

the **Rip**

FEBRUARY 2004



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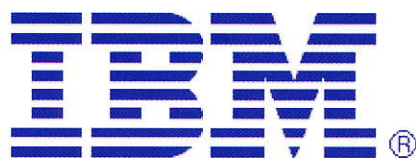
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Cover Photo : Stewart Thwaites'
newly launched maxi Zana

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the Rip



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House Secretary:	Jo Torr	381-7216	

Summertime and the living is easy... sunny days, warm nights, BBQ's, swimming, cruising and convivial company.

The New Year is off to a great start! Happy New Year fellow members and I hope your holidays are as good as mine.

As usual December saw the fleet scatter far and wide. The Cook Strait race was again used by many to get their boat to the Sounds in preparation for the holidays. The Akaroa race saw a good fleet slip down the South Island's east coast. Congratulations to *Reckless* (line honours) and *Gucci* (handicap) and commiserations to Rupert and the team on *High Octane* for the loss of the mast. Congratulations and commiserations also to Stewart and the *Zana* team for the Sydney – Hobart race. It was a gutsy effort and looked like a great tussle right down to the wire with just 14 minutes separating the two big boats after essentially 2 1/2 days of full on match racing! Well done team!

By the time you read this the 2004 summer season will be well under way. First off is the Nelson offshore race and by February the full calendar kicks back in. Don't forget to use those balmy mid-week evenings to keep the holiday spirit

commodore's report

stephen moir



alive. There is nothing better than slipping off early from work to go sailing on Wednesday or Thursday or for the Friday night Mt Gay Rum races.

Of course the BIG event to look forward to is the LINE 7 Port Nicholson regatta in February. This is going to be huge, with sailing for everybody – so make sure you get your entry in. While we have a great team putting the event together we are going to need a lot of volunteers so please contact Boz or any of the Executive if you can spare some time.

The Commodores' Chairs

The old boardroom chairs were close to being declared a health and safety risk. Since the boardroom is an important source of income for the Club, an upgrade couldn't be delayed any longer.

The specifications for the new chairs were that they needed to be robust and timeless, suit meetings, dining functions, and the bar lounge setting, and last for a very, very long time. Several styles were selected as possible candidates and a testing panel of varying shaped bottoms

It's hard to believe that we are halfway through the season!

It only seems like the other day was Opening Day and so far this season we have been reasonably fortunate, with only a few races affected by adverse weather conditions.

The Offshore Series got off to a good start. A total of 17 boats entered the Brothers race in conditions that saw *Andiamo* set a new race record. A fleet of 28 participated in the annual Cook Strait Classic race, reversing the recent years' dwindling fleet numbers. After crossing the finish line the fleet headed into Punga Cove, which proved to be an enjoyable venue.

The Harbour racing has seen some big fleets with good racing in all

assembled to choose the best chair!

Once the decision was made, Commodore Stephen Moir hosted a special function to give Past Commodores an opportunity to view the chairs first hand. A number of the Past Commodores made donations to help pay for the chairs. To recognise the generosity of the donors, the chairs will be fitted with a plaque and known as the Commodores' Chairs.

Well that's it from me. It's too exhausting using this brain again... I think I need another drink and a lie-down in the shade!!



PAST COMMODORES (clockwise from front left)
 Con Anastasiou (1992-95); Brian Cardiff (1989-92);
 Graeme Hargreaves (1980-83); Gary Tye (1983-86);
 Stephen Moir (2002-current); Murray Bridge (1998-2002);
 Roger Manthel (1977-80); Ian Greig (1986-89);
 Alister Macalister (1969-72)

vice commodore's report

lesley hamilton



divisions. Nothing looks more spectacular on a perfect Wellington day than a full fleet of yachts scattered all over the harbour. Mid-week sailing has also seen compact fleets with good sailing.

I must make mention of the great work done by the Sailing Committee and Race Management teams... a big thank you for all their hard work.

With only a few weeks until the LINE 7 Port Nicholson Regatta it will be all hands on deck to ensure that everything is ready. Good luck to all and have a great regatta.

Great sailing!



We want to make the Club a special place for all members.

As I recover from the disappointment of not finishing the Wellington to Akaroa race on *High Octane*, after losing our mast, I cannot help thinking "thank God for Cat II". With a well-equipped boat and a prepared crew we were able to deal with the blow efficiently and safely. It was a good reminder that safety always comes first.

This applies also on the social front. As more events are planned during the sailing season, the House Committee is working to add value to the Club memberships. The card checks at the Wardroom door in November were part of this effort.

We want to make the Club a special place for all members. It is good to see that some people treat the Club as their home, but distressful that it could end up being to the detriment of others. We would rather avoid having members put pressure on our bar staff to continue serving and allow them to ensure

rear commodore's report

Marguerite Loth



that liquor laws are respected. This also applies when attending other club events outside the Wardroom, such as the end of offshore races, as this could negatively affect the Club's reputation. The Club should be a place of fun and relaxation where sailors can meet and share their love of the sea. It is up to us to preserve social limits to maintain this unique atmosphere.

Organised by a House Committee now comprising 11 members, the three major events of late 2003 were Guy Fawkes, the "Black, All Black" night for the quarter-finals of the rugby world cup and the cocktail Christmas party. This was the highlight of the season, with 140 dressed-up people enjoying a beautiful Wellington night on the deck.

As the season goes on I encourage you all to promote a responsible and safe sense of fun on the water and in the Wardroom. Enjoy the summer.



As might be expected of the Cruising Captain I am writing this whilst enjoying the sunshine and a drink sitting in the cockpit of *Rhumblin*.

We are moored in one of the most spectacular places in the world gazing almost vertically upwards at the summit of Mitre Peak and the icefalls of Pembroke Glacier.

Yes, we made it safely down the infamous West Coast to Fiordland, making landfall into the towering narrows of Milford Sound under sail (with a little help from both GPS and radar). The fiords put on a

spectacular welcome of swirling fog, gusty breezes and torrential rain which produces hundreds of spontaneous waterfalls tumbling down the vertical rock faces. No camera can truly capture the mood!

On passage we have been reading about the history of the hardy men and women who first explored this region. I am grateful that today we have the luxury of charts, wet

cruising captain's report

nicki murray



weather gear, chocolate and most especially insect repellent! We are looking forward to following in the footsteps of these early settlers over the summer.

Happy and safe sailing wherever your adventures may take you!



We would like to welcome the following new members...

Lisa Allen	Senior	Roger Foley	Senior	Garry Muriwai	Senior
Ken Atkins	Senior	Murray Foster	Senior	David Roberts	Country
Ben Barker	Junior	Catherine Froud	Senior	Christine Roberts	Senior
Peter Bates	Senior	Timothy Gibbs	Country	Peter Robinson	Senior
Alistair Bennett	Senior	John Hacking	Associate	Ryan Rose	Senior
Phillip Berkett	Senior	Paul Hakes	Senior	Andrea Sharrock	Senior
Liam Bratton	Junior	Brittany Hamilton	Senior	Richard Sladden	Senior
Sam Bratton	Junior	Rhys Head	Junior	Geoff Smith	Senior
Shea Bratton	Junior	Chris Hiles	Senior	Faith Taylor	Senior
Shaun Buckley	Senior	Rodney Keenan	Country	Amanda Torr	Junior
Helen Burns	Senior	Suzanne Loughlin	Senior	Caroline Tyrrell	Senior
David Caselli	Country	Rowan Macrae	Senior	Malcolm Whyte	Senior
Andrew Cotterrell	Senior	Alexandra Manolis	Junior	Lynley Wicks	Senior
Ralph Craven	Senior	Frances McEwan	Senior	Paul Williams	Senior
Dennis Davies	Senior	Grant Middlemiss	Senior	Iain Wilson	Senior
Alex Elliott	Senior	Paul Morris	Senior	Robert Wright	Senior
Andrew Farndale	Senior	Louise Munro	Senior	Mike Zidich	Senior

... and new boats

Boat Name	Sail #	Type	Design	Owner
Essanian	T3851	6.5m	Elliot 6.5	Jos Debrency
Heavy Metal	3786	9.2m	Ganley	Bruce Hills & Shelley Robertson
La Ruche	SA 8815	10.25m	Van Der Stadt	Roger Bolam
Major Wright	6319	10.6m	Lotus 10.6	Peter & Pauline Kirby
New Zealand Maid	4320	13.5m	Herreshoff	J & B Tucker
Resolution	4060	10.97m	Townson	Resolution Syndicate
Temptation	8334	8.9m	Young 88	Paul Wavish
Testarossa	6350	9.3m	Ross 9.3	Dennis Davies
Transition		47 ft	Herreshoff	Roger Foley

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22 Heretaunga Street, Petone

We still require help as literally dozens of volunteers are needed to put on a regatta of this size. If you are not planning on sailing but still want to be part of the L7 Regatta, please let us know.

New Corporate Members

In what must be a first for the Club since the Corporate membership category was launched 15 or more years ago, we have had the pleasure of welcoming five new members in the last few months (see the Corporate News section for more details). This is an important membership category for the Club and my thanks go to those Clubmembers who assisted in obtaining this latest group, specifically the Executive members responsible for our Corporates, Phil Bratton and Mandy Smith. To Transpower, AMP, The SIMPL Group, CGNZ and Cieffe, welcome aboard.

