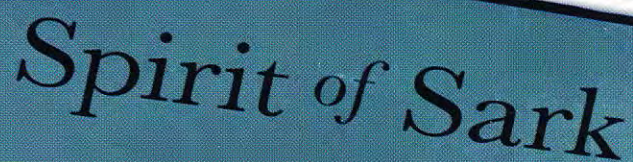


FEBRUARY 2005



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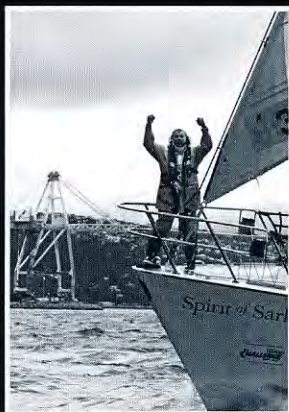
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Cover Photo :
Spirit of Sark crosses the Wellington
finish line to win the second leg of
Global Challenge 2004

ISSN 1171-1779

Vol. 23 – No. 1

February 2005

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

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Opinions Expressed

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

the Rip



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Friday 4.00pm – late

Saturday/Sunday [race days] 9.00am – late

Saturday/Sunday [non race days] 12.00pm – 7.30pm

Note : These hours may vary depending on patronage

RPNYC Sailing Academy Hours

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Martin Bosley's Yacht Club

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commodore's report



stephen moir



If you haven't been to the club recently, come down and see the newly refurbished wardroom and entrance.

2005, from a weather perspective, sure hasn't got off to a good start. When was the last time you had the fire going on Christmas day? And even before that we had to pull the pin on the Cook Strait classic.

As I write this I have followed the wet weather all round the country and have finally holed up in Hawke's Bay with the few warm days of the whole holidays. That said the Wellington – Napier race had great weather, clear skies and a full moon. Pity the wind wasn't more obliging – it stayed on the nose the whole way for a 40+ hour race. As ever, the Napier Yacht Club was extremely hospitable and we all had a great New Year's.

Speaking of not so good a start to the New Year, our commiserations to Stewart Thwaites and the crew on *Konica Minolta* for the heartbreak of pulling out of the Sydney-Hobart when in the lead. Yacht racing certainly stretches the character to breaking point. Thankfully all the crew was unharmed. I understand Stewart is already preparing for next year.

The Global Challenge boats duly arrived, with Cook Strait laying on the traditional worst weather of the journey. Why would you fear the mighty Cape Horn when you live in our neck of the woods? But the sailors are in town and already hard at work partying. The boat buddies are showing off Wellington, the club has hosted the crew party and the city is

focusing on yachties, that wonderful section of the community that makes the most of what the windy city can offer.

Talking of yachting there is the usual full calendar coming up. We have the Nelson race in January followed quickly by the start of the Global Challenge and then the LINE 7 regatta, plus all the usual harbour racing schedule.

If you haven't been to the club recently, come down and see the newly refurbished wardroom and entrance. The colour scheme and furnishings were chosen for us by one of our country members, Noela Austen-Smith, a 30 year interior design specialist. I think you'll all agree it is a fantastic improvement and we certainly appreciate the help.

Speaking of design, we have just ordered a new set of club ties. High quality pure silk, modern design and probably the best ties the club has ever had. At \$60 each these have to be the best clothing bargain in the city. I can guarantee you will be very happy to wear them on any occasion ... well, okay, maybe not on the rail.

My best wishes for 2005. I hope the weather starts to improve. Given so much of the summer has been missed, you owe it to yourself and family to make the most of what's left. I look forward to crossing tacks with most of you in the next few months.

Happy sailing.



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vice commodore's report

lesley hamilton



The opportunities are here; come and join the fleets.

With the festive season behind us, I hope Santa was generous and you were able to imbibe appropriately. Our season is already halfway through with some great and varied racing and challenging opportunities for members. The weather has been a mixed bag and it's been unfortunate that the Offshore series, especially the Cook Strait Classic, was hindered by the conditions. Here's hoping for next year!

The year started well with a small fleet enjoying close racing in the Wellington to Napier race (full moon and warm night conditions helped forget the wind, which wasn't exactly what we wanted!). We have also welcomed the Challenge boats again to our Wellington shores with many of our members helping to ensure they enjoy their stay.

By the time you read this we will have had the Nelson race and the start of the Summer Twilight series, plus a continuation of the Rum racing and Summer series that began in 2004. The opportunities are here; come and join the fleets.

Good sailing and see you on the water!



rear commodore's report

peter sandford



Welcome to 2005! We look forward to a good year, both on and off the water.

Regrettably the weather dealt us a poor hand for the Cook Strait Classic Raft Up. After considerable consultation on the morning of the race it was cancelled. The outlook was far from comfortable. We will add this social event to the calendar again this December.

I am grateful for the effort made by all involved. Particular thanks go to Paul Gubb who had prepared Sweet Georgia for the event.

The year ahead sees the Global Challenge yachts, crews and families here in Wellington. Together with the Line 7 regatta in February, the Yacht Club should be busy.

Please join us in the newly refurbished wardroom, it looks great. Bring your friends; just remember to sign in any guests.

Thank you to the house committee for their contribution to the club last year. We look forward to this year's social calendar which will include the Boat of the Year Champagne Breakfast and our Annual Ball in June. More on these later.

Good luck on the water. After racing we hope to see you in the wardroom. All the best for 2005.



we lead,

others follow...

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linton@sails@clear.net.nz

Rob and Edith celebrate on board the luxury motor ketch *Galerna*.



Photographer: Trish Pointon

cruising captain's report

rob cosgrave



Rob married another RPNYC member, Edith O'Regan, in early January on board *Galerna*.
Congratulations!



Membership Survey Results *By Rob Cosgrave*

Late last year we ran a survey of the membership to help us identify what we in the club do well and where we need to improve. While the response wasn't huge, thanks to those who took the time to participate.

In the main part of the questionnaire we asked members to rate different aspects of the club's activity, on a scale of one to five.

Encouragingly, our on the water activities were the best performers. Harbour racing and offshore racing were the big winners. Of our off the water activities, the club's communications (the RIP, eNews and so on) broke ranks with the rest, to score near the top of the list.

Some of our other off the water activities did not score as well. Some areas, such as wardroom food and ambience, are the focus of ongoing effort and we expect these will score better next year. Other areas, such as the slipway and crew

matching, will need some hard work in the year ahead to improve.

We also received a wide variety of specific comments and suggestions for improvements to the club, reflecting the enthusiasm of the club's core members. Almost a quarter of those who responded volunteered to help out at the club.

If anyone would like to know more about the survey and its findings, please contact me (rob@cosgrave.com). I will be happy to discuss the findings in more detail.

Finally, we promised a prize to a randomly drawn survey respondent. True to our word, the winner was Jim Gordon.



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

Richard Syers	SENIOR	Marcus Logan	SENIOR	Hewitt Carter	SENIOR
Chris Sturrock	SENIOR	Stephen Parker	SENIOR	Matthew Jones	JUNIOR
John Braithwaite	SENIOR	Andrew Jackson	SENIOR	Brian Pearce	COUNTRY
Baz Parker	SENIOR	Jason Lander	SENIOR	Patrick Cahill	COUNTRY
Marc Pulepule	SENIOR	Simon Bygate	SENIOR	Michael Gregg	COUNTRY
Franz Ombler	SENIOR	Sophie Dalziel	SENIOR	Geoff Ross	COUNTRY
Jason Lemmon	SENIOR	Chris Scott	SENIOR	Desmond Clark	COUNTRY
David Bradford	SENIOR	Jim Frost	SENIOR	Graham Street	ASSOCIATE
Christopher Sherwood	SENIOR	Greg Hopkinson	SENIOR		
Craig Taylor	SENIOR	Peter Gibbs	SENIOR		

... and new boats

BOAT NAME	SAIL #	TYPE	LOA	DESIGN	OWNER
Addiction	5520	keeler	9.2m	Farr	Graham & Sue Beard
Temps Parisiens		launch	13.25m	De Ruiter	Grant Middlemiss
Wai Aniwa	1280	keeler	12m	Carter	Chris Sturrock & MH Mitchell
Marquise	4343	keeler	10m	Lidgard	PC & AC Van Melle
Interceptor	7364	cat	8.5m	GBE	Stephen Aldersley & Malcolm Smith
Beaumaris	3948	keeler	8.5m	Davidson 28	Gavin Pascoe

As we consider all of the amazing options available to us in the year ahead, it seems appropriate to pause and remember those affected by the Asian tsunami.

For the Club, the year started with involvement in a rescue operation on a much smaller scale. This was the rescue of *Imagine it. Done.* crew member John Masters off the Chatham Islands.

Then the Global Challenge boats themselves arrived.

For those of you who took the opportunity to be at Queens Wharf to see the boats come in, or visited them once berthed, hopefully you enjoyed seeing this major international yachting event once again come to town.

Planning for the event started nearly two years ago when I, on behalf of the Club, joined representatives from Wellington's council, waterfront and tourism bodies to form the bid team. Firstly we had to win the right to host the event itself.

Race secured, the group turned into the project management team for staging the event. At that point the number of Club volunteers involved started to grow, eventually including dozens of people. Special thanks to Justine Maddock, a previous GC participant, Mandy Smith and Dale Adams for off the water, plus Ken Burt, Geoff Herd, Ross Telford and Godfrey Geismar for on the water. These teams became some of the key people involved in the Club's part in finishing the yachts. However, they were joined by numerous others, not least of which were the large team of boat buddies.

This local personal support, which club members provide, is a unique feature of the stop in Wellington. It is widely acknowledged as being hugely appreciated by the crews.



VOLVO OCEAN RACE

Before the Global Challenge fleet even arrived in Wellington, planning had started for the arrival, a year later, of the next Round the World race fleet to visit our city. The Volvo Ocean Race will stop in Wellington in February 2006.

Similar to the Global Challenge in that they're both racing around the world, these two events are vastly different. Both races are challenging and demanding, but each occurs for different reasons.

The Volvo will see the world's top professional ocean racing sailors compete in the latest high tech 70 foot thoroughbred yachts. They will sail around the world *with* the wind and current, which will no doubt see them reach frightening speeds as they charge through the Southern Ocean.

At potentially almost 20% faster than the previous 60 footers, in any moderate breeze these new designs will be travelling faster than most powerboats are capable of. But you don't need to be in the Southern Ocean with them as they surf down monster waves. That could occur here on our doorstep as they depart Wellington harbour.

We may not need to wait long to see one of these impressive yachts in action either. Club member Stu Bannatyne's *Telefonica* team looks set to replicate part of the race and, if so, will stop in Wellington late February or March 2005.

chief executive's report



mike boswell

LINE 7 PORT NICHOLSON REGATTA 2005

Just a couple of weeks after we farewell the Global Challenge fleet, we will welcome more overseas teams to Wellington. This time the event is the "CentrePort Wellington International Youth Match Racing Championships", which this year kicks off our major regatta of the year, the LINE 7.

