

the **Rip**

OCTOBER 2005





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Cover Photo: RPNYC President Alan Martin, celebrating his 20 year tenure.

The Guarantee is in the background.

Inset: Champagne Breakfast (top) and the Opening Day fleet

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

the Rip



ROYAL PORT NICHOLSON YACHT CLUB (INC)

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Governor General of New Zealand
President: Alan Martin

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Friday 4.00pm – late

Saturday/Sunday [race days] 9.00am – late

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

Note : These hours may vary depending on patronage

RPNYC Sailing Academy Hours

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I wish to extend a warm welcome to all members at the start of our 123rd season.

This year marks a turning point for the Club, with a new Commodore, new Executive members, a new CEO, and a number of new staff. Though we will miss the continuity and experience of those who have gone before us we are excited about the challenge ahead. Change can be very cathartic.

Amidst all this change it is gratifying to see some things remain constant, with Alan Martin commencing his 20th year as President of the Club. Alan, our longest standing member, joined in 1943. He and his wife Shirley have been major contributors to Club life with their continuing support of Opening Day celebrations, and the Alan Martin Scholarship. We look forward to the next 20 years.

Our most significant issue is the same as that experienced across many sports, sustained declining membership. Only 13% of the Club's income is budgeted to come from subscriptions this year. Addressing participation in the sport remains top of the agenda.

This year we intend trialling a new concept aimed at participation. It is a reward system that rewards boat owners for going sailing, if only in

a small way. This is a paradigm shift as currently it costs boat owners to go sailing and the more they sail the more it costs. It is called the "Racing Rebate".

The rebate will apply to boat owners who are full senior, veteran or life members and have paid their racing fees. After each day racing a \$20 credit will be applied to the boat owner's Club card. The credit can be accumulated, though if not used by the end of the season it will be extinguished, so use or lose it.

The rebate will be applicable to Saturday or Sunday championship races at this stage and if it is successful we may be able to expand it to cover other race days. A boat owner, if they sailed every championship race would in effect have rebated back their senior membership subscription by the end of the season.

Your Executive has gone some way towards addressing the governance issues that confront the Club. It is imperative, not only for our survival but for future growth and enhancement of the Club, that Club members embrace the changes proposed. We must complete this

exercise this year if we are to continue as a viable organisation.

To date much of our focus has been:

- Clearly defining the Executive role versus that of Club management
- Documenting the strategic direction with some measurable annual outcomes
- Reviewing governance
- Optimising the role of employed personnel
- Melding the growing professionalism in sport administration into the RPNYC.

The Executive intends to consult with Club members at various stages of the season to discuss and get feedback to effect any changes required of Club rules.

The wider issues such as facilities, participation and financial stability also remain and we are working towards revisiting our strategic plan and producing an annual plan for our new CEO Brian Budd to put in place.

For all you out there wondering what you can do to help, the answer ... Go Sailing ... Enjoy yourself. ●



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**Brendon Hogg – Commodore**

A Development Manager by profession the role of Commodore could be considered similar in nature. Success will be determined by how well the Executive are achieving the goals we have set ourselves. My view is that any one person is only as good as the people they surround themselves with.

**Hamish Edwards – Treasurer**

Hamish continues in his role as Treasurer.

**Peter Vause – Vice Commodore**

My family has always been around boats. Sailing has been, and continues to be, an important feature of our family life. In accepting the nomination as Vice Commodore, I saw the opportunity to put something back into the sport and the club that has provided so much enjoyment to us all. The challenge is to increase participation on the water, by "improving the product" and sharing the enjoyment of sailing with our families and friends.

**Del Hogg – Executive**

I accepted the nomination for RPNYC Executive Committee in the 'Ticket' as promoted by Brendon as I believe the team of Brendon, Rik, Hamish, Peter and myself offer significant business and sporting experience. These attributes will benefit the Club in achieving what appears to be over the next term much needed change in relationships, governance and strategic direction.

**Peter Sandford – Rear Commodore**

Once again taking on this role, Peter's duties are to assist the Commodore and Vice Commodore in the running of the Club. As in the past, Peter will take a leading role in the social activities of the Club.

**Stephen Moir – Executive**

As Immediate Past Commodore, Stephen will no doubt be able to provide the Executive with some continuity going forward.

**Brett Linton – Cruising Captain**

Having sailed at the club for years, I decided to take the opportunity to get involved. My expertise lies in sailing and I intend to help make the Club flourish, especially in this area.

**Rik Hart – Executive**

I am particularly keen, after years of racing and cruising, to contribute to the next chapter in the Club's evolution towards the premium yachting and boating facility for members in Wellington. My background, networks and experience in corporate governance from both the private and public sector will, I hope, be an asset to the Club's future.

I look forward to picking up on the challenges ahead and to working with the Executive, the Staff and the Members to ensure the continuation and development of a Club which we can all be proud of.



BRIAN BUDD

I was recently hosting the Governor General, Dame Silvia Cartwright, at a Chamber Music New Zealand event in Auckland. In the knowledge that she is the Patron of the Royal Port Nicholson Yacht Club, I was telling her about my move to the Club as its Chief Executive.

Dame Silvia commented that a move from the world of the arts to the world of yachting seemed a big jump. On the surface they would seem to be poles apart. However, on looking at the two more closely there are a surprising number of similarities between running an arts organisation and a yacht club.

I feel very honoured in having the opportunity to step into the role of Chief Executive of the premier yachting Club in Wellington.

The Executive is currently working on the development of a new Strategic Plan and redefining the roles of Governance

and Management. The Royal Port Nicholson Yacht Club is based on fine traditions and a long history. In order to enable it to successfully operate in today's business environment while providing maximum benefit to its members, redefining these roles and producing a robust strategic plan are crucial for the Club. The draft of the strategic plan will be available in the near future for comment and input from members.

As you have probably heard, my professional background is in business and the arts. I am no stranger to membership based organisations and the delivery of benefits to members. A competitive involvement in motorsport over a number of years and my work in the arts sector brought a direct link to such organisations.

Although I have done some sailing in the Marlborough Sounds and the Bay of Islands, my knowledge of and experience of sailing is not extensive. A fascination

with yachts as a youngster and the desire to participate in yachting in the future, means that I am very keen to develop my skills in this area. The excellent tuition available through our Sailing Academy and gleaned of tips from Club members should go a long way to providing me with a greater understanding of the sport, not to mention many pleasurable hours on the water.

I am looking forward to working with the Sailing Committee to use my event management skills in organising and managing the Club's various on water events.

Extending on water activities, encouraging more boats onto the water and increasing the number of people enjoying what the Club has to offer, are priorities.

A full programme of offshore and harbour racing has been organised for the 2005/06 season which opened on Saturday 17 September. Make sure you get out on that wonderful harbour and indulge your passion for yachting

The Club is also working towards two major events, the Wellington stopover of the Volvo Ocean Race and the Line 7 Regatta in February 2006. Planning for both of these is well underway.

I look forward to meeting you all over the coming months, in particular to hear your ideas for the Club and listen to your yachting stories. ●



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James Laursen – Membership Administrator

James joined us in July, stepping into the big shoes of Lyn Kimber who was the previous membership administrator. James joins us from RE/MAX Leaders Real Estate Head Office, Wellington. Out of work James loves to watch or play a wide range of sports including Touch, Rugby, Basketball, Ice Hockey & Inline Hockey, in which James has represented New Zealand at International level.

James's role with the Club is to maintain the Membership Database and also look after the bar computers, tills and invoicing.