2003 Corporate Yacht Race



Despite not having a title sponsor for this critical fundraising event for the Sailing Academy the various changes made to the format ensured it remained a successful event for the Club. This was due to the support we received from event sub-sponsors, the numerous organisations that sponsored a boat on the day and the continued assistance of our boat owners and skippers/crews, some of whom this year took their guests out on the water despite the challenging conditions.

Academy Boat Sponsorship still available

There is still an opportunity to become a major sponsor of the Sailing Academy by taking up naming rights sponsorship to one of the training boats. In doing so,

you ensure this worthwhile club and community asset continues to provide its unique range of sail training opportunities. For more information, including the numerous benefits your organisation will enjoy, please contact either myself or Gerry at the Academy on 382 8152.

Wardroom upgrade

By the time you read this, the Wardroom upgrade, which includes a mini kitchen, should be well underway. There will no doubt be some minor inconvenience while this work is being completed but the result will be a facility that allows us to better address some of the perennial challenges of food service to the Wardroom. This difficult issue has been on the table (so to speak) for many years. Thanks largely to the efforts of Executive member Penny Kerr, we have been able to find a solution to moving the project forward. While we are not able to solve all difficulties associated with the Wardroom food service it will definitely be an invaluable asset during its first acid test at the LINE 7 Port Nicholson Regatta.



LINE 7 Port Nicholson Regatta

With this year's regatta now only a month away there is, as always, still plenty to do. Preparations are progressing well, with the Youth International Match Racing event

chief executive's report

mike boswell



being awarded an ISAF grading and several overseas teams expressing interest in competing. We have secured support from the City Council to help ensure the regatta is an "Absolutely Positively Wellington" event and we have already received our first paid entries from outside Wellington. The Corporate Race in early December provided us with an opportunity to trial some of the facility changes we will be making to accommodate the planned increased number of regatta competitors. With entries for the inaugural Round North Island Race already coming in things are looking good.

However, we still require help as literally dozens of volunteers are needed to put on a regatta of this size. If you are not planning on sailing but still want to be part of this event, please let us know by emailing events@rpnyc.org.nz or phoning the office as soon as possible. If you have a preference for what you might like to do just say so. If not, there are plenty of options for you choose from – an example of a role is finding someone to shoot video footage of the racing action to replay back at the Club daily.

The Youth Teams travelling to Wellington also need to be billeted for the duration of the regatta (if possible as teams of 3-4). If you can accommodate please contact Heather Verry on 479-3088, 0274-829-422 or email Heather at hverry@no.ccs.org.nz



Teleware Business House Race 2004

Enclosed with your magazine is an invitation to this year's Teleware Business House Race, scheduled for Friday 19th March. This is an ideal opportunity for organisations to get their staff or clients on the water for an afternoon before we lose daylight savings. The second of the Club's annual fundraising sailing events, the Teleware Business House Race traditionally attracts a range of companies keen to use the uniqueness of the event to entertain their guests. For more information email events@rpnyc.org.nz or phone the office.

Academy update



A very busy few weeks leading up to Christmas saw us on the water nearly every day with Corporate and school groups. Thanks to some available funding we were also able to offer a sailing experience to four 'at risk' youth groups – a rewarding experience for Instructors and an extraordinary experience for a lot of these kids. We hope, as funds allow, we can again offer these sessions to groups like the Salvation Army and Police Youth Aid section. The feedback from the kids was really quite amazing!



Our instructing team has grown by one with the addition of Iain Wilson, who recently arrived from the UK with wife Jo. Arriving in the midst of our busiest time of the year has resulted in a case of "baptism by fire" for Iain. Some of you may also recognise Iain from the Wardroom where he works as a casual bartender.

We once again ran a Safety and Sea Survival course. Following our philosophy of asking guests to join us for the presentation of some modules we had Rick Hart, who had completed the previous course before the Fiji race, talk to us about the loss of *Kahukura's* rudder. This, together with the various other outside guests, certainly added to another bunch of positive feedback forms from participants.

By the time this goes to print the dinghy programme at Worser Bay Boating Club will have had nearly 80 children complete the junior Optimist course over their holidays and several dozen adults trying their hand in Sunbursts. The 2004 Keelboat courses started in earnest on the 5th January with a week long block course. Several cruising course options were also squeezed in before the end of daylight saving and the start of our winter programme. Winter is when we see the return of Coastguard courses such as the popular Boatmaster, VHF and

Coastal Skipper with bookings for these already being received. Remember that you can book and pay online on the website www.rpnyc.org.nz.



A GAMING MACHINE CHARITABLE TRUST

Youth Scheme

It is the summer break for the Lion Foundation Youth Yachting Scheme and a much earned one at that! The end of 2003 saw a lot happening with the scheme and, as you all know, spring lived up to its windy reputation – and more! This meant plenty of time to make use of the gym memberships at the Freyberg Pool and Fitness Centre while watching white squalls blowing down the harbour. They're getting stronger!

This windy weather was not exactly helpful with the preparation for the two Grade 3 Match Racing regattas in Sydney (see Kim den Boon's regatta report). At least the squad has its heavy air gybes under control! As well as a team going to Oz we sent another team to represent RPNYC at the Royal New Zealand Yacht Squadron's Kawau Island Youth Week. Adam Emerali, Tom Henderson and Bex Dunn spent a week with ten other teams from around New Zealand sailing in a fleet of Elliott 6s. The three learnt a lot and had heaps of fun, from the sounds of things – ask Tom about the lightening if you see him!

After the summer break it is time to begin preparation for two more Grade 3 events; RPNYC's own inaugural International Youth Match Racing and the prestigious RNZYS Youth International. Our regatta is going to be held as part of the LINE 7 Port Nicholson Regatta and there is still a huge amount to be done to make it a success. We will need all the help and resources we can get so if you think you can help out in any way please get in touch. It's going to be a huge weekend!



The Wardroom Galley

Your Wardroom is undergoing a small alteration in the New Year.

A flurry of activity will eventually evolve into a new Wardroom kitchen. Three options were considered before the Executive made its choice, which was to relocate the cool room next to the paraplegic toilet, making space to fit the kitchen next to the bar. This option was considered the most flexible and efficient in terms of space and operations.

The Club has applied for a community grant to cover the cost of the work which is mostly appliances and services. The Executive considers the project long overdue and necessary to ensure food can be delivered safely and economically.

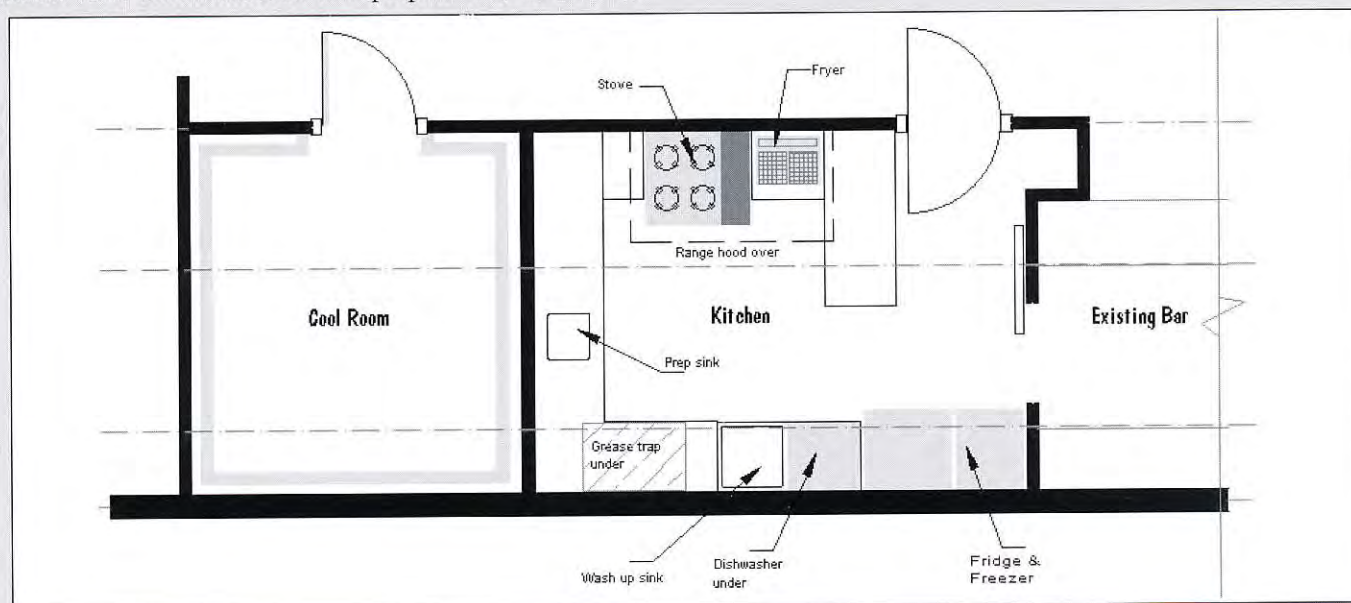
The aim is to be able to offer Clubmembers simple bar snacks with minimum fuss and preparation, so that we

can cope if an unexpected throng of hungry people appears but won't waste a lot of food if sailing is cancelled. Likely first additions to the menu will be fries and wedges.