Before the match racing finishes we should see the first of our next fleet of out of town boats arrive in Wellington, as part of the Round North Island Two Handed Race. This fleet will include club members Mark Gordon and Simon Wickham on *ZZ Top*. We certainly hope they encounter better weather than the fully crewed fleet did last year.

And then we'll be full-on into the regatta, with ORC, Open and, new this year, Model Boat categories competing. Look to the centre of the magazine for a full picture of the LINE 7.

I encourage as many of you as possible to get involved and enjoy a weekend of sailing and socialising. Together with the sponsors (especially LINE 7, Heineken, Wellington City Council, the Wellington Waterfront company and CentrePort Wellington), I would like to thank in advance the huge team of volunteers that will make it all happen.



continued >>>

SYDNEY HOBART DISAPPOINTMENT BUT ROLEX TROPHY SUCCESS

After such a strong showing in Sydney's Rolex series, hopes were high for a good result in the last race of the series, the famous Boxing Day race south.

During the series Stewart Thwaites' *Konica Minolta* (ex *Zana*) dominated line honours ahead of its arch Australian rival *Skandia* and was within one point of an equal winning performance on handicap.

I know many of you closely followed their attempt to win this major ocean race. You no doubt shared Stewart and the crews' disappointment at needing to retire, after working themselves into such a strong position.

The fact that less than half the starting fleet actually made it to Hobart reflects just how challenging this race is to compete in, let alone win.

It was a shame that, despite a record fleet for the 60th anniversary of the race, *Konica Minolta* was the sole entry from New Zealand. This is no doubt testament to the difficulties in simply making it to the start line. Hopefully next year Stewart will decide to return and be joined by some other New Zealand boats in an attempt to win this prestigious race.

Victory did occur in the teams event of the Rolex series. *Konica Minolta* partnered with now fellow club boat *Yendys*; owner Geoff Ross joined the club last year. With no

other New Zealand club entry, *Konica Minolta* and *Yendys*' original RPNYC entry was able to be made a National entry. So congratulations to Stewart and the team. It was clearly great news that their strong Sydney performance carried them through for overall honours despite the disappointment of the Hobart result.

REFURBISHED WARDROOM

For a number of years the Executive has wanted, when funds permitted, to undertake some much needed work to upgrade the Wardroom décor. The carpet alone was about 18 years old.

The majority of this work has now been completed, with a few final items to be undertaken over the next couple of months. The end result is a much improved clubrooms, which you will hopefully find the time to enjoy. Our thanks to Trust Charitable Foundation for its grant supporting this work, and to interior decorator and club member Noela Austen-Smith for her advice.

STAFF CHANGES

Kirsty Callaghan moves on, after almost six years at the Club. She will now pursue full time study for a radiology degree. In a small team such as ours, and with the knowledge Kirsty has built up, her loss will definitely leave a large hole.

Her role at the Club has changed over those six years, reflecting the increasing importance the Club places on events and communications, while still maintaining a level of

administrative support for the Sailing Committee.

For the short term, temporary staff will be used to get us through the busy start of the year. This will also enable the Executive to review the Club's direction and goals going forward before we appoint a replacement to a potentially redefined role.

WEEKLY "ENEWS"

Just a brief reminder that if you want to get the latest news from the Club all you need to do is email events@rpnyc.org.nz, or phone 9397030, and we'll include you in the distribution list for enews. If you don't have access to email but would still like to receive it, call us to arrange an alternative way for you to obtain it.



ACADEMY UPDATE

Back in March this year the Sailing Academy became a Supporting Member of Water Safety NZ, and in September attended its AGM.

We see this as a symbiotic relationship, as both organisations have similar goals in water safety education. Boating is obviously a large part of that.

The quality of our Introductory course (running for 11 years now), has recently been endorsed in a formal sense. Yachting New Zealand has adopted it as the National standard. In doing so, completion of the course provides our graduates with a National qualification.

On the Instructor side of things ... we have been really pleased to have Kim den Boon and Craig Ryburn working pretty much full time over the summer.

Kim has not only been instructing both keelboats and dinghys but is also actively sailing, and competing, in the Youth Scheme, as well as working behind the bar in the Wardroom!

Craig worked over the UK summer, instructing dinghys amongst other things. He too has been busy dividing



Refurbished wardroom

his time between the keelboats and dinghys, and working in the Academy office on the administration side.

Bruce Hills departs our shores early March – heading for the islands, balmy breezes & SUN! This will see a bit of a break in the delivery of some of the cruising courses until his return later in the year.

Course wise, the summer Worsley Bay dinghy courses have been extremely well subscribed. Junior Opti courses finish up around mid February, but the weekend Opti Squads will carry on, along with the Adult courses, through to the end of March.

Keelboats have been busy with schools and corporate sails (one booked by phone from Boston, USA!). There has been good demand for follow-on courses and there are lots of “grads” keen to get out there. So, skippers, if you are looking for crew, a contact details list can be picked up from the Sailing Academy noticeboard in the Wardroom.



A GAMING MACHINE CHARITABLE TRUST

LION FOUNDATION YOUTH YACHTING SCHEME

The scheme has been busy this season offering coaching support to over 30 youth sailors around the Wellington region. The programme has built on the successes of the last two seasons and has been expanded to include sailors in 420s, Lasers, P class and Starlings, as well as those involved in the Elliott 6 metre match racing programme.

It has developed a relationship with the New Zealand Academy of Sport – Central. This relationship has allowed us to provide Wellington Youth sailors with sport science input similar to that which is normally reserved for elite level athletes.

So far sailors have been assisted to plan for performance nutrition, have worked on the psychology of sailing and have begun focusing on the biomechanics of successful hiking techniques.



Enjoying the Intro Keelboat course



Adult Sunburst course – oops!



The last session – got it together!

The Elliott 6 match racing programme is well under way for the season. The two teams have been training hard in the build up to the CentrePort Wellington International Match Racing champs. One team competed in the Bavaria Yachts Match Racing Champs in Sydney in late November. They didn't bring home any silverware but certainly impressed the organisers and other teams with the improvements they had made in their sailing since last season.

Matt Stechman and Daryl Wislang have been providing valuable coaching support to the teams this season. Matt has left the scheme to join the ABN Amro Volvo Ocean Race team. Daryl will be joined by Simon Minoprio and Hayden Goodrick (world youth match champs 2002) later this month to run a clinic which will help kick off the training programme for the New Year.



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Culinary Thoughts @ the Beginning of a New Year

Well, I hope you all had an agreeable break, despite the weather of summer, again! Some of you must have got away on your boats, as the Clyde Quay marina was looking very empty indeed in early January! I suspect that Chaffers was looking equally bereft of boats. During the period that the restaurant was closed, I thought about the year ahead.

2005 will see a focus on personal well being (mainly because I turn 40!) and a use of non-genetically modified ingredients, with pollution awareness and sustainability being part of our philosophy.

We will consider these through our continued use of first grade proteins, harvested from pristine environments and from responsible farmers. We will continue our use of natural sugars, flavours and fragrances. Vegetables will be as close to 'dug on the day' as we can get, and we will continue our support of local artisan producers, in opposition to the globalisation of ingredients. Because it matters: eat what's in season, eat what's fresh, and eat what's best.

We will look at textures in our food: the slipperiness and silky texture of paua, alongside that of chicken, in our version of Shabu-Shabu, and the pleasant crunch of Nougatine on raw fish in our Trio of Tartars.

We will look at combinations of flavours, in our continued research into flavourings. Why does white chocolate and cauliflower work? Why not combine the savoury truffle with chocolate, and the reverse; chocolate as a savoury ingredient in our potato soup?

Tradition will continue to play a part in our cooking. I love looking at old recipes, and re-creating them;

reconstructing food, as opposed to the current trend of deconstructing food. These traditions were taught to us by our grandparents and parents. Not that my mothers' boiled cabbage will make an appearance (her corned beef might, though).

Inspiration will, of course, still come from our environment. I continue to draw ideas from the sights, tastes, smells and sounds of where we are, in this great city, on this harbour and in this country, as we create our universe.

A dash of lunacy, a pinch of liberty, and listening to the music of Stan Getz, Dave Brubeck and Ronnie Jordan are used to explore our visions!

At the end of the day, it comes back to witnessing our guests examine their plates, raising their eyes, smiling, salivating and then eating. We see our guests glimpse our world. Our ingredients, philosophies and techniques become a passport to a New World where creativity is celebrated.

On a brief note about sailing, did anyone else witness Mike Boswell say he would be part of my crew for the LINE 7? I am sure that Brendon Hogg did...

Happy sailing, and see you soon
Martin



"Because it matters :
eat what's in season,
eat what's fresh, and
eat what's best."

MARTIN BOSLEY'S YACHT CLUB RESTAURANT



Corfu & the Ionian Islands

Cruising a Coastline in Greece

The Ionian Islands, located on the western side of mainland Greece, comprise seven main islands lying alongside a coastline. Here lie a myriad of anchorages, quiet fishing villages and lively resorts all dotted among lush green islands.

They are distinguished from many of the drier Greek islands by their fertile green land blanketed with olive groves, fringed by clear blue waters, where some of the most beautiful beaches of the Mediterranean can be explored.

Altogether, shorter distances and more frequent anchorages make for relaxed cruising...

The Ionian Sea boasts predictable wind and ideal sailing conditions. From May to September the wind blows from north-west between 5 – 20 knots. Either side, in spring and autumn the wind is less strong and blows usually from south-west. An ideal starting point for your cruise is Corfu (Gouvia Marina), about 15 minutes from Corfu International Airport), or Lefkas Island.

New model 2004/5 boats are from about \$800- \$900 p/person for a week for six or eight people. Ask us for your personal quote.



2-WEEK SAMPLE ITINERARY

Saturday	Embark Marina Gouvia Corfu	
Sunday	Mourtos (north Epirus)	24 nm
Monday	Gaios (Paxos Island)	5 nm
Tuesday	Nidri (Lefkas Island)	43 nm
Wednesday	Fiskardo (Cephalonia Island)	19 nm
Thursday	Zakynthos Island	43 nm
Friday	Agia Efthimia (Cephalonia Island)	37 nm
Saturday	Vathi (Ithaki Island)	16 nm
Sunday	Porto Leone (Kalamos)	17 nm
Monday	Vathi (Meganisi Island)	11 nm
Tuesday	Lefkas Island	11 nm
Wednesday	Parga (Epirus)	30 nm
Thursday	Lakka (Paxos Island)	13 nm
Friday	Marina Gouvia Corfu	31 nm
Saturday	Disembark	

BOOK

Playing by the new rules

Despite the bad weather we are now in the beginning of the main racing season and, of course, the new 2005-2008 Rules are now in use. Two practical new guides will help both new and serious racers interpret the new and old rules. Both books are available from Capital Books, good booksellers and chandlers.

