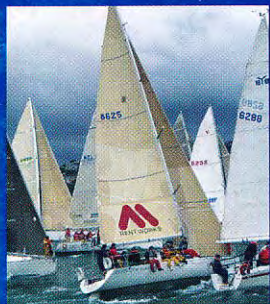


# the *Rip*

MARCH 2003



Line 7 Regatta



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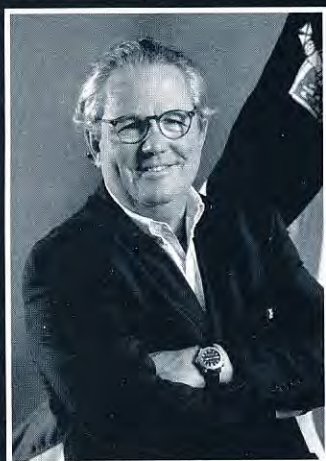
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**Cover Photo :**  
Mr Louis Vuitton Cup himself,  
Bruno Troublé, joins Corporate  
Members and guests at the Club

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**THE RIP** is the official magazine of the  
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# the Rip



## ROYAL PORT NICHOLSON YACHT CLUB (INC)

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# From the Boardroom

As usual the Christmas holidays took a big chunk out of the time that the Executive was able to put to the Clubs affairs but I am pleased to report much was still covered.

Compliance activities included negotiations with WCC on our lease renewal being handled by Arthur Stewart, clarification of our liquor licence, resource reviews over the slipway and dealing with breaches of our consent.

Premises issues related to appointing a new Bar Manager to replace Peter (welcome Ken Pullen), getting a new datashow and a big screen for viewing AC racing, cleaning the wooden floors in the Wardroom and repairing the slipway. Discussions with WCC over Clyde Quay continue as well as discussions with the Museum of City and Sea curator to look at our archives.

Events management included the Corporate Race, negotiations with many parties to try to bring the Swedish Match Racing circuit to Wellington (now abandoned), the arrival of the *Amerigo Vespucci* and the various offshore races. A big thank you to Tasman Bay Cruising

Club for the use of their premises and the Nelson Yacht Club for the use of their finishing box. We had to postpone our Allan Bollard lunch talk as it clashed with year-end festivities for many of our corporate sponsors but had an extremely successful lunch with Bruno Troublé, kindly arranged for us by the French Ambassador. Efforts to ensure our Corporate Members increase their interaction with the Club continue to be a key focus.

A major topic of racing discussion has been around dates for the next LINE 7 Regatta to ensure its growth as well as trying to grow offshore events like the Cook Strait Classic to perhaps emulate the Coastal Classic. We were very disappointed to cancel the Napier Race and it is worrying the Executive that the offshore fleet continues to shrink.

The financials are definitely improving with costs being

contained and Wardroom margins substantially up. We are in good shape cash flow wise at this stage but are still heading for a loss for the year after substantial depreciation. Overall revenue growth is still weak. The SGM to change Auditors was part of the continuing drive to reduce costs and improve service levels to the Club.

The replacement of Vice Commodore has gone smoothly and Lesley is now well underway with her new role. As ever we still struggle with Race Management numbers and strongly urge members to become involved.

The Executive continues to work smoothly and I would like to express my appreciation for their efforts as well as all the many volunteers.

*Stephen Moir*



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want a \$100  
bar tab**

**Yeah right**



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# ... focus on improving our Corporate Members package ...

commodore's report

stephen moir



Welcome to a new year and finally a fantastic summer.

When our harbour puts on days like these last few months where else would you rather be?

I am pleased to report that the Club is in good heart and despite continuing changes to key personnel we have been able to make the changes smoothly. Most of you would now have had a chance to meet our new bar manager Ken Pullen and I am sure he will quickly get to know both you and your favourite drinks – please make him welcome. Lesley Hamilton quickly stepped into the vacant Vice Commodore position, with a sigh of relief from the Executive, and is working well with the Racing Committee.

While the racing continues to be well attended for the harbour races I am very concerned about the declining offshore fleet. It was very disappointing to have to cancel Napier. While I know that holiday timing had much to do with it clearly we need to boost this area of Club participation. Talking of participation; congratulations to Stewart Thwaites and the *Starlight* team for such a fantastic showing in the Sydney-Hobart race. Great to know that the RPNYC continues the tradition of keenly competing in that prestigious event. At the other end of the scale four of our oldest boats, *Yum Yum*, *Marangi*, *Carli* and *Breum* have been beautifully prepared to participate in the Classic Boat Regatta in Auckland as part of the AC celebrations. Well done, guys.

You know it wouldn't be possible to hear from me without my covering off on the finances. I am

pleased to say we have made good progress here. At present our cash flow position is good, although that is to be expected at this time of year – the lean months come in winter. We have a new sponsor (Teleware) signed up for a 3-yr term for the Business House Race, which is a key fundraising event for us, although we still need a boat sponsor for the Academy. Margins in the Wardroom have significantly improved and I must say this is due to a lot of hard work on the part of Boz and his team. All of our expenses have been reviewed with a view to improvement thus the change in auditor and the wine supplier. Bottom line is that our expenses are definitely better contained. On the revenue side, however, it is two steps forward one back. A strong focus on improving our Corporate Members package is necessary as we are substantially below our target here. While general membership was

rising up to December unfortunately January saw a significant drop off, although still within a long-term upwards trend. All in all we are still forecasting a \$40k loss for the year.

Finally I am very sorry to have to announce that we will not be proceeding with holding the Swedish Match event in Wellington. A huge amount of effort went into this proposal with excellent support from the WCC, sponsors and many members of the Club. Unfortunately the funding hurdle just became too high and time ran out. However with the MRX fleet available and the knowledge that we have the resources to run the on-the-water organisation I am committed to try to revisit such an event later in the year.

So that's it from me. Enjoy the rest of the summer, the AC activities in the Club and happy sailing.

Stephen



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# ... but there's a great attitude and we can make it happen ...

## vice commodore's report



**lesley hamilton**



It certainly has been an initiation over the last few months

but one I wouldn't have enjoyed without the great support and encouragement from member's – thanks.

There are always those challenges that test you but with a committed Sailing Committee we are taking onboard what is being said and working our way through the issues. We recognise that 'communication' is an essential ingredient and we are providing you with the opportunities to discuss and express your 'vision' on issues, as per the recent evening for the handicap discussion. It was great to get the support and different views. As a committee we are charged with making decisions and we need your input so that we can fairly represent those views however some changes do take time and, as the saying goes, patience is a virtue.

I can't go by without mentioning the tireless input by our current volunteers in the Sailing Committee and Race Management. However we desperately need more volunteers. Please, if you know of someone who may be interested in involving themselves in yachting through race management please contact Dale or myself.

Since Xmas we seem to have been bitten by the 'very busy bug' and our fleets have been very compact. As with most organisations there are troughs and peaks and we seem to be in a bit of a trough. It may be a number of reasons – weather, holidays, families and the America's Cup but the number of boats on the

water is down from previous years, especially the offshore series. It does appear to be a re-occurring theme around the country however we need to consider any and all options to get people back on the water and revive the interest-of-old in yacht racing. We do ask for your assistance to encourage owners to get their boats on the water, assistance with training and knowledge, and if crews are your problem we have many enthusiastic graduates waiting to join a team and learn more.

We are certainly facing some challenges ahead but there's a great attitude and we can make it happen, with your involvement. Great sailing!



# ... another year of functions is about to start ...

## rear commodore's report



**cheryl ferguson**



By now everyone is back into the familiar routine for the year. I hope that

you all had a very relaxing and enjoyable festive season and managed to get in lots of time on the water.

Cruising the Sounds and camping out in shearers' quarters at Parikawa seemed to do the trick for us. New Year's Eve was magic with twenty-two of us dining on the verandah of an old homestead on a beautiful balmy night. Although I must admit it now seems like a dream!!

Among others, the new face around the Club that is most visible has to be that of our bar manager, Ken Pullen. Ken, who has a wealth of experience in the hospitality industry, has brought with him his own style and personality, which has been noticed and appreciated in the Wardroom. If you haven't had the opportunity to meet Ken yet he would very much

welcome you making yourself known to him next time you're in the Wardroom.

For Wardroom meals the Martin Bosley Yacht Club Restaurant is now using the downstairs kitchenette, which seems to be working pretty well for all concerned. Members and their guests are getting meals quicker and hotter, and at the same time restaurant staff and members have an opportunity to interact socially. Feedback has been excellent. And, no doubt you have tried out the new wine list in the Wardroom!!

By the time the RIP is published the America's Cup for 2003 will be history. It is timely, therefore, to thank Colette

and her team for their enthusiasm and flair in organising Club events around the America's Cup so that members can participate in the excitement and activity surrounding these races.

Last but not least I would like to thank all those on the House Committee who have given untold time, energy and commitment to the social events at the Club. The team on the House Committee work extraordinarily hard behind the scenes and now another year of functions is about to start so look out for those posters, the e-news and flyers that tell you what is being planned and we'll look forward to seeing you at the coming events.





# ... have you a memory-jogger of your own ...

I am sure that many skippers and boat owners feel that part of the pleasure of boating is having visitors and friends enjoy being onboard with you – especially during the summer months.

Typically in the happy chaos of loading people, food and a few bottles onboard in enthusiasm to 'be on the way' it is all too easy to slip the lines before you are ready, with all sorts of possible problems – some small, others more crucial such as:

the steering lock is left on, with a mad panic to sort it out when departing the berth!

the boat is hit by a gust and a poorly stowed bottle smashes into hundreds of glass pieces down below

the VHF radio is on the wrong channel and you miss out on an invitation to join an impromptu party

the lifejackets are stowed away in the wrong locker and not readily available in an emergency.