The small kitchen will have a commercial oven, fryer and range hood, fridge and freezer, etc, along with everything the Health Dept requires, of course. We are recycling as much as possible and, due to the close proximity, the bar and kitchen will now share wash-up facilities.

Demolition started in January and the kitchen will be ready for a christening at the LINE 7 Regatta.

Thanks for your patience while the building work is being done



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Behind the Steam | Restaurant news

The Adventure continues...



By Martin Bosley

In my previous articles I have mentioned that we needed some repairs and maintenance done on *Beautiful South* before being able to take her for a sail. After waiting some months for Gordy to be available he was finally available to undertake the work.

I thought this merely involved repairing the backstay. Having received the account I now realise how silly I was being... we needed new Fiddle Block and Jam, Closed less stud turnbuckles, Sheaves, Closed Turnbuckle, Open Thimble and Swivel snap Shackle... Huh??? The account should come with a glossary. I have not endeavoured to find out what these things are. Actually, it's probably best I don't know, a little bit of knowledge being a dangerous thing and all that...

Anyway, *Beautiful South* was returned to her mooring and all that was needed before our first sail was to load the mainsail back on. After much discussion (again) with Mike Boswell, and Bruce from the Academy, I felt secure enough to attempt this on my own. Mike had suggested that instead of motoring off the mooring I should pull BS back to the marina dock. I mentioned that I had observed John Field perform this manoeuvre on Tortimony many times and that it looked fairly straight forward. This is where things began to go horribly wrong.

How does the expression go? If it's hard work then something is wrong? I had rowed out to BS, attached a rope to the bow mooring and another to the stern winch (after first tying it to one of the bollards on the marina, which was roughly 30 degrees and 20 metres away). So far so good. I should mention at this point that weather conditions were perfect, Bruce having said that they were never going to be better. Mike had also mentioned that the whole process should take no more than an hour so I was squeezing this in between the Lunch and Dinner services at the restaurant.

I threw off the bow mooring, sat in the cockpit and, nervously, cast off the stern mooring. I began hauling away on the stern line. It was hard. As I pulled the stern line with my left arm I could feel the bowline pulling my right arm from its socket. I started to swing wildly to port. I released the stern line and began to pull again on the bowline. It

was harder... AND I was going nowhere! I could now no longer pull in either direction. All I could do was to try and stop swinging from side to side.

Mike Boswell arrived on the marina and as he was only 10 feet away began to tell me what I should be doing. I felt like I was in the middle of a western movie tied to two sets of wild horses going in opposing directions. Politely I informed him that I was doing exactly that. The sweat was now pouring off me as I see-sawed between the bow and stern moorings, getting no closer to either, and certainly making no progress towards the marina. I began to get a really bad headache and the sweat running from my brow into my eyes had started to affect my vision. Or maybe that was the aneurism starting to form.

Like an apparition Mike arrived alongside. He'd been rowed out to me by a friendly yachty who had been observing all this and had already offered his help which I had proudly declined. It is probably best that I never know the nature of the conversation that was held nor the looks that were exchanged between Mike and the kindly yachty.

Mike climbed aboard barefoot but dapper in business shirt, tie and suit pants rolled up to mid-calf. It is probably just as well that Deb Boswell wasn't there to see this. Mike took over and tried to haul us to the marina before coolly, expertly and with what I am sure can only come from years of yachting experience deciding that something was wrong. Mike was, perhaps, sweating by now as well.

'We' were finally able to deduce that the connecting line between the bow and stern mooring lines had wrapped around the keel. This sounded bad to me and Mike didn't look too thrilled either. Mike eventually and skilfully got it unwrapped and increased the length of the connecting line. I then gently, calmly and with a minimum of exertion, pulled us to the marina.

Mike nimbly leapt out. I tied up and collapsed in a muscle-spasming mess. I looked at my watch. Three hours had passed! I no longer had the time to put up the mainsail. As the sun began to set I hauled myself back to the mooring, tied up and rowed back to the marina wondering how John Field makes it look so easy.

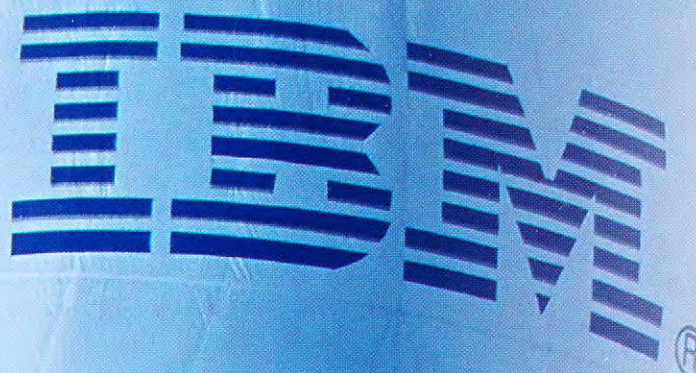
And I still have to put up the mainsail.

MARTIN BOSLEY'S YACHT CLUB RESTAURANT



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CIEFFE opened its New Zealand office in early 2000. CIEFFE (NZ) Limited was established as a regional development and assembly facility to provide and support cutting edge DVR technology in the Asia Pacific region. The key people in CIEFFE NZ happen to be passionate about yacht racing so the association with the RPNYC has existed for some time and is unlikely to be a surprise to many! When not racing on *Nedax Backchat*, Dennis Sajdl and Tony Phillips successfully combine an expert knowledge of IT and digital video recording technologies with a wealth of business experience in access control and traditional analogue CCTV.



FOOD

Summer Pudding

1 loaf day old white bread, thinly sliced

125 mls water

125 grams sugar

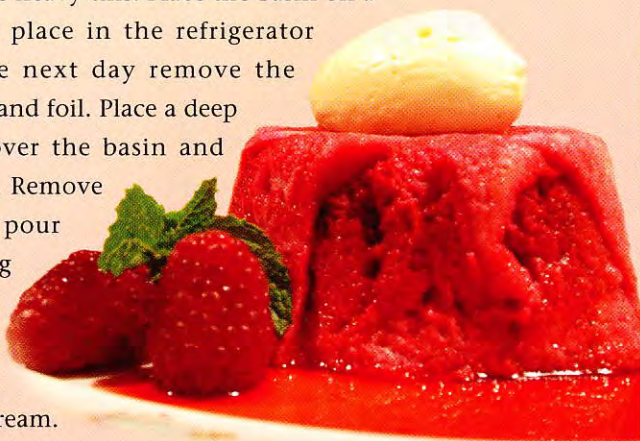
125 grams redcurrants

(avoid strawberries as they do not give up much juice)

125 grams loganberries or boysenberries or blackberries

375 grams raspberries

Trim the crusts from the bread and line a 1 litre pudding basin with the slices, leaving some for the lid. Simmer the water and sugar together and tip in all the fruit. Stir and return the fruit to the boil. As soon as this happens strain the fruit through a sieve over a bowl to reserve the juices, but don't press on the fruit. Allow the fruit to cool and spoon it onto the very top of the bread. Level the top and pour some of the cooking juices over the top. Place the remaining bread slices on top for a lid and cover the bowl with a doubled sheet of tin foil. Place a saucer that will sit inside the rim of the bowl on the top and weight the saucer down with some heavy tins. Place the basin on a sided tray and place in the refrigerator overnight. The next day remove the weights, saucer and foil. Place a deep serving bowl over the basin and invert the tray. Remove the basin and pour the remaining juices over the top of the pudding. Serve with whipped cream.



WINE

Savvies for Summer

By Helen Frith, Nobile Wine Group

The 2003 vintage sauvignon blancs are all out on the shelves, in the fridges and ready for purchase... delicious well-chilled and sipped while you're stretched out beside the pool or enjoying fresh New Zealand seafood. New Zealand is famous for its classic Marlborough Sauvignon Blancs. We make the best in the world.

Recently Wine Spectator Magazine, USA's wine mouthpiece, voted Nobile Icon Marlborough Sauvignon Blanc 2002 on their "2003 Top 100" selection. This was reviewed alongside more than 12,000 other international wines. This is what they had to say, "...best fruit from its top vineyard sites. This is quintessential Marlborough... with intense flavors and vibrant acidity".

The 2003 Icon Marlborough Sauvignon Blanc has already followed its pedigree. Cuisine Magazine voted it onto their "Top 10 NZ Sauvignon Blancs" – great value at around \$22.00

Raise your glass of savvy – cheers to the New Year!



BOOK

The New Zealand Mariner's Handbook

By Captain Tim Ridge

The NZ Mariner's Handbook is an overdue, down to earth, practical compendium of useful information for Kiwi boaties. Written by Capt Tim Ridge, of Auckland (well known publisher of Capt Teach Press books, Compass Adjuster and family yachting), it contains important nautical knowledge for amateur and professional boaties around New Zealand and the South Pacific.

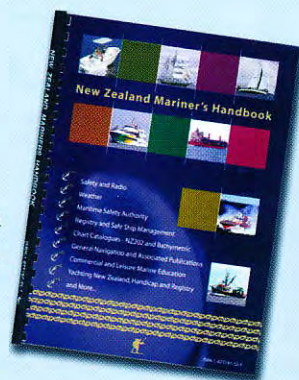
The Handbook covers a multitude of advice including safety at sea, radio use, NZ weather, MSA, boat and ship registry, chart catalogues, lists of navigational and general nautical publications, where to get maritime education (amateur and professional), Yachting New Zealand, yacht handicapping and much more.