The Rules In Practice 2005-2008 by Bryan Willis. Publisher Fernhurst Price \$44.95

The Rules In Practice 2005-2008 is a practical International review of the rules by one of world yachting's most experienced jurists. Bryan has been on the ISAF Rules Committee for 20 years and chaired the Sydney Olympics and the last two America's Cup Race Rules Juries.

His simple colour diagrams easily explain what the new rules allow (or not!) in key situations from Start to Finish. The book includes a full set of the new international rules and appendices. It's ideal for quickly pointing out rule requirements in training or protest rooms!

Yachting New Zealand Racing Rules of Sailing and Safety Regulations 2005-2008 Publisher Yachting NZ Price \$29.95

Yachting New Zealand Rules of Sailing and Safety Regulations 2005-2008 is YNZ's review of the new international rules applied to New Zealand.

This pocket guide covers virtually every race situation for yachts, dinghies and windsurfers. It is probably an indispensable guide for any Kiwi boatie who races regularly. It seems to cover most things including fundamental safety rules, race conduct, protests, appeals, scoring, safety equipment and offshore requirements. It even covers rules for Radio Control model yacht racing.

Please note though that some rules which change regularly have now been transferred to Yachting NZ's website.

The guide also covers all the services and regulations of Yachting NZ.

2004 Corporate Yacht Race

Once again the Club hosted the Corporate Yacht Race, its biggest annual fundraising event benefiting the RPNYC Sailing Academy. And once again it was very successful.

Some companies saw it as an opportunity to take the afternoon off; others flew the company flag and entertained clients. Whatever their mission, they seemed to have a lot of fun.

Thanks to all the participants, the boat owners who made their boats available and the event sponsors, Nobilo, Stella Artois and Synergi Travel.

Congratulations to race winner i-solutions on *Cantilena* and the Synergi Travel spot prize winner, Lisa Payne, who won a trip to Fiji.



Some of the fleet on Wellington harbour.



Lisa Payne collects her Fiji trip spot prize from Synergi Travel's Guy Flynn.



Race winners – i-solutions and *Cantilena*.

A winner's perspective

By Jon Wallace

This is a story about optimised interactions.

i-solutions
optimising interactions

On the day that we absolutely had to finalise our Christmas function (to avoid being relegated to the Brooklyn Park bus shelter as the only available venue), the RPNYC Corporate Yacht Race flyer arrived in the mail. Edgy? Different! We're on!

Our client and staff numbers come together and we can field three teams – would this be enough? Further optimising occurs when one of our assigned skippers is Carol Love – we can put together an all women i-solutions crew. What an incentive for competition!

My team – shall we say 'Blokies team 1' – were fortunate enough to select the right boat – *Cantilena*, and co-opt the smartest ring-ins for the day – skipper Godfrey and crew Hewitt. If it hadn't been for the howling norwester as we prepared the boat we'd have been quite happy to leave the ring-ins out. But some of us were a little rusty in the sailing department. Rusty as in 'haven't quite got around to ever sailing before' rusty. Small thing, but we let them come along.

Just in time for our pre-start the gazillion knot north-westerly was replaced by a southerly squall and driving rain. Bad luck? No friggin' way. This was just the next part of the brilliant plan. Optimal weather conditions for small, heavy boats racing large and small light boats. The rain was so heavy visibility was rubbish. Godfrey nearly had us in the bar he wanted to get so close to confirm it was course 5.

Dispensing with all that cats-chasing-tails pre-start we've all come to expect from the America's Cup coverage, the optimal solution was straight time on distance. We led arch-rivals, the i-solutions women's team, across the line by ... well, seemed like ages.

The Race Officer observed that we were over-canvassed at the start – not realising this was just brilliant anticipation and the security of a heavy keel talking. Keep her cranked, Godfrey, or we could be beaten by a bunch of girls.

But the course is a drag race out and back to Somes and *Candu II* is small, light and fast. If she ever puts any real sail up she'll be through us like epsom salts. Our secret weapons were i-solutions crew Brendan, Barry and Chris, who were splendidly optimised to carry out the ballasting operations. Our windage reduction programme mandated that they 'do the ballast thing' below decks at all times, and so they did.

We wanted to avoid the ignominy of defeat by 'the girls' on *Candu II*, but what about everyone else? Not quite sure to be honest. 'Think they must have been sailing a different course as we never saw a lot of them. Maybe they all pulled over to get changed into something warmer at the start.

Now, Godfrey and Hewitt are quiet types. Optimised interactions between crew members meant there were no hysterics or histrionics on our boat. It was a well-oiled machine at all times. Sort of Antarctic quiet – which, come to think about it, suited the temperature...

And like quiet types the world over these two run deep. How deep?? Well, Nicholson's Trench comes to mind, the bottom of which is where I think they promised I'd end up if I let on anything about their very optimising interactions with Burty the handicapper. Well done lads, 'nuff said.

Anyway – it was almost a wasted effort guys as we also finished first (line honours in a staggered start?). No need for any TMOs here then. It was the honour/spot prize double, with Lisa Payne also from i-solutions winning the Synergi spot prize draw – a trip to Fiji.

The aftermatch BBQ buffet warmed us all up, and we had a great afternoon. Thanks to Kirsty Callaghan and the team who put the event together and coped with our ambiguous messages and sometimes fluid numbers.

Would we do it again? Well maybe if it was held in summer!

RESULTS

BOAT SPONSOR.....	BOAT NAME	RESULT
i-solutions.....	<i>Cantilena</i>	1
Chrome Toaster	<i>Resolve</i>	2
Westpac.....	<i>Andiamo</i>	3
RentWorks.....	<i>The Guarantee</i>	4
Mainzeal.....	<i>Flying Circus</i>	5
M-Co	<i>Flying Fish</i>	6
i-solutions.....	<i>Montego Bay III</i>	7
i-solutions.....	<i>Candu II</i>	8
SAS	<i>Esprit</i>	9
HSBC	<i>Nedax Backchat</i>	10
Animates	<i>Kahukura II</i>	11
Stagecoach.....	<i>Pretty Boy Floyd</i>	12
UDC Finance.....	<i>Not Guilty</i>	13
Datacom.....	<i>ZZ Top</i>	14

TeleWare Business House Yacht Race



If you missed the Corporate Yacht Race, or enjoyed it so much you'd like another opportunity to get onto the water, the TeleWare Business House Yacht Race will be held on Friday 18 March.

SPONSOR PROFILE



Intelligent Business – TeleWare

Sponsoring the TeleWare Business House Yacht Race means more to Mike Blanchard than providing a logo and a bit of cash – it's an opportunity to get out on the harbour and have some fun with other businesses.

Based in Wellington, Mike is Asia Pacific Manager for TeleWare. "Most of our work is done through distributors so we don't tend to focus on raising our own profile. However, the business house race provides us with a way to do that."

TeleWare is a group of companies set up to support the development and delivery of intelligent communication solutions, from design and development through systems integration to delivery of services.

The company's communications applications are designed to improve customer service, increase staff effectiveness and reduce costs.

TeleWare solutions remove geographic boundaries by providing access to the same set of services wherever there is a requirement – at the main office, at branch offices and for home-based staff. For mobile staff too, these services are accessible from a mobile phone or a PDA (Personal Digital Assistant) operating over a wireless network.

New Zealand clients include Auckland University of Technology, New Zealand Qualifications Authority and Auckland Regional Council.

"We've sponsored the Business House Race for the last two years. We've been very fortunate with the weather and had really good numbers of boats entered, especially last year.

I'm looking forward to the next race, in March."

The Business House Race focuses on the Wellington business community. But the company has also been a Business Club sponsor of the Global Challenge for the past six years, this time supporting the yacht *Pindar*.

Mike has been in training for the past year, getting fit and travelling to the United Kingdom to get to know *Pindar* and crew. He's due to crew on the next leg, from Wellington to Sydney.



RPNYC WOULD LIKE TO ACKNOWLEDGE ITS VALUED CORPORATE MEMBERS





Around the world to Wellington.

Wellington hosted the "round the world the wrong way" Global Challenge boats during their January stopover. Seemingly oblivious to the lack of summer days (they'd just sailed the Southern Ocean, so anywhere was going to see,



... Global Challenge 2004

(in warm), they keenly took to the city and the country for the longest stopover of the race.

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LINE 7

PORT NICHOLSON REGATTA 2005

CentrePort Wellington
International Youth
Match Racing
19 - 24 Feb



National ORC Club
Championship
25-27 Feb



Wellington Waterfront
Model Boat Champs
25-27 Feb



Open Keelboat
Division
26-27 Feb



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BIG TURNOUT EXPECTED FOR LINE 7 REGATTA

BY ROGER FOLEY

Wellington has rolled out the welcome carpet for what is expected to be the biggest LINE 7 Regatta yet.

Between 60 and 80 yachts are expected to participate in the regatta, which begins with CentrePort Wellington International Youth Match Racing series on February 19.

Royal Port Nicholson Yacht Club Chief Executive Mike Boswell says the Club is going all out to ensure this is the biggest and best regatta yet, both on and off the water.

Gavin Brady, who helmed ORC winner *Beau Geste* to an ORC win last year, said it was the best regatta in New Zealand!

The LINE 7 Regatta involves four major on-the-water events.

The first is the Youth Match Racing. A number of Australian clubs are looking to participate.

The teams will race in 6m Elliotts. More time has been allocated to the round robin series following disruption last year by a storm. No not a gale, a full fledged storm!

The Race Officer will be Ken Burt (Wellington) and Chief Umpire Shayne Borrell of Auckland.

The National ORC Club Championships is next. There will be nine races over the three days with laid windward/leeward courses and harbour courses.

Beau Geste with Gavin Brady at the helm and owner Karl Kwok on board, annihilated the field last year, including the Sydney/Hobart star performer *Starlight Express* and local top contender *Nedax Backchat*.

Several crews will also be racing MRXs in the ORC with Arthur Stewart, the current Yachting New Zealand chair

on board one. Stewart has already taken a blue ribbon at two previous regattas in his 1020 *Charisma*.

A high profile New Zealand yachtie, yet unnamed, is expected to helm another MRX.

Between 20 and 30 boats are expected to take part in the ORC series this February.

The Open Keelboat Division will run on February 26 and 27 and involve five races over mainly harbour courses. A time on distance handicap system will be used based on the one used at the Hamilton Island Race Week.

More than 20 boats competed last year, the first year the division was held.

CuttyHunk (which did very well in the three day January series at Akaroa) is expected to compete, along with the hugely experienced Pat Millar on *Tabasco* and Farr 44 *Kahukura 11*, owned by

Hutt City Council Chief Executive Rik Hart.

Top Port Nic handicap boat *Gucci*, owned by the gutsy Titahi Bay builder Brent Dewhurst, is expected to shine.