Nikki Hooper – Events and Communications

Nikki joined us at the end of June from a position as Marketing Executive with the New Zealand Symphony Orchestra. Before that she worked for TV3 for almost 10 years as an editor working in news and current affairs. Out of work hours Nikki is highly involved in the Wellington Arts scene as a performer and administrator and can frequently be seen performing on stage with NBR New Zealand Opera as a member of the Chapman Tripp Opera Chorus.

Nikki's role at RPNYC involves coordinating events such as the annual Champagne Breakfast, Opening Day and the Line 7 Port Nicholson Regatta. She is also responsible for the Club's publications; The Almanac, The Rip magazine, and the Club website. Nikki is also the person behind the weekly e-newsletter.



Louise Paino – Functions and Facilities

Louise joined the Club 18 months ago in the dual role of Functions and Facilities Coordinator and Bar Manager. She is responsible for the hiring out of our magnificent facilities and also the Management of the Wardroom and its staff.

Louise says, "I myself am blessed to have some wonderful girls working for me in the Wardroom. They are directed by me but led by Tessa as the Duty Manager. Tessa has won hearts young and old and, like the rest of the team, goes out of her way to make members and their guests feel welcome. I do encourage you all to utilise the Wardroom and bring some of that passion that you all share on the water, into the Wardroom and enjoy one of the finest spots in Wellington."



Iain Wilson – Slipmaster/Academy Instructor

Iain joined the team full-time in March 2005 and has several jobs within the Club. His primary role is instructing for the Sailing Academy. Iain runs Introductory Keelboat, Next Tack & Day Skipper practical sailing courses for the Academy, along with Boatmasters & VHF radio theory classes. In addition he handles maintenance of the Club and boats, and tenderly looks after the slipway, not to mention maintaining the morale of the staff. And then there's anything else that falls into the category of odds & sods; usually involving tinkering in a shed somewhere.

In a previous life Iain lived in the UK, sailed around the world (care of the Royal Navy), and worked for six years as a fireman.



Maryellen Angus – Accounts

Coming from a Professional Services background, Maryellen joined the Management Team in December 2001 and has provided accounting services for the Club during that time, working primarily five days a month. Venturing out on her own in 1994, Maryellen operates her own business providing Support Services to a select number of clients.

Work is her "passion", with boating and fishing being a shared passion with her husband, Richard. One of her goals for 2005/06 is to complete a Boatmasters' Course with the Academy under Iain Wilson's skilled coaching.



Academy Update

The biggest humdinger of a headline to hit the Sailing Academy comes in the wake of Mike's recent departure from the Club. Now it's Gerry's turn to head for

warmer waters and a new life on the ocean wave, literally. Her new home will be a 112ft superyacht, destined for Caribbean and Mediterranean shores, and the flagship of the Swan fleet no less.

Gerry will be sorely missed by us all, not just as the mainstay to the running of the Academy and source of boundless enthusiasm for getting people 'out there' on the water, but also as a good friend, racing guru and party girl, guaranteed to outstay anyone on a night out at the Club. As sorry as we all are to see Gerry leave us, we also wish her all the very best for her great big life adventure. The world is your lobster, Gerry!

Who now will wear the blonde wig and run the show in Gerry's absence? After a good rummage around the place to see who might fit the bill, Iain was found hiding in a boatshed. After a swift blow to the head, he agreed to the proposal wholeheartedly and was readily dragged into the office to fill Gerry's great shoes.

The remainder of the team remains steadfast. Bruce is back from his epic voyage to Tonga on his steel 30 footer Heavy Metal. What's more pleasing to note is that both Academy graduates who volunteered to crew for Bruce have returned, not just alive and well, but full of salty tales to swing the lantern to. Craig also remains on board this season

and will be leading the way among the team of dinghy instructors at Worser Bay. Hold on, it's going to be a rollercoaster of a ride this summer! ●



Lion Foundation Youth Scheme Update

This winter has been a very busy one for the Lion Foundation Youth Yachting Scheme. The focus has been on learning how to sail and match race the Elliot six metre (e6) keelboats.

Thirteen 3 crew teams joined the winter programme in April. Most of these sailors have had experience in sailing and racing single-handed boats around various clubs in the harbour. Not

many of them had much experience in sailing keelboats.

The first eight weeks of the programme focused on learning how to sail the e6s. The teams became familiar with moves such as the 'windward hoist', 'human pole' and 'leeward drop'. The second eight weeks of the programme focused on learning how to match race. It took a while for the teams to get the hang of pre-start manoeuvring in keelboats, but by the end of the period we were starting to see some very close and intense matches.

The teams are now competing in a series of ACTs (just like the Americas Cup) to select four teams to compete in the Australasian Youth Match Racing circuit this summer. Once selected the four teams will train together in a build-up to the various regattas they will sail in. ●



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

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Michael Box	ASSOCIATE
Melanie Brooks	SENIOR
Gordon Craig	COUNTRY
Nicola Downes-Hogg	ASSOCIATE

George Findlay	SENIOR
Charles Gallagher	COUNTRY
Stephen Jones	COUNTRY
Vedat Kecec	SENIOR
Will Leckie	JUNIOR

Andrew McCallum	SENIOR
Graeme Milne	COUNTRY
Dave Molen	SENIOR
Illeana Stravoskiadi	COUNTRY

... and new boats

BOAT NAME	TYPE	LOA	DESIGN	OWNER
Yacht Finder Global	keeler	11m	Beneteau	Allistair Turnbull
Manuhaea	keeler	46 feet	Davidson Cavalier	Sir Tipene O'Regan
Night Music	keeler	17.4	Van de Stadt	Gordon Craig
Illusions	keeler	34 ft	C & C	Mark Waters

Behind the Steam | Restaurant news

It's spring again. The new sailing season is upon us, and I will be sailing in the Wednesday night twilight series.

The year is slipping by so fast, and it's hard to believe that we have been going strong now for four years. As we have matured, so has our food.

For those of you who haven't been in for a while, come in! We would love to see you.

New Menu

We were so busy during the Lions Tour, that we did not have time to change the menu, so we absorbed some new dishes into it instead. We were lucky that the weather was so fantastic, and we were able to offer some of the best fresh fish varieties during winter that I can remember. The Bluff Oysters in particular were outstanding throughout the season.

With the arrival now of whitebait, scallops, asparagus (what a benevolent country we live in that gives us those three ingredients at the same time) and new season lamb, we are literally spoilt for choice and bursting with ideas!

Our new menu also takes some dynamic leaps forward, showing that we are not afraid to try new ideas, giving our guests experiences, not just another meal. We have introduced some simple new lunch dishes in a 'small plates' format.

So if you want a simple lunch of great seafood then how about the Shellfish Collection, your choice of the freshest shellfish, baked with Smoked Chilli Butter. Crispy Soft Shelled Crabs, Avocado and Cucumber or the Grilled Calves Liver, Truffled Cauliflower Gratin and Watercress. Or Skewer of Young Calamari with Chorizo, Grilled Tuna, Fennel, Thyme and Ginger. And for those pasta fans, Linguine with Vanilla Poached Oysters. And as always, our fish and chips. Absolutely delicious!

We have been busy making our Lemon Syrup, and it is now selling

through the restaurant. It makes the perfect summer drink with plenty of ice and topped up with water. It also makes the best Gin and Tonics! And try pouring a little bit over ice cream. Magnificent. You should always have some on the boat to make a refreshing drink, and it makes the perfect Christmas gift. Also for sale is the Palm Sugar Dressing that we use on our salads in the restaurant. We have been giving the recipe away for years, and we have some guests who bring in their bottle once a month to have it topped up! It is the perfect salad dressing.

