

the *Rip*

JUNE 2005





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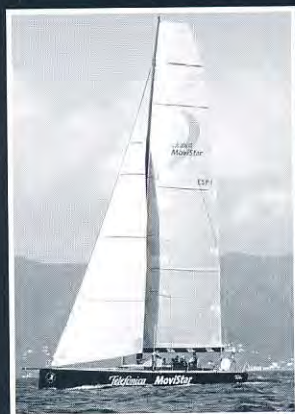
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Cover Photo :
Telefonica MoviStar, the first Volvo 70
to visit Wellington

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Editorial Team

Rebecca Sellwood

Mike Boswell

All correspondence should be directed to:

The RIP, PO Box 9674, Wellington

Advertising : advertising@rpnyc.org.nz

Layout & Design : Bite

bite@paradise.net.nz

Printing : APN Print

paul_dunning@apnprint.co.nz

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The opinions expressed in this Journal are
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the Rip



ROYAL PORT NICHOLSON YACHT CLUB (INC)

Patron: Her Excellency The Honourable Dame Silvia Cartwright, PCNZM, DBE
Governor General of New Zealand
President: Alan Martin

Office Hours

Monday – Friday 9.00am – 5.00pm

P : [04] 939 7069

F : [04] 939 7031

W : www.rpnyc.org.nz

Wardroom Hours

Wednesday & Thursday 5.00pm – 8.00pm

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

Monday – Friday 9.00 – 5.00pm

DDI : [04] 939 6702 F : [04] 939 6704

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Restaurant Hours

Monday – Friday : Lunch

Tuesday – Saturday : Dinner

Other times by arrangement

DDI : [04] 385-6963 F : [04] 385-0928

E : mbycr@actrix.co.nz

Note : Member Discount 7.5%. Reservations recommended

STAFF

Position	Name	DDI	Mobile	Email
Chief Executive.....	Mike Boswell	939-7045	021-289-0815	mike.boswell@rpnyc.org.nz
Membership.....	Lyn Kimber	939-7043		office@rpnyc.org.nz
Functions & Facilities.....	Louise Paino	939-7047	027-230-6350	facilities@rpnyc.org.nz
Comms, Events & Sailing.....		939-7030		events@rpnyc.org.nz
Accounts (Mondays only).....	Maryellen Angus	939-7051		admin@rpnyc.org.nz
Senior Instructor.....	Gerry Booth	939-6702	0274-449-794	sailing.academy@rpnyc.org.nz
Slipmaster.....	Iain Wilson		021 797 144	

COMMITTEES

Position	Name	DDI	Mobile	Email
Commodore.....	Stephen Moir		021-413-673	stephen_moir@xtra.co.nz
Vice Commodore.....	Lesley Hamilton		0274-534-700	lesleyhamilton@paradise.net.nz
Rear Commodore.....	Peter Sandford	473-5966	0274-518-044	andiamo@clear.net.nz
Cruising Captain.....	Rob Cosgrave		021-100-3345	rob@cosgrave.com
Treasurer.....	Hamish Edwards	471-0194	021-995-777	hamish@eaccounting.co.nz
Executive Committee.....	Ken Burt	04-238-3441	0274-781-020	kenb@paradise.net.nz
	Brendon Hogg	499-6686	0274-801-796	brendon@globaladvisory.co.nz
	Mandy Smith	498-8501	0272-563-023	mandy_smith@amp.co.nz
Racing Secretary.....	Geoff Herd	460-1530	0272-777-582	geoffhe@datacom.co.nz
Sailing Committee.....	Dale Adams		021-034-3212	dalea@xtra.co.nz
	Cindy Gordon		021-705-122	cindy.gordon@synergy.co.nz
	John Hardie	570-2265	027-553-0562	jwhardie@ihug.co.nz
	Marc Pearce	460-7051		marc_pearce@westpac.co.nz
Seconded members.....	Jillian McDougall	385-0827	021-458-477	duffys@paradise.net.nz
	Pedro Morgan	587-1390	021-476-514	peggs@xtra.co.nz
	Nicky Murray	381-1236	0274-749-666	nicki.murray@meridianenergy.co.nz
	Stuart Park	04-237-1170	025-806-920	stuartpark@branz.co.nz
House Secretary.....	Rebecca Wymer	569-0365	021-730-700	bexw@clear.net.nz

commodore's report



stephen moir



This is a wake-up call to those who care passionately about their club to put their hands up.

This will be the last report you have from me as Commodore as I will be standing down at the AGM of 23 June. Remember this date and the prize giving on 21 May.

As of writing this report there are no candidates standing for any of the three flag officer positions, so the future direction of the club is somewhat up in the air. This is a wake-up call to those who care passionately about their club to put their hands up. I will talk in detail about the state of the club in the Annual Report, although I can say at this stage we are in a healthy, although not wealthy, financial position.

The season is over for another year and a full racing calendar has again livened up the lives of all members.

As usual the weather played havoc, especially with the offshore races, and the summer took a long time coming. However, when it arrived, we saw some glorious "you-can't-beat-Wellington-on-a-good-day" days.

It was great to see another great Line 7 and to welcome in the Global Challenge boats. A little taste of what is to come next year was given to us as the newest Volvo Open 70, *Telefonica Movistar*, slipped in and out.

Off the water we have steadily re-invested in the club rooms and I think everybody agrees they are looking great. It is amazing what a coat of paint and new carpets can do but there has also been a great deal done under the surface to make sure the infrastructure is sound. The

money to do this work has primarily come from the rent we get leasing out the rooms outside Club hours. It's a positive cycle: better premises mean better rents which mean better premises.

Of course the season may have ended but the ever popular winter series is not far away. Over the coming months we will have Prize Giving, the traditional Champagne Breakfast, the AGM and the Ball. As for me, after Prize Giving I will be off to Fiji in the Auckland Suva race, back for the AGM then back to Fiji for a well earned two week family holiday. Retirement is hell.

See you at Prize Giving
Stephen



we lead,

others follow...

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vice commodore's report



lesley hamilton



I would like to thank all the people who have been so supportive and acknowledge their hard work and involvement while I have been VC.

This will be my final report as Vice Commodore. I would like to thank all the people who have been so supportive and acknowledge their hard work and involvement while I have been VC. In particular, the members of the sailing committees, including both Gordie and Geoff as Sailing Secretaries. Race management has also done a fantastic job, sometimes working under challenging circumstances.

This year's Commodore's trophy and last race of the season was again a great way to end the season. Thankfully the wind came in and the fleet had

some good racing, with the usual enjoyable gathering to finish the season.

Boats will now be getting ready for 12 June and the first race of the 2005 Moore Wilson's Winter Series.

We have three RPNYC boats in the 50th Anniversary Auckland to Suva race on 4 June: *Gucci*, *Te Manawa* (*Kahukura*'s replacement) and *Konica Minolta*. Four members are also racing on *Elysium*, an Auckland boat.

Wishing all the best for good sailing, Lesley



rear commodore's report



peter sandford



Thanks to all the Club members who have supported our House Committee initiatives.

I am not seeking re-election as your Rear Commodore and therefore I want to take this opportunity to thank all the Club members who have supported our house committee initiatives. We certainly appreciate the support we have received and particularly those who commit to functions early. This makes planning and management so much easier.

These functions do not just happen; there are people behind the scenes who put a great deal of effort into making them happen. I want to thank our House Secretary Rebecca (Barbie) Wymer who leaves for Auckland this week to further her career. Her contribution was significant and includes the organisation of last years Ball. We wish her well.

Linda Berkitt, Rob Cosgrave and Briar Moir have assisted the behind the scenes efforts and made the functions work smoothly. Underlying these contributions are the office staff and I am grateful for the advice and support they continue to offer.

As I retire from the role I trust a replacement will step forward. In the meantime I have initiated dialogue with a professional events management company with the brief to revamp our annual events and to add value for our club members. This is a work in progress; if you have any suggestions please contact me.

Thank you for the opportunity to be your Rear Commodore. See you in the wardrobe and on the water.

Regards, Peter



cruising captain's report



rob cosgrave



Cruising Captain is the one role that has the flexibility to allow an enthusiastic person to be involved in every aspect of the club.

The sailing year is drawing to a close and, with it, my term of office as Cruising Captain. It's been a busy year for the club, and for me, personally. With next year promising to be even busier, on both fronts, I won't be able to continue in the position, so I'm hunting for a replacement.

Cruising Captain is the best job on the Exec, the one role that has the flexibility to allow an enthusiastic person to be involved in every aspect of the club.

While the focus of the position is now on the membership, to do this the Cruising Captain will need to be involved in every aspect of the Club's operation. It's a great role, an excellent opportunity to meet new people and really get stuck in. And you won't be on your own; I'll be there to help out throughout the year.

Regards, Rob



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

Mike Bassett	COUNTRY	Katie Brannan	SENIOR	Mark McWilliams	SENIOR
Desmond Clark	COUNTRY	Simon Bright	SENIOR	Steve Price	SENIOR
Hans Ellehuus	COUNTRY	Agnes Espineda	SENIOR	Adrian Rumney	SENIOR
Nick Randall	COUNTRY	Ian Frame	SENIOR	Victoria Sinclair	SENIOR
Richard Woodward	COUNTRY	Alistair Gibbons	SENIOR	Grant Smith	SENIOR
Kate Anderson	JUNIOR	Liz Gibbs	SENIOR	Robert White	SENIOR
Sam Burton	JUNIOR	Brent McDowell	SENIOR		

... and new boats

BOAT NAME	TYPE	LOA	DESIGN	OWNER
Lizzie	keeler	22ft	Bailey	Nick Randall
Psycho Circus	keeler	40	Farr	John & Megan Kensington
Silverstar	keeler	10m	Birdsall	John Hollings
Swallows & Amazons	keeler	8.91	Young 88	Mark McWilliams & Doug Magee
Te Manawa	keeler	13.7	Farr	Rik & Lynda Hart
Tobasco	keeler	8.53m	Davidson	Jim Frost
MV Sandra-J	launch	15.75m		Ian Burgess
Romar	launch	11m		Bob & Margaret Harris

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**GEORGE
 JANIS**
 HAIRDRESSING

The RPNYC is no different to the vast majority of clubs in the country trying to tackle operating in a changing environment ... adapting and confronting the challenges is what we must continue to strive for.

VOLVO OCEAN RACE

2005-2006

WELLINGTON
FEBRUARY 2006

As I write this I am about to head off to Spain for the Volvo Ocean Race "Port Conference" together with representatives from Wellington City Council and Wellington Waterfront. This intensive three day event will see all the ports, race syndicates, sponsors and organising management come together, present various topics (for us the Wellington pit stop) and attend various meetings to facilitate communication in the coming months.

After the hectic February/March period we are still trying to clean up a number of things that just had to get "parked", including putting this latest issue of the Rip to bed and finalising our year-end accounts. It is these accounts that are the basis of my column for this edition. While not yet finalised, let alone audited, the following observations are based on how things are shaping up so far.

So how did we go? From a financial perspective the Club has had a good year. We have ended in a stronger position than we started and have once again been able to re-invest in our facilities, taking care of another chunk of deferred maintenance (some of which has been on the list now for many years, including replacing the extremely tired carpet from 1987!).