John Parish of Auckland, assisted by wife Linda, will be the Race Officer for both the ORC and the Open Keelboat Division. John is one of four senior international Race Officers in the country "so the standard of race management will be of the highest order," says Boswell.

A novel "first" this year will be the inclusion of the Wellington Waterfront Model Boat Wellington Championships.

These will run from February 25 to February 27 and involve AC15 and International 1 metre class yachts. A special finger will be installed in front of the Royal Port Nicholson Yacht Club rooms at Clyde Quay for what is expected to be some very intense competition.

REGATTA RAGE

Much more fun than road rage, the **Regatta Rage** will give everyone the chance to forget about the sailing for an evening and party, with live dance music. It's just one of the off-the-water opportunities organised for the regatta.

There will also be a daily Heineken Hour, following the racing, where the ever-popular "bucket" of beer will be on sale.

Spot prizes are another highlight, giving everyone a chance to walk away from the regatta with a prize.

SAILORS OF THE FUTURE

Returning this year with new sponsor RCentrePort Wellington, this division is where the potential future Courts, Dickson and Connors will come from.

This event is part of a now highly competitive circuit of under-20 regattas in Australasia with an ISAF grading of three. Skippers will gain points to go towards their world match racing rankings, just like their senior well known American counterparts.

DOOR OPEN IN ORC COMPETITION

This year's contest will be over a full three days, providing the potential for more races to occur and over a greater variety of courses.

The division will once again race for the honour of becoming National Champion at the end of the competition. No matter what the result, racing is sure to be competitive right through the fleet. Many crews are making this their major goal for the year.

Last year's class act of Karl Kwok's

1) New sheeting angle 14 - 7.5 degrees allows higher pointing without sacrificing loss of speed (better VMG).

2) New headsails from Doyle's (threadline full entry with very straight exit). All sheet on inside tracks

-New #1 0-12 kn true

-New #2 10-24 kn true

-New #3 22-30 kn true

3) Increased displacement

4) Lower crew numbers (seven instead of eight)





Kahukura II

COME ONE, COME ALL

events. The Wellington to Napier was a great start, as will be the Nelson race, as a shake down for the crew and boat.

In February we'll compete in the Line 7 Regatta. It's a favourite of ours – especially the Open Division where we have some challenges that we want to check out! Last year was great racing. This year we want to do even better and hone our skills.

At the end of the season we are off to Auckland to join the Fiji-Suva race for its 50th anniversary. This year we have some unfinished business to attend to.

And while we're so far offshore, why not go on and do the Hogs Breath week at Airlie Beach and then Hamilton Island race week as well.

As you can imagine, we need lots of crew to make it happen, so if you are interested in some part of it, please get in touch.

A really challenging campaign. Looking forward to it all.

Crew Kahukura II

OPEN DIVISION 26 – 27 FEBRUARY

You don't need an ORC certificate, you only race in the weekend over mainly harbour courses, your crew don't all need to be club members and you can change them each day if you want – how much easier could it be? Last year the twenty plus entries suffered from the racing being blown out on the Saturday.

This year we have booked glorious weather so there is no reason not to be part of the overall regatta and have two great days on the harbour.

Last year *Mah Jong* took the honours, followed by the Farr half tonner *Tins Canby*. However, this year *Kahukura II* is using the regatta as part of its extended racing programme, so you never know.

From Kahukura II:

"Somehow we came up with these great plans for 2005. On top of club racing and the Line 7 Regatta, we thought we'd do a couple of overseas ventures as well.

With such a lot to pack in we are already into planning and training for the

FIRST TO THE REGATTA

Supergroove was the first boat to enter the LINE 7 Port Nicholson Regatta, an event she has entered several times but without particularly noteworthy results in recent years.

The reputation gathering around the regatta, as being a heavy weather magnet, has resulted from weather that does not bring out the best in boats the likes of *Supergroove*. The odds must now favour pleasant light sailing breezes for 2005. At least that's the theory!

We'll have to wait for the Heineken Invitation Race to find out.

keel boat in events up to Cat 3 safety category, a trailer yacht or, with the recent addition of a retractable prod, a sportsboat.

In this manner the boat has entered most significant events country wide and has sailed out of a very wide variety of locations in both Islands.

During its time in Wellington, *Supergroove* has been crewed by the same crew of Graham Rowe, Stuart Park, Paul Roberts, Pedro Morgan, and Andy McCallum, with Colleen Slagter as a more recent member.

This season the major events in the boat's race campaign include the Napier New Year's Regatta, the Trailer Yacht Nationals in Wellington, the 100 mile Gulf Classic – this time as part of a five boat team from the Evans Bay Club – and the Line 7 Regatta, this time with a new handicap and renewed hope of improved weather.

Supergroove is one of just two Eagle 8's – its newer sistership *Springloaded* is in Auckland and a third, a Dibley 8000 called *Out of the Blue*, is based in Cairns, Australia.

of eight)
5) Trialled backstay (stabilises rig in offshore windy conditions)
6) More time spent on the water racing in 2004 translates to better boat handling
7) Concentration on starting and first beat strategy has paid dividends
8) Fitness of skipper (redistribution of weight from spare tyre to topsides) has allowed renewed focus.

ORC NATIONAL CHAMPIONSHIPS
25 – 27 FEB

Nedax Backchat



their world match racing rankings, just like their senior well known America's Cup counterparts.

Racing this year has been extended to ensure the full quota occurs in the three person Elliott 6 metre yachts that we are using courtesy of the Port Nicholson Yachting Trust.

The team from the Royal Perth Yacht Club is the Australian crew that has to travel the farthest. Team coach Jodi Earnshaw says "the team is really looking forward to getting down to Wellington, re-igniting some of the on the water rivalries and re-establishing some of the off the water friendships."

Meanwhile, the local all women crew of Amanda Hargreaves, Kim den Boon and Kate Anderson have worked hard on their combinations and strategies. They recently had input from 2002 World Youth March Racing champions Simon Minoprio and Hayden Goodrick on the tactics of staying in front of a match race.

All this training is sure to mean Wellingtonians will be treated to a great spectacle when the teams hit the Harbour in late February.

CENTREPORT
WELLINGTON
INTERNATIONAL
YOUTH MATCH RACING
CHAMPIONSHIPS
19- 24
FEBRUARY
CentrePort
Wellington



FEATURE – NEW DIVISION

Debuting this year, the AC 15 and International One Merre class fleets will include a range of competitors, some past and present top local dinghy and keelboat sailors.

The 2005 LINE 7 Port Nicholson Regatta includes, for the first time, classes for Radio Yachts. These remote control craft race to the same rules as keelboats, using the same tactics, with the added benefit that all the racing takes place within a 100 metre course. So spectators can observe all the action.

These yachts may be baby in comparison to their big sisters in the keelboat divisions but they are not slow. Racing is intense, with a string of races possible in a short space of time. Racing will happen in the Clyde Quay marina right in front of the club with some competitors entering both classes to double their chances of gaining the title of Wellington Champion.

Action is the operative word since there may be up to 15 races each day, allowing skippers to redeem themselves for any lapse in concentration. Just like the largest keelboats competing in this Regatta, the Radio Yacht helmsmen take the competition extremely seriously.

Of the two classes catered for in this Regatta, the International One Merre class is the most popular worldwide, with fleets sailing in every recognised yachting country. Simple rating rules, along with three one-design sail plans of varying sizes, make this class inexpensive yet open to experimentation in hull design. Being so popular also means that the competition is keen.

The World Championship for the IOM is to be held in September this year, in Australia, with a group of around fifteen keen to qualify for this four yearly event. The 1997 IOM World Championship was



Ian Hull-Brown will compete in both AC15 and International One Merre Classes.

held here in Wellington, at the Seaview Marina.

The second class entered is a little more exclusive. Called AC15, these are a one-design class designed by local sailor Alan Bryant. They are modelled on a one fifteenth scale replica of NZL 32, the America's Cup entry from 1990. Like the America's Cup, these craft race match rather than fleet races.

At 1.8 metres long, the AC15 is a serious piece of kit, with all the adjustments and tuning controls of a maxi racer.

A typical entrant for the radio yacht classes, Ian Hull-Brown spoke of the event: *Q: What special preparations will you be making for this regatta?*

A: No special preparations, apart from the normal day to day maintenance of our model yachts. The most important part of a radio yacht is the battery pack, which powers the radio receiver, the winch and rudder servo. If the battery doesn't work you are dead in the water.

Q: How many controls do you have over your yacht?

A: Each craft has a rudder control and a winch that controls both sails together.

Q: What do you pay to go radio yachting?

A: You can buy a good quality second hand One Merre from around \$800, up to

\$2,000 for a top quality boat. New boats range from \$2,000 - \$4,000 depending on how much you can do yourself. Just like full size, if you want a fully finished boat, switch it on and go, you have to pay for someone's time and expertise.

Q: And the AC15 Class?

A: They are a little different because they are a one design, built under strict control by a licenced builder. A new boat, ready to switch on and go, will cost around \$4,000-5,000 depending on the colour scheme and quality of radio control unit supplied.

Q: That's quite an investment.

A: Yes, I suppose so. But compared to what? I am told a new jib for a Young 88 would cost around \$3,000 and if you are serious about racing then you need a new jib every two years. With radio yachts there are very few ongoing costs. No haul out, no antifoul, no crew expenses, no mooring. All the fun and thrills of racing at a fraction of the cost. And we don't get wet.

Q: Are the radio yachts pleased to be part of the LINE 7 regatta?

A: Most definitely. Everyone is looking forward to a great two day event. Not only can we enjoy some fine racing, but we have the opportunity to show off our sport to the sailors and the public of Wellington. The Wellington Radio Yacht Club is most grateful to the Royal Port Nicholson Yacht Club and Line 7 for the time and effort taken to include radio yachts in this prestigious event.

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(25-27 FEBRUARY)**

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SPONSORSHIP STRONG

LINE 7 is primary sponsor of the Regatta for the sixth consecutive year. Other major sponsors include the Absolutely Positively Wellington, Positively Wellington Waterfront, CentrePort Wellington and Heineken.

CentrePort Wellington has increased its support from last year by sponsoring the International Youth Match Racing Championships. Both the Club and CentrePort are looking to build the event into a 'must do' on the Australasian youth match racing circuit.

Heineken has also increased its support, sponsoring the Invitation Race for both the ORC and Open Keelboat divisions. The Heineken Trophy will be up for grabs, along with a number of spot prizes. This one-off race should give an indication of the form of the entries racing over the following days.

Other supporting sponsors include Kingsgate Hotel, Chaffers Marina, Bluebridge Cook Strait Ferry, Barton Marine Ltd, New World Wellington City, Fishers Fine Arts and Boating New Zealand.

HARBOUR THROWS UP CHALLENGES

BY ROGER FOLEY

Wind will be a major factor in all races this year. Crews can expect anything from calm, glassy conditions, right through to gale force winds. Last year the wind ranged from 15 to 25 on the first day to 50 going 70 on the worst day.