As a suggestion here is a mnemonic which I find useful before starting the engine: **BRIGHT!**

This stands for:

**B = Batteries** – are they set to the right configuration for 1) starting the engine and 2) motoring or sailing thereafter

**R = Radio** – is the VHF (or SSB) switched on and working? Set to the right channel? Do you need to place a Trip Report?

**I = Instruments** – depth, wind speed indicator, GPS, chartplotter, radar etc – are they on and do they work?

## cruising captain's report

**nicki murray**



**G = Gas** – is it switched off at the bottle? (or do you deliberately want it on?)

**H = Hatches, Harnesses and Halyard** – are the hatches shut? Consider whether the crew should be wearing harnesses (and/or lifejackets) and if you are on a sailing boat is the main halyard attached?

**T = Tidy and Tiller / Wheel** – is all equipment stowed in the right places down below? And, free the tiller or wheel if it is locked.

Please let me know if you find this useful, or indeed if you have a better memory-jogger of your own. In the meantime, safe and happy sailing!



*we lead,*

*others follow...*



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# ... welcome TeleWare, major sponsor of our annual Business House Yacht Race ...

## chief executive's report

**mike boswell**



### TELEWARE SPONSOR BUSINESS HOUSE RACE

This year we are extremely pleased to welcome TeleWare onboard as the major sponsor of our annual Business House Race, which is happening on Friday 14<sup>th</sup> March. This major fundraising event could not happen without the support of a naming rights sponsor and we are looking forward to working with TeleWare during the coming years. Special thanks must go to RPNYC member and Australasia's General Manager, Mike Blanchard, for his enthusiasm towards his company's involvement with the Club. This event is great to participate in and is fantastic for our Club in a number of ways – the more companies taking a boat out the better so get your organisation involved in on-the-water activities and sponsor a boat.

### ANNUAL CLUB BALL

This is currently in the planning stage and this year will celebrate the 10<sup>th</sup> Birthday of the Sailing Academy. At the time of writing the date was not confirmed however it will be in July/August so watch for details in the next RIP magazine due out in June.

### WARDROOM

The big news for the Wardroom is the appointment of our new Bar Manager Ken Pullen who started in the New Year. Ken has significant experience in both commercial bars plus the club environment and is looking forward to getting to know our members over the coming months. We are continuing to review our beverage list and are adding new wines all the time. With so many new options now available we are planning a "get to know your wine list" evening. Thanks to Panasonic; those who have been to the Wardroom recently will have noticed a new large-screen

television, which with all the America's Cup viewing to be done, is much appreciated.

### CORPORATE MEMBERSHIP

Firstly a big welcome onboard to our newest Corporate Member M-Co, the Marketplace Company.

As part of the Corporate Membership review process, which Executive member Phil Bratton has been leading, we have added a number of new benefits to the package. One addition has been the Club hosting special events exclusively for the Corporate Members, most recently a luncheon where Louis Vuitton legend Bruno Troublé was the guest speaker. More on Bruno's visit elsewhere in the magazine and we look forward to holding more of these types of events in the future.

### SPONSORSHIP OPPORTUNITY

The big sponsorship opportunity that still exists is naming rights for one of the Academy training yachts. Together with extensive branding opportunities this package enables the sponsor to get actively involved, through access to their yacht, in activities such as Friday night rum races, personalised corporate sailing and team building days – all the while assisting the Academy to continue to provide Wellingtonians of all ages and financial backgrounds the opportunity to go sailing on our wonderful harbour. If anyone would like to discuss this opportunity further please give me a call.

### LINE 7 PORT NICHOLSON REGATTA

Although this, our major annual regatta, will be covered separately in the magazine I would just like to acknowledge the fantastic support LINE 7 continues to provide to us. This support is critical to enable us

to host such a regatta on the basis we do. As a company LINE 7 has grown significantly in recent years and is a sponsor of major events not just in New Zealand – and not just yachting. It is therefore even more special that they have maintained their support of our Club's event with a further three-year commitment to the regatta. Also worthy of mention is Heineken and RFD's continued support, which is fantastic – with the buckets of beer proving to be a real hit!

The Club could not run this event without the large team of volunteers, from both within and outside our Club and this year they were led by Brett Linton as Chairman of the Organising Committee. There are far too many to mention so a huge thanks to Brett and ALL those who assisted in the running of the regatta. Lastly and most importantly we would not have an event without the competitors. We hope you enjoyed yourselves and look forward to seeing you all back next year.



### SAILING ACADEMY

We have once again survived our busiest period of the year at the Academy and have now completed the bulk of our dinghy courses at Worser Bay Boating Club, the pre-Christmas corporate

Our "Pommie"  
instructor  
David Wilson





sails, the week-long intensive keelboat courses for the growing number of school groups that come to try their hand at sailing a keelboat, and our annual Youth Week. Thanks to the establishment of the Lion Foundation Youth Scheme we changed the focus of the TENTH year of running Youth Week to use the Elliott 6m. We also made a big effort this year to encourage sailors from outside the Wellington region with the result that 50% were drawn from the South Island and lower North Island.

Prior to Christmas, at the last minute, we also managed to squeeze in an AYF Safety at Sea course for the *Starlight Express* team in order for them to undertake the Sydney Hobart race. For those who are unaware these guys carried the Club flag to success in this famous race winning the IRC Division

overall. This is no small feat with many highly experienced crews sailing much newer boats than *Starlight Express*. Shortly *Starlight Express* will be joined by a number of other Club boats competing this time in the Auckland to Fiji race and as a result the Academy is looking at running another AYF Safety at Sea course.

The Academy's success has always been driven by the instructors whom we have been fortunate to have over the years and one such example is David Wilson. At 22 years of age David came to us in October 2000 with a Masters Degree in Nutrition (and the handicap of being a fresh from university "Pom"). He presented a real challenge for us... could we turn this guy into a valuable member of our very "Kiwi" instructing team? After three summer seasons with us

now, and despite the ribbing he still gets from the rest of the team, he has indeed become a key member of our staff. Last winter he went back to the Northern Hemisphere to teach sailing in Sardinia (much like Wellington Harbour) and this winter he is looking for a ride north on one of the superyachts currently in Auckland. We are keeping our fingers crossed that he will again return to join us next summer.

Finally, with a couple of our Club members boats being sold and heading off to Australia, it is good to see a number of graduates taking the plunge into boat ownership. Congratulations to Tapio Sorsa and Vivvi Ronkko, Mike and Sarah Blanchard, and Anthony Limbrick and Charles Roberts – all now proud owners of new yachts.



## ... a successful year for us in which much has been learnt by all ...

### youth scheme report

ross sutton



Well it's hard to work out where to start with what's been happening with the Lion Foundation Youth Yachting Scheme. Let's just say that it has been a busy and productive time.

Since the last RIP came out we have sent three teams away to compete at different Youth Match Racing regattas in Sydney and Auckland. The first regatta was the Cruising Yacht Club of Australia Youth International. Seven teams, predominantly from New Zealand and Australia, competed in the mostly light breezes of Rushcutters Bay, Sydney Harbour. Matt McDowell (helm), Matt Littlejohn (mainsheet), and Amanda Hargreaves (bow) sailed well, winning a few races against solid competition and finishing seventh overall.

A couple of days later Royal Prince Alfred Yacht Club's prestigious Harken Cup began in Pittwater Harbour, North Sydney. Sam Melville (helm), Matt McDowell (mainsheet), and Matt Hibbard (bow) competed against 12 of the



RNZYS Regatta Team receiving seventh place.  
From left: Matt Hibbard, Theo McDonnell and Andrew Phillips.

best youth match racing teams from around the world. Our team found the local hospitality great,

however, had difficulties sailing in a very experienced fleet. They finished the regatta in 11th place. ▶



**youth scheme report** continued

The next event on the list was Royal New Zealand Yacht Squadron's Youth International Match Racing Regatta; an event that is close to being the youth match racing worlds. The team Andrew 'Lightning' Phillips (helm), Theo 'Thunder' McDonnell (mainsheet), and Matt 'Locky' Hibbard (bow) headed to Auckland well prepared. A highlight of this preparation was us hosting a three-day weekend with the Royal Prince Alfred Yacht Club youth team, who were in the country for the match racing regatta the following weekend. This was a chance for our team to see how they were placed against one of their competition. It was a very successful weekend for both teams and will be continued in future years. A big thanks goes out to John Futter and crew from *Shibbeen* for spending a cold-southerly-Sunday helping run some tight racing for the Aussies and us.

Throughout the Auckland regatta the competition was of a very high



standard in which our team performed strongly both on and off the water. The first two days produced very light and variable breezes that caused some unlucky turnovers against us, some of which were beyond control. The local conditions, in particular tide, created a much different style of match race to what our team was used to. Using a new plan on the last day (based on talks with Team New Zealand's Cameron Appleton) our team comfortably beat RQYS (the same team who placed 3<sup>rd</sup> at the Harken Cup) to gain seventh place in the regatta. Our team went as strong ambassadors for our Club and we have received great feedback about how they carried themselves throughout the event.

The focus of the Youth Scheme now is on the team that we are planning to send to Royal Prince Alfred Yacht Club at the end of March for their under-25 Match Racing event on Pittwater, North Sydney. The team, which includes Daryl Wislang

(helm), Hayden Swanson (mainsheet), and Matt Littlejohn (bow), has begun weeknight training in preparation. The regatta will be sailed in RPAYC's fleet of ten Elliott 5.9s. It is these regattas that are enabling the Youth Scheme to build up their skill level to that of the other youth programs around the world.

It is now getting close to the end of the first year of the Sailing Academy's Lion Foundation Youth Yachting Scheme. It has been a successful year for us in which much has been learnt by all those involved. Applications are now open for youth sailors wanting to gain a place in the next round that is likely to start some time in June this year. A solid base has been laid this year as we look to continue moving forward next year.