The useful Don't Panic index on page two shows you how

to find important safety information quickly (including how to contact the Coastguard) and demonstrates the easy to follow style of the whole book. I found the Radio section particularly helpful with sections on RDF beacons, Maritime Radio coast stations, and individual port and harbour master communications.

I believe the weather section would be a great explanatory asset to new boaties as well as the Port to Port Coastal Distances Table and the forms for reporting Maritime Accidents.

All in all, at only \$29.95 this is a handy guide in an easy to read laminated spiral binding for boat and ship owners of all types.



TRAVEL

Sail Tahiti – where the water is warmer than the air!

There is a gentle trade wind blowing across the lagoon from the East. The sunlight pierces the crystal clear waters to the soft sand beneath. It's time to raise the mainsail and head off to a new paradise. A new island and a new Tahitian welcome...

DAY 1: Take a gentle sail in the immense lagoon shared by the sister islands of Raiatea and Tahaa. Enjoy the day anchored at an uninhabited motu, and relish your first tropical swim, snorkelling the myriad of colourful fish, and beachcombing.

Anchor overnight in beautiful Hameene Bay, spectacularly framed by high peaks and glossy palms then dinghy ashore to dine at the notorious 'Hibiscus Bar & Restaurant' and become absorbed in the diaries of hundreds of visiting yachtsmen. After a dinner of barbecued mahi mahi, dance with the locals in a friendly and vivacious sing-along.

DAY 2: Awaken to the cocks crowing announcing the arrival of a new day! You may choose an early ride in the back of the truck to the vanilla plantations or visit the black pearl farm and learn about pearl cultivation or cruise the lagoon to explore the many beautiful desert island motus in the north. Lunch ashore at idyllic Vahine Island, accessible only by boat, it affords stunning views of Bora Bora's peaks rising from the sea.

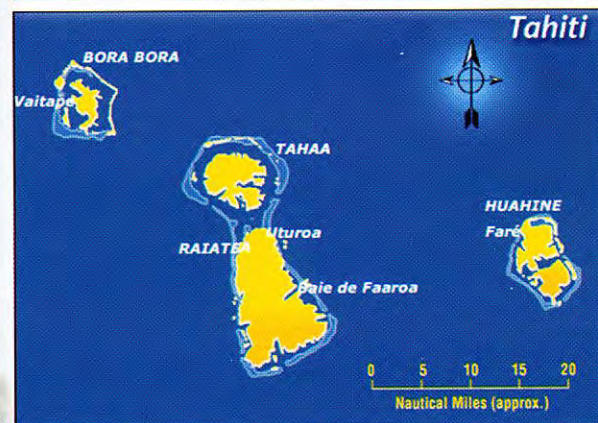
DAY 3: Slip your mooring for the downwind sail to Bora Bora... the fabled island where they make many movies. Making landfall is an occasion to remember as a large gentle indigo sea spills over the reef into a shallow green lagoon growing to darker shades of turquoise as it deepens beyond.

DAY 4: Anchor and enjoy lunch onboard as you admire yet another version of paradise. Later in the afternoon pick up a mooring in front of the Bora Bora Yacht Club and enjoy a sunset cocktail on the deck.

DAY 5: Indulge in a French breakfast of fresh coffee and croissants ashore then cruise to the 'Lagoonarium' and test your sense of adventure snorkelling with the turtles, rays and sharks. If you accept the challenge you'll talk about it for days!

DAY 6: Lose yourself in the blues, greens and turquoises of the lagoon, snorkelling amongst the myriad of colourful fish, swimming, beachcombing, diving, kayaking, windsurfing, then BBQ aboard under a tropical moonlight and a thousand stars. Relax... you may just choose to stay here forever!

DAY 7: Lost in paradise!...



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2003 Corporate Yacht Race



The Corporate Yacht Race just gets better and better.
Now if we could just get a good breeze...

By all accounts, changes made to this major fundraising event for the Sailing Academy proved to be very successful. The first difference was timing with the event being held on a Friday in early December. While it didn't result in improved wind conditions it did enable some boat sponsors to use the event as part of their end of year Christmas entertainment. The second difference was hosting the event at the Club with an extended deck, large marquee and expanded bar facilities, all of which worked well and ensured participants enjoyed themselves well into the night.



Conditions on the day proved a little too windy to hold the race however several boats still chose to head out for some wind and salt water in their crews' faces. Some of the boats, unaware of the race abandonment, actually completed the full course (no doubt in record time) before heading back to the Club for the official prize giving.

SAS NZ Ltd, sailing aboard *Esprit*, comfortably won the LINE 7 Best Dressed crew award with their appropriate camouflage kit, complete with face paint. Pat Millar, owner/skipper of *Tabasco*, received a special award. In spite of now being in his 80's he is still one of the first people to make his boat available for the Corporate Race each year. This year he not only took his guests out in what is one of the smallest boats in the fleet but sailed the complete course. Lincoln Mackay, a guest of boat sponsor Oracle on board *Not Guilty*, won the Orbit Corporate Travel spot prize of a trip for two to Australia (complete with airfares, taxes and accommodation). After a long-standing technical method of breaking ties in yachting was applied to the whole fleet, SolNet Solutions sailing on board *Eclectic* was drawn from the hat as the overall winner and received the 2003 Corporate Race Trophy.

For the record there were 31 boat sponsors, 35 boats and over 350 people involved in the day. Despite the race being abandoned due to Wellington's infamous wind you wouldn't of been alone in thinking it was a "great day". Next year maybe just a little less wind might assist in producing more accurate race results!



1 A jubilant SolNet Solutions team as overall winner.

2 SA NZ Ltd, winner of the LINE 7 Best Dressed award

3 Pat Millar, *Tabasco*, receives a special award from Vice Commodore Lesley Hamilton

4 Lincoln MacKay, winner of the Orbit Corporate Travel prize



Thank you to all the boat sponsors and boat owners.
Without you this event couldn't happen:

SPONSORING COMPANY	BOAT (SKIPPER)
Academy grads	Tortimony (John Field)
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BMC Software (New Zealand) Ltd	Flying Boat (Mike Calkoen) & Young Nicholson (Kim McMorran)
Brendan Foot Motors	Floating Free (Denis Foot)
CentrePort Wellington	Xanadu (Richard Martin)
Chapman Tripp	High Octane (Rupert Wilson)
Datacom Systems Ltd	Distraction (Belinda Greer) & Flying Fish (Ken Papps)
DTZ NZ Ltd	MRX 9002 (Arthur Stewart)
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Izard Weston	Blue Magic (Andrew Morrison)
Lease Plan	Kahukura II (Rik Hart)
Mainzeal	Port Nic (Academy instructor Gerry Booth)
NCR (NZ) Ltd	Pretty Boy Floyd (Ross Martin)
Oracle New Zealand	Not Guilty (Ross Barcham)
Orbit Corporate Travel	Montego Bay III (Bob McVeagh)
Planwell Technology	Nedax Backchat (Tony Phillips)
Prime Property Management Ltd	IBM (Academy instructor Iain Wilson)
RentWorks	Shalimar (Dennis O'Neil) & The Guarantee (Murray Bridge)
Reuters NZ	Tabasco (Pat Millar)
Run the Red Ltd	Gucci (Brent Dewhurst)
SAS Institute NZ Limited	Esprit (Phill Weeks)
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SolNet	Eclectic (Stewart Gebbie)
Synergy International Ltd	Resolve (Tapio Sorsa)
The Interisland Line	Resolution (Grant McLaren)
UBIX	Zana (Stewart Thwaites)
UDC Finance	Nomos (Terence Arnold)
Unisys NZ Ltd	Minika (Campbell Means) & Schizo (John Meade)
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Inset photo by Carlo Borlenghi / Rolex

Photo by Daniel Forster/Rolex

Rolex Sydney-Hobart Yacht Race

By Edmund Tam

The launch of Stewart Thwaites' new racing maxi *Zana* in October 2003 signalled a major milestone in the campaign for the 59th Sydney to Hobart race.

The new 98-foot yacht signalled a quantum step up not only in yacht size and crew numbers but also in terms of planning and preparation.

The preparation required to get the yacht ready for the start on Boxing Day was a monumental effort to say the least. Clearly a significant amount of time, effort, anguish, and investment was put into this project by a large number of people – regrettably, too many people to name in the space available. However special mention does need to go to Peter Sutton (Project Manager), Matt Stechmann (Boat Master),

Paul Hakes & team, and Bakewell-White Yacht Design who committed a large amount of their recent lives to the new yacht.

maximum size allowable for the race. The Maxi yachts - *Skandia* (Australia) and *Zana* (RPNYC Wellington) are both only three months old and were built specifically for the Sydney-Hobart, a race across the predominantly rough Bass Strait between the Australian mainland and the island of Tasmania.