In calm conditions – and Wellington does get these but they tend to be in winter – look to the aircraft for any hint of a wind shift from north to south. In some conditions, boats can experience a very light southerly at the south end of Evans Bay while calm or very light northerlies exist at the northern end.

In hard northerlies, watch the old hands. If they favour the western side of Evans Bay, follow suit. Sometimes it is hard to read the favoured side by just looking at conditions at surface level.

If it is blowing hard from the north-west, then watch out for the wind corridor that comes out of Ngauranga Gorge and streams across the harbour. It tends to lessen in intensity about half way across the harbour in a line between the south end of Somes Island and Halswell.

If you are beating towards a mark off Ngauranga or Korokoro, then this "corridor" of extra wind is worthwhile working up.

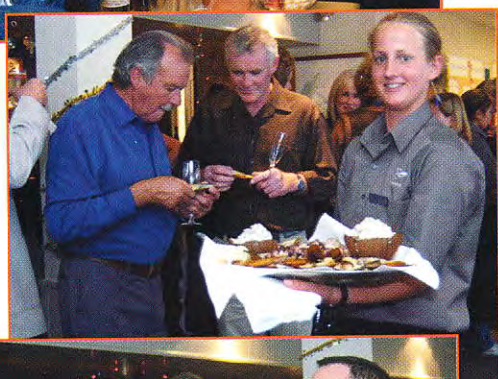
Some local boats work up along the container wharf towards Korokoro, but beware of being headed or flattened by bullets coming off the hills.

Tides are normally less of a problem, but if a course is set off Seatoun, then you will need to watch out for tide running in the main Wellington Harbour entrance channel. If the tide is coming in, then you will find a strong counter current working south between Cows Bay and the lighthouse just off Fort Dorset (in Seatoun). Either get in to or stay out of this counter current, depending on which way the course has been laid.

Tide in the main channel can run at up to 2 knots, providing either a reasonable set or throwing up a short sea if it's running against the wind.

Whatever happens, one thing is guaranteed – you and your crew had better be prepared for anything!

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VOLVO OCEAN RACE

2005 - 2006

WELLINGTON
FEBRUARY 2006

Volvo – racing through Wellington

In case you missed the news in 2004, the Volvo Ocean Race
(formerly the Whitbread) will pitstop in Wellington mid-February 2006.



The first of the boats is delivered in a freezing European winter

The Volvo fleet will race from Melbourne in the third leg of the Volvo Ocean Race, arriving in Wellington for between 24 and 48 hours. The fourth leg of the race, to Rio de Janeiro, will be a fleet restart on either February 18 or 19, depending on the time of arrival in Wellington.

The race will take eight months, cover 31,000 nautical miles of the globe's most treacherous seas over nine legs, visit 10 ports around the world and incorporate seven inshore races.

For the first time in the event's 30 year history, the race will begin from Galicia, Spain, in November 2005.

A new boat design has been introduced for the 2005-06 event. The Volvo Open 70 will be quicker and more dynamic than any boat previously sailed in the race.

Boat specifications:

Length overall:	21.5m	(70.5ft)
Beam:	4.7m – 5.7m	(15.4ft – 18.7ft)
Draft:	4.5m	(14.8ft)
Mainsail Area:	172m ²	(1883.7sq ft)
Headsail Area:	140m ²	(1506 sq ft)
Spinnaker Area:	500m ² (max)	(5382 sq ft max)
Mast Height:	31.5m above water	(103.3ft above water)
Weight:	12,500 kgs to 14,000kgs	(12.3 tons to 13.8 tons)
Keel Bulb:	4,500kg min	(4.4 tons min)



The new, open design race boat will have a canting keel, a choice of one or two centreboards, and a choice of one or two rudders.

In broad terms, the main influencing factors of the new boat specification rule are maximum overall length, a minimum and maximum beam, maximum draft, a displacement of between 12.5 and 14 tonnes and a minimum bulb weight of 4.5 tonnes.

At 21.5m the new boats will be 2m longer but as much as 1000kg lighter. The Volvo Open 70 will carry up to 60 percent more sail area downwind in the spinnaker alone. The mast will be 4m taller, the boom a metre longer and the mainsail 28 per cent bigger than on the 60s.

Expert predictions suggest the new boats would be 21 days quicker around the world than the Volvo 60s if they were to sail the same course – an improvement of 18 percent.

The current 24-hour record, set by *illbruck* in the last race, stands at 484 miles. Most of the Volvo Open 70 boats in the fleet should be able to beat this and achieve 500-mile days. To do this they will need to maintain an average speed of just under 21 knots, with peak boat speeds of around 35 knots.

For more information on the boats and the race, view www.volvooceanrace.com

Keen Kiwis

As has been the tradition in the past, a considerable number of New Zealanders are heavily involved in the race. Two of their updates follow:

Matt Stechman

RPNYC member and part of the ABN AMRO support crew

His story so far ...

- Left New Zealand on 10 December and travelled to Hall Spars and Rigging in the US to see the rig and get a head start on the rig programme
- Flew to Amsterdam and on to Lelystad in the Netherlands, where the boat was in the final stage of construction
- The boat left the yard on 28 Dec in minus seven degrees and snow
- It was barged down to Rotterdam where we loaded it on to a chartered ship for the trip to Portimao, Portugal
- We are now setting up our base for six months in Portimao
- The launch of the boat is set for 17 January. The champagne will be smashed by internet viewers hitting the enter button on their pc at a set time! (check out www.volvooceanrace.com or www.abnamro.com)

Stuart Bannatyne

RPNYC member and Watch Captain on *Telefonica Movistar*

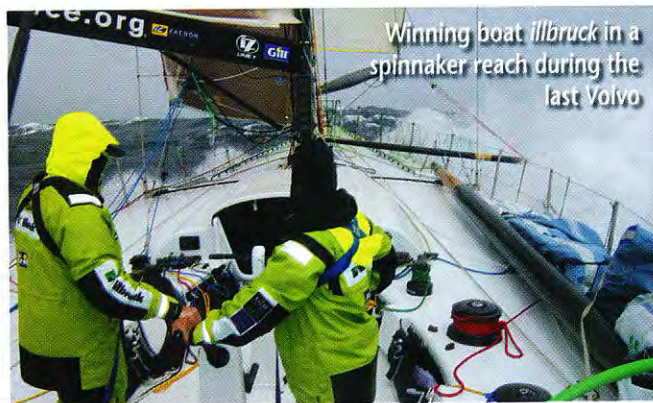
The 2005-06 Volvo Ocean Race will be a very different event to its predecessors. For starters the Volvo 60s, first conceived around 15 years ago, have been retired and the race boats will be Open 70s. The new yachts will be longer, lighter and vastly more powerful, thanks to the use of a canting keel and 50 percent more sail area than the previous 60 footers.

The first of these new yachts, from the *ABN AMRO* team, was due to hit the water in early January and our own new Volvo 70 is due to be sailing in mid February. Our *Telefonica* team is currently based in Gosford, just north of Sydney, where Boatspeed are doing a great job of completing our race yacht.

The build started about six months ago when final design drawings were delivered from Farr Yacht Design.

Our training programme will be intensive, with our first trip from Australia to Rio de Janeiro departing March 10. We plan to simulate the race proper by having a brief pitstop in Wellington before continuing through the Southern Ocean and around Cape Horn to Brazil. From there up to our training base in Spain will complete the first stage of our preparation.

A typical day in Gosford sees us in the gym by 7am most days of the week for some weight training interspersed with sessions on the bike or in the pool. Into the yard by 930 we are then making preparations for the Southern Ocean excursion, helping out with final fitting out and preparing ourselves for the Race start in November this year. Activities include sorting through and packing 60 days worth of food for the trip back to Spain, making sure we have spares and



supplies packed in containers for Brazil and working out how we are going to race these boats with only 10 crew! For me personally I have been working on deck layout, hardware requirements and interior systems for our race boat.

I have been involved with the *Telefonica* team for almost 12 months now and it is great to see the new boat finally taking shape after many meetings with designers and extensive planning. This will be my fourth race around the world and I am looking forward to racing the new Volvo 70s and confronting the unique challenges that these yachts will present, from shorthanded manoeuvres to dodging icebergs at speeds well into the 20s.

I think it is great that Wellington has been included in the Volvo Race and although only a short pitstop I'm sure that the local conditions will leave a memorable mark on all the sailors. It will certainly be a highlight for me sailing into my home port and I know for sure that Wellington will turn it on in more ways than one!



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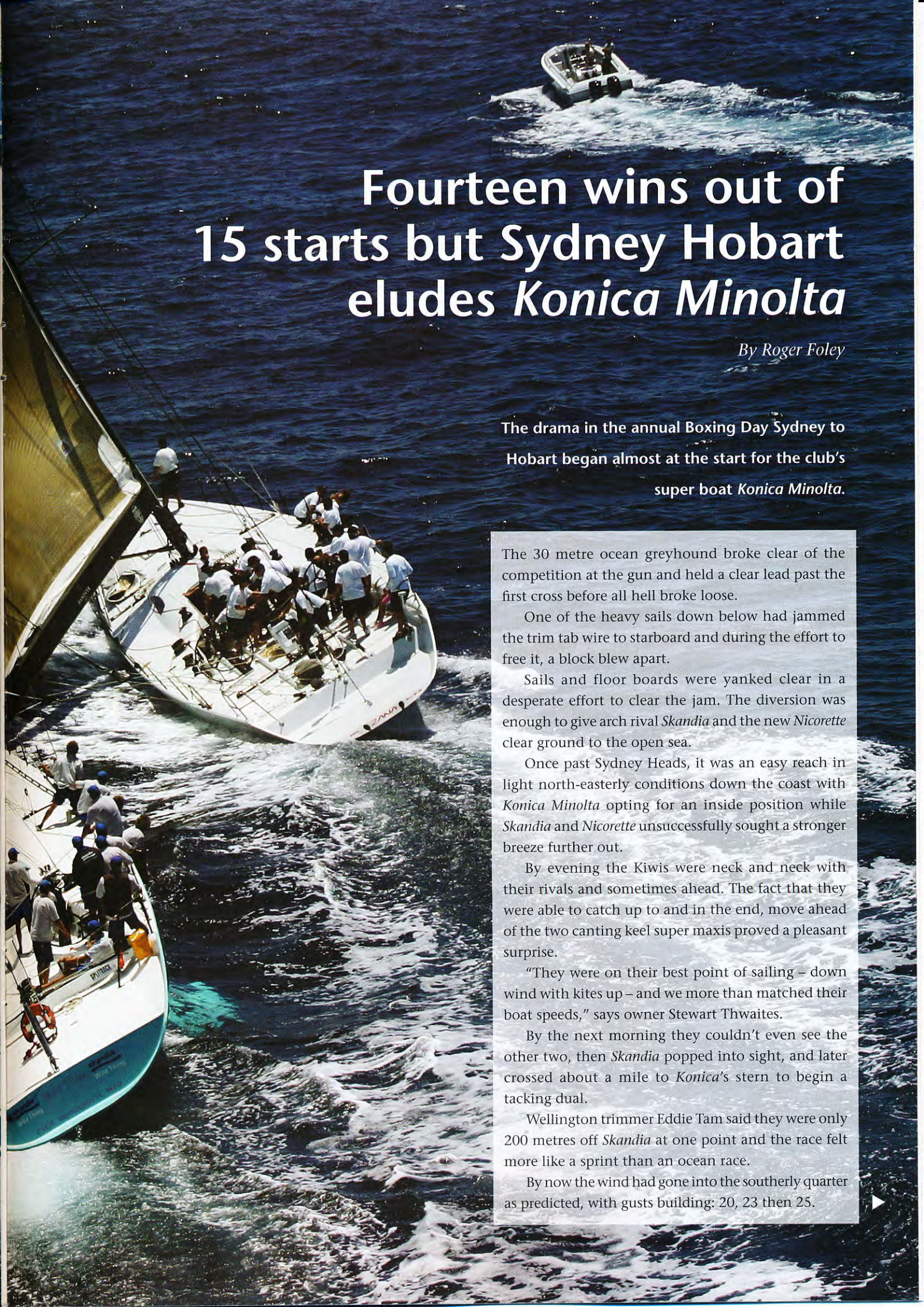
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Fourteen wins out of 15 starts but Sydney Hobart eludes *Konica Minolta*