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# Behind the Steam | Restaurant news

Welcome back! What a great Wellington summer, and thankfully for us, lots of beautiful windless days, which has meant that at last the deck has been in demand. Our collection of sunhats and sunglasses has been in hot demand.

And of course those calm and sultry days have been nicely interspersed with some decent windy ones, which we're sure have kept the sailors amongst you happy.

As expected we had the completely crazy December. It was great to have the opportunity to host so many dinners and parties for Club members. We really enjoyed seeing everyone let their hair down with their friends and colleagues.

We're definitely back into it now and have had a couple of great weddings to get the year rolling. We started the year with another completely new menu and again Martin is making the most of the season's produce. The scallops have been fantastic but are sadly about to come to an end. There's been some great tuna, and the crayfish... aah, the crayfish!

You've got to try the crayfish! Citrus cured salmon gravalax wrapped around freshly poached crayfish, heirloom potatoes, baby leeks and mayonnaise with a drizzling of crayfish oil and crayfish 'treacle'. It's a revelation. The treacle is an extraordinary thing – a 'sauce' made by roasting crayfish bodies in moscovado sugar that truly is the consistency of treacle. And the exquisite taste lingers in your mouth for what seems like minutes. Another

Bosley signature dish methinks!

Two other favourites – seared Yellowfin tuna stuffed with goose foie gras, with a saffron glaze and sherry vinegar reduction. This is a serious texture experience – silky smooth, then there's the fantastic sweet and sour thing going on with the saffron and sherry. This is a pretty exciting dish!

And for the meat lovers, Martin's best beef dish ever – grilled beef fillet on potato butter (aka potato mashed with an equal quantity of butter – yummm!) with short rib tortellini, shredded greens and a bone marrow flan. Take it from me, you will LOVE this!

What else is going on? We've been working with Mike on getting the kitchen in the Wardroom up and running and this will be an ongoing development. Unfortunately though brunch is on hold for the moment. I know we've talked about this before, and we certainly don't want to sound like whingers, but on most Saturdays we had more staff than customers. At the end of the day we had to make the pragmatic business decision that any of you would have made. Currently we don't have the solution to this situation, so, if you have any bright ideas we're always ready and willing to listen.

We're planning a lot more special events with guest speakers... another crack at the whisky tasting, and some cooking classes at the top of our list. We certainly hope to see some new faces.

We hope you enjoy the rest of the summer and do come and enjoy a lunch on the deck on one of those magic days. We guarantee

it will be an afternoon you'll never forget. And, of course, this column wouldn't be complete without a yummy recipe from Martin...

## New Style Sashimi Plate

A popular dish on our menu, this is prepared from the freshest seafood available to us each day. Accompanying this ever-changing plate is our special Sashimi dipping sauce. Make it yourself and store it in the fridge (it keeps for ages!) Perfect for the boat...

**125 gr finely chopped white onion**

**125 mls soy sauce**

**115 mls rice wine vinegar**

**100 mls water**

**1 1/4 teaspoon sugar**

**A small pinch of sea salt**

**1 teaspoon mustard powder**

**50 mls vegetable oil**

**50 mls sesame oil**

Mix all the ingredients together, adding the oils when the sugar, salt and mustard powder have dissolved.



Cheers, Martin and Gav and the gang.





# Corporate News

Two pieces of good news to report. Firstly we've found the people responsible for that bright orange spinnaker seen pushing Ken Papps Farr 1020 *Flying Fish* forward occasionally and, at other times, sideways around the harbour on race days. Secondly, they've become the most recent addition to our list of corporate members.

A big welcome to M-co, The Marketplace Company Limited.

M-co has been associated with the Club for a while through their colourful connection with Ken and their use of the Club's Wardroom and Boardroom. We are delighted that they will be expanding their association with the Club and more of their staff and clients will be using the facilities.

M-co was formed in New Zealand in 1993 and works with industries and governments around the world establishing and operating trading exchanges for vital commodities, such as electricity, gas and renewables.

Perhaps the best thing about M-co is their staff. They are highly qualified people who have an extraordinary amount of passion for what they do. Their mix of enthusiasm and practical experience has helped them



## Bruno Troublé Comes to Town

During the break between the end of the Louis Vuitton and the start of the America's Cup racing we had the pleasure of welcoming to the Club Mr Louis Vuitton Cup himself to join our Corporate Members and guests for a luncheon.

Bruno has a huge depth of knowledge on this famous yachting event from previously being a skipper to in recent years developing the Louis Vuitton challenger series into the competition we know today.

During the years there have clearly been numerous unknown "behind the scenes" activities around the America's Cup. After the entree Bruno gave an insight into these activities in his extremely entertaining French way. Ever keen to improve this oldest yachting competition he also talked about some of his views on changes to the event next time, being careful not to mention where that might take place! By now it was clear to us all that this man was both knowledgeable plus passionate about the Cup and its history. No one was disappointed when he continued beyond his originally planned talking time to divulge details of stories through the years.

After the main course he answered questions from the floor, which included the big question everyone

had on their minds: "Who did he think would win?". While clearly expressing his view that he believed it would be good for the Cup eventually to return to Europe where it originated all those years ago.

His bet was "while it will be close it won't occur this year". By the time this is being read we will know the answer and hopefully Bruno's prediction will be correct.



Bruno Troublé





Chris Russell (Chief Executive) and Rachel Knight (General Manager Communications & Marketing) from M-Co, our newest Corporate Member

play vital roles in a number of demanding and complex engagements, including working with the Ministry of Commerce to reform our electricity industry and subsequently establishing and running New Zealand's wholesale electricity market. No mean feat when you consider the heat of this particular political potato!

If they apply this same passion to their sailing, you skippers had better watch out!



Cheryl, Bruno and Stephen



A booked out restaurant

Alas it was over too soon and Bruno had to race to catch his plane. We look forward to being able to host more such events at the club for our corporate members; enjoying Martin's great food and good wines together with interesting and entertaining guests such as Bruno.



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# Wellington does it proud again!

By Jillian Campbell-Board et al.

After last year's pasting by the unpredictable wild winds of Wellington we waited with baited breath for the forecast for the week of the regatta.

With intense anticipation the Club prepared for the annual national ORC LINE 7 Regatta. The prior two weekends had proved idyllic with perfect sailing conditions; sunshine, shorts, sunnies, and shades of tropical sailing for the feeder sprints. Some may have even sported a tan!

The diets, the weight watching, the training (ie no cakes or alcohol for two days!), the number of out-of-town boats that would arrive, were all part of the build up for the LINE 7 Regattap. Rumour of tough competition to look forward to turns to reality with the arrival by truck of a yacht from that place north of the Bombays. (*Akatea* – winner of the Auckland ORC regatta!)

The invitation race on Thursday was ominously like the year before – it blew, but luckily 'Hughy' (not the Poole variety) managed to tame the conditions for the following two days. *Akatea* had its first initiation to the Wellington weather reputation, managing an impressive broach, which made those following a little wary. *Nedax* focussing on the competition ahead on the water should in hindsight have been watching the competition coming from behind.

Friday showed that *Akatea* was a force to be reckoned with, winning both races, even with the fickle wind conditions – from a light northerly, to an easterly swing, forcing the Race Management team to abandon the race and start again.

Saturday races three to six showed that the MRXs were making their own statement; *Zana* recorded three firsts and a second.

Saturday night saw the crews relaxing to a lively band, totes of rum and the ensuing race analysis. *Arbitrage* won the bar-tab race hands down, winning three \$100 tabs. *Pretty Boy Floyd* was a close second with two. The buckets of Heineken were also a popular nemesis but where did all the bottle openers go?

The final day, the final race and Wellington performed

The winning team from *Zana* – (back row) Karl Purdie, Richard Dreverman, Andy Walker, Stewart Thwaites, (front row) Edmund Tam, Peter Sutton



And the Sportboat winner Chris Paykel (*Maine Magic*) gets... well a mighty hangover if he gets through all this although I have heard it was a great crew party!!



to reputation. Wind of a southerly nature, with cold rain and dense air. Perfect!

This was the day of the long harbour race and *Nedax* showed her heavy-weather skills and took first place.

With racing now over the cold wet crews adjourned back to the Club for the nerve-racking wait for results. A number of boats knew they were contenders and the final race could make the difference. Close was the word for 1<sup>st</sup> & 2<sup>nd</sup>. *Zana* and *Nedax* drew on points but the count back saw *Zana* become the 2002 Champion.

The end results were: 1<sup>st</sup> *Zana*, 2<sup>nd</sup> *Nedax Backchat*, 3<sup>rd</sup> *Akatea* and 4<sup>th</sup> *Foundation*.

It's great to see the effort made by the out-of-town boats with boats travelling from Waikawa, Napier and Auckland. We look forward to them returning... and bringing many more.

Special thanks must go to LINE 7 for continuing their sponsorship for the next three years... and we all look forward to more exciting competition next regatta!





# A regatta worth the effort

By Rodney Keenan (Akatea)

In early November Peter Geary asked the crew of *Akatea* who would be keen to sail with him in the LINE 7 Port Nicholson regatta in early December. Everyone was more than keen to go as we saw it as a chance for some good sailing against different boats under a good solid handicap system.

Due to short notice and the fact that it is easy with no wear on the boat, Pete decided to truck *Akatea* both ways using Boat Haulage. The boat arrived at 5pm on Wednesday, was launched at 7am Thursday morning and with the help of Gordon and Marty (trusty local riggers) we had the rig in and the main on the boom ready to sail by 10am.