While *Skandia* and *Zana* were two high-tech grand prix carbon fibre maxi yachts built to the IRC measurement rule there were some contrasting design theories. *Zana*, designed by Brett Bakewell-White, has a more conventional rig and a narrower and lighter hullshape than her Australian competitor. In contrast, the heavier and wider *Skandia* designed by Wild Thing Design group, had explored slightly more radical appendages with a canting keel that could mechanically swing to windward with to increase stability. *Skandia* also featured a somewhat unconventional rig with no running backstays and just two sets of swept-back spreaders that projected wider than the beam of the boat. Another notable difference was *Skandia's* winches which were all electrically driven removing the need for human 'grunt' to hoist and trim the sails allowing them to sail with fewer crew. Of the fleet of 56 starters in the



Photo by Carlo Borlenghi/Rolex

The Sydney-Hobart fleet was smaller than previous years with 56 entries but a large amount of media attention had been drawn by the entry of two 98-foot maxis – the

2003 Sydney to Hobart two yachts had the ability to 'cant' their keel to windward - the Swedish maxi *Nicorette* also adopted a canting keel arrangement.

The forecast meant there was little threat to the race record of one day 19 hours and 48 minutes set in 1999 by Danish Volvo 60 - *Nokia*.

Both yachts started conservatively in a south easterly of 12-14 knots. Both *Scandia* and ourselves chose to start under a twin head headsail / staysail configuration which produced plenty of power for the tight reach out of Sydney harbour. *Scandia* got away to a slightly better start just to leeward of *Zana* to lead by less than a boat length at the first rounding buoy before going on the wind at the Sydney Harbour entrance. *Skandia* led the fleet of local and international yachts out of Sydney Harbour reaching the first turning mark at the mouth of the harbour just over eight minutes after the 1pm start. The focus onboard *Zana* was to get away a clean, safe start. Apparent disaster almost occurred for *Skandia* not

long after the start when it narrowly missed a collision with a spectator boat that sailed across its bow just outside the harbour.

On *Zana* we were slightly under-

powered with a conservative headsail selection. This was made worse by having to sail slightly higher get a lane of clear air to windward of *Scandia*. The large spectator fleet also created a steep chop making it difficult to maintain target boat speeds and a number of helicopters were making their presence felt. Approaching sunset on the first night *Zana* passed *Scandia* following a headsail change earlier in the afternoon after being slightly under powered at the early stages of the race. The two yachts were powering south in seas of 2 metres and a 15 knots southeasterly. However the overall race lead was taken by the recently modified 66ft flyer, *Grundig*, as the 3 largest yachts - *Zana*, *Scandia* and *Nicorette* sailed further offshore seeking stronger winds and clearly trying to stay within striking distance of each other.

By morning, after numerous tacks, *Scandia* and *Zana* began to clear away from the fleet. *Scandia* had regained the lead after taking a position further inshore and to leeward of *Zana* during the night. The

latest forecast indicated that the race was going to be a long haul on the wind all the way to Hobart. This would make the race especially long and hard on the smaller boats in the fleet some of which were only 30 feet long.

It was expected that *Scandia* and *Zana*, followed by *Grundig* would lead the fleet into Bass Strait early in the afternoon of the second day with the race still wide open. The three boats were within three miles of each other approaching the southern end of the NSW coastline. We were sailing in a freshening 25 knot southerly and seas of 2.5 metres with the boat charging and occasionally launching violently off the back of some steep waves that were developing. Needless to say this was extremely loud inside the boat making any meaningful sleep very difficult.

Conditions in Bass Strait became increasingly bumpy and wet which made headsail changes difficult work. The relative performance of the 2 maxi yachts was still almost identical with only about 1.7 miles in it. As the race got colder and wetter it was apparent on *Zana* that there was increased "enthusiasm" from the standby grinders who were frequently offering to take over from those that were actively working!! The grinding positions proved to be drier and warmer than sitting on the rail!

The race had literally become a full on match race in the open ocean. It is clear this race was going to go all the way to the final passage up the Derwent River to the finish. On *Zana* we were pushing hard for speed trying to claw back the one-mile gap. Both 98-footers were sailing in a 20-25 knot SW breeze and large seas across Bass Strait bound for Tasmania.

The challenge for the Tattersall Cup for overall handicap honours had taken an international flavour in the form of 50 footer *Bounder'* chartered and skippered by Chris Little, Commodore of the Royal Ocean Racing



Photo by Carlo Borlenghi/Rolux



Photo by Frank Grundman

Club UK. In the IRC division the larger boats had turned the tables on the smaller boats with *Skandia* provisionally leading from *Zana* and *Grundig* in third.



Photo by Carlo Borlenghi/Rolux

On the afternoon of December 27th *Scandia* reported hitting an object and coming to a dead stop from a speed of 13 knots. They had suspected colliding with a sunfish and were

initially concerned about suffering damage... obviously the sunfish was equally concerned about suffering its own damage! These creatures grow up to four metres in length and have recorded weights of 1800kg.

Just after midnight Ludde Ingvall, skipper *Nicorette*, advised race control that they had retired from the race. She advised that supporting brackets on the canting keel had cracked, damaging the carbon fibre hull structure, and the prudent action was to retire.

Moving into third day of the race on our approach to Tasman Island (the southern most point of the race before turning inland to approach the Hobart finish line we had again reduced *Scandia's* lead in a tricky dying breeze. By early evening both yachts had hoisted their specialised light air 'code zero' gennakers which allowed the boats to sail close to the wind and achieve speeds well in excess of wind speed. *Skandia* had reported rounding Tasman Island at 11:43pm, *Zana* two minutes behind. Remarkably after 60 hours and 600 nautical miles virtually match racing since the start the difference was still less than two miles. We had the chance to hoist a gennaker for the first time in the race after rounding Tasman Island finally heading westward towards Hobart only marginally behind *Scandia*.

Skandia entered the Derwent River at 2.31am holding a lead of less than two miles but faced a slow beat to windward in a light fickle northerly breeze. *Scandia* successfully negotiated the fickle winds to protect their lead to the finish. The Australian maxi *Skandia* finally secured line honours by just 14 minutes after 627 nautical miles of virtual match racing in the Tasman Sea. *Skandia* finished at 4.14am with an elapsed time of 2 days 15 hours 14 minutes, an ecstatic Grant Wharington had finally achieved a line honours victory on his 16th attempt.

Zana, skippered by Stewart Thwaites, finished at 4.28am with an elapsed time of 2 days 15 hours 28 minutes. Despite the early morning finish a spectator fleet escorted *Skandia* and *Zana* up the Derwent River while several hundred cheered the yachts and their crews as they berthed at daybreak at historic Constitution Dock in Hobart.

This year's Rolex Sydney Hobart Yacht Race had become a nail biting fight to the finish, *Skandia* and *Zana* being inseparable since the start two days earlier. The two maxi yachts were never out of sight of each other the whole race and the boats were clearly very even in boat speed.

Finally, on behalf of the crew a very significant thank-you to Stewart Thwaites for the opportunity in a lifetime to be involved in this yacht and campaign!



RESULTS

Line Honours

1 st <i>Skandia</i>	Grant Wharington
2 nd <i>Zana</i>	Stewart Thwaites
3 rd <i>Grundig</i>	Sean Langman

Tattersall Cup - Overall Handicap IMS

1 st <i>First National</i>	Michael Spies & Peter Johnson
2 nd <i>Tilting at Windmills</i>	Thorry Gunnersen
3 rd <i>Nips-N-Tux</i>	Howard De Torres

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What's the wind going to do?

How would you like to know exactly what the wind is doing off Pt Jerningham, the airport or maybe the Brothers Islands and Cape Campbell? Even better, how would you like accurate hourly forecasts on wind strength and direction.

An exciting new service – www.wind.co.nz – has been set up to do just that. In conjunction with MetService and the Auckland Coast Guard, "Wind" constantly receives wind and other weather updates from 68 hi tech sensors located all round the country.

Wind chief executive, Vivian Morrese, says that the interest has been phenomenal. "Being an island, I guess that's not all that surprising. Wind has such a strong influence on our leisure activities," he says. "The wind can vary pretty radically over the space of a few kilometers. And a 5 knot difference can mean the difference between having a great time and disappointment."

Wind can take the "if only we had known" factor out of many activities. Sailors are obviously obsessed with wind, but there are many others who also take a pretty keen interest. Duckshooters, beachgoers, golfers, fishermen.... the list goes on.

There are two "right now" ways to access this information.

The best way is to check out the website – www.wind.co.nz and have a play – you can sign up for a FREE 7 day trial period and see for yourself just how valuable (and fascinating) this information is.

Or if you want to know what the wind is doing right now off Point Jerningham you can TXT the letters JER to "WIND" (9463). Almost immediately you will receive a message back with wind information for 7 hours. Right now (average wind speed, gust and direction); three hours prior (same details) and three hour's forecast (average wind speed and direction).

The service is only going to get better as it becomes more popular says Vivian. We plan to reward the interest by investing in more wind sensors. In fact the sensor at Jerningham has just been installed after discussion with RPNYC.

So take a look at what WIND has got to offer – you'll be blown away!

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Balls Deep

By Marty Harris

Down the mine we went, 25+ boat speed. From bow to cockpit we were completely under water... an absolute wall of water engulfed the crew! Unbelievable sailing! Unfortunately we had to reduce sail because of the potential we may damage something. As it turned out we had. We assessed the damage and agreed to carry on.

Reckless, in my opinion, is the best downhill boat in the country. No other boat can carry full main and big bag in such conditions (40knts).