By Roger Foley

The drama in the annual Boxing Day Sydney to Hobart began almost at the start for the club's super boat *Konica Minolta*.

The 30 metre ocean greyhound broke clear of the competition at the gun and held a clear lead past the first cross before all hell broke loose.

One of the heavy sails down below had jammed the trim tab wire to starboard and during the effort to free it, a block blew apart.

Sails and floor boards were yanked clear in a desperate effort to clear the jam. The diversion was enough to give arch rival *Skandia* and the new *Nicorette* clear ground to the open sea.

Once past Sydney Heads, it was an easy reach in light north-easterly conditions down the coast with *Konica Minolta* opting for an inside position while *Skandia* and *Nicorette* unsuccessfully sought a stronger breeze further out.

By evening the Kiwis were neck and neck with their rivals and sometimes ahead. The fact that they were able to catch up to and in the end, move ahead of the two canting keel super maxis proved a pleasant surprise.

"They were on their best point of sailing – down wind with kites up – and we more than matched their boat speeds," says owner Stewart Thwaites.

By the next morning they couldn't even see the other two, then *Skandia* popped into sight, and later crossed about a mile to *Konica*'s stern to begin a tacking dual.

Wellington trimmer Eddie Tam said they were only 200 metres off *Skandia* at one point and the race felt more like a sprint than an ocean race.

By now the wind had gone into the southerly quarter as predicted, with gusts building: 20, 23 then 25.

Konica Minolta – day one, Sydney to Hobart



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Konica Minolta hit a giant Sun Fish but there appeared to be no damage, then half an hour later, *Skandia* also struck a Sun Fish at speed and came to a halt. At the time they reported no damage, but in hindsight, the ramming may have contributed to what happened to *Skandia* further down the race track near Bass Strait.

As the wind built, the *Konica* team reefed and the boat appeared to take off. By late in the day *Skandia* was on the horizon, behind.

The *Konica* team had no time to relax, however. Three distinctive storm centres came through. The first brought 35 knots and rain, the second a lot of lightning and rain, and the third hail, up to two inches worth on the deck, "and this was summer," says Simon Meikle.

After each centre went through, the wind dropped out completely. Stewart's team worked their butts off to ensure they gained maximum advantage and the effort paid off as *Skandia* was nowhere to be seen by nightfall.

During that second night the seas began to build as they careered headlong into the teeth of the building southerly gale and the Depression over Bass Strait. By just after midnight on the third morning they were 50 miles off Tasmania and right in the thick of the blow.

The temperature was down to around four degrees and the deck crew was changing every 20 minutes to reduce the threat of hypothermia. Eddie, who was on his fifth Sydney Hobart, said it was the coldest yet.

The boat was awash as it leapt off the tops of the large Bass Strait rollers to crash headlong into the next or even those waves further beyond.

At around 6am and just after dawn, they threw in a tack when 5 to 6 miles off the Tasmanian coast, and headed back out to sea. The waves were building as they "bent" around the island ahead of the fierce southerly.

By now *Konica Minolta* was belting directly into the sea, doing 10 to 11 knots and going for it. "We had been heading for the doctor," says Simon, and pushing the boat to the limit.

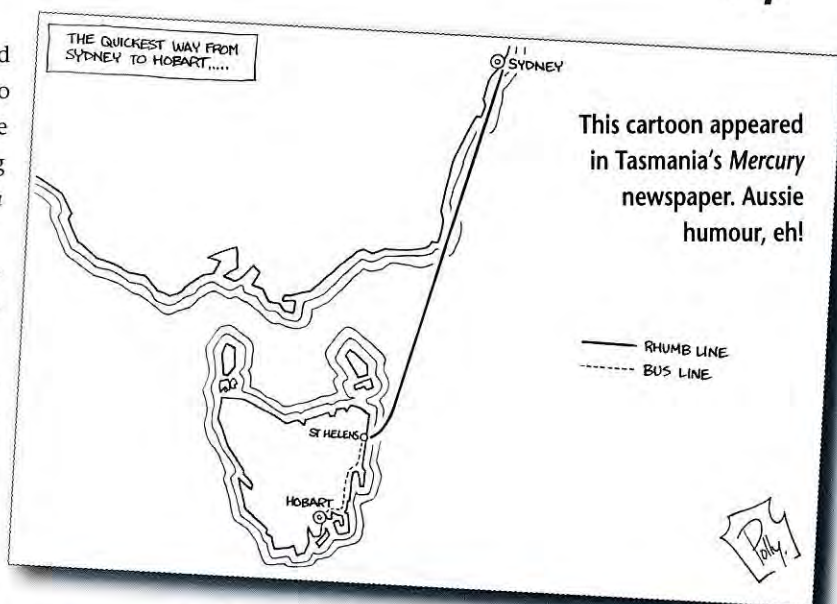
The decision was taken to back off a touch to more like eight knots with all the slamming off the large waves.

It was gusting 35 to 38, when they launched off a particularly high wave without a back to it, and landed badly. There was a heart rendering crunch as enormous water pressures pushed the nose of the boat up. The nomex core compressed in a metre long line between the port and starboard windows.

Crew remember hearing the gut wrenching crunch as fabric gave way to the forces of nature. It was all hands on deck to reduce sail and then inspect the damage.

They tried to brace the damaged area by using bolts and wash boards. That didn't work. They then tried to brace the keel tower against the mast, but that seemed inadequate for the prevailing conditions, so the decision was made to pull the plug and head for the protection of the nearest harbour, the fishing port of Binalong at the northern end of Tasmania.

They were at least four hours ahead of their nearest rival. It was a very bitter moment for all on board.



This cartoon appeared in Tasmania's *Mercury* newspaper. Aussie humour, eh!

"We had worked so hard... virtually the whole year had gone into preparation... we knew we had the boat and the edge on our competitors. It was shattering to end (the race) in such a way after doing so well," says Matt (Chop Chop) McDowell, echoing most of the others on board.

Stewart is philosophical. "We won 14 of the last 15 races. That's a pretty good effort in anybody's language, and we had proved that we were as fast or faster on all points of sail against our competition."

The only time *Skandia* matched *Konica's* speed was reaching and that was "only when we (inadvertently) had 4.5 tonnes of water ballast to leeward!"

Eddie said he would be keen to do another Sydney Hobart. He said it was really inspiring to sit behind somebody like Gavin Brady and watch him steer. "It is clear why those guys are the best in the world."

Chop Chop said it was the best Sydney Hobart he had done in one sense "knowing we could have won," and the worst in another "having to pull out so close to the end." At this point he is not so sure about doing another Sydney Hobart. "It's at the wrong time of year... and it's not a pleasant race."

Simon said he found the race "incredibly exciting" and he would do it again. "The race was there for us to take. Using water ballast (for the first time in this race), it (*Konica*) is a greyhound. We were running away from all the others (and) up for double honours (line and handicap)."

For the record, *Konica Minolta* won on line the Lindeman Island race, the FPD Savills Regatta and the Canon Big Boat Challenge, and won seven out of eight starts in the Rolex Trophy four-day series in the build-up to the 60th Sydney to Hobart.

It also picked up the prestigious Rolex Challenge when paired with the Australian yacht *Yendys*, with a total score of 953. The Rolex Challenge is the modern day version of the old hard fought for Southern Cross Cup.

The New South Wales team of *Targe* and *Brindabella* came second with the Australia team of *Ragamuffin* and *Ichi Ban* third, Victoria (*Dekadence* and *Skandia*) fourth, and Europe (*Aera* and *Vineta*) fifth.

Konica Minolta will return to Wellington once it is repaired in Hobart.



First Loaded Hog Cup a big hit *by Steve McDowell*

The Loaded Hog Cup is a new grade four match-racing regatta held over Labour weekend by Royal Port Nicholson Yacht Club. Eight teams are invited to compete in the event, which is sailed in Wellington's MRX fleet over three days.

2004 was the first year for the event and it received a lot of interest, with teams coming from as far as Auckland and Christchurch.

The eight teams were made up of four local teams representing RPNYC, three Auckland teams representing RNZYS, and one Christchurch team.

ENTRY LIST:

Auckland

- Laurie Jury (Kiwi Match) world ranking: 32
- Jessica Smythe world ranking: 413
- Sam Melville world ranking: 253

Wellington

- Elloit Cree world ranking: 332
- Daryl Wislang (Snapper Match Racing) world ranking: 165
- Matt Stechman world ranking: N/A
- Theo McDonnell world ranking: 376

Christchurch

- Milton Bloomfield world ranking: N/A

Saturday saw the start of racing in strong breeze and large shifts which made the racing very close and exciting. There was some amazing kite work as well as spectacular wipeouts as crews struggled to keep kites under control while luffing in over 20 knots.

The day ended when Elliot Cree from Wellington collided with Theo McDonnell from the local youth training program team. This happened when Cree on port tack was

trying to dip McDonnell. At the last moment Cree's boat rounded up into the back of McDonnell's, putting a hole straight through the bow of Cree's boat and through the side of McDonnell's.

After the first day's racing, Sam Melville's team was on the top of the table with three wins from three races. Kiwi Match and Snapper Match Racing were both on two wins from two races.

Other teams performing well were Jessica Symthe's all women team, who were at their first regatta together, (having only met two of her crew the day before), and Theo McDonnell's RPNYC youth training program crew. Both these teams had some very close races, Jessica winning all her starts and Theo McDonnell only just losing to Sam Melville's team in a luffing match on the finish line.