Speaking of Christmas, now is also the time to start placing your orders for our famous Christmas Puddings and Mince Pies. Previously only available exclusively through Kirkcaldie and Stains, we will this year be making them directly available to Yacht Club members at a discounted price. They make ideal corporate or personal gifts, and they are so good, we have even sent them to Europe for one client.

And don't forget, as a member of the Club, you receive 7.5% discount when dining in the restaurant.

We look forward to seeing you soon.

Martin Bosley.



MARTIN BOSLEY'S YACHT CLUB RESTAURANT



New boat in town

Te Manawa is the first of its type in New Zealand and has a great pedigree. The design was first launched in Europe in late 2003 using feedback from owners of the very successful Benettau First 40.7. The first boats appeared in Australasia in 2004. Australian boats *Prime Time*, *First National* and *Cougar* have been performing very well in IRC events (including Sydney-Hobart).

The NZ importers/agents Yachtfinders Global contacted me in March 2005 with an opportunity to purchase one of these fine boats and, as part of the deal, they would take *Kahukura* off my hands! The principal element of the deal was to ensure the new boat arrived in time for the Auckland-Suva 50 year celebration race which a crew committed to do on the *Kahukura*.

Te Manawa arrived just nine days before the race on a freighter, bubble wrapped with no keel, rudder or mast + fittings attached! To say it was a rapid response from all concerned would be an understatement! Thanks to Gary Ursig from Yachtfinders Global, Rodney Keenan of Quantum Sails and special thanks to Phil Burkett and Lesley Hamilton who took ten days off to oversee putting the boat together and getting her up to Category One.

The weather conditions were against us and the first

Te Manawa, Owner: Rik Hart, Benettau First 44.7

chance the crew got to familiarise themselves with the boat was on the way to the start line, reading the instruction manual on how to switch on the instruments! An exercise unlikely ever to be repeated again! Having said all that, the boat performed well in the race and unfortunately ended up middle of the fleet due to knock down and resultant injuries to two of the crew.

The boat appears to be able to race to its ORC rating well and certainly in Hamilton Island we were able to foot it with the best of the ORC optimised boats eg: Crookson 40's. The boats are very well equipped for cruising with substantial accommodation. They are a genuine cruiser/racer.

Most of the race crew spent a very pleasant week cruising in Fiji after the race before a delivery crew, skippered by Phil Burkett, arrived. They took the boat through Vanuatu to the Whit Sunday's in Australia in preparation for the Hog's Breath and Hamilton Island races. There we performed exceptionally well, coming second overall in the IRC cruising division and in the top ten out of 32 boats in ORC cruising in Hamilton Island against professionally crewed and sponsored yachts.

A 'new' boat, four months after launch, will return to Wellington having clocked up more than 6,000 nautical miles! ●



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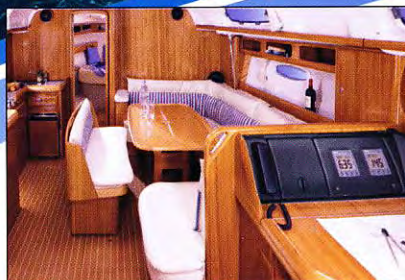
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CORPORATE PROFILE

Alleasing New Zealand Limited

As of 1 July 2005 RentWorks Limited
has been rebranded to
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How did this come about? Well, RentWorks' parent Company, Allco Finance Group Pty Limited, is in growth mode and went out and bought four other leasing companies in order to create specialist expertise in chosen markets.

What does this mean? Essentially it's business as usual but with even more flexibility and financial expertise under the brand of Alleasing New Zealand Limited.

Past Commodore Murray Bridge is the Wellington based Director for Alleasing as he had been for RentWorks for the last 11 years. The RentWorks Company has been a corporate sponsor for six years and also sponsored the Business House Race for several years.

Many members will have no doubt noticed the RentWorks sponsorship on *The Guarantee* over the past three years. This has now been changed to the new Alleasing brand – hard to miss it sailing across the harbour with a bright fluorescent yellow spinnaker and new logo.



Specific Markets which we now have specialist teams operating in:

- Government
- Corporate
- Medical
- University
- Education
- Small – Medium Enterprise (SME)

Some of the asset categories we have under rental include:

- Information Technology Equipment
- Telecommunications Equipment
- Plant & Machinery
- All manner of Medical Equipment
- Office Fit outs including partitioning, furniture and cabling
- Shipping (the former fast ferry is one of our vessels)
- Rolling Stock (freight cars & locomotives)
- Aviation

Essentially, we will lease everything except motor vehicles.

Some of the interesting assets we lease include:

Fire hoses, ladders, breathing apparatus, compressors, protective fire suits, VHF/UHF Radios, radars, speed cameras, breath analyzers, Air Force trainer jets, vessels, The Lynx Fast Ferry, entire production plants as well as the more traditional computer and telecommunication equipment.

Allco and its affiliates have a customer base of over 47,000 clients and have financed over \$47 billion of assets.

Opening Day ideal for Corporate Race

By Nikki Hooper

After a stunning start to the week the weather gave us cause for concern ahead of this year's Opening Day.

Come Saturday morning though, the sky had cleared and we got a day out of the bag for this year's Opening Day race.

Unisys tried to increase its chances of winning the Corporate race by sailing on two boats, *Andiamo* and *Pretty Boy Floyd*! Last year's winners, Cieffe, were again represented by *Nedax Backchat* while our newest Corporate member, Alleasing sailed on *The Guarantee*. Simpson Grierson opted for a more relaxing day and cheered on their yacht, *Flying Boat*, from the comfort of Ron Legge's launch *Monowai III*.

Nedax Backchat took line honours on the day, giving Cieffe the win for the second year in a row. Let's see if they can make it to three!

Opening Day is a great opportunity for us to thank our valued Corporate members for their support. It was great to have so many join us to celebrate the start of the season. Thanks also to the skippers for again giving so generously of their boats.

We hope to see you all out on the water for the Friday night rum races and at the annual Corporate Yacht Race on Friday the 2nd of December.



Unisys on board *Andiamo*

RESULTS

BOAT	CORPORATE MEMBER	PLACE
<i>Nedax Backchat</i>	Cieffe	1
<i>Andiamo</i>	Unisys	2
<i>The Guarantee</i>	Alleasing	3
<i>Pretty Boy Floyd</i>	Unisys	4
<i>Flying Boat</i>	Simpson Grierson	dnf

Next Event

The Corporate Yacht Race is the Club's annual fundraising event with the proceeds going to assist funding the RPNYC Sailing Academy, which promotes and develops sailing in Wellington for people of all ages.

The Corporate Yacht Race provides an ideal opportunity to fly the company flag, entertain clients or reward staff. Make this part of your staff Christmas function with key staff or clients – sail first, then meet up with the rest of the team back at the Club for the after race function.

The emphasis of the day is on fun and hospitality - although there is always some friendly rivalry among those wanting to win the Corporate Yacht Race Trophy.

RPNYC members provide their yachts and experienced crew to help your team enjoy the day on the water, with most yachts carrying between four and eight guests. There may be a number of yachts of similar design available for companies wishing to have some "in house" racing. A limited number of launches may also be available for guests to view the racing from, if preferred.

Each yacht can be branded for the day with your company banners, flags and logos.

How To Register

The cost is \$195 + GST per person for those sailing and \$85 + GST per person for those not sailing. The fee covers race participation, refreshments at the prizegiving function and a BBQ buffet dinner.