We were still short one crewmember so it was decided we needed some local talent on and off the water... and we were lucky enough to pick up Gerry Booth (Academy Instructor). The crew arrived at midday Friday to find the breeze blowing 25+... well, we knew we were coming to the windy city! The racing over the next two days was fantastic and we saw a good mixture between windward/leeward courses and harbour racing.

We had our moments, as did a number of boats in the fleet. It was good to see such different designs were capable of winning races. This alone made it a great regatta as it proved we were sailing under a system that works better than most handicap systems in use. *Akatea* finished the regatta with a respectable third place and a thirst for another go at it this year. Congratulations to Stewart Thwaites and Peter Sutton (*Zana*) for a regatta well sailed.

In summary, the racing is well run and the courses are good. But the evenings are better!! I cannot understand why there are not many more boats making such a well worthwhile trip south. We would also like to thank the people who made things so easy for us to get our act together. The Royal New Zealand Yacht Squadron, Boat Haulage, Kirsty and the Port Nic Team, Kim McMorran, Doyle Linton Sails, Duffy Rigging and, of course, the mighty Gerry Booth.



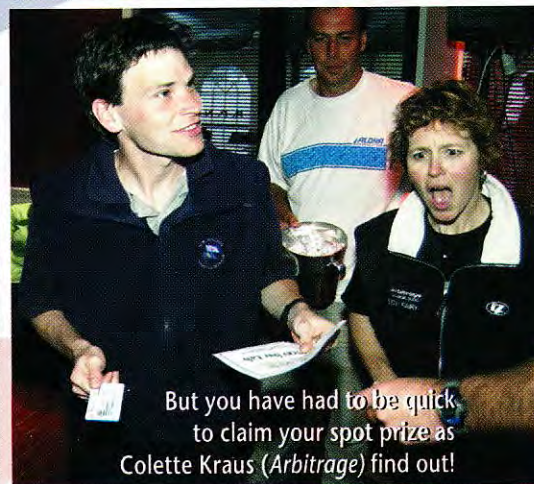
The eventual winner on count back was Stewart Thwaites' MRX *Zana*



*Akatea* crew – Harry Dodson, Gerry Booth, Ian Darby, Alex Nolan, Rodney Keenan, Peter Geary (skipper), Angus Small, Dallas Bennett (missing Gary Locke)



Marty Harris's dream win!



But you have had to be quick to claim your spot prize as Colette Kraus (*Arbitrage*) find out!



# The Sporties Regatta

By Chris Paykel

FUN... that's the motto the Magic crews and, indeed, all those sailing sportboats live by. And the Royal Port Nicholson LINE 7 Regatta was to be no exception! For the sporties, most regattas usually begin with a road trip and for most boats from Auckland that meant a 5.30am start. It was a quick trip down country for all except one who strayed from the convoy, then ran out of petrol... fortunately a quick refill from the outboard fixed the problem and got them to the next fuel stop.

The upper sailing limit for the sportboats is a constant 30 knots and going to Wellington can be a cause for concern wondering whether or not we are going to be blown off the harbour, however all concerns were

unjustified as this regatta was to give us great sailing with plenty of action and limited breakages.

Day one started with three races sailed in good breeze, albeit with some pretty powerful bullets coming through in the latter part of the afternoon. The downhill adrenaline junkies were loving it! Race 1 was won by *Past Yer Eyes* (Doug Thode, AKL) setting the pace for the Magics in the fleet. Race 2 of the day brought about a spectacular synchronized wipeout with *Wassup* (Ian McGown, AKL) and *Honk'n'Jack* (Shayne Hogg, NPE) hitting the deck in a 30-knot gust. If they tried it again, they wouldn't get the timing right! However, flat on top of the water is not quick and it did allow *Maine Magic* (Chris Paykel, AKL) through for their first win of the regatta. Race 3 was to be taken by *Honk'n'Jack*, a Thompson 750, who set the pace for all the sportboats for the remainder of the regatta.

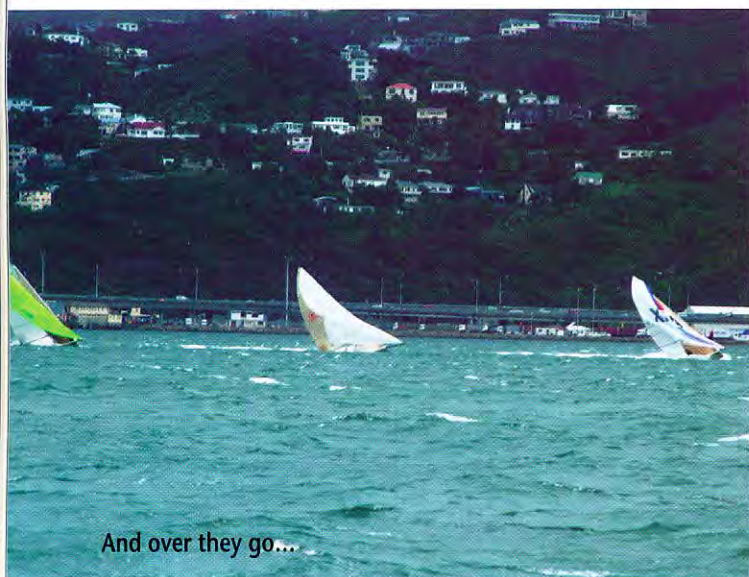
Day two brought good breeze to the course though some of the bigger shifts caught some boats out on the downwind legs. Five races were sailed with close racing throughout the day.

But a regatta isn't just about being out on the water... there's after dark too! True to form the RPNYC put on great functions on all evenings. After day two the sporties decided it was time to forget the water for a while and focus on the dance floor. A great night was had by all... and perhaps regretted by some when greeted the following morning by freezing winds and rain!

Two races were sailed on the final day and by the end the crews were freezing and couldn't wait to get to shelter. Overall line honours for the ten race regatta went to *Honk'n'Jack* with *Maine Magic* winning the regatta on handicap with five wins.

All the sportboat owners and crew would like to thank the Royal Port Nicholson Yacht Club, the Race Committee and Yacht Club staff, LINE 7 and other sponsors for a great regatta.

The winds were up, the speeds were up and racing was fierce... can't ask for more than that!!



And over they go...



Close racing throughout the regatta



# 12-Foot Skiff Interdominions Brisbane

By Shaun Sheldrake

The travelling circus, that is the 12-footer Interdominions, headed to Brisbane this year with the vital support of P&O Nedlloyd. We followed Coach Hogg's advice before going and got ourselves some jandals and plenty of sunscreen, then packed our bags and headed to the airport – only to arrive and find our flight had been cancelled.....but that's another story!

The regatta followed traditional format with the travelling team arriving a couple of days early to allow some training time at the venue, an invitation race on Saturday then into the ten race series itself. Steve and Neill brought the very well sorted *Stagecoach*, in pretty much the same configuration as they'd used in Wellington the previous year, with just a few tuning alterations that had been made in the search for more speed. Craig (alias Cripple) Anderson stepped onto *Better Business* for the first time in six months after recovering from a blown achilles. In our search for more horsepower we picked up a set of new jibs from Linton's on the way to the airport.

The racing out in Moreton Bay was fantastic! There were 34 skiffs on the start line competing for Individual Honours and the John Brooke Teams Trophy – 11 teams from Australia competing against the 11 we'd sent across from New Zealand. One of the benefits of a regatta sailed over a 9-day period is a variety of conditions and this year was no exception. We sailed six races using 3<sup>rd</sup> rigs, two races using 5<sup>th</sup> rigs and two races using 2<sup>nd</sup> rigs – not forgetting that it was never less than 30 degrees to boot!

So how did the Wellington lads do? Pretty damn well, we think! The *Stagecoach* team spent plenty of time near the front of the fleet with a 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> among their results to put them 9<sup>th</sup> overall. The *Better Business* team got through the regatta with 'Cripple' still intact – the first time we'd managed to do that in almost two years! On the water we weren't quite as consistent as we used to be. The best placing across the line (4<sup>th</sup>) being exactly that – we'd crossed the start line  $\Omega$  second early – bugger! However, we had four results inside the top ten and finished 13<sup>th</sup> overall.

The race for the Teams and Individual Honours came down to the last race of the regatta. This is not an unusual situation for the Individual glory but it was the closest result in the Teams event ever. The local heroes (Paul O'Malley Jones & Randal Fitzsimon – *East Coast Piling & Drilling*) came through to grab victory by one point from the Gurus (Tim Bartlett & Simon Ganley – *Dimension Polyant Sailcloth*). This was the first time a Queenslander had won the Interdominions and the first time in ten years that it had been won by Australia.

The Teams result... well, we went into the last two races with a 22-point deficit but managed to pull back 18 points of that in Race 9. Thankfully, we also won Race 10 by a 20-point margin, creating a final score of Australia 1336.5 to New Zealand 1352.5

So the Australians are getting closer... but the John Brooke Teams Trophy resides in New Zealand for another year!















Photo by Brendan Hogg

(Back Row) Brendon Hogg,  
Jason Parkin, Campbell Morris,  
Stewart Thwaites,  
Dale Barcham,  
Matt McDowell, Edmund Tam.  
(Front Row) Matt Stechman,  
Pete Sutton.  
Missing is John Alexander,  
Martin Hannon  
(hospital with broken ankle)

## Starlight Express takes on the 58<sup>TH</sup> Sydney Hobart

By Brendan Hogg

After a monumental effort to get to the start line, (including new keel and sails) *Starlight Express* lined up with 57 boats to tackle the 58<sup>th</sup> Sydney Hobart. Our research and the scuttlebutt on dock suggested this was going to be a small boat affair; generally light airs with the likelihood of a southerly front somewhere in Bass Strait for the bigger boats. Our preference would have been dead maggot.

