 04-385-0828
duffys@paradise.net.nz

Workshop 04-385-0827
After hours 04-383-6662
PO Box 14-362, Wellington

New Boats

Boat Name	Sail Number	Type	Design	Owner
Ace	4929	keeler	Jones	Rod James
Tararua	3431	keeler	H28	Cantilena Syndicate
B3D	B3D	skiff	12 ft Skiff	Shaun Sheldrake
Doris	9004	keeler	Farr MRX	Yachting Promotions Ltd
Snapper Point	9005	keeler	Farr MRX	Yachting Promotions Ltd
Sabine		keeler	Swanson	Rod Smith

CORPORATE MEMBERS

1992



1995



1996

SAATCHI & SAATCHI

1998



2000



2001



2002

DRAKE

2003



SPONSORS AND SUPPORTERS OF THE RPNYC AND SAILING ACADEMY



Chris Coad Photography
Williams & Adams
Moore Wilson's

DB Breweries
Orbit Corporate Travel

Rutherford & Bond Toyota
Lion Breweries
Mt. Gay Rum



moore wilson's

WINTER SERIES

ALTERNATE SUNDAYS FROM JUNE 8
RACE, SERIES AND SPOT PRIZES

MOUNT GAY
ECLIPSE
BARBADOS
RUM

IN ASSOCIATION
WITH MT. GAY RUM

www.rpnyc.org.nz