From a revenue perspective, highlights will be the success of our shift in focus towards increasing revenue from the Club's wonderful facilities. The creation of the new role has seen Louise do a fantastic job in this area which will see our revenue pretty much double to over \$100k. It has also had a positive impact on Wardroom trading with an increase in turnover of over 20% and an improvement in margin.

After a tough last year for the Academy this year we were able to cover costs with a small surplus. This was possible after we decided to concentrate efforts into gaining support from the various gaming machine trusts after we had been unable to gather enough corporate support. The significant support we received from a range of organisations, but especially the New Zealand Community Trust, has enabled the Academy to continue to provide its unique range of opportunities to get people on the water.

Challenges and disappointments on the revenue side would be around membership. We have been unable to maintain the previous good work with our corporate members and the continuing slide in ordinary subscriptions means they now make up less than 15% of our total revenue, down \$20k from the previous year. The issues around this, however, are far greater than simply the financial contribution and it is certainly a disappointment that the decline has increased this year. Going forward, this difficult area demands even greater attention if we are to address this concerning and widespread trend.

On the expenditure side the figures reflect the trend of clubs

chief executive's report

mike boswell

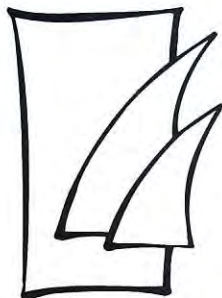


increasingly paying for services, either internally or externally, for projects previously undertaken by volunteers. This, however, is often more than compensated for with a resultant increase in revenue, for example in Wardroom trading and facilities rental. As a percentage of revenue generated, however, this cost actually went down this year which was pleasing. While Facilities was up, it was the result of a conscious decision to better maintain our major asset, the Club building. Those who have visited since the renovations will no doubt agree the difference is dramatic.

I was pleased to be able to speak recently at our Club President Alan Martin's Rotary Club luncheon about some of the issues facing clubs in New Zealand. The Royal Port Nicholson Yacht Club is no different to the vast majority of clubs in the country trying to tackle operating in a changing environment. But as the saying goes 'the one constant in life is change' so adapting and confronting the challenges is what we must continue to strive for. Overall we are in a much more robust position financially than we have been for a number of years which is fundamental in order to tackle some of those non-financial matters such as the decline in sailing participation, as unfortunately they generally cost.

Remember though we are a yacht club so make sure you get out on that wonderful harbour of ours as part of the Moore Wilson's Winter Series and enjoy some of those fantastic Wellington winter days.

continued >>>



**RPNYC
SAILING
ACADEMY**

Academy Update

We've had an excellent summer. In total, 1053 people took part in a course or sailing activity run by the Sailing Academy in the 2004/2005 financial year.

At the same time, we managed to get the hulls of both the training boats repainted, thanks to funding from Century Foundation and NZ Community Trust. After 12 years of hard work, they were in definite need of a spruce up. The work was carried out on one boat at a time, in Picton.

Instructor Bruce Hill has set sail for the sunny, distant shores of Tonga and a spot of cruising over the winter months. His delivery crew was Brian Pearce, a recent "Academy Grad". We bet Brian never thought for a minute, when looking for something new to do in life, that signing up for an Introductory sailing course would take him on such an adventure, with the opportunity to put his newfound skills into practice quite so soon!

Brian Pearce (left) and Bruce Hills



Iain Wilson has rejoined the Instructing team after a stint away flying aeroplanes. He'll run the cruising courses as well as the Coastguard Courses, Boatmaster and VHF. All courses are available on the website for booking now.

As part of his duties Iain will also now be looking after the Clyde Quay slipway. "Slipmaster Iain" can be contacted on 021 797144 to make a booking.



Lion Foundation Youth Yachting Scheme update

The Lion Foundation Youth Yachting Scheme has had a busy second half to the season. Over Christmas the youth scheme tender was used as a support boat for Wellington sailors competing at the national P class and Starling championships in Tauranga. Twenty five sailors from Wellington competed in either or both of these regattas which is a record for recent history and augurs well for the growing youth fleet in the capital.

The two Elliot 6 teams have been involved in four ISAF grade 3 match racing regattas since Christmas. The boy's team competed in the Royal New Zealand Yacht Squadron youth international, finishing 7th in a fleet of 10. Both teams competed in the CentrePort champs (see report later in the RIP).



Iain Wilson

The girl's team competed in the Harken women's champs in Sydney, missing the semis by one point and ending up fifth overall. They also competed in the Women's match racing nationals, finishing third kiwi team and fifth overall. They were even more unlucky in this event, missing out on a semi-final berth in a tie break with two other crews.

The Volvo Ocean Race has claimed its second scalp from the scheme coaching team. Daryl Wislang has joined the *Telefonica* team in Rio for a month, as part of the sail making group. He will return for the winter before deciding whether to join the team full time during the race.

Since Christmas the Port Nicholson Yachting Trust has been developing a three year plan for the Lion Foundation Youth Yachting scheme. The plan builds on the successes of the scheme over the last three years. It is intended to expand the scope of the scheme to provide coaching support for youth sailors in a range of classes. A copy of the plan is available through the scheme website (www.lfyys.wellington.net.nz).

This winter the scheme is running a 'learn to sail and match race an e6' programme for youth sailors in Wellington. So far seven teams have signalled an intention to participate. The programme will conclude with a series of 'acts', through which teams will be selected to compete in the 2005-6 summer youth match racing circuit.





Going at it again – Amanda, Kim and Kate Anderson compete in the Centreport Wellington International Youth Match Racing Championships

Girls on Tour *by Kim den Boon*

RPNYC members Amanda Hargreaves and Kim den Boon were recently joined in Sydney by former Lion Foundation Youth Yachting Scheme member Rebecca Dunn and Australian Sarah Lee, where they competed in the Harken Women's Match Racing Regatta.

The ISAF grade three event was held at the Cruising Yacht Club of Australia in early March. As well as five days of sunshine and a bit of shopping, the girls got down to business, racing against some top Australian and New Zealand competition.

Coming out sixth after a double round robin, the girls came head to head with 2004 Australia and New Zealand National Women's Match Racing Champ, Nicky Souter, to have a shot at fifth place. After a well fought three race petit final they came out on top with a 2-1 victory over the Aussie.

The event was sailed in Elliot 6's and the crew took the opportunity given to sail four up. This was a great advantage, with extra weight on the rail and an extra pair of hands and eyes! Thirteen year old Sarah did the job beautifully!

Returning from Australia with increased enthusiasm, experience and respect from other competitors, Amanda and Kim stepped up their training for the Women's Match Racing Nationals with Kate Anderson on the bow.

Anzac Weekend in Auckland proved chilly, with breezy conditions for the event. Many teams took advantage of Friday afternoon for a bit of practice in the local environment, in which tide plays a very large role.

Saturday racing saw the completion of one round robin and a tie for third place (on five wins and three losses) between Jessica Smyth, Nicky Souter and Amanda Hargreaves. The

necessary second round robin could not be sailed on the Sunday, due to strong winds. This resulted in a tie break, putting Jess and Nicky in third and fourth position respectively, and Amanda in fifth.

Monday's racing began at 12 o'clock, with petit-finals, semi-finals and finals on the schedule. The girls came out on top, retaining fifth position after a 2-1 scuffle with Sara Winther.

Semis and finals were not to be missed. In an all-Australian semi, Nicky Souter caused an upset against top qualifier Katie Spithill to go head-to-head against local Jessica Smyth in a Trans-Tasman Final. With the breeze picking up, top crew work came through. Jess took a 2-1 victory.

The regatta was a great success, enjoyed by all involved. An increase to three teams from Australia since last year shows it has great strength. Amanda also became a celebrity; many may have seen her on the Monday night TV One news!!!

The team had a lot of help along the way. In addition to the amazing backing of RPNYC and the Port Nicholson Yachting Trust, Daryl Wislang spent many hours on the water either as opposition skipper or on the chase boat. Simon Minoprio and Haydon Roddrick came down for a coaching clinic, and Des Davies came in for some concentrated drill and theory sessions. Dean Stanley has also done an incredible job of coordinating the Youth Scheme this year and the guys went out and proved good competition.



Behind the Steam | Restaurant news

In late December, a well-lubricated Mike Boswell caught me looking at the promotional material for the Line 7 regatta. While my real interest lay simply in noting the regatta dates for catering purposes, I told Mike that I wanted to enter. Laughing, he boldly said that if I entered, he would be part of my crew. Feigning seriousness, I told him that it was a great idea. It would be the first time that *Beautiful South* would leave the Clyde Quay marina for a yacht race.

The following day, I entered the Regatta, listing as part of my crew Mike Boswell, and an as yet to be advised former America's Cup crew member, whom Mike thought he could get to join us. The bet was now on.

As the day of the race loomed closer, Bruce Hills decided he also wanted to be part of the crew. Things now started to look a bit more serious. As Bruce gave me lists of maintenance and prep required, more and more gear came out of *BS* "to make us faster". I was alarmed when he told me that the stove needed to come out; how was I going to cook lunch?

My faith was also somewhat shaken when a large variety of flares were delivered one day. While I may have been quietly confident, there was obviously a serious doubt in someone's mind. And while the dare continued between Mike and me, there was still no sign of the alleged ex-America's Cup campaigner.

Race day arrived. I had only had about three hours sleep from the previous evening's party, and Bruce was decidedly unwell. An exhausted Mike arrived, looked at me (somewhat pessimistically, I thought) and after a brief discussion with Bruce made the decision that we would race. We were to be the last boat to leave the marina for the course. (We probably should have set off the night before).

Out we headed. We hoisted the main as we went, and I moved to the bow to raise the headsail. As I did this, the bow dipped and the stern lifted out of the water. Sure

enough, every time I went forward, out came the stern, and with it, Bruce's groaning 6hp outboard. Finally we arrived on course.

As *The Guarantee* moved silently passed us, Murray Bridge and crew saluted. Other boats greeted us similarly and, with some amusement, I looked around at the size and number of other competitors. The seriousness of the situation began to dawn on me. I pulled my smart maroon Line 7 cap down over my eyes and began to doubt that I was going to have time to eat the paté and cheeses or drink the champagne that I had brought along.

As we crossed the start line, we noticed two things. The first was that we weren't last over the start line. The second was that we still had our fenders out.

As we headed to the top mark, I pointed out to Mike how many boats had already gone around the mark and were now headed downward, that *Pretty Boy Floyd* was coming towards us, and how sweet it was that Deb Boswell was waving to him.

We slowly approached the mark for the first time. Looking behind us, we could see *Andiamo* bearing down on us, followed by *Pretty Boy Floyd* on their second leeward leg. We were at the mark when the wind dropped and the sky went black; the shadow of *Andiamo's* mainsail was upon us. We now became the mark, and as Mike gently fended the buoy off, we bobbed around like a small toy in a bathtub of water. Once again, Deb had the opportunity to wave hello to Mike.

We gently cruised the downward leg (we didn't have a spinnaker – Mike had felt that it might be too risky) and discussed what to do. Retire, obviously, but how. This was a first for Mike, and he clearly was having difficulty organising his thoughts, as he kept bringing the radio to his mouth, pausing, and then putting it down again. Then another boat came on the air; they were retiring due to gear failure. We would not be the first! Into the radio, Mike thanked everyone for their patience, and we rounded the bottom mark, turned to starboard, and sailed home. As we did, we checked off our achievements: Mike had been true to his word, and not only had *Beautiful South* left the marina and had her mainsail up, we had completed two legs in the Line 7. Mike asked me if I had learnt anything from the experience. Yes, I replied, "a bigger boat".