The boats were repaired overnight and racing started on time the next day. This time the wind was up to +22 knots and most of the races were sailed without spinnakers. Sam Melville came out on the top after defeating Kiwi Match when they entered the start line early during their match.

The final round robin results were:

Melville	6 wins 1 loss
Jury (Kiwi Match)	6 wins 1 loss
Wislang (Snapper Match Racing)	5 wins 2 losses
Bloomfield	4 wins 3 losses
McDonnell	3 wins 4 losses
Smythe	2 wins 5 losses
Cree	2 wins 5 losses
Stechman	0 wins 6 losses



After the round robin on Sunday, racing was postponed until Monday due to high wind.

On Monday the racing started in about 18-27 knots and once again was really close, with many lead changes and some tough aggressive pre-starts.

Melville chose to race Bloomfield in the semi-finals. He had two tough races where he lost both pre-starts, but worked hard to overtake Bloomfield up the beat and progress to the finals.

Kiwi Match also had two hard races with Daryl Wislang (Snapper Match Racing). In about 25 knots with no kites both teams fought hard. But Kiwi Match's experience showed in the tough conditions and they progressed through to the finals with a 2-0 score line

In the first race of the finals, Kiwi Match had an even start, with both boats starting on port, with Melville to leeward. After a small right hand shift Melville opened up enough room to tack on to starboard, Kiwi Match were able to dip Melville and take the right hand side of the course.

Up the beat both boats were engaged in a tacking duel. Melville had an advantage but couldn't cross Kiwi Match to get the favored right hand side, with Kiwi Match going on to win the race.

In the next race Kiwi Match had a better start and led off the line. With some hard covering they pushed Melville out to the starboard lay-line, maintaining a slim lead right to the finish.

The best of three final was won 2-0 by the Kiwi Match team, crowning them the inaugural Loaded Hog Cup champions of 2004.

The regatta was a huge success. Most teams expressed interest in returning next year. Thanks must go to The Loaded Hog for making the event possible and Ken Burt and all of the RPNYC support team who ran a world class regatta in some very trying conditions.



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Plenty of time to burn – Wellington to Napier

by Mike Claudatos, Time to Burn and RPNYC Country Member

Boxing Day we arrived in Wellington and all agreed, Wellington hasn't changed ... 25 to 30 knots of NNW. It brought back memories of last year's Wellington to Akaroa race.

On waking the next morning (race day) to a light ESE of 10kt we were hopeful.

The 9.00am briefing showed us who we would be racing against and it was good to see the fleet of *Andiamo*, *Nedax Backchat*, *ZZ Top*, *Kahukura II*, *Marangi* and ourselves, *Time to Burn*.

The midday gun had us at the right end of the start line and *Time to Burn* had its best start since we bought her 13 months ago. She relished the light airs on the nose all the way out the harbour entrance, with the big Davidson (*Andiamo*) pushing us all the way.

The ESE breeze at Baring Head gave us a concern that it may be a reach up the East Coast. Nels (our skipper) and I also believed that the breeze would follow us around Palliser point ... which it did.

Across Palliser Bay we were able to put some time on *Andiamo*. The rest of the fleet had stayed closer to the land which surprised us a little, and *Nedax*, *Kahukura II* and *ZZ Top* appeared to be stuck in lighter airs deep inside the bay.

Nels and I then agreed that maybe these guys very rarely turn left on exiting the harbour entrance ... so maybe we did have some experience over them in these waters.

Our first radio sched had us about a mile in front of *Andiamo* and about the same at the next sched, with *Nedax* up on a similar latitude, but way inside us rock hopping up the coast into the light NE. *Kahukura II* seemed to be on our rhumbline but way back and we almost needed another Eastward chart to plot *ZZ Top* and *Marangi*, they were that far out to sea.

Around 1am Nels went below for a kip and said he did not want to come up and see the 55ft Davidson ahead of us.

Looking for more breeze just south of Castlepoint we ventured inside ourselves ... but to our detriment. We seemed to have lost boat speed, so trimmed sails and gear but could not regain it. We also knew we had weed around the keel, as happened to us racing to Akaroa same time last year.

Nels was not a happy skipper when he rose from his bunk to see *Andiamo's* nav lights on our bow.

The NE built to 20kts at times the following day and we never lost sight of Tails (Andrew Taylor) as we endeavoured to regain lost ground. Late afternoon the breeze had lightened considerably and we ventured inside again, looking for more. Again to our detriment, early evening we got a floating line off a craypot around our keel, and watched *Andiamo* sail out east in light breeze

We were on our home 'territory' now. With *Andiamo* out to sea by a mile or so we figured we could get some time back by staying close to shore from Bare Island. It did pay off but not enough and she crossed our bow at Cape Kidnappers by about a mile. From there to the finish line it was a reach across Hawkes' Bay, which is our worst point of sail... especially against a 55ft Davidson.



Time to Burn and Andiamo, fighting it out.



Not everyone could make it to the prizegiving, but Tony Phillips joined the *Nedax* team in spirit – see laptop screen.

At around 5.00am, and after 41 hours of match racing over 200 miles, *Andiamo* crossed the finish about eight minutes in front of *Time to Burn*.

As laborious as the race may have been, we have never had such a spectacular sky as we finished, with an amazing sunrise to the east and a bright full moon to the west.

The aftermatch celebrations on the marina outside the Napier Sailing Club with both crews (and eight bottles of rum) are a fond memory of great camaraderie. As Andrew Taylor and I both agreed, it was a match of two halves and it's the second half that counts.

I would like to thank RPNYC and Steven Moir for organising this race and most of all the skippers and crews who made this race happen.

Andiamo and *Time to Burn* are now one each in line honours after last year's Wellington to Nelson race. I have been told by Sneaky Pete that they also are doing the Auckland to Suva race later this year. *Time to Burn* looks forward to a 1,200 mile 'match race'.

Kind wishes and good sailing to all for 2005.



Ship Cove Champagne Series Race

by Kate Robinson, Blue Magic

Three-thirty in the morning is never an easy time of day and one that I see way too often in my line of work. But Saturday 13 November was another matter.

It was clear for a start, wall-to-wall stars with a leisurely breeze in from the north/north-east, as forecast. The crew were surprisingly alert when we met at 0430, the boat rigged and ready. The evening before had seen the entrants in the Premier Series head off to tackle the long haul around Kapiti, but we in the Champagne Series preferred a quiet night at home.

Eleven boats gathered for the 0530 start, with no one in a hurry to get a recall. For a moment it looked like a shy kite might carry us out of the harbour but it wasn't to be, and the fleet took long tacks to Point Halswell before the lightening breeze stalled everyone. Kites started to appear like exotic flowers with the sun just clearing the hills behind Pencarrow. *Blue Magic* isn't built for light airs and we were soon left behind in the race to Barretts Reef, with *Ladymink* close enough for company.

By Sinclair Head the forecast northeasterly had settled into the north instead and we were soon close-hauled across the Strait. You could hardly call it beating. The conditions were so benign that even "the rip" seemed to have barely a ripple. The race was one of tactics here. The faster boats all made a dash across the Strait, trying to clear Cape Koamaru via the inside passage at the Brothers, before the tide turned at 1100. And some actually made it.

Blue Magic and *Ladymink*, realising they would never get there in time, took the outside course. Just before the Brothers a pair of Orcas came close enough to wish us well, but didn't stay long enough for a photo opportunity as they cruised on north. *Esprit* had discovered, almost too late, the strength of the ebbing tide and was tacking up the eastern side of the islands. Close in under Arapawa Island five yachts were now battling the unforgiving current as we sailed carefully to the north in a breeze threatening to die altogether. The amazing satins and ruffles of the current were entertaining to those who hadn't experienced them before, but we didn't want to get caught by them.

Flying Circus and *Flying Boat* had already cleared the headland and gone. *Resolve* and *Flying Fish* (not an entrant) slowly edged their way clear before enjoying a shy kite run to the finish, with *Andiamo* running downwind as lead boat in the Premier division.

We held out until we'd cleared White Rocks, enjoyed a fast kite reach to the finish off the southern tip of Motuara Island and had finished racing before 12.30 pm. *Esprit* took the shorter, more direct route inside the Rocks and gained considerably on us. *Ladymink* followed our lead around the outside. *Gucci*, *Eat My Shorts* and *Candu II* suffered the tide for two hours before deciding the party at Furneaux was a better bet. The GPS tracks, looking like a pre-schooler's first attempt at writing, said it all.

We bore away after the finish and continued with the kite to the entrance to Endeavour Inlet. It had been a magnificent day for sailing, with Hector's dolphins in Queen Charlotte Sound, the sun out, and just enough wind to keep us moving. It's a good

thing it isn't always like that – everyone would want to play.

The barbeque at Furneaux Lodge was well attended by nearly 100 people from 19 boats. Crew allegiances were broken as people took sides for volleyball and rugby while the low stayed put in the Tasman.

Sunday was an early start, again to catch the tide. We headed down to Tory Channel, catching up with *Ladymink* on the way. And like any true yachties a race was soon suggested. The forecast 20 knot NW rising to 30 later didn't happen – at least not while we were on our way home. We ran the gennaker for a couple of hours but in the end it became a race to see who would hold out longest before turning on the engine. Still, there are tougher ways to spend a Sunday than a gentle cruise across Cook Strait in calm, clear summery weather.

The front finally hauled itself over the hills at Wadestown just as we finished tidying the boat. Perfect timing, at least for us. The perfect end to a perfect weekend.



Dave Parsons and the crew of *Ladymink*.



Blue Magic heading out of the harbour.



Education *By Gerry Booth*

STRATEGY – your game plan for sailing around the course as quickly as possible.

TACTICS – the boat on boat moves you make to implement your game plan.

Decisions, decisions ... do we go right or left? Do we duck or tack? Do we tack now or wait two minutes? Gybe set or bear away?

One thing is for sure in this yacht racing game. You have to be good at making decisions, but with things constantly changing on the race track, it's sometimes hard.

Following your game plan as closely as possible should be the priority. Doing this will help the decision making process. To be able to follow your game plan requires good tactics. Good tactics is a lot about anticipation – anticipating the wind and the moves of the other boats on the race track.

Some basic strategies to keep in mind:

- Sail the longer tack (or gybe) to the mark first. If you are unsure of the breeze, the best strategy is get onto the longer tack first (this is where your bow is pointing closer to the mark). This will take you to the middle of the course. The shorter tack will take you to the layline. This way you keep your options open because you're able to take more advantage of wind shifts.
- Light air strategy – generally go for the better pressure.
- Heavy air strategy – generally play the shifts.
- If in doubt, stay right – for instance, sailing upwind you cross just in front of a bunch of port tack boats. Unless you are sure that the wind out to the left is hugely advantageous – go right!!! This will give you starboard tack advantage at the next meeting, which is especially important if you are close to the top mark.
- Sail in clear air – especially in light airs, as wind shadows tend

to extend further*. Keep looking ahead for clear air lanes. Have a plan for if a boat tacks on top of you. Either immediately tack away or maybe "foot off" (sail lower with sheets slightly eased for speed) for clear air.