The start greeted us with a torrential downpour. The trip out of the harbour was damp with a difficult chop at the heads, which was churned up by yachts and spectator craft. When clear of the heads our strategy was to get into the current. We worked our way out with No.1 heavy cracked sheet. We had good pace compared to the boats around us whom we expected to be quicker. The fleet appeared to have opted for a similar strategy. Once in the current (water temp up from 22°C to 25.5°C) we freed up a little more and headed south.

By the morning we were off Eden and heading for Bass Strait. Through the night positions had not changed greatly though the relative closeness meant our position on handicap was not great.

In Bass Strait we could see a black front ahead of us as had been predicted before the start. Was this one of those fabled southerly busters? It had a menacing look and it was difficult to stop staring into its black interior. Should we attempt to sail around it and go for clear blue sky off to the western side? In front we could see boats attempting this but each was eventually swallowed up into the blackness. As resolute as ever the navigator made it quite clear that our course was 172 degrees and trying to sail around this air mass was a waste of miles. As the front arrived

it brought heavy rain and the wind swung forward. Down came the kite, up went the headsail and we prepared for the worst. No sooner had we entered the front and it was over; nothing more than rain. The skies cleared; the breeze swung to the north and up went the kite – no drama. Through all of this we had seen a number of boats lose plenty of miles by trying to sail round the rain, the net effect being a gain to us.

As night rolled in for the second time the breeze freshened and all bodies were required on the rail. A long night followed, going hard trying to retain our position. By morning we had hit the Tasmanian coast. As we made our way down the coast the breeze built and we spent the day charging down the coast. During one awesome 10-minute period we averaged 20.5 knots with the breeze gusting over 35 knots and holding on to the big kite. During 10 hours an average of more than 16 knots! This is what offshores are all about! We were really doing some damage. Boats disappeared over the horizon behind and appeared on the horizon in front. By midnight we had rounded Tasman light and began making our way up the Derwent in dying breeze, finally crossing the line at 5.30 am ready for a cold beer and a couple of rums. On our arrival in Hobart we informed that we were currently 1<sup>st</sup> on IRC overall and 3<sup>rd</sup> on IMS. More beer, more rum and one of the crew broke an ankle! We sat and waited to see how the boats behind were faring, every minute they took helped. As usual the wind died in the Derwent. By next morning our result was confirmed. 1<sup>st</sup> IRC Overall (RORC Trophy) and Div A, 2<sup>nd</sup> IMS Div A, 4<sup>th</sup> IMS Overall. For the record 1<sup>st</sup> on IMS (Tattersall Cup) and overall winner was *Quest*.





# The America's Cup in Wellington

By Colette Kraus

Well... Team New Zealand may have the hula but RPNYC certainly knows how to whoop-it-up.

## Louis Vuitton Racing

The Final Countdown Lunch was held in late November to watch the last races of the Louis Vuitton quarter-finals. Luckily for the lunch organisers, the races did happen. As we all know the inconsistent winds in Auckland have played more than their share of havoc with the race schedule.

The inclusion of Virtual Spectator on one screen, the big screen operating as per normal, and the last-minute arrival of a new screen ensured that the in-house experts had the right tools to do appropriate arm-chair analysis.

## The Real Racing (America's Cup)

Saturday 15<sup>th</sup> Feb (Race 1) saw the Club absolutely jam-packed in the Wardroom; it was standing-room-only. Tony Phillips and Hugh Poole took opposite views on the outcome of the series. Within minutes of starting, and with TNZ pulling out in the lead, and fast, Tony was sure he was on a winner (TNZ 5-0). However, in the next few moments disaster struck and Tony conceded the victory to Hugh (he should have known better than to bet with the old-man-of-the-sea).

## Blackout Brunch

The Blackout Brunch on Sunday 16<sup>th</sup> February confirmed that RPNYC (and New Zealand) was still firmly behind Team New Zealand. The theme of the day was of course **BLACK** – clothes and black tablecloths (all of course appropriately marked with the silver fern and LOYAL). Alan and Shirley Martin completed their ensembles with red socks, which they wore for the first time in San Diego in '95.

For the Blackout Brunch we had the return of the Calcutta, which was last used for Island Bay races in long-forgotten years. But instead of betting / bidding for a boat the punters were given the task of choosing the winner, and number of races to win. Not an easy task as they had seen only one race the day before (the disaster day) to help them with their selection. Our old master-of-the-auction, Ted Jewett made a guest appearance to repeat his performance as the auctioneer. The eventual "winners" of the auctioned results were:

## Result

Team NZ 5-1

Team NZ 5-2

Team NZ 5-3

Team NZ 5-4

Alinghi 5-0

Alinghi 5-1

Alinghi 5-2

Alinghi 5-3

Alinghi 5-4

## Auction winner

Penny Kerr

Treena Martin

Murray Bridge

Mike Boswell

Fiona McColl

Neale Dickson

Neale Dickson

Murray Bridge

Keith Leadbetter

And the overall winner? Well at the time of writing, we were down 3 – 0... down but not out!





# The Italian Naval Visit

By Nicki Murray

The 333-foot long tall ship Italian Naval training ship *Amerigo Vespucci* arrived in Wellington Harbour from Auckland on Sunday 26<sup>th</sup> January after having received a battering by a southerly buster, which put the Italian crew through their paces.

A flotilla of boats greeted her as she sailed in through the heads where she took on board an official party, including the Hon Trevor Mallard, Minister for the America's Cup, and circumnavigated Somes Island in glorious sunshine. The Captain and officers of the ship received a formal welcome at Queens Wharf complete with a jazz band and thousands of Wellingtonians out to enjoy the spectacle.

The *Amerigo Vespucci* is named after the Italian explorer who gave his name to what is now the United States of America. The three-masted flagship of the Italian Navy is in New Zealand in support of the Louis Vuitton Cup and the America's Cup and the two Italian challengers. The ship has a crew of



Photos courtesy Italian Navy Website

The 333-foot long tall ship *Amerigo Vespucci* - a truly impressive vessel!

*Amerigo Vespucci*, here to support the two Italian entrants in the Louis Vuitton Cup







The crew certainly cut a dash in their immaculate white uniforms

241 including 13 officers, is built of steel, has a total sail area of approx 3,000 square metres on 3 masts and displaces 4,100 tonnes. She is a truly impressive vessel!

Admiral Marcello De Donno, Chief of the Italian Navy, was in Wellington as an official guest of the New Zealand Government to coincide with the visit of the *Amerigo Vespucci* and his stay was hosted by our Chief of Naval Staff, Rear Admiral Peter McHaffie. The Italian Admiral, who was the guest of honour at a reception at Government House, also hosted a reception on board the *Amerigo Vespucci* during what was evidently a week of hectic official duties for the

ship's company. Of course the crew and officers proved endlessly charming and certainly cut a dash in their immaculate white uniforms (how on earth do they keep them so clean?).

Admiral De Donno also received Prime Minister the Rt Hon Helen Clark onboard the

*Amerigo Vespucci* for an official visit to the ship. The red carpet was laid out from the gangway to the Admiral's rooms and the crew in formal uniform piped her onboard with a bugle. She proved her reputation for fitness and agility by climbing up part of the foremast and ventured below decks to see the hammock rooms where the junior sailors sleep.

Members of the RPNYC were enthusiastic in their support to take an Italian crewman in either the rum race or the sprint races but unfortunately an untimely northerly gale caused cancellation of the races and prevented any real interaction with members of the Club and the crew. Some members visited the ship during her stay and I personally was most impressed by the depth of the gleam of the brightwork!



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# Waikawa New Year Montana Regatta

By Denis Foot

The Waikawa Boating Club's New Year Montana Regatta proved once again to be a great success. This Regatta is one of the more popular yachting events held south of the Waitemata and draws yachts from Christchurch, Wellington and the top of the South Island.

Twenty-eight yachts participated in three divisions. Two races were held on the Saturday in very light (5-7 knots) winds. Four more races were held on Sunday - one in 7-10 knots, then a strong southerly came through and the final three races were held in winds of 25-30 knots, sometimes gusting up to 35 knots. These conditions proved to be very testing for many of the crews.

Six Wellington boats took part. Ross and Treena Martin's *Pretty Boy Floyd* took out first place in Division One and *Arbitrage* with Marty Harris at the helm took second place. Both boats and crews revelled in the strong breezes.

Division Two was won by a good all round performance



Division One boats *Pretty Boy Floyd*, *Arbitrage* and *Skedaddler* (WBB)  
Photo courtesy of The Marlborough Express (c)

by Mike Upshon's Young 11 *Flying Machine*. Denis Foot's Farr 1020 *Floating Free* took fifth place in Division Two.

I heard very few gripes about the Wellington boats handicaps this year - yet the handicapper confirmed he received no bottles of rum!

Evans Bay's Andy McCallum was kept busy as Convenor of the Protest Committee and he had the opportunity to explain and trial the new protest mediation system, which I hope will be introduced at Port Nic soon.

This regatta provides a good opportunity for Wellington yachts cruising in the Marlborough Sounds to experience early New Year competitive sailing. Once again the Waikawa Boating Club went out of their way to provide generous hospitality, assistance with providing storage for heavy cruising gear (such as life rafts and crates of grog), finding the additional crew members when necessary and, of course, the necessary berthage.

Local yachting identity (also a RPNYC country member) and "off shore impresario", Terry Miller, provided local knowledge and a constant flow of amusing yarns for the crew of *Floating Free*.

I would thoroughly recommend Port Nic skippers schedule a short break in the cruising holiday for this fun regatta next year.



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# Spring Women's Twilight Series

By Kristin Percy, High Octane crew

Another great Spring Series – four race nights, seven races, and best of all twelve women's crews out there on Wellington Harbour. The Club asked how should we run the series? The answer: pretty much like last year, thanks – Thursdays suit us!