Next, the Cook Strait Classic ...

Martin



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A Winning Team



'First' is a position most yachties can relate to, preferably from experience rather than wishful thinking. In the case of long-time corporate sponsor Simpson Grierson, being first is very much a reality.

Law firm Simpson Grierson sits at the top of the New Zealand rankings this year, according to the latest results published by influential international legal directory PLC Global Counsel 3000 -Which Lawyer?

Global Counsel 3000 says the New Zealand legal market is very small and over-lawyered. Accordingly the environment is very competitive for law firms. They say Simpson Grierson is one of just five New Zealand firms "in a position to attract the biggest and most lucrative deals".

Simpson Grierson Chairman Rob Fisher says the firm is delighted with the findings. "They reflect the outstanding results Simpson Grierson has had last year," he said.

The results for Simpson Grierson follow a very busy 12 months during which Simpson Grierson Corporate Advisory partners acted for Pumpkin Patch on its initial public offering, (described by the New Zealand Herald as "float of the year") and Origin Energy on its takeover of Contact Energy (named by the NZ Herald as the "largest deal" of the year.) These deals capped off an excellent year that included Simpson Grierson being appointed as a chief legal advisor for Telecom and becoming the main legal services provider for Toll NZ.

With offices in Auckland and Wellington and strong global networks, including Lex Mundi and PRAC, Simpson Grierson is well-positioned to meet client needs.

Simpson Grierson commercial partner Stephen Ward says "Simpson Grierson is proud to be a corporate member of the Royal Port Nicholson Yacht Club. We enjoy the opportunity to use the facilities the club offers and of course the great company of the club members. We are particularly delighted to share in the club's efforts to encourage people to make the most of our wonderful harbour."

TelstraClear... Now's Good



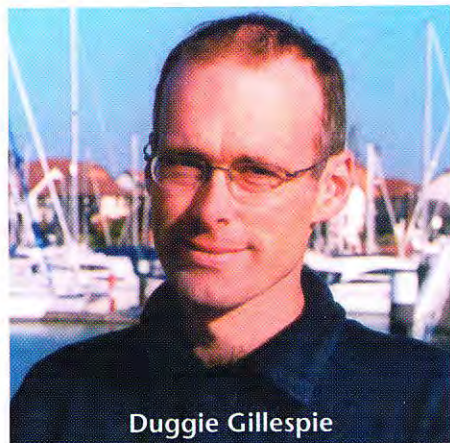
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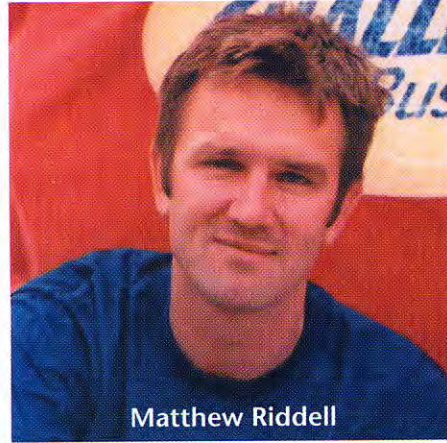
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Duggie Gillespie



Dee Caffari



Matthew Riddell

Skippers' Cocktail Party

Before the Global Challenge crews departed, the Club hosted a cocktail party for Corporate Members and special guests.

The party was attended by all but one of the Challenge Skippers and Wellington's mayor Kerry Prendergast.

Guests were a privileged audience, three of the skippers sharing with them some of their best and worst moments. Scotsman Duggie Gillespie, skipper of *Spirit of Sark*, spoke of his team's win into Wellington. Brit Dee Caffari, skipper of *Imagine It. Done.* gave a first-hand account of the dramatic sea rescue of crewmember John Masters. And Aussie Matt Riddell provided a colourful account of *Samsung's* role in assisting during the medical emergency.

The evening finished for most at about 8pm, but a handful of attendees, mostly skippers, were seen out and about town in the early morning.



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A totally "Kiwi" taste

When I was seven years old my parents had a giant feijoa tree in the back garden.

I remember it vividly because one sunny winter's afternoon I became horribly ill after gorging myself on them. Years later, the smell of a ripe feijoa can bring the memories of that day flooding back.

The problem, you see, is that I still absolutely love feijoas. I just can't eat them anymore. That creamy coloured flesh encasing a jelly-like centre, the taste, redolent of a combination of pineapple, guavas, strawberries, quinces and lemons, is a totally unique 'Kiwi' taste.

Named after the Brazilian botanist Joao da Silva Feijo, the Feijoa is a native to South America, but it is now grown commercially here in New Zealand and in California where it is called a pineapple guava. It was introduced into New Zealand in the 1920's. Our ideal climate produces large fruit with few pests. This means that most feijoas are organically grown and are the most natural fruit available.

Feijoas are most often eaten raw. The fruit is ripe when it is slightly soft and the jellied interior is clear. The fruit is unripe when the jelly is white and is past useable when the jelly is brown. Always peel the fruit, as the skin is bitter. This cooked feijoa recipe is based on an American Peach Cobbler.



25 medium feijoas
200 grams sugar
100 grams unsalted butter
200 grams self-raising flour
1 cup milk
Grated zest of 1 lemon
Vanilla essence

Heat the oven to 180C. Peel the feijoas, chop the flesh and toss it with lemon zest, unsalted butter and a little of the sugar. Soften the feijoas in the oven for 10 minutes.

Cream the sugar and butter together, add the flour, milk and vanilla. Mix to a smooth batter, remove the feijoas from the oven and pour the batter over the fruit. Return the dish to the oven and cook until golden brown, approximately 30 minutes. Serve with whipped cream or vanilla ice cream.



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WINE

Optimistic outlook for this year's harvest

There is nothing quite as uplifting as the taste of fresh, zingy, tropical fruits experienced when drinking one of New Zealand's most popular wine styles. Even more delightful than the first sip, is the knowledge that the quality and taste we should expect from the 2005 vintage is looking fantastic.

New Zealand has a uniquely cool climate, with warm sunny days and cool nights. The sunny, but not excessively hot conditions allow grapes to have a long, slow ripening period. Clear, cold nights keep acid levels high in the grapes, even when the fruit sugars are rising swiftly. The result: fresh, vibrant fruit flavours, with crisp herbaceous characters, overflowing with pungent zingy tones that Sauvignon Blanc appreciators have come to love.

Due to the unpredictable weather conditions of the last six months, our harvest is two weeks later than usual.

But that does not necessarily mean a bad outcome.

The later harvest has accentuated the cool climate characteristics in this year's fruit, a welcome result for all the hard-working viticulturalists and winemakers.

Nobilo Wine Group's Chief Winemaker Darryl Woolley is confident of Nobilo's 2005 harvest. "We are seeing small berries for most varieties, including Sauvignon Blanc. Great primary flavours, deep colours and moderate acidity in the reds and typical fruit intensity and balance in the Marlborough Sauvignon Blanc. This year's cool ripening and balanced fruit yields are a real positive when it comes to making expressive New Zealand fruit driven wine styles," he says.

Some of Nobilo's much-anticipated Marlborough Sauvignon Blanc wines include; Nobilo Icon, Nobilo Regional Collection, Selaks Premium Selection, Selaks Founders Reserve and Drylands.

WINE RECOMMENDATION 2003 House of Nobilo Merlot

Spring's a long way off, so what better way to console ourselves than by enjoying a warming red wine? House of Nobilo Merlot 2003 is a delightful drop, enriched with cherries, berry fruits and plums. The palate is full and soft, a seamless melding of fruit and oak. Layers of cinnamon, coffee and subtle oak nuttiness give the palate depth and complexity. The finish has good length, with an appealing softness.



NOBILO WINE GROUP

Wine review supplied by Nobilo Wine Group Branch Manager, Jo Andrews



On Yonder Star

Ever considered swapping your hotel room for a luxury escape on the water – with unobstructed sea views?

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But if sheer relaxation is what you're after, YONDER STAR offers plenty of space, in sun or shade, below decks or above.

Next summer YONDER STAR will be introducing her guests to the secluded anchorages of Golden Bay, Abel Tasman and places off-the-beaten tracks in Nelson and Marlborough.

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Getting Started In Sailboat Racing

By Adam Court and Richard Stearns. McGraw-Hill. 2005. Paper. \$29.95

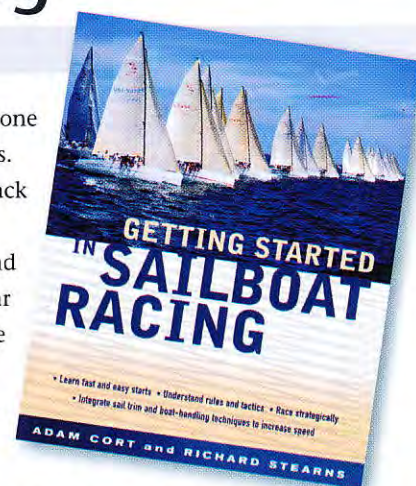
This complete course in the fundamentals of yacht or dinghy racing should be required reading for anyone who wants to take up racing and has enough information to be of some use to regular racing crews.

It has a clear and simple layout supplemented with hundreds of excellent line drawings and black and white photos, plus useful practical tips on how to implement ideas from the book.

It takes readers from how to join a club or association, through the art of good starts and manoeuvring for advantage on windward, downwind and reaching legs. This is followed by clear advice on tactics at the various marks and section on sail trim for improved boat speed plus the correct use of spinnakers, especially on jibes or leeward marks.

Throw in a section on how to eke out extra boat speed on the finishing run and a basic coverage of racing rules plus an appendix of racing terms and you have a really useful tool for would be racers.

The authors Adam Court and Richard Stearns are both experienced yacht and dinghy racers, with a background in sailing writing, coastal and offshore racing, sailmaking, boatbuilding, America's Cup and SORC series.



BOOKS



TELEWARE BUSINESS HOUSE YACHT RACE 2005



This year's Teleware Business House Yacht Race was the culmination of Teleware's title sponsorship. And after three year's Asia Pacific Manager, Mike Blanchard said Teleware was "absolutely delighted" with its involvement in the event.

It has continued to be a fantastic opportunity for organisations to get their teams out of their comfort zones for an exciting afternoon on the harbour and an enjoyable social opportunity afterwards at the Club.

"The Club always appreciates corporate support, however the enthusiasm Mike brought to Teleware's involvement has been fantastic," says Club CEO Mike Boswell.



Creating a winning team

By Matt Ellingsen

The team at creative technology company Chrometoaster had been planning and preparing for this event for several months; we'd put clients (and potential clients) through their paces under the guise of socialising and networking during the preceding Friday's Rum Races. We were looking for the 'ultimate' team, to better our second place in December's Corporate Yacht Race. All was looking favourable.

Then, with just 48 hours to go, disaster struck. All but one of our hand picked team (thank you, Jamie) had to pull out due to work commitments. But solving problems and delivering on time is what we do daily at Chrometoaster. Within minutes the phones were ringing and 'stand-ins' were being drafted. "Resolve must be filled," was the call, although getting people onboard is never an ordeal.