To make a booking contact Nikki Hooper, RPNYC Events and Communications Coordinator, 04 939 7030 or events@rpnyc.org.nz

2005 CORPORATE YACHT RACE
Friday 2 December



Charter New Caledonia



Just four hours from Auckland, you can board your yacht to cruise the largest lagoon in the world.

Most people's ideal paradise is the Isle of Pines, a two-day windward sail south of Noumea, far from the commercial world. The passage is for the adventurous, more experienced sailor.

Avoid the windward beat and fly to the Isle of Pines. Disembark at one of the sheltered, sandy bays of Kuto and Kanamera, and you're ready to dive Gadgi Bay (magnificent coral sculptures), dine on famous lobsters at a local restaurant, climb Pic N'ga nearby to see the sunrise, or picnic on Brush Island. Sail pirogues with the locals in Upi, explore the dried riverbed of Oro, and swim in the fabulous blue waterhole.

Spinnaker back to Noumea, stopping overnight at the "Turtle Club", for that last BBQ under the stars.

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High season: 01 Jul – 29 Feb

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WINE

Rip into Rosé

We are producing more and more great Rosé wine in New Zealand. Some might say Rosé wines are made for the ladies – but no, not so! There are some very big, flavoursome styles out there, just waiting for you to try. Some are produced from Pinot Noir, others from Merlot, Cabernet Sauvignon or even Shiraz – all offer delicious refreshment in spring and going into summer.

One of the main differences between red and rosé wine is the time the juice spends on the red skins. Simply put, rosé juice may only spend 12 – 24 hours on the skins. Romantically put, "the juice merely flirts with the skins for a short time, as opposed to red

wine juice, which spends days and weeks on the skins. This is where it gets just a little pink glow as opposed to deep red".

Rosé is also known as the "Romantic Rosé", so try it well-chilled on a beautiful sunset evening ... and maybe all your dreams will come true! It also goes well with most fish dishes, particularly char-grilled salmon steaks and garlic prawns. I highly recommend it for picnics as well.

There is a positive growth trend with Rosé in New Zealand and Australia, so it is slowly gaining popularity. Some styles may be drier than others, so check the back label before purchasing.

HIGHLY RECOMMENDED

**Selaks Premium
Selection Rosé**
(made from Merlot)

Great berry fruit
on nose with
flinty, earthy
palate.
Deliciously
refreshing.

Bon Voyage and
happy sipping!

Happy tasting.



NOBILO WINE GROUP

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

Asparagus

Asparagus is as much about taste as it is about texture and the taste impressions these different textures of asparagus can give. The asparagus with the most textural dimensions is the larger, thicker stemmed asparagus, as it can be eaten raw as well as cooked, and the tips have quite a different taste from the stem. All are delicious.

Asparagus should be peeled, from just below the tip, down towards the stem. This may seem obsessive, but believe me it is worth the effort. Combining asparagus in intelligent ways enhances the flavour of this fabulous product.

10 LARGE ASPARAGUS STEMS
2 TABLESPOONS REDUCED CHICKEN STOCK
OLIVE OIL
UNSALTED BUTTER
SEA SALT
FRESHLY GROUND BLACK PEPPER
4 THIN SLICES OF PROSCIUTTO
SHAVINGS OF PARMESAN CHEESE



Cut the asparagus stems into two halves. Place the halves with the tips to one side, and slice the remaining halves into thin, matchstick slices.

Cook the tips in butter with a little sea salt, rolling the asparagus in the butter constantly to cook it through, and add the chicken stock. Use a low heat to do this to avoid burning the butter.

Remove the cooked tips and clean the pan. Return the pan to the heat and add more butter. Add half the quantity of the thin slices of asparagus and season lightly. Cook until tender, which will only take a couple of minutes. Drain the slices on absorbent kitchen paper, and roll them up in the slices of prosciutto.

Serve the rolled asparagus on top of the tips, and place the parmesan on the prosciutto. Drizzle with the olive oil and the remaining raw asparagus slices.

SERVES 2

TYPES OF ASPARAGUS

There are three varieties of asparagus—green, purple and white. The green variety is the most common. The white variety is grown without exposure to sunlight. It's white because the plants don't produce any chlorophyll when they don't get any sunlight. The white variety is rare in NZ but is becoming increasingly available.

GREAT WAYS TO EAT ASPARAGUS

Asparagus is great eaten by itself as an entree or snack and is delicious mixed with pasta or added to salads. Barbecuing asparagus, and drizzling it with olive oil and parmesan, is one of the highlights of any summer barbecue. One of the best ways to eat asparagus is to dip steamed and chilled spears into your favorite low fat salad dressing. Make asparagus risotto with some really good olive oil and parmesan, and some sliced asparagus sprinkled with sea salt. But for the truly hedonistic, warm, buttery asparagus dipped into Hollandaise sauce cannot be beaten. To make up for the calories in the last idea, just five spears count as one serving of your 5+ A Day.

DOES SPEAR SIZE MATTER?

Most people think that the larger spears aren't as tender as the thin ones, but that's not true. The thickness of a spear depends on how old the plant is. Younger plants produce slimmer spears and older plants produce thicker spears. As long as the asparagus is fresh, it will be tender. To test if asparagus is fresh, try snapping the spear in half with your fingers. If it snaps easily, it's fresh. To keep asparagus fresh after you bring it home, put the bunch of spears, cut-side down, in an inch or so of water and refrigerate.

The recipe here marries some different tastes and textures, and is very simple.



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BOOKS

Sell Up And Sail Taking The Ulysses Option

By Bill and Laurel Cooper. 4th ed Paper 2001 Adlard Coles Publishers.
346pp colour and black/white photos plus useful line drawings. NZ\$69.99

Are you tired of the Welfare State, suffocating government bureaucracy, inane 9 to 5 jobs, suburban living or just the mother-in-law? If the answer is yes, this could be the book for you and perhaps even (hopefully) your partner as well.

Back in 1976 Bill and Lauren Cooper gave up their normal lives and became full-time cruising yachties. Since then they have amassed a wealth of experience on how to live aboard and travel the world (offshore, coastal and inland cruising) in a well found boat.

Now in its 4th edition, *Sell Up and Sail* offers the complete kit for the cruising lifestyle, both short and long-term, in a witty and readable style offering the benefit of the Coopers' considerable experience.

It covers early retirement, choosing a boat, looking after her on the move, finances, health, crew interaction, provisioning and selecting cruising areas. This latest edition takes advantage of the latest changes in international bureaucracy, navigation aids and communications, which can impact on the life of a typical long-term cruise. *Practical Boat Owner* described this sailing bible as "first rate reading for serious planners and hopeless dreamers alike".



Reviewed by **Tim Skinner** of Capital Books, 110 Featherston Street, 04 473 9358, www.capitalbooks.co.nz

Volvo count down

By Rebecca Sellwood

The Volvo Ocean Race will start in Spain
in less than two months.

Originally the Whitbread Round the World Race, the Volvo starts in Vigo, Spain on 12 November 2005 and finishes in Gothenburg in July 2006. It has taken place every four years since its inception in 1973.

The fleet will cover four continents, stopping in the ports of Cape Town, Melbourne, Wellington, Rio, Baltimore, New York, Portsmouth, Rotterdam and Gothenburg.

Seven boats have entered and we continue here our regular updates of the progress of two of them, *ABN AMRO* and *Movistar*.

Movistar makes final preparations

by Stu Bannatyne, *Movistar*

The *Movistar* campaign is now moving into the final stages of preparation. At the end of August we completed the final refit and relaunched the boat with a new mast and new keel bulb. Heavier bulb of course than the previous one for even more righting moment!