**How the series went:** some brisk unpredictable breezes on the first race night saw only one race run but over the next three race nights we completed a full series. On the blustery second race night several boats didn't finish Race 2 and even more didn't start Race 3, which saw the fleet halved to six boats. Light airs for Races 6 and 7 suited some while others thrived in the stronger stuff. Overall impressive results from *Winedown*, *Floozie*, *Protocol* and *Zana* who all showed the calibre of their crew work and preparation.

**The competition:** the new boats in the fleet livened up the series. The MRX's *Aries* and *Zana* and our inspiration *High Octane*, Rupert Wilson's 40 foot Wagstaff fresh from the Hauraki Gulf. *Aries* and *Zana* had several spectacular downwind tussles around the course – great to watch. With the conditions varying and the winner's spot

changing hands with every race it was a wide-open field till the last.

**Preparation – the crew:** "She sails just like a big dinghy!" our skipper Fiona Clarke says – and she should know with her background in 470s. Trouble is a dinghy doesn't have running backstays or mainsheet winches and doesn't need a



*High Octane*

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## Spring Women's Twilight Series continued

crew of eleven! So the first part of our preparation was to reassemble a crew. We had three survivors from our 2000-01 *Joint Effort* crew: the owner (Rupe), the organiser (me), and Fiona; plus a grand boat to sail. This is where Elizabeth stepped in finding us keen people through the crew register and other contacts – thanks, Port Nick, for that help. And we've picked up a few others along the way, all of us with busy daytime lives but great commitment. The age range is 40 (mumble) something down to our youngest, Bex, who in her occasional free moments from the Youth Scheme likes to sail with us!

**Training:** here's where we give huge votes of thanks to Rupert Wilson for letting us use *High Octane* and for including us in his Club racing and to Shaun Sheldrake for getting the team up to scratch before the first race. We had four training sessions on the water with Shaun – the first was in very brisk conditions but the crew all came back for more. One of the reasons I'm sure was Rupert and Shaun's confidence in us. Their support and good humour really made us feel excited about the series.

**The *High Octane* challenge:** we found *High Octane* responded beautifully to the lighter breezes, but the forces at work on a 40 footer in the heavier airs were a new challenge for a crew of women. We had our moments!!

**Thanks to the Commodore, and to Wellington Volunteer Coastguard:** November 21<sup>st</sup> was our most memorable race night. With the Commodore onboard as guest tactician how could we lose?!! Well...we didn't start Race 4 (ripped main) and didn't finish Race 5. In Race 5 we got a great start (go Fiona!!), only one beat upwind first leg, great mark rounding, good hoist and gybe. Then as we heeled over at the bottom mark one of us quietly slipped out from under the lower lifeline! Fortunately for all the Coastguard was driving *Te Ruru*: Phil, Howard and Sean were just the men for the job. They restored our crew member to us and we withdrew with dignity.....we bought the Commodore a stiff rum afterwards! Thanks, Coastguard, for driving *Te Ruru* for the series and making the racing possible.

**Where to from here?** Winning the series was a real boost for us and we're definitely back for the Summer Series. We've lost some crew and gained others. The challenge for all crews is to keep that continuity but here's hoping the thrill of sailing the 'big boat' in the Women's Series will keep inspiring us. It's certainly great to have so many women on the water.





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# Club Profile – Phil Hartley

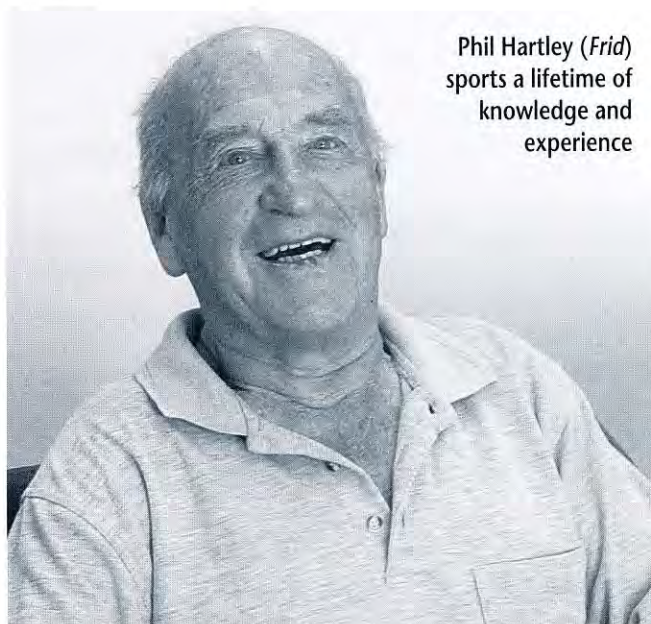
Phil Hartley is simply one of our senior sailors who has sailed a lifetime. He still competes enthusiastically, scrupulously fairly, very competitively and has done so since 1938.

Phil is a good natured, diminutive, tough, affable, and sprightly 78 year old who first sailed at seven years of age in his brother-in-law's boat *Patiki*. His first boat was a P-Class with sail number T11 and cost him the grand sum of £2. He sailed it successfully and in 1940 represented Wellington in the class achieving a second in the Tauranga Cup. In 1942 he represented Wellington in the Cornwell Cup sailing a Z Class, then after 11 years of trying he represented Wellington in the Sanders Cup. This accomplishment he considers most memorable because he had to beat Hugh Poole for the privilege! In the late 50's Phil represented Wellington again for the Sanders Cup as mainsheet hand for Club Life Member, Pat Miller....*"probably the most clued-up skipper I have ever sailed with"*.

Around this time Phil became interested in keelboats. First he built a Royden Thomas design *Ondine* (1957-58) in Balena Bay alongside his home. Next came *Camille*, a Stewart 42, followed by a Spencer 30, *Odette*. After this and through the 80s came *Capellia*, a Farr 11.6m. Then came the "dark period" – ownership of three launches in quick succession until he bought his present boat, *Frid*. *Frid* is a Cavalier 32, which he has raced for the last four years.

Phil has served on the Sailing Committee and volunteered much time to the Club. In his calling as a builder he helped the Club by levelling the first floor of its building, which was a former American services hospital built during WW2, so that indoor bowls could become a credible winter pastime for members. The unevenness imparted by wartime urgency made the game more of a lottery than that of skill. After building for 35 years he became a partner in Barton Marine until ill health forced his retirement in 1988.

Although Phil may not be a well-known yachtsman outside Wellington he epitomises the silent majority of sailors who race every weekend. A gentleman on the water, he knows all the rules and aims to win



Phil Hartley (*Frid*) sports a lifetime of knowledge and experience

every race. After a lifetime of knowledge and experience, sometimes it appears that he knows every wave by name. He is an example of a personality that makes a well-established yacht club great.



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# The Start Box Face Lift

By Penny Kerr

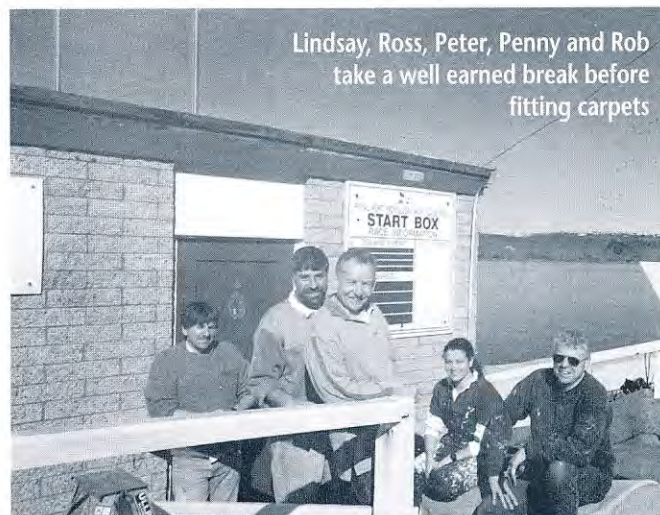
On a sunny Saturday in September just before Opening Day a troupe of willing RPNYC volunteers descended on the Point Jerningham Start Box for a working bee. The trusty Start Box was to receive some long overdue TLC to enable it to serve us in the future and to assure the Start Box Crew that we do appreciate their time and would like them to enjoy the racing from a more salubrious facility.

Out came the scrapers and sanders, the plaster and the putty, the paintbrushes and rollers, and the screwdrivers and hammers. We had a team of 12 crawling all over that tiny 18 square meter building and it was transformed! The exterior received a water blasting clean, paint to the door and fascia was refreshed, rusty old fittings were removed and the roof received minor repairs. The interior walls and ceiling were all painted AND all the breezy holes were blocked up. The bench top has received new formica and the cupboards and doors received attention. The window tracks were cleaned out (many years of dead kelp flies – yuck!), the windowsills once again are varnished, and even the light fittings were cleaned out. The finishing touch was carpet to the floor – carpet!

Several people have offered to move in as caretaker now that the Start Box looks so flash!

Thanks to all those fantastic people who gave up their time to do their bit for the Club: Peter Sandford for leading the charge and his team from Freear Phillip Ltd for their carpentry, joinery and painting expertise; Cooper Gyles, Stephen Moir, Ross Barcham, Lesley Hamilton, Andrew Spencer, Rob Tomkies, Colette Kraus, Lindsay Linton, David Henderson, Carol Knutson, Fiona McColl, (hope I haven't forgotten anyone!) Also thanks to Christie Flooring for providing Jason the carpet layer, First Windows and Doors for promised attention to the glazing, and Mainzeal Construction for finding the carpet and formica.

No doubt later in the season we'll be calling for more assistance with a working bee somewhere else so please put your hand up and join in. The more the merrier and, as they say, many hands make light work!