* wind shadows extend in the direction of their apparent wind – the "windex" indicates apparent air.

- Reaffirm your plan – at the end of each leg do a quick run through of the plan for the next leg. Conditions may well have changed, requiring a modification of the game plan.

Some fundamental tactics:

- The whole crew needs to be involved and working as a team,
- someone calling the wind & waves
- someone calling other boats (if on port tack – someone looking out for starboard tack boats)
- anticipating other boats & thinking

ahead. For instance, your game plan is to go right up the first beat. Think ahead, "what if... we can't cross that boat on starboard"? Your tactical decision is to duck, so that you can keep going right and stick to your game plan. Make sure your crew knows so that they are prepared and thinking ahead. Don't leave it all to the last minute and suddenly find yourself tacking away from where you want to go!

- tactician and helm letting everyone else know what's happening.
- KEEP ANTICIPATING, "what if..."
- Have a contingency plan – it's hard to make a plan for every single scenario, but it is possible to anticipate a few scenarios that may occur in the near future and make a contingency plan for those. Make sure the contingencies will keep you close to following your game plan.





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Europa Cup

By Bruce Askew and Bill Brambleby



In our previous reviewing of the various trophies in the Club's care, (87 is the current count), it is interesting to note that the more prestigious ones were presented by early, well established families – Mills, Kirkcaldie, Turnbull, Harris, etc. The Europa Cup represents more recent interest and participation in yachting by a member of a notable business family.

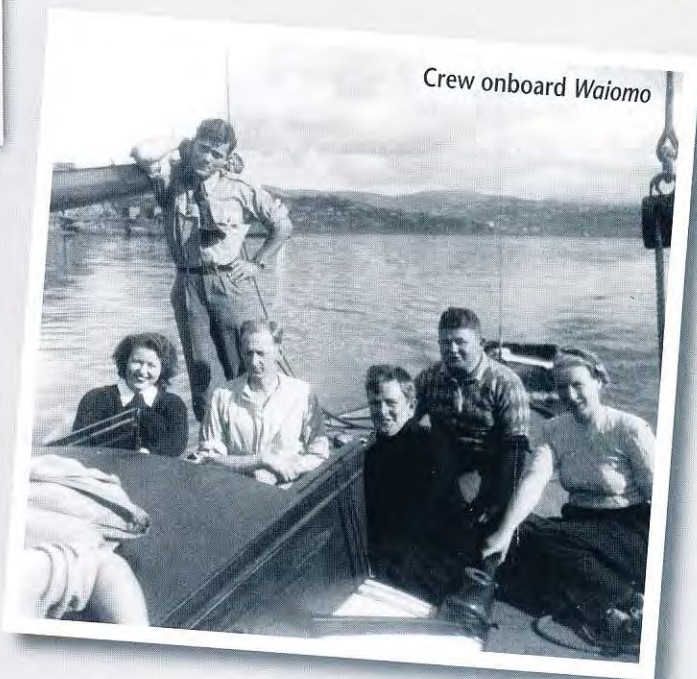
The Associated Motorists Petrol Co was established to give a degree of NZ owned reliability to New Zealand's fuel supplies. The company was conceived and managed largely by Bryan Todd and their products were marketed under the title of Europa. Bryan was also instrumental in forming Todd Motors in Courtenay Place and Petone.

RPNYC inherited the Europa Cup from the Wellington Citizens' Anniversary Regatta Committee via the WYA. No conditions appear to have come with the cup but considering Bryan's interest, (later Sir Bryan), in yachting it is presumed that it was for keelboat racing on Anniversary Day. This regatta is arguably the oldest established yachting event in NZ, being established in the 1840's.

Sir Bryan Todd owned and raced notable yachts in Wellington. In the seasons 1944-48 he sailed the Arch Logan designed *Waiomo*. She was a handsome 40 ft Bermudian rigged cutter and was clearly the harbour champion in her Wellington sojourn. The photo taken onboard the *Waiomo* shows Bryan Todd third from the left and Lionel Moore at the rear. Lionel was Bryan's regular crewman and looked after the *Waiomo* and *Viking*. The Europa Cup probably appeared in this period. After *Waiomo* Sir Bryan acquired the Chas Bailey Jun's 20m *Viking*, which was probably the last NZ vessel to carry a figurehead (see picture). *Viking* was not raced on the harbour often but was a keen competitor in the annual Cook Strait Race, on one occasion sailing right to Picton in approximately 6hrs.

Bill Brambleby writes that about 1958 he, Roydon Thomas and Tony Shearman crewed *Viking* for the Cook Strait Race and a short cruise. Even our well known Club member Kevin Weir crewed on *Viking* occasionally. Sir Bryan was a keen and generous skipper leaving the "youth" to sail the ship while he operated the galley... what a combination!

Sir Gordon Tait now owns *Viking* in Auckland and in 1998, when the vessel was 105yrs old, he circumnavigated the South Island. *Viking's* half model is displayed above the Club's bar.



Pursuing a passion

It would be a useful skill, being in many places at one time. Kim den Boon seems to have mastered the art, enabling her to pursue her passion for sailing.

Kim started sailing as a reluctant nine year old. These days there's nothing reluctant in her attitude – it's more a matter of finding the time.

Kim is a now keen sailor, and has been a member of the Youth Scheme for the past two years. She is also an Academy coach, and works in the wardroom. And then there's the study. She has just completed her second year of a Bachelor of Arts degree in German and Linguistics at Victoria University.

The study is what brought her to Wellington. And she says the sailing has made the transition from her home in Nelson that much easier. "Sailing is a great way to meet people," she says.

Kim heard of Port Nic's Youth Scheme when her sister, Maaïke, a former Youth Week participant, was invited to join. Maaïke was heading for Otago University so Kim put her own name forward.


"Through the Youth Scheme I've learnt a whole new way of sailing: different tactics; different rules; working in a team," she says. Her first year was on bow and the second on main. That leaves helm, which she's keen to give a go.

The scheme has provided plenty of match racing experience and some "excellent" regattas, including three internationals.

Sailing has also provided Kim with an opportunity to earn while pursuing her passion. As well as being a qualified Yachting New Zealand Club Instructor, she has passed Seamanship and Boatmaster exams. She instructs at the Academy and Worser Bay, and occasionally other parts of the country for Yachting New Zealand's Opti Sail programme. "I just love teaching kids," she says.

Where to from here? After the Napier Race on *Nedax Backchat* there's the LINE 7 Regatta, where she'll compete with her team in the International Youth Match Racing.

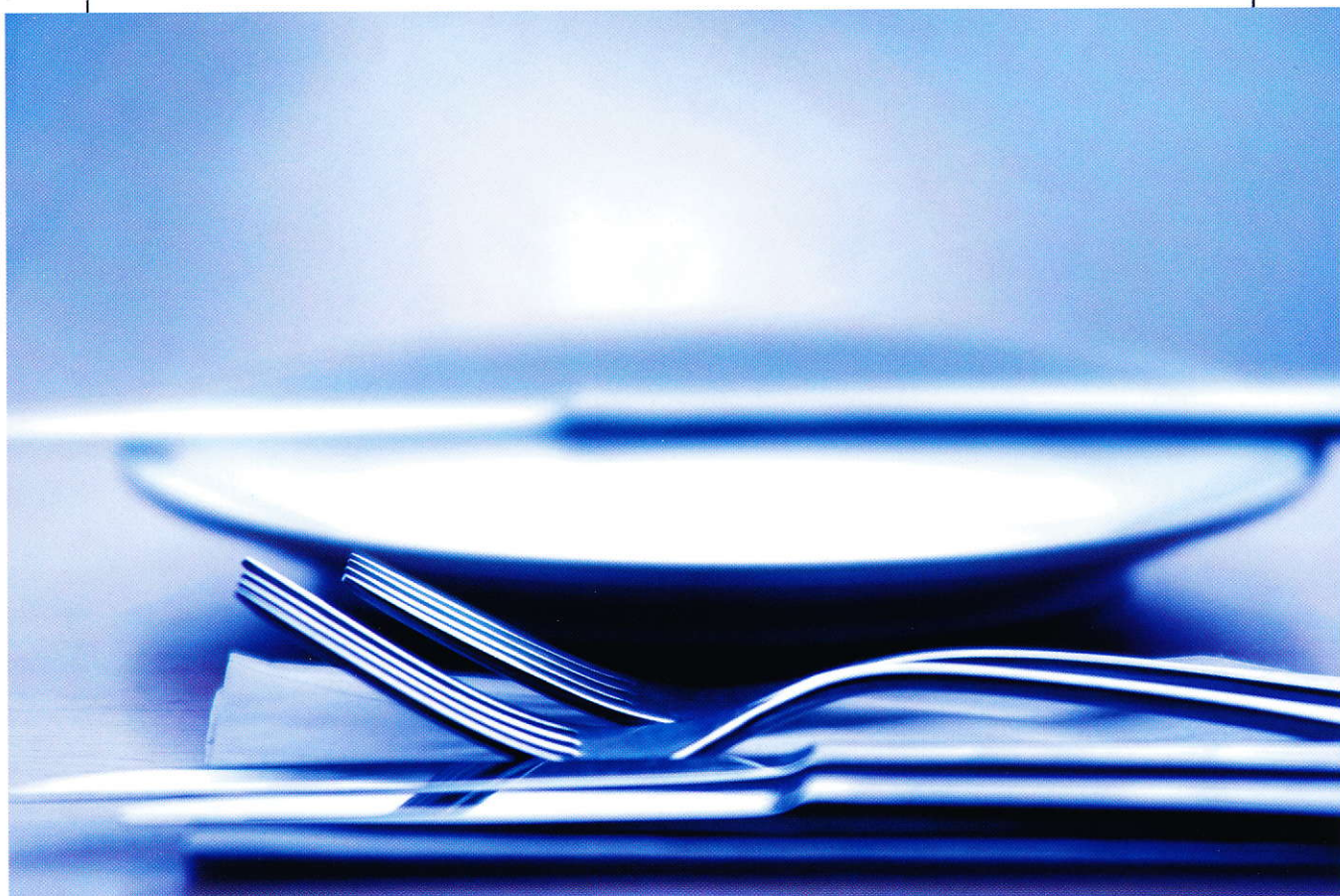
Completing her BA in 2005 may not be the end of the study road, as Kim now has a strong interest in sports management and may pursue that qualification in the future.

And then there are the opportunities that the combination of sailing and languages presents. Kim's abilities provide an ideal combination to take on an OE. Who wants to tour Europe in a combi van when you can see it from the water! 

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PHOTOGRAPHY



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