Fine tuning of deck layout and interior systems was also completed including installation of new hydraulic rams for the canting keel system. We have made a significant weight saving with these (almost half of previous version) and other systems so all in all we are very happy with the improvements made.

The beginning of August saw us compete in our first race. We sailed the boat to England and raced the Rolex Fastnet Race from Cowes, around the rock and back to Plymouth. Normally a race that takes just over two days, we were plagued with very light winds and took almost four days to finish! My only Fastnet slower was in a Mumm 36 10 years ago!

It was however a great opportunity for us to test our light air sails and sailing modes as well as put the crew through some racing situations such as the crowded start, mark roundings and countless sail changes trying to stay in phase with the breeze.

We crossed the finish line early in the morning and stopped in Plymouth only long enough to change a few sails and have a couple of burgers before setting off for the sail back to Spain. We had plenty of wind

More than OK at the Dinghy Worlds

By Steve McDowell

The 2005 OK Dinghy Worlds were recently held in Skælskør, Denmark, approximately 150km south west of Copenhagen.

RPNYC's Greg Wilcox (2002 World Champion, 5 x National Champion) and Steve McDowell (current NZ national and Inter-dominion Champion) participated, along with nine other kiwis.

After leaving a cold winter in Wellington we were hoping to enjoy 20+deg temperatures, clear skies and nice 12 to 18 knot conditions. Unfortunately we were wrong! Rain, cloud and 2-5knts of wind mixed in with the occasional lightning storm were the conditions that seemed to prevail for most of the event!

The event got off to a good start with Steve narrowly missing out on winning the first race of the series. Unluckily in the second race he suffered a 40deg wind shift while coming second half way through the race, and dropped back to seventeenth.

Greg started his series a little slower but stormed back into the tricky conditions of the second race to take the bullet.

Conditions were much the same for the rest of the regatta, generally light with large shifts and even larger tides. In these tough conditions Greg really showed his experience, winning three races and only finishing outside the top 10 three times.

Unfortunately Steve's results were not quite as good but no doubt there were a lot of lessons learnt in the extremely tough conditions!

The 2005 Worlds were won by Nick Graig from England. Nick sailed a superbly consistent series, with his worst race being a fifth, and definitely deserved his win.

Of the New Zealand sailors Greg finished up 3rd and Steve 8th.

The 2006 Worlds are being held in Newcastle Australia during February. Both Greg and Steve will be attending, together with a few more RPNYC members, so hopes are high for some more top placings. ⚓

on the trip back, which was good to test some of our heavy air sails, so in the end a very productive trip for us.

Next on the sailing calendar is a series of three regattas during September hosted by local clubs in Galicia. All the Volvo 70 fleet has been invited so we are hoping for our first racing against the opposition! By the middle of September there should be four VO70s parked in Sanxenxo, with the return of the two ABN AMRO boats early in the month followed by Paul Cayard's Pirate boat. It will be quite a sight to see the fleet gathering and we are looking forward to some sailing company.

Aside from the racing during September we will also be putting the final touches to our sail programme and crew training. The new format for the Volvo Race has a big emphasis on inshore racing so we have to make sure our inshore manoeuvres are as polished as the best America's Cup teams. This of course has to balance against our continued sail testing and crossover analysis. So it's a very busy time as we head for the start in early November.

The month before the start the measurers will scrutinize our boat. We, as a crew, will be put through safety seminars and survival courses as well as media and medical training days. The final weeks will be very busy and we also have to think about packing containers with spare parts, food and personal possessions for the leapfrog programme of the containers around the world. By the time that is completed we will be itching to go racing.



PHOTO COPYRIGHT JON NASH

ABN AMRO times two

Our report from RPNYC member Matt Stechman is very brief this issue. Matt's been in the thick of the race build up, in late July crossing the Atlantic, "an awesome trip, hitting a top speed of 36 knots on a moonless night". He was one of just four sailors chosen from the number two and shore crews to make the crossing with most of the number one crew.

Things have slowed up since then, as Matt got a life threatening infection on the way. Last we heard he was recovering in hospital. We wish him all the best.

As for his team, most recently they've launched their second boat, *ABN AMRO ONE*, making them the only team to have two boats in the competition. *ABN AMRO ONE* will be the boat sailed by the number one crew. ●



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Opening Day number 123

By Godfrey Geismar, *Cantilena*

After a tribute to long-time Club member and President Alan Martin, the 123rd season of the Royal Port Nicholson Yacht Club was declared open.

We immediately headed for the marina, anxious to see if *Cantilena's* new topside colours would have a positive effect on performance.

After a somewhat late start, due to a last minute decision to reef down our secret weapon (the number two genoa), we followed the fleet to Halswell, consoling ourselves once again that at least we wouldn't have to work out where to go next.

Arriving at Halswell in a choppy sea, caused mostly by the large number of yachts ahead of us, we worked hard to avoid running over a 12 footer playing submarine in the waves. As we rounded the mark, I heard that ominous bang which those who have been dismayed know only too well. Not again!

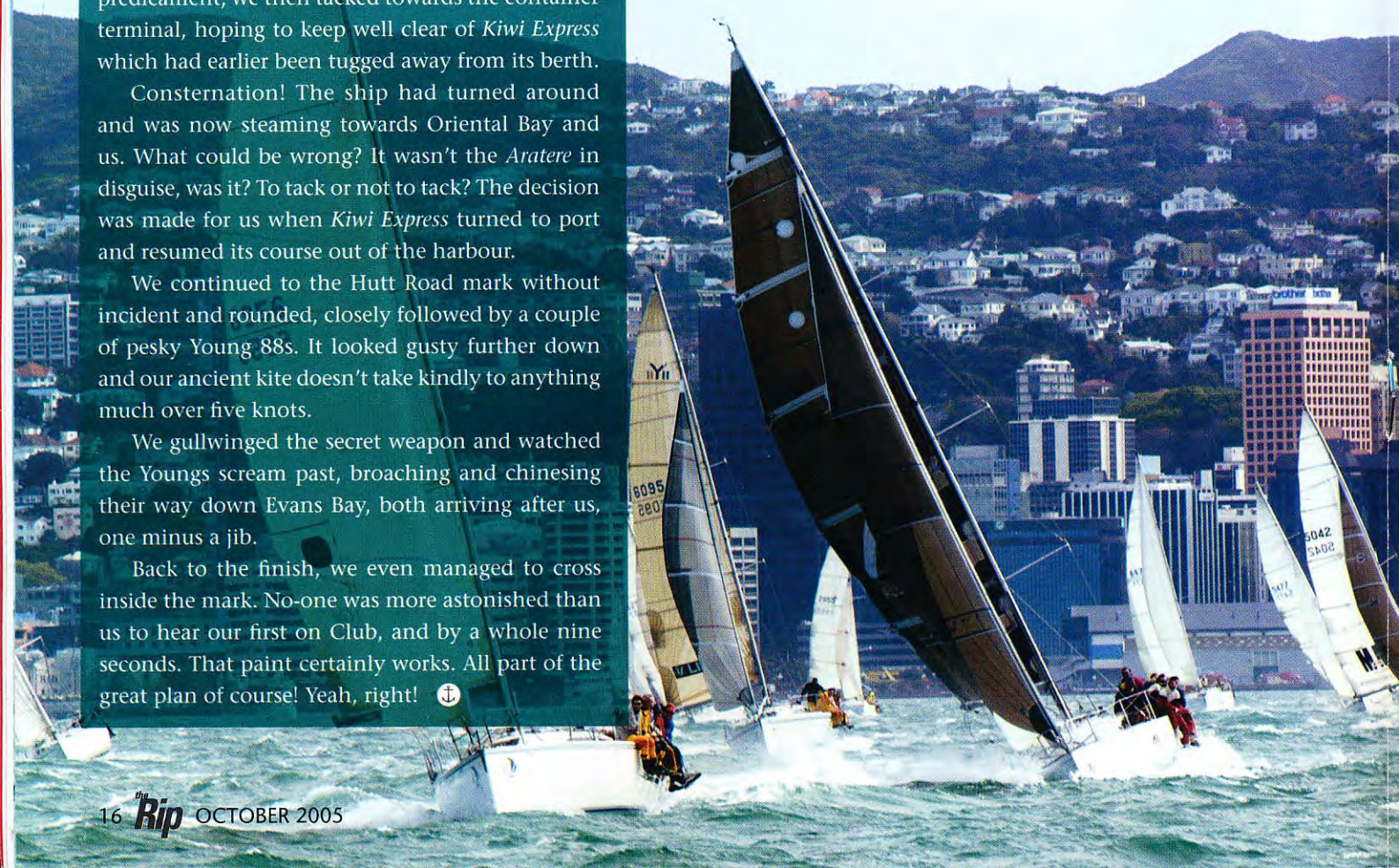
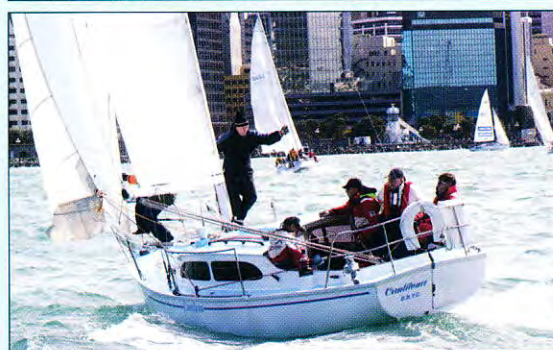
No, it was a dinghy, now under our bow with no mast. Calling the start box to report their predicament, we then tacked towards the container terminal, hoping to keep well clear of *Kiwi Express* which had earlier been tugged away from its berth.