What a thrill seeking ride it was, with the opposition nowhere to be seen. But then we had to nurse the boat. Our main concern was to figure out where the opposition was so we could try to cover them. This was difficult as our VHF was not working. Little known to us, we were still putting time on the opposition.

Nighttime was uneventful but we never stopped moving in the soft breeze. By early morning a south westerly filled in and built to around 25knts. We had this breeze all day. As we rounded the peninsula the wind started to die. Just in time for us, a northeast breeze came in. With some spectator craft following, *Reckless* crossed the finish line at 3.50pm. About one hour behind us was *Time To Burn*, then *Nedax* another hour back.

Reckless has not been sailing for two years until this race, not a bad way to come back.



Reckless racing south 1

Dave McKenzie, *Reckless*, receives line honours prize 2

Handicap winner Gucci with their booty (including TV!) 3



Successful Wellington bid to host Global Challenge

The announcement that Wellington had won the hosting rights to the next Global Challenge New Zealand stopover was fantastic news for the city.

Wellington faced strong challenges from both Auckland and Tauranga for the right to welcome the boats and their crews, so it was a tense time for a number of weeks while the various bids were considered by the Challenge organisers. A definite strength for Wellington was a small but effective bid team that included the key stakeholders necessary for hosting the event. This comprised representatives from Wellington City Council, Wellington Tourism, Wellington Waterfront and the Royal Port Nicholson Yacht Club.

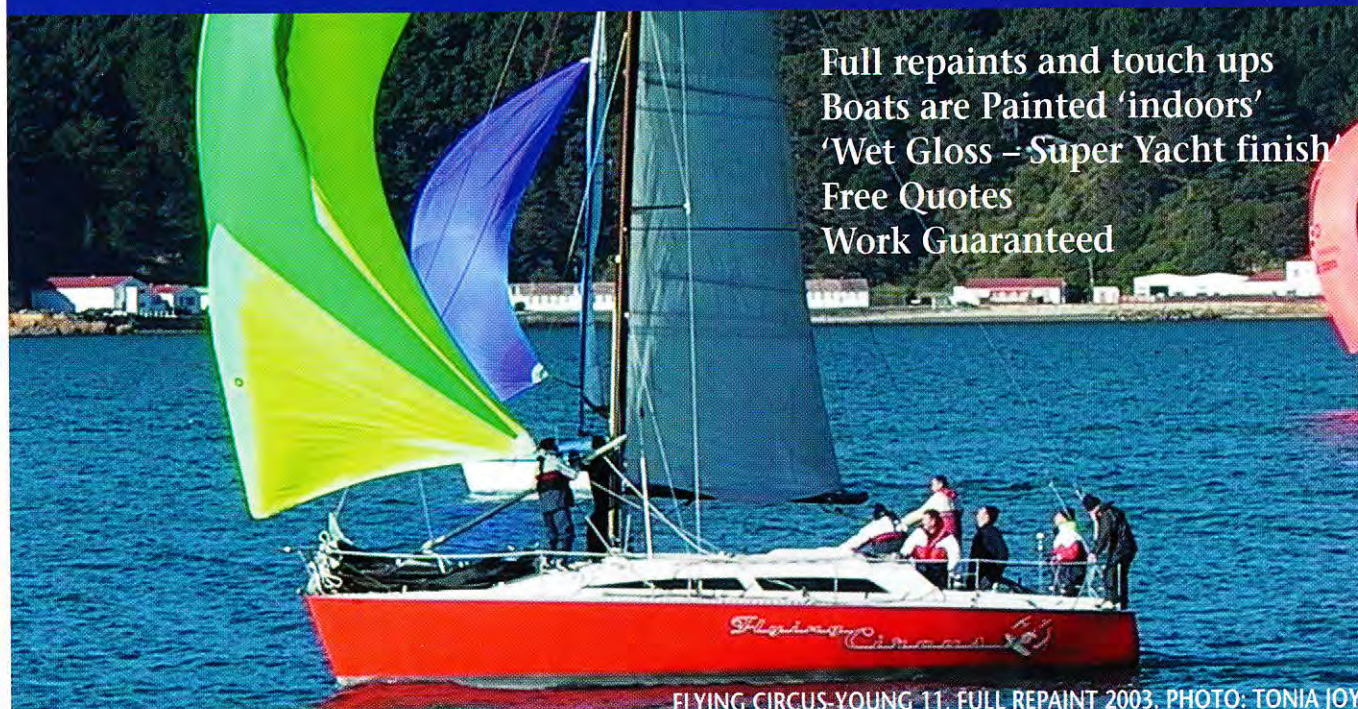
As with previous Challenges, Global Challenge 2004-2005 goes the 'wrong way' around the world - against the prevailing winds and currents. Crewed by people from all walks of life, the identical fleet ensures that only the seamanship, skill and determination of those taking part make the difference between winning and losing. Starting on Sunday 3 October 2004 from Gunwharf Quays in Portsmouth (UK), the race will cover 30,000 miles to Buenos Aires, Argentina; Wellington, New Zealand; Sydney,

Australia; Cape Town, South Africa; Boston, N.America, France and back to Portsmouth in July 2005. The boats will arrive in Wellington in early 2005 and remain here for a number of weeks while they complete their major maintenance work of the trip.



Left to right: John Karl (Positively Wellington Waterfront), Mike Boswell (RPNYC), Perry Walker (Positively Wellington Waterfront), John Dawson (Absolutely Positively Wellington), Tim Cossar (Positively Wellington Tourism), Tim Crooks (Absolutely Positively Wellington).

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Two Club Teams compete at the National Keelboat Championships

By Mike Calkoen

Two RPNYC teams took part in the National Keelboat Championships sailed in identical MRX yachts on the Waitemata from 6-9 November 2003.

The National Keelboat Championship has been running since 1981 (when it was called the Champion of Champions). This year the event was very well run by the Royal Akarana Yacht Club.

This Championship was the biggest for a number of years, with 21 teams and 126 competitors. The fleet generally finished within seconds of each other – starts and mark roundings were hotly contested. With three past champions and a very competitive field of talented sailors, there were no easy beats

out on the course. Previous winners have included Tom and Rick Dodson, Rod Davis, Grant Turnbull and Russell Coutts.

Both RPNYC teams missed the top 10 cut but very valuable lessons on starting and tactics were learnt.

In the end the regatta went down to the final race, with Cameron Appleton (Royal New Zealand Yacht Squadron) taking the National Keelboat Championships by one point over Simon Cooke (Kohimarama Yacht Club).

See Royal Akarana Yacht Club website racing page for more details: www.rayc.org.nz



The 2 RPNYC Teams were:

Mike Calkoen (skipper)

Chris Hargreaves
Mathew Hibbard
Hayden Swanson
Brendan Hogg
Elliot Cree

Andrew Walker (skipper)

Matt McDowell
Steve McDowell
Campbell Morris
Greg Wright
Darryl Wislang



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Felix, the fix-it man
working on our mast,
mid regatta.

Lion Foundation Youth Scheme Regattas

by Kim den Boon



Evidently for the sport of yachting,
wind is a necessary ingredient.

Unfortunately for us, during the time leading up to our trip to Sydney the wind god was especially generous, resulting in severely reduced time on the water. Instead we had team 'talks' and gym training sessions.

This year the Lion Foundation Youth Scheme sent one team to attend the two ISAF Grade 3 match racing regattas in Sydney – the Accord Logistics Youth International run by the CYCA, and the Harken Youth International by the RPYC in Pittwater. Ross Sutton accompanied the team of Theo McDonnell (helm), Adam Treweek (main) and Kim den Boon (bow).

The competition was tough with experienced sailors from Great Britain, Australia, Germany and New Zealand. Although it took some adjusting to sailing in winds far lighter than the typical Wellington breeze we learnt heaps and had a lot of fun on the way.

We put the CYCA Elliott 6's to the test pulling the car right off the traveller in our first tack during training. Later we had Felix, the CYCA maintenance man, climb the mast to assess damage to our jib halyard purchase.

We finished 9th in the CYCA regatta and 10th at the Harken where we sailed Elliott 5.9's. Theo and Adam were great to sail with and together I'm sure we have plenty to bring back to the rest of the scheme.

Thanks must go to the Yachting Trust, RPNYC and all involved in getting us there, including the rest of the Scheme members. Thanks also to coach Ross who, like us, enjoyed watching Andrew Phillips (from last year's scheme) and his Auckland crew sail impressively to second place at the Harken Cup.

We had an enjoyable trip and are currently enjoying a break. But the scheme will be back on the water (weather permitting) in January in preparation for our own Grade 3 regatta as part of the LINE 7 Port Nicholson Regatta and the Grade 3 event hosted by the RNZYS at the end of February. ⚓

The team in full action mode from left: Kim den Boon, Adam Treweek, and Theo McDonnell



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Christmas Cocktail Party

By Andrea Sharrock

◀ Didn't we scrub up well! What a splendid effort everyone made for the Christmas Cocktail Party in December. The evening was a great success, with over 150 Clubmembers getting together for an end-of-year festive bash.

The evening started well thanks to Ken's original Xmas cocktail recipe. To recreate the Club burgee Ken devised a cocktail using blue curacao, black sambuca, and strawberries soaked in vodka, layered with a cream and banana topping... was it just me or was one not really enough!