As usual the plan was to meet at 12.30pm in plenty of time for a safety briefing and to enjoy the beautiful spread provided. It's a great opportunity to get everyone together before the race and to enjoy a pre race drink or two. And, as usual the last crew member turned up at 1.45pm.

Hopping straight onboard, final introductions were made and we set off for the start line. There was a real buzz about the race and our skipper Tapio assured us he had the course memorised, necessary as the fog, mist and rain blocked all view of the full race circuit.

As the start gun blasted, everyone was in position and we headed for the first buoy. Our clients and company worked together as if they'd been doing it for years.

"Events like this enable us to work with our clients as a team, outside our usual relationship"



Teleware's Mike Blanchard (second from left) congratulates the winners.



Graeme Steel from Mainzeal receives the TQ3 Navigant travel prize.

It was a mixture of exhilarating fun and concentration as we rounded the series of buoys.

Asking around the crew afterwards, no one really remembers what happened on board during the race.

Everyone asked to say a big thanks to Ken (and team) on *Flying Fish* for pushing us all the way and giving us the little 'nudge' we needed.

At the clubhouse afterwards, we waited in anticipation for the results. We tried to gauge from others around us how they, and therefore we, had done.

The drinks began to flow and it became evident across the faces of our team that they'd loved every minute of

the race. They began to yarn about the event and the wild afternoon. It was actually a real shock as the winning team ... Chrometoaster ... was announced – all thanks to Tapio and the team effort.

Despite our earlier complications the day was a complete success for Chrometoaster. It enabled us to get to know our clients better without work being the focus. Events like this enable us to work with our clients as a team, outside our usual relationship. Participation from all team members is key in achieving our goals. The hard bit will be trying to fit our other clients and colleagues into a winning crew for the next Corporate Yacht Race.



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TRANS TASMAN YOUTH BATTLE FOR CENTREPORT WELLINGTON TITLE

BY DEAN STANLEY

In late February eight teams of three sailors descended on Wellington for the CentrePort Wellington International Youth Match Racing Championships. The champs involved four teams from Australia and four teams from New Zealand including two from Wellington. Two round robins and a finals series were scheduled with racing intense throughout.

On the first day teams competed at the top end of the wind range, with a strong southerly blowing through the sailing area. Racing took place off the Club's breakwater and adjacent to the overseas passenger terminal. Spectators were treated to a display of awesome sailing skills by the young sailors who showed scant regard for the strength of the breeze, pulling off maneuvers that would tax most crews in far lighter conditions.

The first of two round robins were completed by the end of day one. Robert Gibbs' team from the Royal Perth Yacht Club sailed a faultless round robin to enter day two on maximum points with seven wins. They were closely followed by Mark Dorling from Royal Sydney Yacht Club and Adam Minoprio from the Royal New Zealand Yacht Squadron on five wins a piece. Tommy Spithill from Royal Prince Alfred Yacht Club looked destined for the fourth semi final spot with four wins after round robin one.

Days two and three were a totally different story in terms of wind. The strong southerly had dissipated. It was replaced by a calm morning which developed into a light northerly during day two and built to a moderate northerly by the end of day three.

Gibbs continued his form of the first day to end the round robin stages with twelve wins. Dorling and Minoprio closed the gap to finish with eleven wins each. Evan Walker from the Cruising Yacht Club of Australia did enough to sneak into the semi final group with seven wins after the round robins.

The sailors were confronted with a building northerly breeze for the finals day. The two Royal Port Nicholson Yacht Club teams were first up with Theo McDonnell's team beating Amanada Hargreave's team to finish the regatta seventh overall. Spithill took on and beat Phil Robertson from the Royal New Zealand Yacht Squadron to finish fifth overall. The sail off for third and fourth saw Dorling prevail over Walker. This left a Trans-Tasman clash for first place between the consistent Gibbs from Perth and the fast improving Minoprio from Auckland. Once again the Gibbs team showed their superior string wind sailing skills to take the final with two straight wins.

It was great to see Wellington once again hosting a grade three ISAF match racing regatta. This championships looks set to become an annual fixture on a fast evolving trans Tasman youth match racing circuit.



TEAM	PLACE
ROYAL PERTH YACHT CLUB	1
ROYAL NEW ZEALAND YACHT SQUADRON RED	2
ROYAL SYDNEY YACHT SQUADRON	3



ants, numerous supporters and sponsors, exhilarating competition

THE LOADED HOG ... PROOF THAT PIGS CAN FLY!

BY EDMUND TAM

Our campaign for the 2005 ORC regatta could only be described as a last minute effort.

The crew for the regatta was made up of a handful of the *Konica Minolta* crew, namely Stewart Thwaites, Matt McDowell, Rodney Keenan, Karl Purdie, Edmund Tam and Erle Williams. As a result of the *Konica Minolta* programme we had spent very little time sailing on Wellington harbour prior to the regatta. Furthermore, the Invitation race was the first time we had all raced together as a crew.

This year's ORC regatta was characterised by extremely close racing, on both elapsed and corrected time, at all ends of the spectrum. As evidence of this, in each of the first three races we lost a position by less than one second on corrected time. In addition, it is the second year that we have eventually won this regatta on the basis of a countback. The key to our success seemed to be sailing consistently and not risking any major mistakes over the weekend.

The regatta was sailed in enjoyable Wellington conditions on Friday and Saturday. In contrast, the last race on Sunday, as in previous years, proved to be a true test of heavy weather sailing. The last day of this regatta seems to have a reputation as a really long, hard slog in heavy winds! In a strange way it almost seemed as though the recent Sydney to Hobart race was useful preparation for the conditions that we encountered in the last race of the ORC regatta!?

The downwind legs of the final race proved to be the most memorable part of the regatta. In winds that reached over 40 knots we sailed high speed spinnaker runs with limited control over the boat (thankfully we never wiped out!). This truly tested the limits of the crews' abilities and to a far greater extent the equipment (... thanks to Tony Phillips for lending his MRX). Thankfully, the boat got through this race in one piece!!!

ORC OVERALL RESULTS

- 1 THE LOADED HOG
- 2 MRX 9003
- 3 RESOLVE



MONEY CAN'T BUY ...

Peter Milne & wife Lency Gilbert won a prize draw at Line 7 on Lambton Quay – two free spots in the Line 7 regatta Invitation Race. Pictured here collecting their prize from Chief Executive Mike Boswell, they went on to sail the race on *Andiamo*.





WELLINGTON WATERFRONT MODEL BOAT CHAMPIONSHIPS

BY BRENDON HOGG

As all of those involved in this year's Line 7 regatta would have seen, the programme incorporated AC15 and International One Metre model boats, sailed in front of the clubhouse. A total 22 boats entered the regatta which also served as the Wellington championships.

Alan Bryant and his support team were flawless in their race management. Over two days, they coordinated 22 flights in the AC15 match races and 20 fleet races in the One Metres. This meant there was plenty of activity, which created a real festival atmosphere with lots of people coming down to watch.

It did look very cool – boats racing while others were coming on and off the water, boats being tuned on the deck and plenty of mild mannered discussion on the rules and stuff between competitors.

John Brooks showed his mastery of the art of One Metre sailing, taking top prize ahead of Ian Hull-Brown and Murray Craig. Des Hendry made the trip from Kerikeri worthwhile by taking out the AC15's, ahead of John Brooks in second with Colin Anderson and Steve McDowell third equal.

Many thanks to Wellington Waterfront for its sponsorship, Wellington City Council for its support and the boat owners and mooring holders who allowed us to relocate boats to create the race course. We look forward to being involved next year.



If anyone would like to know more about the model boats, contacts are listed on the Wellington Radio Yacht club website www.wryc.net.nz/WRYC.htm.

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Once again the Open Division of the Line 7 regatta was popular, with 25 entries.

AN OPEN DAY AT THE LINE 7

BY PHIL BISHOP, ESPRIT

I approached the 2005 Line 7 regatta with a huge sense of anticipation. Pesky work commitments had prevented me from being involved in the past.

Esprit entered the Open Keelboat Division, which was a great format for us as we don't have an ORC certificate. As well, the process for entering couldn't have been more straightforward. No crew weigh-ins or other compliance matters to attend to; just pay the fee and show up to race.

Twenty-five boats on the start line was something of a change for us. Our usual Division 2 club racing rarely has more than ten boats in the fleet. Apart from a more frenetic start than we're used to, there were a correspondingly greater number of crossing situations. Just generally, there were more boats out on the course against which we could gauge our progress. The mix of windward-leeward and harbour courses enabled us to test our skills on practically all points of sail.

MY FIRST LINE 7 REGATTA ...

BY PHILIP WELLS, TIME MACHINE

Two weeks in Auckland during the America's Cup led to a stroll down Westhaven Marina on one of the rainy days when racing was cancelled.

I had in the back of my mind to buy a new boat but the decision, it has to be said, was somewhat spur of the moment.

After extensive research (two days) and casting my less than experienced eye over a number of boats, a Ross 830 called *Time Machine* looked to be the sort of boat I was after. It was within budget and had lots of ropes that suggested it could be raced.

The boat arrived in Wellington and spent a year sitting in Chaffers, serving as a good spot to have a cup of tea on a Sunday afternoon.

Discussions with my brother-in-law, possibly over one of those cups of tea, much theorising about sailing and some tactical debate led us both to the conclusion that we actually did not know anything about racing a boat and probably very little about sailing one either. So perhaps some lessons would be prudent before venturing out and causing mayhem on the water.

Gerry, from the Sailing Academy, was consulted. She gamely offered to come out with us. She instructed us on the fundamentals, and eventually gave us the courage to attempt a spinnaker run.

We chose to sit out the second day because of the weather. As we sat on the boat drinking rum and listening to reports on the VHF of damage to both boats and crew, we felt we'd made the right call. However, with *Esprit* registering a middle-of-the-table result in this year's event, we look forward to next year. Other boats should watch out; we have some unfinished business with the Line 7 Open Keelboat Division!



Having acquired some knowledge, it was then decided that we should put our toe in the water and participate in the Friday Night Rum Races. A crew was assembled, fortunately all with far greater knowledge about matters of sailing than Pete or me.

Our first few races were fun but resulted in a less than inspiring performance, well towards the back of the fleet. It eventually dawned on us that handicaps played a significant part in where we were going to place and that perhaps ours wasn't quite where it should be.

The club handicapper was identified and singled out at the clubhouse one Friday night. One crew member offered to bake them a cake and it was suggested that our handicap could do with a bit of 're-adjustment'.

This seemed to work wonderfully as the next week, unbeknown to us, we won the race. Sitting in the back of the boat having a few beers we received a call from the Club informing us we had won and where were we? There seemed to be enormous pressure



emitting from the Clubhouse to claim, or more importantly, open the bottle of rum.

The culmination of our season was then to be the Line 7 regatta. The boat was prepared, all excess gear removed, and we set sail.

Race 1 resulted in a placing 17th of 18. Race 2 we weren't faring much better when a torn spinnaker and a broken tiller brought an end to our campaign. Initially there was talk of working through the night to get repair work done for the next day's racing. However enthusiasm dissolved as more beers were consumed.