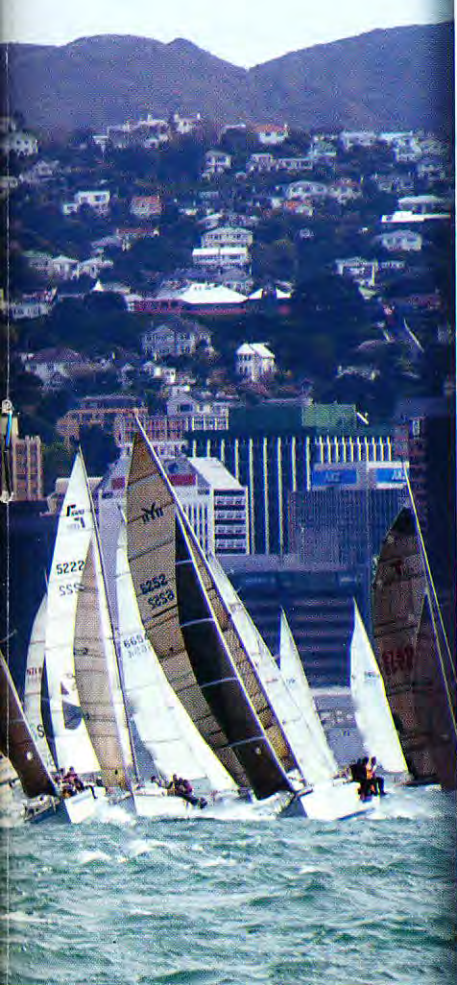
Consternation! The ship had turned around and was now steaming towards Oriental Bay and us. What could be wrong? It wasn't the *Aratere* in disguise, was it? To tack or not to tack? The decision was made for us when *Kiwi Express* turned to port and resumed its course out of the harbour.

We continued to the Hutt Road mark without incident and rounded, closely followed by a couple of pesky Young 88s. It looked gusty further down and our ancient kite doesn't take kindly to anything much over five knots.

We gullwinged the secret weapon and watched the Youngs scream past, broaching and chinesing their way down Evans Bay, both arriving after us, one minus a jib.

Back to the finish, we even managed to cross inside the mark. No-one was more astonished than us to hear our first on Club, and by a whole nine seconds. That paint certainly works. All part of the great plan of course! Yeah, right! ⚓





At the helm for 20 years

By Rebecca Sellwood

Alan Martin has held the Presidential helm of the RPNYC for the past 20 years, a significant milestone formally recognised at the recent Opening Day celebrations.

While 20 years is a substantial amount of time, Alan's association with the Club and with sailing goes back a lot further.

Alan became a member in 1943, over 60 years ago. At the time his father, LV Martin, was a Vice President and later became President.

Alan's wife, Shirley, who has supported him hugely during his presidential tenure, has also had a long association with the Club. Her father, Captain Todd, was Harbourmaster and Vice President alongside LV Martin. She first attended Opening Day as a 17 year old.

Alan's early sailing was in his father's dinghy, and then in *Idle Alongs*. He went on to sail P Class and has since owned a number of boats, including some very competitive keelers such as his current *The Guarantee*.

His first keeler, *Wylo*, a firm favourite, appeared on the front page of the Wellington newspaper *The Southern Cross*, following the very treacherous Cook Strait race of December 1946.

Wylo's mainsail blew out just outside the heads, and the crew decided to stay ahead of the building gale. In those days an on-board radio was a luxury and not required. So there was no way of telling anyone their plans. *Wylo* ended up in Kaikoura two days later, and the news reached Wellington just before a full scale search got underway.

Wylo was one of a number of boats to struggle, resulting in significant damage and the loss of two people overboard, one a woman who was never found.

Since then Alan has had a preference for inshore racing, which isn't surprising. The earlier boats were fairly basic, but he soon started to make his own adaptations, adding a trapeze here, a prod there, a couple of fins somewhere else; some allowed, some disallowed. He says he has always been determined, wanting to win and prepared to push the boundaries.

The same could be said of him in business. Alan became a household name when he fronted his own television commercials in the early 1970s, enthusiastically promising his whiteware and appliance customers that he would "put it right" if necessary. In the Dominion Post's recent Regional Business Awards he received the prestigious New Zealand Icon award for "a lifetime of service to business".

During Alan's tenure as President he's seen significant change in the Club. One of the most significant was the rebuilding of the current Clubhouse.

He also changed the format of Opening Day to include a lunch (recently changed to brunch), which he generously hosts, to annually thank Past Presidents, Life members, the Executive, Corporate members and City Council representatives for their contribution to the Club.

Alan established the very popular AD Martin Scholarship, which provides opportunities for youth who are keen to sail but can't afford the Academy courses.

Gary Tye, Commodore at the time of Alan's appointment as President, was the man who asked him to take on the role. "Alan, with Shirley alongside, took to the role with keenness and a commitment that have made him much more than simply a figurehead. He's really put his own personal touch to the Presidency."

As to the future, Alan hasn't hung up the wet weather gear yet. You'll see him out regularly on *The Guarantee* or enthusiastically attending events in his presidential role at the Club. ●



Any Winter Series where you get to sail races in shorts and bare feet has got to be good, and the 2005 moore wilson's Winter Series was right up there. Fantastic weather prevailed throughout most of the racing with sun, gentle breezes and flat water ... a lot like sailing in Auckland, but without the squalls and tides to worry about.