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# Life in the Fast Lane

By Marty Harris

Marty Harris (a well known and loved club member is our Marty) has been touring Europe as part of the Jaguar support team on the Formula One Grand Prix circuit. Marty who regularly sails on *Arbitrage* (when home) writes here of his "life in the fast lane".

Austria is a beautiful country. It's hard to imagine that in the heart of the ski region you would find a Formula One racetrack nestled amongst the hills in a place called Spielberg.

The hotel we were staying at is right next to the ski field in a village called St Georgian Op Murau. No one is around though. It's summer and time for the F1 crowd to invade this quiet little town.

After two days driving the Jaguar hospitality units and support trucks from Barcelona, Spain, the first thing on most people's mind is an Austrian beer. It takes a few pints to get used to it and that's about all you need to become a silly billy! It's a Friday afternoon and we do not have to be at the racetrack until Sunday. Saturday is spent sleeping off the hangover and for some, going for a walk into the village, and finding another bar to taste some more culture.

There's a law in Europe that states that no HGV (big truck) can drive on a Sunday unless it is carrying frozen goods. But this is Formula One and on the odd occasion we can get away with it. In other countries we would not attempt such a move due to the nasty policemen you encounter (but that's another story). Off we trot, ten trucks rumbling down the road in what is some amazing scenery.

Just over an hour later we are at the track - Sunday is an easier day than most. All we do is wash down and polish the Jag Trucks. Then a couple of us paint the carriage floor for the race team. This is a good little earner for the guys as the money we get from painting the floor goes towards, you guessed it, more alcohol. Polishing and painting done we head back to the hotel in our 9-seater van. The trucks stay at the track ready for the next day. Most of the guys get an early night as the next day is the first of four long days setting up the motor homes and hospitality units.

As all the other teams want to set up too you can imagine it can become a bit tense. Although the teams have a plan of where they should be they are told when they can park up. Some teams have easier set-ups than others - some (Ferrari) always seem to get in the paddock first. I wonder why? Because of all these variables, trying to get 90 plus trucks into a small paddock fast becomes a nightmare and on the first set-up day (Monday) you would think a bomb had hit the F1 paddock.

Two of the three Jag units waiting to park up



Jaguar motor home ready for team and guests



Most teams have two support trucks but we have three. This puts us under a lot of pressure on the first day because we must get rid of two of our trucks as the race team will arrive on Tuesday afternoon with their trucks and they want the space that we're using for their trucks. Yes, Tuesday is still a battle - Monday and Tuesday are 12-hour-plus days. The Jaguar set up is one of the biggest and hardest to set up so we are always the first in and last to leave the track.

While the guys work at setting up the units I'm doing airport runs to pick up the catering staff. Because the racetrack is in the middle of nowhere the closest airport is more than an hour a way in Graz. Most of my day is spent in the car and on the phone making sure things are running smoothly at the track. When the airport runs are taken care of it is back to the track to help continue the set up.

By Wednesday the paddock looks more like it should. All the hospitality units are lined up perfectly and the race trucks opposite are also parked perfectly. Our catering staff can start their work as well. This includes food prep, sorting the fridge truck out, cleaning, plus much more. The mechanics and race team personnel arrive on Thursday so much of what we have to do must be completed by then.

Most, if not all, the set up is complete by midday so it is then on to the tedious work of F1 polishing. Everything has to be perfectly clean and polished. Thursday... Friday... Saturday... and Sunday! Polishing once is not enough... do it again until its cleaner!

Friday, Saturday, and Sunday is the time when our chefs and catering staff do their magic. Most of the riggers have the weekend off. I work right through to manage and make sure everything and everyone is working O.K. What at the beginning of the week were just truck and trailer units are now professional working kitchens, offices, and a full restaurant. All this is worth around \$2.5 million.

Sunday night arrives and we start the three-day pack down. Time to be a trucker again from Wednesday as we head off to the next Grand Prix in Monaco.







# Early Boat Designs – KARU, designed and built by Bruce Askew

by Bruce Askew (pictured left)

My father Hughie owned *Atlanta* for a few years from 1945. It was the crew's habit to cruise the harbour on reasonable Sundays. I can remember clearly one of these days when the crew consisted of Dick McMorran (Kimbo's father) and myself: a light northerly with a heavy overcast sky, we were just completing a graceful, full sail sweeping curve amongst some anchored boats in the bay at the south end of Somes Island when *Atlanta* rumbled to a halt on a rock. Noel Manthel and *Rosemary II* were soon in action and towed us off. After many profound "thank you's" we sailed home to the boat harbour in silence. Hughie took the news remarkably calmly and suggested that we build our own boat.

These were fortunate times for young enthusiastic would-be boat builders. Friday evening club nights (dry) were usually attended by very experienced and practical people such as Bill and George Fisher, Harry Hardam, Basil Tonks, Jack Maddever, Herb Dixon, Phil Sissions etc. After some weeks, with reading every available copy of the *Rudder*, Harry's Sea Sprays, *Yachting Monthly* etc., discussing the merits of this and that regarding boat design with everyone or anyone who would listen, a plan gradually evolved. As the proposed vessel began to crystallise we frequently ran the elementary design past Athol Burns. He was remarkably patient and kept us on the proper path. This association developed into a long lasting friendship and helped lay the foundations of what eventually became a very satisfying second career for me.

By this stage we had a design and a faint idea of a budget. Our ship was to be a sloop, 30ft 6ins (9.3m) LOA, 8ft 1 inch (2.46m) beam, 5ft 6ins (1.68m) draught and displacing 5 tons. These were considered quite generous proportions and comparatively light by the standards of the day. Our budget was probably no more accurate than most present day boat building projects but if one worries too much about these things there may not even be yacht clubs. Ernie Hargreaves said boats cost the same as butter, 1/- per lb. This fitted our estimate if we deducted our estimated labour. I am not sure whether things have changed all that much in the intervening 50 years!

Dick's cousin worked for Briscoe & Mills, which gave us an advantage with fastenings and basic hardware. Dick was also serving an apprenticeship with William Cable



*Karu* at the start of the 1951  
Lyttelton race

Limited so there was an opportunity for clandestine foundry work and machining. I was apprenticed to a firm of general contractors who let us build a slap up shelter between their sheds and the laundry of one of their neighbours. Electric power came through a fanlight from a light socket next door in the premises of the Wellington Paper Bag Co. One Saturday while we were boring through the lead ballast for keelbolts, Arthur was surfacing the lead outside and quite efficiently acting as an earth - we didn't understand about earths etc then.

Materials came from various sources. Hughie had been contemplating a vessel pre *Atlanta* and had accumulated

some useful kauri beams. We actually paid for some of these and the Fisher Bros. had some full-length planks left over from *Ruawaka*. We also purchased some tanekaha from Craft Construction. It should be remembered that yachts in the late 1940s were constructed from wood, copper nails, bolts and red lead primer. It was all very simple then: no expensive adhesives or glass cloth. Construction progressed quite well.

Apprentices in those days attended evening classes two or three nights per week, so although wages were pitiful there was not much time to spend anything and finding the cash to buy the essential materials was not too difficult. Progress was discussed with those that attended the yacht club on Friday nights. This generated many visitors to the building shed. It was one of the things that yachties did on non-sailing Saturdays; that is,

Off for a picnic with the mates... is that a rum barrel in the cockpit??







Five years and some 1200 hrs labour later *Karu* was launched in October 1950



Construction in the shed

circulate the various boat building projects, *Ruawaka*, *Malva*, *Christine*, *Reflections*, *Ahurangi*. Visitors were never considered nuisances because they often had a job thrust on them. When construction was more or less complete Arthur Parson was one of those visitors and he volunteered to paint the ship.

October 1950 and the ship was ready to launch but spar timber was very difficult to obtain and this delayed sailing until 10<sup>th</sup> December. Dick kept a diary and it appears that we invested approximately 1200 hours on the ship in the shed and a few more hours in various workshops making components.

We purchased most of our lead from the

Wellington Technical College and paid 6<sup>d</sup> or 7<sup>d</sup> per pound (they had a Plumbers Workshop for Apprentices). This amounted to \$130.00 per ton. At that time (1948) tradesmen were paid about 4/- per hour (40 cents), about one fortieth of today's rates, so our \$130.00 becomes a comparative \$5,000 per ton against a current nominal \$1,000.

During construction there was a collision between ships in the harbour, one ending up with flooded holds. We bought at auction two bales of rope: one for anchor warps, which we shared with Jack Barker, and the other which was about 18mm diameter, was for everything else.

That rope, plus some 7x7 wire purchased from the Navy Stores, rigging screws, shackles, thimbles and anchors purchased from McLean & Archibald, helped by Kerry Legdon, more or less constituted the purchased equipment. We made our own blocks, fairleads, cleats,

etc although Dick arranged for one of his marine engineer mates to purchase jib hanks, mainsail luff slides and track, and an ex Airforce hand-bearing compass from Captain O M Watts in London. Nobody had winches at that time! I think the *Wakarere* was the first Wellington yacht to be equipped with sheet winches. Equipment was more or less standard for the time: no electricity or electronics, no toilet, no lifelines, no motor. On launching we named her *Karu* and at that time she had cost us about £325.00 (\$650.00).

When the hull was more or less complete, reading and conversation suggested we should not fit a conservative pole mast with a fractional headsail. The decision was made to go masthead with a hollow mast and shroud tangs. This was where Athol was a great help. We built the first square section as tapered hollow mast, the first screw fixed shroud tangs and eventually set the first masthead genoa. Fisher Bros. built a round hollow mast but although it was rigged as a masthead they didn't get around to hoisting their masthead genoa until a few weeks later.