In conclusion – we thoroughly enjoyed our first season and being part of the Club. We realised sailing has quite a steep learning curve and 'size does matter'. Anyone who knows of a 1020 for sale let me know ...

OPEN DIVISION OVERALL RESULTS

- | | |
|---|----------|
| 1 | LADYMINK |
| 2 | ECLECTIC |
| 3 | MINIKA |

Preparations for the Volvo Ocean Race 2005-2006 are well underway.

The first of the new boats are being test-driven around the world. Club members Stu Bannatyne and Matt Stechman tell what it's like to be in the thick of it ...

MoviStar stops in Wellywood

by Stu Bannatyne, RPNYC member and MoviStar Watch Captain

Telefonica MoviStar quietly sailed into Wellington after a four day delivery from Newcastle.

Our trip from Australia had been fairly uneventful but certainly gave some glimpses of the new Volvo 70's potential.

We had worked hard to get the boat ready for the trip so the plan was to take it easy for the first day or two. After six hours of sailing we had averaged over 20 knots with regular bursts of speed over 30. So much for the relaxing start!

We quickly settled into our daily routine and made it to Wellington, having experienced a wide variety of conditions and tested the boat thoroughly in its first venture offshore.

A huge thank you to all the local help we had to prepare the boat for the trip south. The weather did not help but, true to form, we had a fresh northerly to head off out the harbour and begin our lonely but fast trip to Cape Horn.

We are all very excited about the potential performance of our boat and hope for an opportunity for an assault on the monohull 24 hour world record, currently the mark of 525 miles held by *Mari Cha IV*. One thing is for sure, the ride will be fast, exhilarating and very wet!

How right he was! Editor



MOVISTAR A WORLD RECORD BREAKER

"Pedro! We just broke the world record! We covered 530 miles over 24 hours!" *MoviStar* skipper Bouwe Bekking reported back to the team's General Manager in Spain.

Four days out of Wellington, en route to Cape Horn, sailing south-southeast about 2,000 miles from New Zealand, *MoviStar* confirmed everybody's expectations for the new Volvo Open 70. The boat averaged 22.08 knots over 24 hours.

The new record of 530 miles has now been ratified by the World Sailing Speed Record Council. Speed records are ratified by the Council after receiving all the information from the Volvo Ocean Race, who monitors the boat's position 24 hours a day.

The previous world speed record holder for a monohull was held by a boat twice the length of *MoviStar*: the 140 foot *Mari Cha IV*, owned and skippered by Britain's Robert Miller. The British boat, which had a crew of 24 onboard (compared to *MoviStar's* crew of 10), set the record on October 7, 2003, covering 525.7 miles over 24 hours, averaging 21.9 knots.

The current 24 hour record for a monohull yacht under 60 foot, is 484 miles, set by *illbruck*, skippered by John Kostecki, in April 2002. Its average speed was 20.16 knots.

See www.volvooceanrace.co.uk for an update on race preparations.



ABN AMRO 1 – up for the challenge

Not keen to let *MoviStar* hold the world title for long, *ABN AMRO 1* has been hoping to take it off them in its current training. RPNYC member *Matt Stechman*, part of the shore crew, recently got some time on the water and reports back.

After leaving Portugal at the beginning of April for what turned out to be a very fast nine day passage across the Atlantic Ocean, Team *ABN AMRO 1* set up base in Newport, Rhode Island for two weeks of maintenance and testing.

With the boat hitting a submerged object at over 30 knots on the trip, the shore team quickly swung into action.

After a solid week of maintenance and “team building” in many of the famous Newport bars, the boat was back up and running for a few days of sail testing before leaving for sponsorship commitments in New York.

Many of the sailors were away, so it was time for the shore team to strut their stuff. We left Newport at 5am with a solid 22-25 knots of northerly, perfect for a trip to the Big Apple.

Moose (skipper Mike Sanderson) called for an A4 Gennaker, the keel was fully canted, and we were soon making nice progress towards New York at over 25 knots.

This continued for the next few hours, when the breeze died out. We had a fantastic few hours testing sail combinations through the computer till the wind faded to nothing.

Thinking this was the weather for the rest of the trip we decided to have a bite to eat. No sooner had the freeze dried macaroni arrived on deck and we were gybing onto port and peeling down to a smaller chute. Within minutes the boat speed was up in the high 20s and the macaroni was going cold.

We had a mere 70 miles to go and breeze increasing. No one wanted to miss what turned out to be the fastest 70 miles most people will ever do on a yacht!

With boatspeed never below 24, and the odd glance at 28, we were sailing past old girl Liberty less than two and a half hours later, on a beautiful New York day. The breeze played its part and we were able to sail right into the heart of Manhattan with our biggest chute on, dodging ferries and all the other traffic.

After four days of photo shoots, press conferences and enjoying New York, it was time to set off for home.

As I write this the boys are in the Atlantic lining up for a crack at the 24 hour record. They are keen to recapture this as many of them sail on *Mari Cha IV*, which used to own the record.



Update from www.team.abnamro.com website

Due to problems with the hydraulic system of the canting keel, ABN AMRO 1 returned to Newport, Rhode Island, delaying its transatlantic crossing back to Europe.

Until next time, Global Challenge



The Global Challenge Wellington stopover was fantastic – from finish to start. The Club's Global Challenge co-ordinator *Justine Maddock* extends a huge thank you to all of the people from the Club who were involved in helping to make this stopover a huge success. A very special thank you to all of the boat buddies and the race management team as well. She compiled this report.

Comments from the Challenge Business –

Andrew Roberts – Global Challenge, Project Director

"As a stopover Wellington was excellent and, as always, the support from the people in the city was exceptional. The enthusiasm of the Wellingtonians, suppliers and companies in the city is such that it makes it very easy for us, as organizers of the Global Challenge. We always find that people are very keen to be part of the whole visit."

It was a busy stopover this year but we achieved what we had to, due in part to the enormous enthusiasm of the City Council and everyone involved with the administration of such a huge project."

The facilities in Wellington made it possible for us to complete the stopover properly. We repaired, for example, six tons of sails, equivalent to 80 sails, covering 14,000 sq metres."

The race leg finishing by the Yacht Club, thanks to Ken Burt and his team, was second to none, as always. The reception, enthusiasm and friendly attitude of the Club helped so much and make the whole stopover very enjoyable. I can honestly say that it was a real pleasure for our Wellington team as well as for the skippers, crew and sponsors who now all have a great deal of affection for Wellington."

START DAY

After the dead calm of the previous night, the 12 teams made their way to the start area in a brisk 14-knot northerly. There was concern the night before, after watching the spectacular display of fireworks celebrating Chinese New Year, that race day would bring similar still, calm conditions.

Before their departure, Sir Chay Blyth roamed the pontoons chatting to crew volunteers and skippers. The teams chatted to the public, friends and family.

Spirit of Sark led the fleet away from Queen's Wharf, with *BG SPIRIT* last to leave. The yachts shouted thanks to the people of Wellington for their amazing hospitality. Wellingtonians returned the gesture with cheers of good luck and best speed, and renditions of the various team songs.

The yachts jostled for position, with *Team Stelmar* crossing the start first. Once round the first mark, Point Jerningham, the northerly wind produced a visual spectacle, with spinnakers hoist for the run to Ngauranga. They then turned back towards the harbour entrance and made their way into Cook Strait, led by *Samsung*.

ARRIVAL IN SYDNEY

After a very closely run race the fleet arrived in Sydney on Sunday, 13 May. *BG SPIRIT* was first over the line followed by *SAIC La Jolla* then *Me to You*. The rest of the fleet followed throughout the day.

This was a significant win for Australian Andy Forbes. Both he and Matt Riddell, the skipper of *Samsung*, were very keen to be the first back into their home country.

RPNYC member Mike Blanchard sailed the leg on *Pindar*. His team crossed the line a matter of seconds in front of a very frustrated *BP Explorer*. Congratulations Mike!

Comments from Mike Blanchard –

RPNYC member on Pindar

"To try and sum up the whole experience in a couple of sentences is quite hard but I'll give it a go. This is probably the hardest thing I have ever done in my life; I have never felt more physically tired (getting used to the watch system takes over a week, so I am told)."

Mentally and emotionally I have gone through every single feeling; elation, exhilaration, down to sadness, self doubt, aggression when trying to grind in the spinnaker, frustration and many, many more. I take my hat off to all the sailors who are doing the whole race.

"Thank you all in Team Pindar: Andrew, Robin, Debbie, Loz, Helen and Cam the watch leaders, Graham our navigator, all the boys on the bow, Paul, Spike, Damo, CT, in the pit, Nick, Lucy, Stevo and Woo, on main Shally, Cathy, Shonagh who did a brilliant job as mother, Tony the GUN, most of all I would like to thank Barclay who started his adventure on the same leg as me and in the same position on the other watch. You are a legend and all I can say is Bonsai!!

"They have all become best friends for life and I will be following Team Pindar all around the world. We won't be strangers. To the fantastic family of supporters, you have a special place in my heart. You are all welcome to come and stay with me in New Zealand anytime."

DEPARTURE FROM SYDNEY

Again another exciting race start day with a very closely fought start to what is pitched as the hardest leg of this race – the race from Sydney into the Southern Ocean, finishing in Cape Town.

Comments from Nicki Murray –

RPNYC member on Save the Children

I escorted the Global Challenge fleet out of Wellington harbour on Waitangi Day on Rhumblin, and made a snap decision to do everything I could to participate in the next leg, to South Africa. So I left my job, flew to Sydney and 'got lucky' when one of the core crew withdrew at the eleventh hour. It is impossible to describe the physical, mental and emotional rigours of the 7700nm, 41 day passage in a few hundred words, so instead I will summarise a few key moments ...

☉ Sunday 27 Feb 11am, Darling Harbour – the blessing of the fleet and then an all-too-quick departure from the dock kicks off a maelstrom of feelings: fear, trepidation, excitement and confusion ... what on earth am I doing? With less than 48 hours notice I have been given the opportunity to sail on Team Save the Children; chatting to Sir Chay Blyth in Wellington about my enthusiasm to race across the Southern Ocean paid off! The mood of the teams is somber – quite different from departing Wellington as we each wonder what the Southern Ocean might throw at us. I am particularly worried about whether or not all my gear will fit me after a mad shopping frenzy...

☉ Thursday 3 Mar 10pm, Storm Bay, Tasmania – an emergency medical evacuation of Adrian after he fractured and dislocated his hip when we fell off a huge wave in Bass Strait. After being in third place, we had to sail 140nm back the way we had come, rendezvous with the Tasmanian emergency services, evacuate Adrian under the lee of a big cliff in the dark, and then head back out to sea again into the gale ... sobering stuff at the beginning of such a long leg.

☉ 14 Mar Position 55. 10 South 116 50 East – our furthest point South, heater unfixable and very, very cold. I am wearing four layers of thermals, midlayers and two hats to try to get warm. My overall impression of the Southern Ocean is GREY and the on-the-wind sailing conditions and harsh motion are relentless. But some exciting

sailing, waves estimated to be 35+ feet ... although it's hard to tell in a 72' long steel boat which usually takes them in her stride... she is really designed for this.

☉ 22 March – Kerguelen Islands abeam. Weather has changed dramatically from 40 knots on the nose to less than 4 knots from astern, spinnaker up but with the Antarctic current against us we wonder if we might pass Waypoint Bravo twice! ETA into Cape Town is now June 2007 (assuming that we go eastabout.)!