Looking back on the series the details of each weekend are now somewhat hazy. The lasting impression is the great variety of sailing conditions and the close racing that was enjoyed by many. This winter provided winds ranging from virtually nothing up to 30 knots, and came from all directions of the compass, including the east, which has got to be a first in a long time!

Aboard *The Guarantee* we started the series having lost two of the usual suspects on the crew to overseas travel. Sandy and Barnsey stepped in and, with the new look crew, we set about trying to beat our main competition on the water, *Nedax Backchat* and *Flying Boat*. These three quite different boats provide racing that is as close as most one-design racing, making for hard fought, exciting racing.

Race day one dawned overcast, but provided great sailing conditions with a steady 15-20 knot southerly and flat water. Around 30 boats turned up to the start line and as everyone was starting together it made for busy, sometimes crowded pre-starts.

With *Andiamo* sitting out the winter series, line honours was essentially a two horse race between *Pretty Boy Floyd* and *St Laurence* – *St Laurence* taking the win on a day that was ideally suited to the little cat.

It was clearly a day that also favoured the bigger boats on corrected time, as *The Guarantee* and *Nedax* finished first and second on Club handicap, with the order reversed for the ORC results.

Walking down to the boat, two weeks later, I was getting

psyched up for a fast and furious ride, as a chilly southerly wind had filled in Saturday night and was already a solid 25 knots. When I arrived to find that sailing had been abandoned for the day, there was unanimous agreement amongst the crew that the shed 'debrief' was a far better option than getting cold and wet!

Conditions for the next race were the complete opposite, as the wind disappeared around midday, leaving the fleet becalmed in the sun. With racing doubtful for the second week running, the hard decision was made to crack open the beers on board, which we all know brings in the wind! Sure enough, an hour later we were racing in a nice southerly, which built to around 15 knots by the end of the race. On a day with little chance of gear damage, Bridgely unleashed the new "Alleasing" spinnaker, which immediately proved its worth. The new kite, combined with a gybe set at the top mark, allowed *The Guarantee* to slide down the inside of *Nedax* and *Flying Boat*, and sneak an unlikely eight second win after trailing at the final mark. Ahead of us, *Pretty Boy Floyd* got the gun from *St Laurence*, while handicap honors went to *Flying Fish* (Club), *Nedax* (ORC) and *ZZ Top* (PHRF).

The third race was most memorable for us, as we got a close up view of *Nedax's* boom in the pre-start ... as it passed overhead! For most others the day would have stood out for the great starting practice we all got, with the two general recalls, and the nice rides to be had in the brisk 25 knot nor'wester.



On board *Nedax*, Tony must have been distracted by the thought of how many 'penalty rums' would be needed for the earlier 'fly-over', as our race ended in a downwind tussle between ourselves and *Flying Boat*. Crossing the finish line together, but at opposite ends, it wasn't until we got back to the Club that we learned we had just edged ahead, by one second!

Pretty Boy Floyd had an easy race for line honors after *St Laurence* retired, leaving us second over the line. Further back in the fleet, *Resolve* had a great day with a first on Club handicap, first on ORC and a second on PHRF, just behind *ZZ Top* who got the PHRF win again.

Race four was, again, a change of pace from the previous weekend, with a light, shifty easterly puffing through to provide a real test for the tacticians and trimmers. Racing across Evans Bay instead of up and down was a nice change of scene, but the large wind shifts and patchy breeze meant that most boats looked good one minute and bad the next.

Astruso had a great race, at one stage getting ahead of *Pretty Boy Floyd* to lead the fleet, but ultimately had to settle for second over the line as the breeze filled in a little and the big boat powered up. The lead swapped constantly between *Nedax*, *Flying Boat* and ourselves. Ultimately *Nedax* held on, on the final run grabbing third place on line, four seconds ahead of us. The light patchy conditions proved successful for the mid-fleet boats, with *Esprit* and *Usurper* tied for first on Club Handicap. *MRX 9002* took a comfortable victory on ORC, and *Astruso* easily picked up the win on PHRF.

The final race of the winter series was held in great sailing conditions, with a 15-25 knot nor'wester, which gradually faded as the day wore on. More starting practice

was provided by the over-eager fleet and a drifting top mark, which meant the first race was abandoned.

This was a mixed blessing for us as, although we had overlayed the drifting top mark, *The Guarantee* was in 'fun mode' on the run down Evans Bay, with the boat lighting-up to 17 knots. Unfortunately, this was short lived as racing was stopped, the top mark re-attached to the sea-bed, and the racing restarted in what proved to be a dying breeze. A pleasant sail ensued, although the fading northerly turned the day into a big-boat benefit; obviously for line honors, but also on handicap.

With sailing over for the day, word soon got through to the shed 'debriefing' that we should get along to the Club for prize-giving. As the day's placings were announced it became apparent that it had been a landmark day for *The Guarantee*, with a first on Club, ORC and PHRF handicaps ... unbelievable! With a few bottles of Mt Gay rum to show for the day's efforts, it has to be said that victory never tasted sweeter! *Nedax* finished the day a close second in all three handicaps, and came through to win the overall ORC prize for the series. *ZZ Top* came out on top overall in PHRF.

The closest contest of the series was found in the battle for overall Club handicap honors, with *Resolve*, *Bobby Shafto* and *Floating Free* all tied on equal points at the top of the table; *Resolve* winning it on the count-back.

The 2005 winter series produced some wonderful sailing and great racing; in no small part due to the efforts of race officers and volunteers, who put on a great show each weekend – thanks guys! It can't be said enough. A big thank-you also to moore wilson's and Mt Gay who continue to support the Club and its racing programme ... in case anyone doesn't know, moore wilson's stock the finest Mt Gay rum at the best prices in Wellington! ●



Awarding the accolades

By Elizabeth Sandford

Prizegiving morning brought the usual busy cup cleaning time. This year, however, we had a raft of volunteers including Stephen, Briar, Lauren & Hannah Moir (the then Commodore, his wife and children)! So a slick machine got underway and the job was all over in a couple of hours. The cups were then lined up in Boat order and it was pretty obvious that one boat was going to require the assistance of a wheelbarrow.

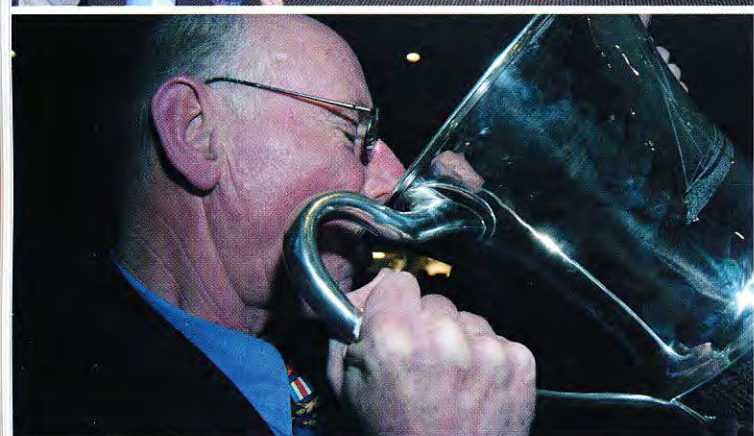
In the past, by the time this preparation was completed and the slide show reviewed and rearranged in the order required, it has often been time to get ready for the real thing. So many people got involved this year, that we were all able to go home and relax for a couple of hours before returning to the Club.

On the night we were offered a glass of champagne on arrival, followed by nibbles before the awarding of prizes. Lesley Hamilton, ably assisted by Geoff Herd and Peter Sandford, ran through the certificates and cups in record time.