The first cruise in *Karu* was an adventure. It was a midnight start for the annual Seabird Cup race to Picton; fresh to strong northwesterly wind and all the other standard features. We did most of the crossing under headsail and were not the last into Tory although eventually the tide beat us at Moimoi Island (no motor). We got to Picton a couple of days later...



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# Ships Cove 2003 Offshore

by Jim Gordon

**This race set off on the evening of Wednesday 5 February to take advantage of Waitangi Day the next day with the presumption that crews could take Friday off and have a long weekend. The best laid plans...**

At the briefing on the Tuesday night seven courses were detailed - one obviously for the Direct Offshore series that was re-scheduled to set off on Thursday morning. For the rest of us it seemed that Jag Rocks, or the Brothers and then Mana or Kapiti were possible!

Wednesday night revealed that we were to go around Kapiti to the Chetwoods and back to finish in Ships Cove - 112 miles in all. There was some comment on *Kahukura* about this. What we hadn't appreciated was that a direct course to Catherine Cove race (the next offshore race) was being contemplated so that we could watch the fifth race of the America's Cup live when we got there. The suggested direct course meant that we would not have to go around Kapiti twice in two races in a period of sixteen days.

We started at 1900 in a light southerly. *Starlight Express* and *Andiamo* led out of the harbour followed by *Pretty Boy Floyd* and us, then *Nedax Backchat* and *Distraction*. We continued to hold *Nedax* out for some time on the fine reach across towards Sinclair Head.

At Sinclair Head the wind went lighter. Those boats that had gone south profited while those who stayed closer in had some difficulties. *Starlight* and *Nedax* did better out of this than some of the others.

Around Terawhiti Head and up towards Kapiti the wind was light and generally from a northerly quarter although the forecast did not really set in until early morning. Through the early morning we could see *Andiamo*, *Pretty Boy Floyd* and *Nedax* ahead; we thought, not too far ahead. *Distraction* was behind us but not always visible. Later on, *Starlight* appeared around the back of Kapiti Island clearly well on the way to the Chetwoods. This was the last time we saw her.

Daylight revealed no change in positions although *Distraction* made up some ground by getting into the lea of Kapiti, then staying in very close.

Once around Kapiti we set the spinnaker and headed out in reasonable winds aiming high of the Chetwoods. Put another way we followed *Nedax* or perhaps they went where we wanted to go - not that there is much choice!

The more we went west the more the wind bent that way too and increased so that after a couple of hours we

had to drop the spinnaker and set a reacher. At this time it was reportedly blowing 60 knots in the Strait and we presumed the yachts on the direct race and from Lowry Bay, who were crossing for a club weekend in the Sounds, would be doing it hard!

As we approached the Chetwoods *Andiamo* and then *PBF* appeared around the northern end, set their spinnakers and were off. As usual it was light inside the Chetwoods but it didn't take too long for us to get around and set the small spinnaker. We carried it through to Jackson's going, as everyone else did, inside the old lighthouse.

The after match function at Furneaux was good fun but unfortunately not all boats attended. It seems there were too many alternatives ....the Rugby Sevens and the Marlborough Wine Festival being two of them. On the Friday we motored down to Punga Cove to catch up with the Lowry Bay yachts that, aside from *Kiss*, were out having their social group sail - a form of treasure hunt around the outer Sounds. Apparently 40 boats were moored there on Thursday night.

Again, thanks to the organizers and to Furneaux Lodge for their contribution to another good race.



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# Nelson 2003 Offshore – a perspective from *Kahukura*

By Jim Gordon

The forecast for Nelson was simple – a dying southerly turning reasonable northerly early evening. If only it was that simple.

The fleet left the harbour in the southerly with the Davidson 55s in the front, *Structural Analysis* next, closely followed by us with *Distraction*, *Winedown*, *Charisma of Nelson*, *Usurper*, *Can Do Too* and *Kiss* following behind.

Across towards Sinclair the wind went southwest, then died. It is lucky that the 360 did not show on the GPS. The southerly filled again (where was that forecast northerly not that we were complaining) and up went the big bag.

At this stage we deviated from the rhumbline and stayed high in Cook Strait because we were not sure we would get across before the tide changed. We carried the bag right through, although it got very shy at times (where was that forecast northerly? however we did not complain).

Even at this stage the wind lottery was playing its hand – apparently *Starlight Express* sailed into a wind hole off Cape Jackson and *Andiamo* got around her. By now we were gybing across a light southeasterly that was blowing directly to Stephens Island.

The wind lottery continued to play a hand through the night. The Davidson 55s went north (to find that forecast northerly or was one just chasing a fishing boat's lights?). *The Guarantee* appeared from the south and, with her gennaker, gybed repeatedly in front and a couple of times behind us. This was very helpful as they showed us where the pressure was and more importantly where it wasn't (to the north). They didn't realise it but as we saw it they were in the lead at this stage.

## Starlight Slayers

By Martin Harris

It is not very often that a Nelson race is worth writing about but the race that started on Friday 17<sup>th</sup> January certainly was if you were on *The Guarantee*.

The weather conditions were suggesting a light race. *The Guarantee* team (Murray, Meredith, Molly, Mandy, Gary, Craig, Keith and myself) were expecting a long race and it would be important to maximise any breeze we had to make use of the tides.

*The Guarantee* was using gennakers for this race so our course was very different from the rest of the fleet due to having to sail bigger angles down wind. I had my doubts about how the boat would perform in the light breeze but it ended up working very well. Because we had to sail a higher angle, the boat generated more apparent wind, so

I now understand that it pays when gybing to lock the topping lift off. Unfortunately I forgot and Nick (foredeck hand) went for a swim when he went out on the pole to sort out a problem. It was expensive afterwards but thankfully didn't cause any real problems at the time.

The 0600 radio sched saw us becalmed immediately north of Stephens Island and the spinnaker came down for the first time in twelve hours. Again the 360 didn't show on the GPS. Although we didn't get all the positions it seemed to confirm that *The Guarantee* was in the lead, we were second and *Starlight Express* were close behind.

Around Stephens we hardened up in the remains of the south easterly but as we got further down towards D'Urville Island the wind freed up and the bag went back up. Again we decided that a straight line was the call – we expected the sea breeze to fill from the north and could see no point in doing anything else. *The Guarantee* went in close and while we may have just got our nose in front at one stage they were generally just ahead of us.

*Kahukura* running square in the lighter stuff obviously went quite well as no-one behind got any closer on the run down. The sea breeze filled slowly through the late morning and early afternoon and gave the boats behind us a glorious run down the coast. By the time we dropped the kite off the south end of the Boulder Bank it was blowing about 25 knots.

*The Guarantee* crossed first, not that they realised it until later, and we were second by nine minutes.

The celebration afterwards was magnificent. Many thanks to the Tasman Bay Cruising Club, who made their clubhouse available on Saturday night and Sunday morning, and to the Nelson Marina authorities.



Crossing Cook Strait on a good day

we were able to maintain a good boat speed in very little wind (0-8knts).

The passage between the Brothers and Stephens was hard work to say the least. *Kahukura* and ourselves were lucky enough to have found some breeze about one and a half miles wide. While *Kahukura* sailed a flatter course, we continued to sail our angles. Each time the wind died on either side of the breeze line, we gybed. By the time we got to Stephens it felt like we had done one hundred gybes. By the early hours of the morning both boats had past



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Ewen Chambers-Ross	SENIOR
Alun Evans	COUNTRY
Raymond Fairbairn	SENIOR
Christopher Gray	COUNTRY
Chris Ineson	SENIOR
Graeme Joy	SENIOR
Tonia Joy	ASSOCIATE
James McConnell	SENIOR
Jennie Miller	SENIOR
Suzy Parker	COUNTRY
Graeme Shepherd	SENIOR
Emma Thompson	SENIOR
Nick Thurston	SENIOR

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<i>Flying Colours</i>	5919	Young 10.34	Melville Family Trust
<i>Grumpy's Toy</i>	5222	Farr 1020	Vivvi Ronkko & Tapio Sorsa
<i>Yum Yum</i>	B15	2 1/2 T Rater	Ewen Chambers-Ross

### Starlight Slayers continued

*Andiamo*, but still no sign of *Starlight*. It was a great achievement passing *Andiamo* and the guys that were up at the time had some peanuts, chocolate, and water to celebrate!

With *Kahukura* on our tail and sailing fast in these conditions we had our work cut out to keep her behind us. We made our break round Stephens. Although not a big one, it was enough to keep her just behind. We sailed very close to the shore all the way to the Boulder Bank while *Kahukura* sailed a little more offshore.

At this stage we thought *Starlight* was still in front and when we called up at the Boulder Bank to Race Control I was surprised that *Starlight* had not. I suggested that if she had finished that a protest might be in order. How wrong we all were! After crossing the finish line and *Kahukura* finishing 12 minutes behind us there was a VHF call from *Starlight*. She was at the Boulder Bank. Well, you had to be there really - Murray was still not convinced at first but I sure as hell was.

It is not often that you beat two 55-footers across the line and it's been a long time since a 35 footer has won the Nelson Race. The party was great and the Nelson nightlife didn't fail to entertain. A great comeback result for Murray and his team - this is one race the crew of *The Guarantee* will remember for a long time.



S H E D



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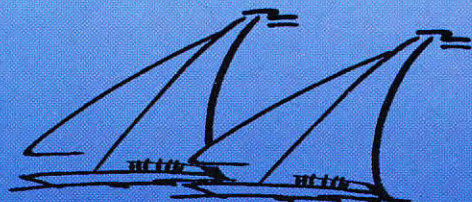


# TeleWare Business House Yacht Race 2003



## Friday 14 March 2003

Contact the RPNYC Office on 04 384 8700, Fax 04 385 1603  
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