☉ 8 April – 4am Becalmed again off the Cape of Good Hope – 50nm to go and we are making less than 2 knots, most of that due to the current. The water is glassy and the sky is clear, frustrating in the extreme when we can see flat-topped Table Mountain and almost smell fresh food in Cape Town ... 5pm Sailing downwind at 15 knots, drop the flanker, head onto the wind to the finish line four miles away and the wind dies away to nothing again. Then a katabatic breeze off Table Mountain hits us at 48 knots ... frantic reefing activity with all of us dressed in teeshirts and shorts, not a life jacket between us as we finally crossed the line in storm conditions! Exhilarating stuff, and a fitting way to finish the leg. Greeted by friends and family, the party begins! Normal food and alcohol taste incredible after six weeks of dehydrated food.

☉ 20 April – 5pm I fly back to NZ tomorrow. This has been a fantastic, intense experience which I would not have missed for the world – although I have no desire to ever sail in the Southern Ocean again! To my friends on 'The Kids', Vaio and all the other Challenge teams, safe sailing from here back to Portsmouth!

Nicki's logs for this leg can be viewed at:

<http://www.geocities.com/andiamofiji/email1.html>



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After the tsunami

Few could forget the tsunami that rocked South East Asia in December 2004. Country member Ian Booth and his wife Elizabeth were in the area on their ketch *Ad Astra* and have sent this account (*abridged*).

My wife Elizabeth and I have been cruising the waters of Peninsular Malaysia and Thailand for the past couple of years on our 15m Hans Christian ketch *Ad Astra*.

We bought the boat in Maryland USA in 1997, and arrived in Langkawi (Malaysia) in Nov 2002 via the Caribbean, Venezuela, Panama, Pacific Ocean, New Zealand (Tauranga for refit), Tasmania, East Coast Australia, Indonesia and Singapore.

Here's our brief account, from our narrow perspective.

We finally pulled out of Rebak Marina, Langkawi, on Christmas Eve, after many false starts, to spend Christmas Day anchored at Monkey Beach on the West Coast of Pulau Dayang Bunting, relatively protected from the West by the main Langkawi island.

Next morning we were up early, intending to head to Telaga Park Marina on Langkawi's west coast, prior to taking three to four days cruising up to Phuket and our New Year's Eve rendezvous at Patong Beach.

We're always griping about gremlins in the boat. Well, on Boxing Day morning they caused our newly conditioned engine to make scary knocking noises – nothing serious, but it delayed us by a few hours.

So instead of being in the now-destroyed Telaga Marina, we were in open water when we suddenly heard many frantic transmissions on our VHF radio, backed up by several cellphone messages from friends. After circling in deep water for a few hours, listening to many close yachty friends really going through it, we returned to Monkey Beach and into Langkawi next day.

We saw no big waves, just huge tidal variations on the beach and a current flowing at four knots. The water turned to mud soup with masses of debris sweeping past us, first one way then the next. *Ad Astra's* home of the previous nine months, Rebak, no longer existed, and neither did most of our Thai destinations. Many yachts were sunk or severely damaged, but everyone pulled together to do what they could to help.

It's futile to comment on the enormity of this tragedy, except to say we felt a huge weight of sadness.

At the time of writing, *Ad Astra's* plan is to spend a week or two at the Royal Langkawi Yacht Club before leaving for the Southern Maldives (Gan), Chagos and Tanzania. So it will be another few years before we can avail ourselves of the excellent facilities at the RPNYC.



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Thwaites prepares for new campaign – includes Sydney/Hobart *by Roger Foley*

Konica Minolta is planning another South Pacific campaign, starting with the 50th Auckland to Suva race in June.

"We had offers to take the boat to Europe. We considered them, but we have a very strong relationship with sponsor Konica Minolta, and we also have unfinished business here," says Club member Stewart Thwaites, owner of the 30 metre ocean greyhound.

Konica Minolta was built by Hakes Marine in Miramar. She was launched as *Zana* at Chaffers in late 2003, just in time for her debut in the 03 Sydney to Hobart where she came second on line by a mere 14 minutes.

Last year she had an incredibly successful season, setting new records for races to Tauranga and Noumea. She also blitzed the field at Hamilton Island to set a new record for the race around Lindeman Island.

She won 15 of her last 16 races in Australia, but failed to take the big one, the Sydney to Hobart. Just when it had line honours in sight, disaster struck when the boat crashed badly in heavy seas off the northern coast of Tasmania. Compression cracks appeared across the cabin just abaft of the mast forcing *Konica Minolta* out of the race.

After repairs were made in Hobart, *Konica Minolta* went on to re-claim its mantle as a top boat by trouncing the fleet in the annual 90 mile Hobart to Bruny Island race earlier this year. In doing so, she broke the course record by nearly two hours set by a previous Hobart line honours winner *Helsal 111* nearly 14 years ago.

Rumours have circulated that *Konica Minolta* may be off to Europe, but Stewart says not so. "We plan to compete in the Auckland to Suva race in June before returning to the East Coast of Australia for the Hamilton Island series in August, and then the build up in Sydney to the next Sydney/Hobart."

Konica Minolta did extremely well in the build up series last year which involved the FPD Savilles Regatta, Canon Big Boat Challenge and the Rolex Trophy.

The series on the East Coast of Australia promises some very competitive sailing this year. *Skandia* will be back in the water under a new team, having lost its keel last Christmas and being stripped of its gear when the boat subsequently rolled.

Bob Oatley will have a new *Wild Oats* in the water, Neville Creighton will have a new *Shockwave* and there is still the promise that *Maximus* will be back from Antigua. All have canting keels.

Stewart is unfazed about this. He says the canting keel boats are fast reaching, but no faster than *Konica Minolta*. They could well be faster down wind, "but you have to deal with the conditions at the time and they don't always favour those with canting keels."

"As we know, the trick is to finish, and that can be a very real challenge in the Sydney/Hobart. We didn't manage that last time and neither did *Skandia*. You have to pace yourself."

There is also the issue of integrity. "These new boats coming onto the water are fast. There is no doubt about that, but they are also very complicated. *Maximus* had better weather conditions in the last Auckland to Tauranga race than we had the previous year, but they only got to within two minutes of our record. They didn't break it."

Stewart says changes made to *Konica Minolta* meant his boat would be very competitive under IRC. "We will be looking for an IRC win in the next Sydney to Hobart. That is within reach."

Konica Minolta was due to leave Sydney for Auckland over Anzac Weekend. It will race in Auckland in the build up to the Auckland to Suva race starting June 4. A number of Club members will be on board.





Round the North Island Race

It's not news that *Young Nicholson* and *ZZ Top* competed in the recent Sir Peter Blake Memorial Round the North Island Two-Handed race. But now they're competing off the water, providing two tales of their offshore adventure.

A DAMN FINE EVENT by Mark Gordon and Simon Wickham, (aka Team Kan Do), ZZTop

Kimbo's to blame for putting the idea in my head. And Simon Wickham for agreeing to do it with me. Top that off with part owning Young 88 *Slinky Malinki*. Well, Young 88's have competed previously. So, we thought, why not.

It soon became apparent that coastal racing in a small, light displacement boat means spending a lot of time looking at the wrong end of the fleet. After many practice hours battling the tides and stiff breeze in Cook Strait we decided ... to get a bigger boat.

Slinky was sold and *ZZTop* was brought to Wellington. We had less than 18 months to get used to a new boat, get fit, get some sponsors, get the boat thoroughly prepared and complete our 250M qualifier.

Fitness training started in January 2004. In parallel, month by month we worked through a maintenance programme. We were finally ready to deliver the boat to Auckland over Xmas/New Year, well in time for the February 2005 start.

On 17 February *ZZTop* motored into the viaduct with the rest of the fleet. *Young Nicholson*, berthed alongside, provided some good banter between the two Wellington boats. We had a great farewell function at the Loaded Hog (thanks Stewart) and by Saturday morning were eager to get going. There was an air of anticipation at the dock, as supporters, well wishers and the media turned out.

The race itself was a mix of conditions ranging from no wind to 50kts, and slight to rough seas. There were numerous highlights,

which far outweighed any lowlights.

Reaching Wellington harbour entrance was fantastic. To be acknowledged by many of the boats in the Line 7 Regatta was quite humbling. *Shalimar* escorted us to the finish (thanks Gary and Murray), where we were greeted by the Port Nich support boat (thanks to all) and our support crew (thanks *ZZTop* crew).

The Wellington/Napier leg produced the heaviest winds and the biggest seas. We went from 9 to 17 knots in a matter of minutes when the second southerly front arrived. This was our best leg, arriving seventh across the line in 26 hours 45 minutes with no damage. Exhilarating racing.

Crossing the finish line in Auckland at 4.01am on Monday 7 March was a fantastic feeling. To have completed this race was an achievement in itself and the rum and champagne flowed (thanks Cookie). Never has a rum tasted so good.

The RNI is billed as New Zealand's toughest offshore race. It is definitely a huge challenge mentally and physically, not only to complete the race, but also just to get to the start line. Thank you to our sponsors for your support; Xacta Group, Navman, Southern Ocean Ropes, Duffy Yacht & Rigging, Quantum Sails Wellington, RFD, Barton Marine, Icebreaker and Line 7, to the clubs and members for your support and assistance, and finally to our families, Helen, Cindy and Olivia for your endless understanding and encouragement during the last three years.

This all brings me back to team *Young Nicholson* (Kim McMorran and John McSherry). Simon and I owe Kimbo and Johnboy a huge debt of gratitude. From the time we originally talked to Kimbo more than three years ago, to the post-race BBQ at Simon and Helen's, they constantly encouraged and supported us. They are both great competitors and offshore sailors, and represent what yacht racing is all about. Thanks Kimbo and Johnboy, from all of us.

Lastly to anyone who thinks they want to have a crack at the next one in 2008 – go for it. But start planning it now. It's a brilliant race and definitely worth doing. The SSANZ guys are excellent and the whole race was fantastically managed, the camaraderie of the other crews is something else. It's just a damn fine event and experience. Wouldn't it be great to have half a dozen Wellington boats in the next one?

YOUNG NICHOLSON DOES THE RNI ... AGAIN! *by John McSherry, Young Nicholson*

You're both mad, they all said. Why would you want to do it again?

We certainly gave it a lot of thought in the months leading up to the start. And with a sponsor pulling out at the last minute, we had just three weeks to find a new sponsor and get the boat to Auckland.

Once you've done this race, the pull to do it again is very strong. But this time, armed with the experience, we were determined to do it smarter ... and therefore faster. Besides, *Young Nich* already had all the gear so the financial outlay was not going to be a problem. Yeah, right.

Amazingly, everything came together. We quietly motored out of Chaffers on Friday 11 February, expecting a quick three day motor/sail to Auckland non-stop. We couldn't believe it when everywhere we went it was on the nose. And we had to stop in Tauranga for more diesel, turning the trip into a five day marathon.

All delivery hassles were forgotten when we were welcomed into the Team New Zealand floating berths in the Viaduct Basin. What a privilege to get a close-up look at their operation and talk with a few of the guys.