With a delightfully balmy night the deck was the place to be and the band, Royale, had to try doubly hard to get the reluctant first people onto the dance floor. Playing a mix of laid back blues and firm favourites from the 80s we were also entertained by Billy Aitken (*Brubeck*) who did an impromptu guest spot.

The food and ambience worked well so a big thank you must go to the House Committee for a great

evening. We hope you enjoyed it as much as we did and we look forward to organising many more enjoyable events for you in the New Year.



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others follow...

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Snapper Match Racing gains a world ranking

By Steve McDowell

Back In July last year Snapper Match Racing travelled to Europe for two and a half months to compete in seven match racing regattas. The team comprised Daryl Wislang, Matt McDowell, Andy Walker and Steve McDowell.

While we only raced in France, Germany and Finland, we managed to travel through eight different countries and clocked up 12,000 kilometres in our rental car!

The highlight of the trip would have to be winning a Grade Four ISAF event in Vassa, Finland, closely followed by a fourth placing in a Grade Three regatta in Germany. We also beat four different teams ranked inside the top 30 in the world in individual races.

Every event had different challenges but adapting to the different boats and the near drifting conditions was definitely hard... this is where our training in the MRX *Bexhill* as well as the Youth Scheme Elliott 6m yachts certainly helped.

At the end of our European regattas we have a world ranking of 130th and are also the 7th highest ranked New Zealand team. We gained a huge amount of knowledge from the trip especially about what it takes to beat some of the top match racing teams in the world. We would like to capitalise on this experience and have more trips planned.

We would like to thank our three major sponsors: Bexhill, Cieffe and the Eastern Suburbs Sports Trust, and everyone else who made the trip possible.



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Nomination for Stewart Thwaites to YNZ for Award of Merit 2002/2003

Stewart Thwaites burst onto the Wellington and New Zealand yachting scene with his purchase of the Davidson 55 *Starlight Express* in 1998 and has made a huge mark on yachting ever since.




He put together a team to sail *Starlight* and has campaigned extremely successfully in the Royal Port Nicholson racing calendar, winning the National keelboat championship in 2001 (*Starlight Express*) and 2002 (*Zana*). Stewart also had his sights offshore. He has campaigned in three Hamilton Island Big Boat Series, one Auckland to Noumea, two Auckland to Fiji races, including winning the President's Cup twice, and three Sydney Hobarts, where he won on IRC in 2002. This was a considerable achievement, in a boat that is getting on for almost 20 years, against competition that includes some of the best sailors in the world.

If this was the sum of Stewart's achievements it would be notable enough. But realising the need for more structured development of keelboat racing and match racing in Wellington, Stewart set up and underwrote the development of four Farr MRXs. The MRXs enable the Wellington yachting community to train and compete on equal terms with their counterparts in Auckland. In addition Stewart was the brains and momentum behind the establishment of the Port Nicholson Yachting Trust. Its first initiative was to acquire 4 Elliott 6s and a coach boat. Under the management of the Royal Port Nicholson Sailing Academy, the youth training scheme for 15 young sailors was established in 2002. This is an intensive year round program of sail training and competing at national and international youth regattas. It provides an extraordinary opportunity

for the youth of the lower North Island and South Island to learn and compete at the highest level.

Now that the future of Wellington yachting has been given a great boost, Stewart has turned his efforts to leveraging off the *Starlight Express* big boat campaigns. In typical fashion, he is doing it in style. He is now in the process of building a state of the art 30m super maxi, designed by Bakewell-White, with the aim of winning the 2003 Sydney Hobart and setting the new 24 hour monohull record. To do this Stewart has established a state of the art boat yard in Wellington.

The yard, used to build *Prada's* new bow, has a close association with Bakewell-White. It seemed obvious that the moulds and the first two boats of the new YNZ one design 40s should also be built here. The first of these Z39s is expected to be racing in the LINE 7 Port Nicholson Regatta in 2004.

Stewart Thwaites has made an outstanding contribution to yachting in Wellington and New Zealand. Competing at the highest level and tradition of NZ yachting he has also greatly contributed to the opportunities for keelboat sailing development both for current and future sail champions. He has given an enormous impetus to high tech boat building in Wellington and brought expertise, money, enthusiasm and organisation to the capital. I feel he is an extremely worthy candidate for the Yachting NZ Award of Merit. 

2003 Youth Week

By Ross Sutton

For the past 11 years the Sailing Academy has run a Youth Week in December. The week is aimed at youth sailors with a competitive sailing background who are interested in gaining some keeler experience along with an insight into different speed, tactic and strategy concepts.


In the past these weeks have been run on the Academy's two Muir 8.2s. However, since the Lion Foundation Youth Yachting Scheme began last year, there have been a few changes to the programme. The week is now used to give youth sailors from Wellington and neighbouring regions a glimpse of what the Lion Foundation Youth Scheme is about. The week is also now sailed in the Youth Scheme's fleet of Elliott 6s.

Youth Week 2003 saw nine youth sailors come together from



The Youth Week 2003 Team from left: Samantha Dench, David Booth, Ross Sutton, Jimmy Trist, Bex Dunn, Tom Taylor, Mark Hodren, Jarred Hook, Daniel Vining, David Wood, and Robbie Sixtus.

Wellington, Napier, Picton and Blenheim: the first two days were spent running boat handling drills to learn about the mechanics of sailing Elliott 6s; Wednesday started the racing series with 7 short course fleet races; Thursday was harbour racing; Friday was an introduction into match racing, which is the Lion Foundation Youth Yachting Scheme's main focus.

The Week was a great success with some of the sailors expressing interest in applying to be part of the 2004/2005 Youth Scheme. 

Sayonara Akaroa

By Marguerite Loth

The Wellington to Akaroa race started well for *High Octane*, but she never made it to the French township of Akaroa. With seven crew onboard she lost her mast well off the coast, somewhere between Cape Campbell and Kaikoura.

The race started at 9:00 am on Saturday 27 December 2003 with a 20 knot nor wester; perfect conditions for a competitive downwind sprint out of the harbour. As the boats entered Cook Strait, several round-ups and tearing spinnakers could be observed – one of which was *High Octane's* – while *Reckless'* masthead white kite disappeared quickly over the horizon. Having blown our first kite we decided to save the second for lighter conditions off the Kaikoura Coast.

Even with main and #3 *High Octane* was going well, surfing down the waves regularly in the 15-16 knot range. It was 12:30 pm, the breeze steady at around 30 knots, the waves 2 - 4 m high and everyone having a great time. Suddenly, out of the blue - crack!! The mast folded sideways like an empty beer can. The whole crew looked up as it gracefully fell on the port side, pinched about one metre above the boom. It took us several seconds to realise what was happening, then the adrenaline started pumping.

After ensuring no one was hurt all crew members reacted quickly. Kristin disappeared downstairs and lifted the life raft onto the deck, ready to go. She then tried to lodge a call on the VHF only to realise that, with the VHF aerial attached to the mast (underwater), we couldn't transmit or receive. So she called Wellington Maritime on the cellphone (before it died of sea spray over-exposure). She gave our call sign, position, nature of distress, crew numbers, reported no injuries; then said "...it's almost a pan pan call..."

Wellington Maritime: "We'd say it definitely **IS** a pan pan



The emergency VHF aerial puts a smile back on our faces: (from left to right), Stephen Mackey, Marguerite Loth, Kristin Percy, Mark Ansell, Craig Boddington and Rupert Wilson (holding the aerial)

call! We'll alert all shipping in the area. Please call in every half an hour and let us know how you're doing". Nothing quite like a friendly calm voice when the swells are crashing around you.

Meanwhile Craig and Mark found one of the spreaders beating against the side of the boat threatening to puncture the hull. The mast needed to be freed quickly. Axe, bolt cutters, hacksaw and long nose pliers were passed from down below, Craig's tone of voice leaving no uncertainty about the urgency of the operation. We soon realised that the main, torn in several places by the stanchions, would be going with the mast. The headsail was jammed onto the forestay and impossible to retrieve. With Julie holding the boom in place, Stephen and I worked to remove the pins to free the starboard side stays, trying to steady the pliers between the waves and to cut halyards and anything else holding the mast to the boat. When all was free the mast snapped completely. We watched sadly as it, along with the new main and #3 headsail, slowly disappeared down into the sea.

Craig, now the veteran of demasting, thankfully knew how to install the emergency VHF aerial. He removed the VHF from its mounting and wired it at the back. Useful thing to know...

Meanwhile Wellington Maritime Radio had let people know what was happening and we saw the friendly silhouette of the *Tasman Orient* standing to. By that stage we were under control, but they hung around for a while to make double sure. A big thank you to Wellington Maritime Radio, whose monitoring was a great support.





Something's definitely missing:
High Octane safe in Chaffers Marina.

holiday in the bay. As the weather cleared we put the gear out to dry in the sun before setting off back to Wellington. Back in Chaffers Marina, surrounded by the familiar boats, our *High Octane* looked most distressed. Really, there is nothing more absurd than a yacht without its mast.

The moral of the story? Well we have no idea why the mast went down and we are still wondering. Nevertheless the unexpected happens.

What did we do well? Nobody panicked. We all found something to do: the life raft was immediately readied on the deck; everybody was wearing life jackets and harnesses, which were most necessary to clear the deck given the sea conditions; we had the right tools and safety gear on board and some of us knew how to use them. And when it was wettest and coldest, even though we had all only recently met, we happily huddled together on the deck for warmth and comfort.