The camaraderie starts as you meet your fellow competitors and try to decide who's going to be your biggest threat. We didn't have to look far as our "mates", the *ZZ Top* boys, pulled out new sail after new sail and showed us around their new electronics package. Talk about being prepared. Mark and Simon had forgotten nothing in setting up *ZZ* for offshore racing.

Although there were just 12 entries in the race, the standard was high. A couple of national class champions were keen to show us what they could do.

Before we knew it we were on the start line off Devonport wharf, with Sir Tom Clark firing the gun. A conservative start with clear air, we were lying fourth rounding North Head. An uneventful leg to Mangonui sailing in generally light airs but, yes, on the nose again most of the way.

We managed to stay ahead of the *ZZ Top* boys, but *Sliver*, the Davidson 37, proved to be a much faster boat that she was in the 2002 race. We knew we had our work cut out to beat her.

The second leg round North Cape, Reinga, Maria van Diemen and Egmont to Wellington turned into a drifter. We decided on a course about halfway between the coast and the rhumbline. Half the fleet went out to sea looking for more wind but the radio skeds proved they weren't finding any. We spent a whole day parked up off the Kaipara Harbour, sweltering in 38°C heat, with humpback whales and dolphins our only company on a glassy sea.

We headed further inshore on the fourth day and slowly the wind kicked in past Cape Egmont, clocking around to the north.

Finally we could get a bag on. No more drama until we blasted into the Terawhiti Rip in 25 knots, gybing the kite rather than dropping it.

The Wellington welcome was a bit special as we were cheered through the Line 7 fleet. For once, the rums took second pace to a good feed, as we'd run out of food on the third day out.

The next leg, to Napier up the East Coast, was a test for the Race Director as well as the sailors. David Cooke would have to be one of the best offshore directors in the country. He has a lot to think about when trying to predict the correct weather window to send a fleet up the notorious Wairarapa coast.

David has a huge reputation as a weather guru. It doesn't matter where he is in New Zealand – his first task every morning is to go out and "sniff the breeze" before checking all his electronic weather sources. I'm sure entry numbers for this race would be well down if "Cookie" was not the Race Director.

Kimbo and Johnboy stuffed up this leg by putting up a kite in 45 knots at midnight off Castlepoint. We had it in control for 15 minutes and managed an 18 knot surf for half that time before our guts ran out. Kimbo blew the halyard but, before we could get it in, it wrapped itself round the rudder and out came the knife. We did retrieve the remains, but three boats including *ZZ Top* went past us.

Just to add to our woes, we managed to attach three square metres of bull kelp to the rudder for about 12 hours, making Kimbo swear even in his sleep.

Were we glad to tie up at the Napier Sailing Club? As usual, the Hawkes' Bay people treated us royally and we were the toast of the town. Apart from the trashed kite, our only repair was to the outhaul. However, Kimbo didn't like the look of the topmast jumper stays so decided to tweak the whole rig up.

A good lesson learnt here. Tune your mast before the start of the race, not halfway through. The tweak transformed the boat, giving us a knot faster, on average, on the wind. At one stage we were second behind *Hydroflow*.

Smoking into Auckland we finished six minutes behind *Hard Labour*, taking fourth overall on line and first in our division.

What a reception we got outside the Royal Yacht Squadron. Cindy and Helen – shore crew for *ZZ Top* – had taken us under their wings and showered us with champagne.

We'd achieved our goal of beating our previous race performance, without breaking the boat or ourselves. And made some good friends as well. Thanks to our major sponsors, Wellington Photographic Supplies, and to Cindy and Helen, who looked after us and their own guys untiringly.

We're up for 2008 ay, Kimbo. Yeah, right!

Alluna – Whirlwind Tour of the Pacific

by Andy Kellow, Alluna Tik

We have just spent eight months on a fantastic trip through the Pacific. Some would say we travelled too quickly, but starting in Tahiti the miles needed to be clocked up to get to Australia before Christmas and the cyclone season (8,500 to be exact).

From Tahiti we left Bora Bora on 29 June (my birthday) for the Cook Islands. This was a four day trip – our first two-handed – with lightening trades and our first hoist of the MPS. We had two hours great sailing under MPS before a loud crack, the halyard broke, major trawl, sore back and lots of swearing – the sail was saved!

We arrived in Rarotonga in torrential rain. Unfortunately, the rain stayed for most of our 10 days there. We went sightseeing by motorbike, the best way to see the island. Rarotonga was very like being back in kiwi land, with produce and beer all imported from New Zealand, as well as wonderful, friendly, generous people.

Next stop was Niue, a five day passage from Rarotonga.

Again the trades were pretty fresh, unfortunately dead aft, not good in a high performance steel cruiser! We passed the *Soren Larson* a night out from Niue having met them earlier in Rarotonga.

Arriving on a Sunday is not advisable in any of the Pacific Islands. We had a quite day on a mooring in 100 feet of crystal clear water, making flags and catching up on the zzzzzzzzzzzzz's, before four officials visited us early on Monday morning. We squeezed them all into our dinghy, but unfortunately the immigration man slipped and got wet up to his knees. About two and a half hours, several cans of coke and many tall stories later we were allowed ashore to explore.

Niue is an absolute must for a visit. The population was 1,200 when we visited only a few months after cyclone Heta had sadly wiped out half the island



The Queen of Tonga



(300km winds and a 67m wave surge). The people on Niue are the friendliest and most honest people we met anywhere in the Pacific – in one restaurant the owners went home and asked us to lock the door when we were finished.

Niue is a giant lump of coral with stunning caves and scenery. But the coolest, best things were the humpback whales. They swam around the moored boats and woke us up at dawn blowing their spouts. The only possible anchorage is really too deep, but there were four good moorings when we were there – others were lost in the cyclone. The moorings could be uncomfortable in heavy northerlies, but the place is worth risking a roly night or two. We found five days just long enough.

The trip to Vavau in Tonga is only 2-3 days from Niue. Cruising around Vavau was very easy, but we had more than our share of poor (and extremely poor) weather. This forced us into places for longer than wanted but we had two other boats to play with so had a lot of fun. There are lots of humpback whales in Tonga at that time of year (August), too, but the local operators are strict on rules for yachties behaviour around them.

We enjoyed many nights at the Mermaid Bar, and a more authentic dinner in a local village which included a 'pig on a spit' and young village girls performing traditional dances. We had a good day off the boat at the A&P show, saw the King and Queen of Tonga up close and bought good souvenirs!

After five weeks in Tonga it was more than time to make the five day passage to Fiji. For a change we had generally light winds and even stopped for our first mid ocean swim one steaming hot day with the sea like a mirror (one at a time, of course!).

After a vigorous previous night of 35 knots, the morning we came through the Navula passage was glassy – we had to tow our Aussie friend through as he had no motor and kept getting pushed back out. We checked into Lautoka then spent three amazing weeks cruising the Yasawas.

Great fishing, great weather and excellent snorkelling made Fiji one of our favourite places. We really enjoyed the *sevusevu* ceremonies where you present the chief with kava and made some wonderful friends in the villages. We even



Coral formations
– Niue

went to church to hear the amazing singing, and played epic games of beach volleyball with the locals. Cave diving in Sawa I Lau is highly recommended.

Fiji – overall stunning, we could easily spend a whole season visiting all parts of it.

Our next stop was going to be Tanna in Vanuatu but, after two days of light weather, heavy gales set in and we changed course to Port Vila. Other yachts we heard on the VHF continued to Tanna. All suffered damage including one knockdown. We sailed comfortably, under storm jib only, at 7-8 knots straight lining and looking after crew and boat.

Vila harbour was flat and calm at last as we motored in and anchored among many other yachts. After plenty of drinks with friends the bad weather was quickly forgotten.

The sailing between islands and anchorages was more vigorous than elsewhere, but really great fun, running with wind off the aft quarter, headsail only at 7-8 knots, catching fish – perfect!

The many anchorages we stopped at were beautiful and the villages interesting. We were entertained by school children, feasted on roasted pigs and sampled the very, VERY potent kava. One chief even invited us to his home for breakfast and made us pancakes and island cabbage. Bread buying was interesting as we often had to supply the flour so the bread could be baked!

I spent a day fixing hand cranked Singer sewing machines and became a local hero! A can of CRC and lessons on keeping salt and sand away from mechanical parts makes one look like a genius.

We continued on as far as Santo to get ready for the 1,000 mile passage to Australia (more about that next time). In Santo, Kylie went diving on the famous WWII wreck of the *Coolidge* while I stayed aboard and did boat maintenance (or something like that).

I was asked to write about 500 words about our trip. As you can see we visited so many different places and had so many great experiences that even this rather extended article just scratches the surface. I want to end with a note of thanks to Des at Russell Radio, who is always a welcome and friendly voice at the end of the radio.

If you're thinking of going cruising, stop thinking and go!



Some serious fishing, Andy!



Education

On the race track, the downwind leg is where the most opportunities exist to make gains and overtake.

As said in an earlier RIP... "now is not the time to eat your lunch!"

Here are some basics on **Spinnaker Trim**, in lightish to moderate airs, to help keep your boat going fast so that you can make those gains and take advantage of overtaking opportunities.

As always, **preparation** is the key. As a trimmer, know the spinnakers that are onboard and at what wind range/angle they are best used. Make sure they're packed and dry too!

Ensure everyone knows their downwind job, who's trimming sheet, who's grinding for the trimmer and who's trimming the brace. Calling the breeze is also a hugely important job – one person should be pretty much dedicated to this.

Trimming the Spinnaker Sheet – never cleat this sheet off! The wind, the waves and the course are always changing which requires constant adjustment to the spinnaker trim. **The trick to a fast spinnaker is EASE!** The most common mistake is over-trimming!

The spinnaker trimmer is, to a large extent, "driving" the boat when sailing downwind. That's because the helmsman is steering the boat according to the wind and the pressure that the trimmer is feeling in the spinnaker. This requires constant communication between helmsman and trimmer – good pressure in the spinnaker means we can sail lower; losing pressure in the spinnaker means

the helmsman will need to "head up a bit" (sail higher). The fewer turns of the sheet around the winch, the easier it is to gauge the pressure in the spinnaker.

A general rule of thumb for sailing downwind is **head up in the lulls, down in the gusts**.

The sheet trimmer should make sure they are in a good position on the boat to be able to see the luff of the spinnaker, usually positioning themselves out on the windward side.

The trimmer should ensure clear communication with the grinder and always use the same words i.e. "trim", "stop". The grinder can then tune into those words.

The Grinder should be constantly watching and listening to the sheet trimmer and be ready to grind the winch hard and fast, especially when there is a big collapse of the spinnaker.

The Trimmer should be constantly easing the sheet until the luff in the mid section of the spinnaker starts to curl inwards. Obviously if you ease too much the spinnaker will collapse. As soon as the spinnaker collapses, sheet on until it's flying again and then start easing again until the curl is back. The luff should curl evenly from top to bottom. The clews of the spinnaker should also be flying at roughly even height. Keep an eye on the foot of the spinnaker; ensure it doesn't become "strapped" around the forestay.

The Pole – rule of thumb is to keep the pole at 90 degrees to the apparent wind (90 deg. to the Windex). Pole height should be level, parallel to the water. This will allow the spinnaker clews to fly at a roughly even height and help to keep the kite flying away from the boat and the mainsail. Ensure the downhaul is tensioned so that the pole doesn't bounce up & down.

If the pole is too high, the luff will curl first down low in the spinnaker. Too low and the opposite happens, with the luff curling first at the top. What we are trying to achieve is even curl in the mid section of the luff. Be ready to adjust the pole forward or back, with sheet adjustments, as required. Generally the sheet trimmer will call adjustments to the pole position and height.

Tweakers or Barberhaulers allow the angle of the sheet to be altered and therefore clew heights. Generally the twearer on the windward, pole side, will be on hard and the leeward twearer set for even clew height. When reaching, the leeward twearer should be off.

Don't forget to let back stay off at the top mark – this will allow the mast to straighten and help the spinnaker fly further away from the rig.

Crew weight placement is important too; generally keep the weight out of the ends of the boat. And if running deep, weight on the weather side is good to help roll the boat, and the spinnaker, to windward (fast).

Trimming the spinnaker requires a heap of concentration & communication – lots of practice makes for a confident crew. There's nothing quite like blasting along in a fresh breeze with the big kite up!!





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Campbell Rosebowl

By Bill Brambley and Bruce Askew

The Campbell Rosebowl was presented to the Club in the 1978-79 season by Roderick and Betty Campbell, the conditions for its presentation being a little unusual.

It was to be awarded to the yacht with the highest aggregate earned in the two Island Bay races in the season. There was also a tag that the aggregate was not to include a yacht that had won one, or possibly both, races. These conditions reflect a desire to spread the trophies around and also to encourage competitors to sail in both races, and to finish the Mark Foy one.

Rod, until he died some years ago, and his wife Betty were Club stalwarts for generations. Betty now lives in Featherston. Rod joined the Club in the 1930s and held various offices. He always kept a very tidy boatshed and a very smart vessel. Everything was done in the best way possible – in other words properly.

Our first recollection of Rod was when he was refitting a motor launch in the late 1940s on one of the many slipways in Balena Bay. He had also built and sailed a 14ft Y class yacht *Advance* in the late 1930s and later, like many others, headed off to war.

After the war he owned several notable vessels. He brought the yacht *Matatua* to Wellington and entered her in the ill-fated Lyttleton race of 1951. His results were similar to most of the more fortunate entrants on withdrawal due to the atrocious weather.

He also owned the launch *Rangimarie* – a large launch about 45 feet LOA, previously owned by Bill Smith. He completed a South Island circumnavigation in her and, in later years, he owned the motor launches *Kereru* and *Aloha* and the John Brooks-designed yacht *Maranui*, which is now owned by Club member John Hayes.

The first winner of the trophy was the Cavalier yacht *Tingara*, owned by Frank Turvey. Since then the winners' list

has included most of the Club's active owners – Brian Coleman being the most successful. Others have been Brian Cardiff, John Moody, Hugh Poole, Chris Hargreaves and Brian Parker, whilst the current holder is J McCarthy who owns the yacht *Eat My Shorts*. The winners' list shows a wide variety of yacht styles and abilities.

A close look at the photograph of Brian Coleman's *Aztec*, taken around 1985-86, the year that she first won the Rosebowl, also reveals another very durable well-known member, Ross Telford. Note the hairstyles! Brian won the Cup again in 1997-98 in his well-known yacht, *Chain Reaction*.



Rod Campbell (above)



The man behind *Monowai III*

If you've raced much at the Club, you'll know *Monowai III*. Thanks to the generosity of its owner, the 14 metre, 320 horse power launch, has had a high profile at many of the Club's events for the past ten years.

But her owner, Ron Legge, who has been involved in sailing and the Club for a lot longer, keeps a much less showy profile.

Monowai III and Ron came together 10 years ago, when illness prevented Ron from doing much of the physical activity that sailing requires. She has given him the opportunity to remain involved, but relax a little.

Privately, *Monowai III* becomes Ron and wife Jean's townhouse. "She's our home when we come into town from Raumati. We can stay on her for a few nights and take in some of the city's restaurants and shows or anything else that's going on."

Ron's generosity with *Monowai III* extends beyond the Club. In 1994, when the America's Cup boats raced in Wellington Harbour, Ron and good friends Hugh Poole and Brian Cooper ferried members of the public out to the race track from Queen's Wharf. "It wasn't preplanned. We'd take about 20 people out to see a race, bring them back and pick up some new people. More than 120 people watched Team New Zealand at close quarters that day," he says.

Ron's always been around boats. "I've rowed dinghies for as long as I can remember." Sailing really started in the fifteen years his parents rented a waterfront bach at Paremata. He sailed P, Z, I and X classes.

Marriage, children and a transfer to Hastings in 1956 provided his only break from the sport. He returned to Wellington in 1961 and in 1974 bought his first keel boat.

The design of his first keeler, *OtNiP*, (still in the marina but owned by somebody else) has an interesting history, being a Farr 727. The original Farr 727 was *45 South the Dunedin Whiskey Firm*, which won the New Zealand Quarter Ton Cup in 1974 and went on to win the 1975 World Quarter Ton Cup in France. (www.farrtraileryachts.org)

To quote Bill Endean in *Classic Yachts of New Zealand*, "*45 South's* win was a milestone in the modern history of New Zealand yachting. It was the first time a New Zealand yacht, designed, built and sailed by New Zealanders won a major international offshore event."

"When I bought her, the crew and I had done all sorts of sailing. But we'd never done anything like this before. The seven 727s were very competitive within the third division fleet of about 16 boats."

They even sailed her in the Club's IOR 50 mile harbour races. "We got in at 9.30pm and had to take our own time. And we'd won! So much for IOR handicapping."

He has also owned Whiting ½ ton *Vice Squad* (formerly *Candu II*), which had represented New Zealand in the World Half Ton, and other hotshots *Legacy II* (Young 88), *Legacy III* (Young 11), and *Snap Decision* (Elliot 1050).

Crews have been an important part of Ron's sailing. "Crew make the boat. If you pick the right crew, the chances of getting that boat going are good." In 1990 he joined forces with Pete Sutton and Jamie McDowell and "had five wonderful years of very successful racing and fellowship".

In addition to sailing, Ron has been active in the Club. A member since 1975, his roles have included Race Officer and Vice Commodore. He's seen a lot of change. "In Clubs, it comes down to attitude. You've got to think about today and what's ahead. Yesterday is gone. Trying to relive it is fatal."

The cruising aspect of the Club is something Ron has particularly enjoyed. From racing to beat storms in Cook Strait, to the demands of accommodating three couples in a stripped out *Whispers II*, to running out of food and catching fish with just an apricot for bait – there are many happy memories.



Ron Legge



Monowai III

No doubt the demands of today make it difficult for boats to commit to a full weekend, he says. He would love to see the 30, 40 and 50 mile harbour races reinstated, perhaps with the President's Division throwing a barbeque half way, giving people the chance for a longer race within one day. "It might bring about resurgence to membership."

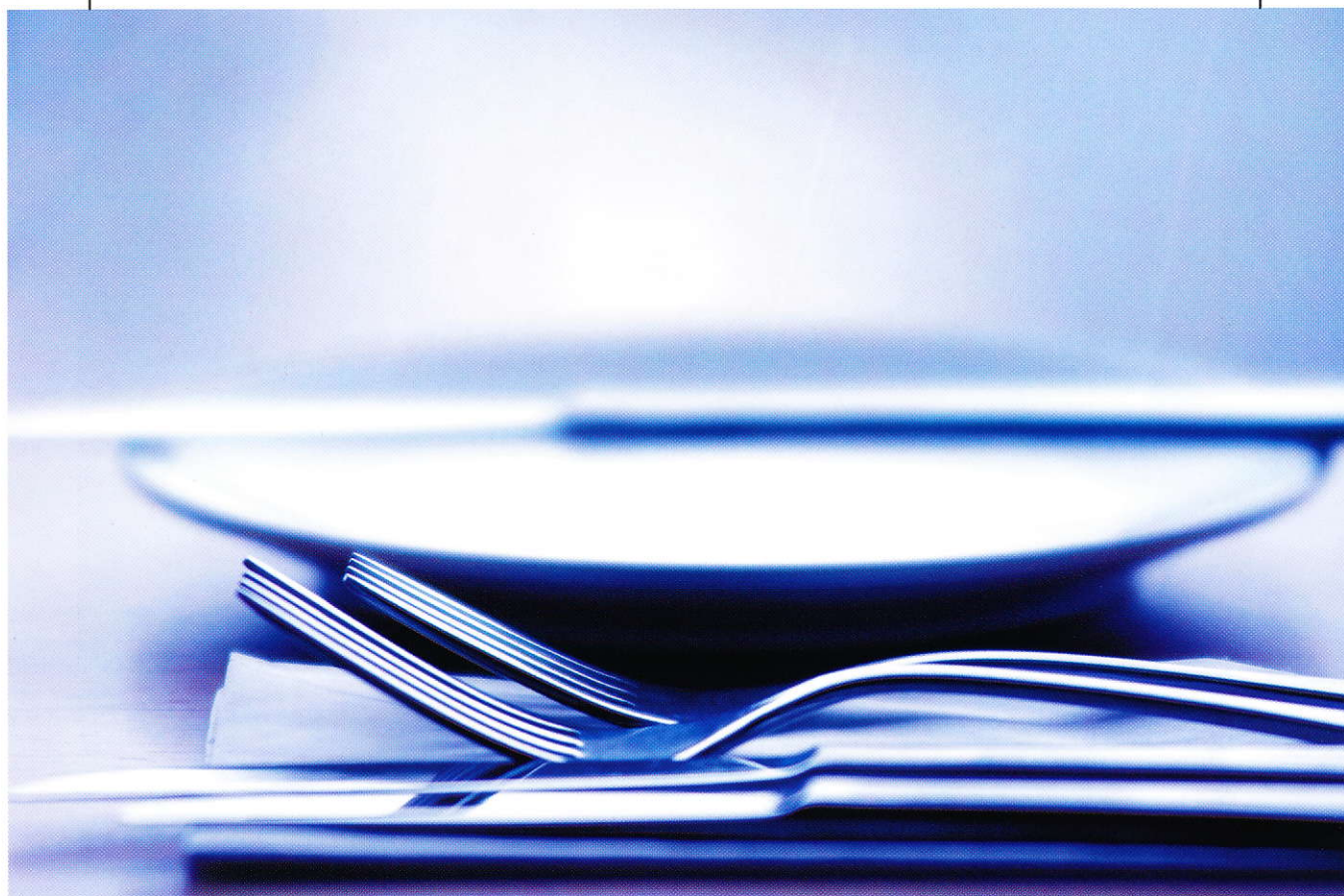
Ron has also had a very active and diverse working career. Originally with wholesaler warehouse Sargood, Son and Ewen (including a stint in Hastings as Sales Manager), he later took up Holeproof agencies in ladies fashion, before returning to Wellington to help establish New Zealand's largest property based superannuation fund, Mutual Funds Limited.

Some 20 years later, having held a number of senior management positions in sales and marketing and as a shareholder, he decided to take things more quietly. He became the Anglican Church's lay minister at Arohata Women's Prison for six years and continued to serve the Club as in the past.

That's something of the man behind *Monowai III*. The launch now has a part-owner, but Ron will be carrying on as usual. So look out for him next time you're on the water.



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