What could we have done better? Once we were under way towards shelter, forcing ourselves to talk and sing would have helped lift the mood.

And finally as one of the crew's partners found out, if you plan to meet a sailing boat at its destination, always book a fully refundable fare!



We opted to make way towards Port Underwood. After seven hours motoring (thank goodness for the extra diesel added at the last moment as a precaution) against tide and waves, wet, cold, seasick and thoroughly disheartened, we found a mooring for a night in the pouring rain.

The next day we thankfully accepted the offer of shower and coffee from one of Rupert's friends on

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The Annual Cook Strait Classic

Susi Lang

Captain Murray and her scratch crew Susi set off with the first of the Classic fleet and headed across the Strait in a foggy 20-30 knot wind, dodging huge tree stumps, ferries and other boats. It was a lovely sailing breeze for *Rhumblin* whose top speed is 7 knots.

We popped the bubbly cork as we crossed the finishline and ghosted along to Dieffenbach Point in the sunshine. We tried valiantly to "out-do" *Andiamo* with flags (failed) but definitely won on glamour! Nicki donned a frock of brown velvet with strategically placed safety pins Versace style... the Duchess had arrived!

After rafting up at Punga Cove the crews all went ashore for the prizegiving. Astonishingly *Rhumblin* won on handicap... hence more drinks and revelry into the night...

Sunday morning dawned – hangovers, rain, wind and a gale warning for Cook Strait... time to deliver *Rhumblin* to Waikawa marina for the start of her summer cruise to Fiordland.





The Dimock Cup and Dimock Trophy

By Bruce Askew and Bill Brambleby

Neville Dimock presented the Dimock Cup, to the RPNYC in 1968. It was to be raced for annually in an ocean race of approximately 100 miles; the first race was from Wellington to Kaikoura and back. In 1992-3 the cup was reallocated to the Mana-Chetwode-Ship Cove race under IMS.

The Dimock Trophy was originally presented to the Evans Bay Yacht and Motor Boat Club in 1969 to promote offshore racing but later passed to the RPNYC and was allocated to the Wellington - Nelson Race. The Nelson race was very appropriate, as Neville's father, Mr HI Dimock, was a well-known Nelsonian and Aurora Clubmember. He owned a number of boats that began with an outboard powered dinghy. Other craft he owned over the years were the 36ft launch *Kelvina*, the 38ft launch *Corona*, a 36ft Norwegian cutter *Typee* and the 40ft launch *Maristella*. In 1965 he purchased the motor sailer *Rongomau* from Roy Lidgard at Kawau Island and in April 1966 *Rongomau* was one of the official escort vessels appointed to keep watch over the yachts competing in the Auckland to Suva race.

Mr HI Dimock made many cruises in *Rongomau*, one of which was assisting the NZBC television crew to film the celebration of the bicentenary of Captain Cook's voyage around NZ. He was also host to our then Governor General Sir Bernard Fergusson and Lady Fergusson, who were invited to a long weekend cruising the Marlborough Sounds and who took turns on the helm of *Rongomau*. They enjoyed the fishing and the early morning bird song and a great time was had by all. Mr HI Dimock's business in Nelson included importing shop weighing scales, electronic cash registers and typewriters. The business expanded and was also based in Wellington. Neville and his brothers established the Wellington branch of HI Dimock Ltd in 1965 with the construction of a building of four floors on the corner of Able Smith

Street and Wigan St. This was done to assist the conversion of the office and shop machinery to decimal currency.

In 1960 Neville's brother Les Dimock purchased from Mr L Bouzaid in Auckland the 50ft yacht *Rainbow*, built in 1898 by well-known boatbuilder Mr Logan.



Les still owns the lovely yacht *Rainbow* and it is usually moored in the Waikawa marina. Neville decided to buy his brothers other yacht *Medina*, a 30ft Woolacot design. *Medina* was successfully raced by Neville, including winning a Cook Strait race.

In 1965 Neville purchased the Auckland yacht *Cotton Blossom* designed by Spackman and Stevens, the American firm that designed several of the early America's Cup contenders. *Cotton Blossom* was sailed to Wellington by Neville and his crew of Phil Hartley, J Forsdick, H Pope and J Mitchel. On arrival at Wellington Phil Hartley said "local yachts will have to go to beat this one" and he was right. *Cotton Blossom* went on to win many races under the name *Caprice*, as Neville had renamed the boat. *Caprice* competed in the 1966 Cook Strait race making fastest time of



5hrs 46 min, but failed to win on handicap. *Caprice* was entered in the Wellington Akaroa race and won by the narrowest of margins (2min 25s) after a tough 180 mile race. She was also entered in the Auckland Suva race on the 16th May 1966 and was third across the line and second in B Class. The yacht was a very consistent winner and in the course of all that Neville, like his father before, was also honoured with the Governor General Sir Bernard Fergusson accepting an invitation to sail in one of the Cook Strait races. In 1968 Neville entered the Wellington to Kaikoura race and, due to the light weather conditions, was the only yacht to finish. Ironically the race was for the Dimock Cup.

Neville eventually sold *Caprice* and later owned a large cruising ketch named *Jacaranda*, which was used mainly for cruising. *Jacaranda* was eventually sold and Neville became owner of his father's beloved motor sailer *Rongomau*.

Neville kept up his cruising activities and in 1982 undertook a trip to Fiordland with Syd and Marg Parker (whose only "crew" was their dog Monty) on their motor sailer *Crescent*. Neville's crew included Bruce Hicks, one of our past boatbuilders. Later in the voyage he was instrumental in repairing *Crescent's* rudder, which was damaged when she struck a submerged rock, luckily in the inner sounds. Together the boats explored Fiordland following Captain Cook's various anchorages and historic spots, using *Rongomau's* radar when navigation became a bit tricky. The charts they used then were very old, dated 1851, and were compiled by *HMS Acheron*. They continued the voyage right around the South Island and back to Wellington.

In later years *Rongomau* continued cruising around the North Island and more recently Nelson and our lovely Sounds. *Rongomau* is now moored in the Clyde Quay boat harbour near the breakwater.



To illustrate the yacht's mobility here is a recent photograph of *Caprice* (ex *Cotton Blossom*) still looking good, in an unnamed Northern European port.



Hal Sisk

Education

**Some tips on sailing downwind...
if in doubt sail faster!!!**

The downwind leg of a yacht race is where most opportunities tend to present themselves for overtaking so this is not the time to eat your lunch, (tempting though it might be)! Full concentration, teamwork and communication are required to take advantage of these opportunities.

The helm – sailing to weather the boat feels best with a little “weather helm”. Sailing on a run or reach with the rudder off centre creates drag which equals slow! Keeping the rudder centred the helm feels neutral meaning less drag.

Crew Weight – this depends a bit on boat type and wind conditions but generally in lighter conditions the crew weight should be forward to reduce the drag of the aft section of the boat in the water. Heavier airs require the crew weight “at the back of the bus” as this helps to keep the bow from digging into the waves and keeps the rudder in the water for better control. Heeling the boat to windward is always fast and in light airs move the crew to windward. Once again this will help to keep the helm neutral and have the added benefit of making the spinnaker hang out to weather, presenting more of the spinnaker to the wind, especially if you’re sailing dead downwind... which brings us to the next handy hint:

Don’t sail dead downwind – high is fast and low (dead downwind) is slow! Sailing low is always a temptation as you are heading more directly for the mark but your VMG (velocity made good) will be slower. As mentioned earlier – if in doubt, sail fast!!!



CLUB Profile – Arthur Stewart

By Simon Wickham

A familiar face around the Club, the former owner of the Farr 1020 *Charisma II* (winner of the inaugural and subsequent year’s LINE 7 ORC Nationals) now sails on one of the Club’s new MRXs and is occasionally seen offshore on *The Guarantee*.



Arthur is one of those wonderful people with a wealth of experience and knowledge but a humble demeanour which often hides their considerable racing experience and knowledge. His was gained whilst representing New Zealand over a number of years in events such as the One Ton Cup, Admiral’s Cup and other key regattas. Highlights were undoubtedly the success in the Southern Cross Cup 1983 (*Sundance*), Clipper Cup 1984 (*Sundance 2nd Team*) and Kenwood Cup 1986 (*Dollar Equity*).

However his passion for yachting runs much deeper than just on the water and he has volunteered his time to the sport in many roles. Arthur was Commodore of Lowry Bay Yacht Club from 1974–76 and Royal Port Nicholson Yacht Club from 1995–98. He is a current Director of the Seaview Marina.

Arthur’s experience on and off the water was recognised by New Zealand yacht clubs in his election to the Yachting New Zealand Board of Directors in 1999. He took over the Chairmanship in 2001. As Chairman of our national body he voluntarily leads a team of eight Directors from throughout New Zealand and works closely with the Executive team of Yachting New Zealand.

Aside from the Yachting New Zealand board table, Arthur’s directorship skills are utilised as Chairman of DTZ New Zealand Ltd following a role as Managing principal for DTZ Darrochs from 1998–2001.

Those that know him well are smart enough to know that if you want to tap into this man’s knowledge a glass of red is always a good start!



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