Nedax Backchat didn't bring a wheelbarrow. But Tony Philips did send along his wife Kay and children, Nicola & Cam, to assist the crew in carrying off their huge haul of silverware.

They were also the recipient of the Mills Askew trophy which, as tradition demands, was duly filled with rum and passed around for all to share. Carol Love, having won the second division Club Championship, followed suit by filling her cup with a delicious combination of Baileys and something else that was enjoyed by all.

I'm pretty sure there was a significant rugby game afterwards as well, but there were so many people enjoying themselves I don't think rugby was the focus that night. A great night, ably steered by the Sailing and House Committees. ●



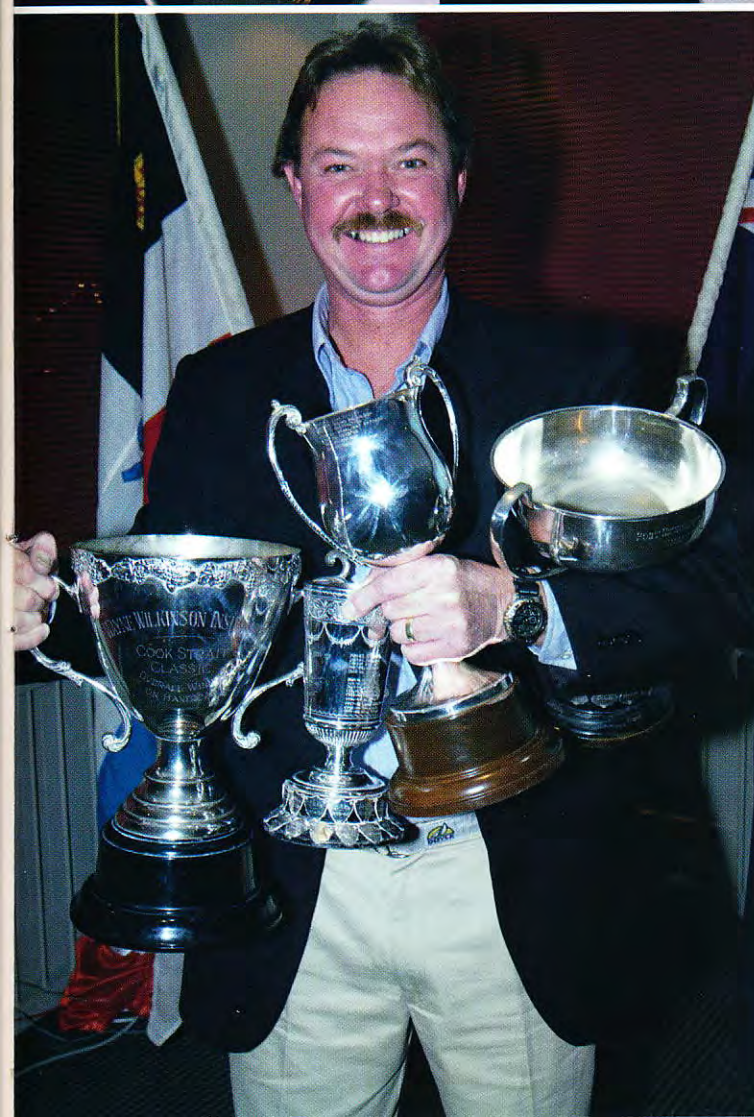
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A truly Bubbly Breakfast

By Dale Adams

The conspiracy to smuggle John Hardie's wife Carol into the annual Champagne Breakfast was a covert operation worthy of inclusion in *The Da Vinci Code*.

As Personality of the Year (sorry John but you've joined the ranks of being officially POTY) his nomination was to be kept highly secret. However discovering he wasn't bringing Carol meant lots of creative excuses, vagueness and down-right lying to smuggle her into the Club to appear just as John's well deserved honour was being announced.

While he only wished he could hide under the table while he listened to the accolades, this might have been a good tactic for Murray Bridge to use later. The two 'French waiters' (aka the hired entertainment) picked on his boat shed and decided to consign it to Barcelona. I'm still trying to work that one out – didn't ANYONE tell them how much rum you can drink in there?

The French duo continued their torment on our esteemed Racing Secretary Geoff Herd and his partner Deb Williams. They both displayed a hidden talent for theatre sports after being 'encouraged' by the aforementioned waiters to perform what can be best described as a cross between public hugging and directing traffic. It could have been worse Geoff, next time there will be the compulsory leg wrestling!

The award for Boat of the Year went to *Nedax Backchat*, a well deserved honour and another cup to add to their already huge collection this year. Special mention was also made of *Konica Minolta* smashing both the Auckland to Suva and Auckland to Noumea race records and the impressive effort of *ZZ Top* and *Young Nicholson* participating in the Round the North Island Two Handed Race in February. Finally mentioned was the success of Dave Parsons in *Ladymink*. He won the Open Division in the Line 7 Regatta and the Direct Offshore Club series – achieving

all this in a boat that is also his home.

Doug Reid, from Emirates Team New Zealand, capped off the day by giving a great behind the scenes insight. He said having the team spend the majority of their time practising in New Zealand was a distinct advantage over other teams and allowed them to keep a strong bond with their families. The Valencia base will be fully operational by March 2006.

One of Doug's jobs is to source suppliers and sponsors, and he has found the network of New Zealand suppliers one of the team's most valuable assets. This, coupled with New Zealanders' inventiveness, means they can compete with the budgets of the bigger campaigns.

The Valencia base will also be a showcase for New Zealand industries and tourism, as well as providing a hospitality venue for sponsors and supporters.

A big thank you to Doug for taking time out from a busy schedule and leaving us in no doubt of the great team spirit of Emirates Team New Zealand.

Unfortunately *The Guarantee's* Grant Crawford wrote off his car on the morning of the breakfast looking for one of those non-existent car parks outside the Club. He ended up in hospital and, although he didn't break any bones, the bruising was quite spectacular! But within just a week he was back on the water – impressive Grant, very impressive ... ⚓



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From Auckland to Suva

By Deb Mosley and Brent Dewhurst, Gucci

Three Port Nic boats took part in the 50th Anniversary Auckland to Suva race;
Konica Minolta, Te Manawa and Gucci.

After two days in Auckland, we were pleased to start the race. It had rained every twenty minutes since we arrived, and of course we were itching to set sail. At the start of the race the weather was overcast and still raining – typical Auckland!

There was plenty of action on Auckland Harbour, with the race starting at North Head. This was an awesome sight, with spinnakers from the Auckland to Suva entrants, spinnakers from other yachts, a container ship trying to weave its way through the middle of everything and the inevitable spectator boats.

As expected, *Konica Minolta* got off to a good start, followed by *Te Manawa* and *Gucci*. *Gucci* put on a broach for those watching on the hill at North Head, while *Konica* was already moving rapidly towards Suva!

We (*Gucci*) continued to have a great run with the black spinnaker, leaving ten boats behind us including *Te Manawa*, which was having a few problems with her foil.

After fair winds and carrying a spinnaker for two days (Carl was estimating a six day trip at this point!!!) the wind died. On the radio sket we were told that *Konica* was now only 200 miles from the finish and *Te Manawa* a day ahead of us.

On our second night, disaster struck when the spinnaker wrapped around the forestay. It was too dark to see what was going on so we decided to leave it and get it down the next morning. We thought we had lost lots of ground during the night but, on calculation the next morning, had still averaged seven knots.



On the third day we heard on the radio that *Konica* had smashed the race record. Well done *Konica Minolta*!

After much discussion, Pete went up the mast and cut the big black beast down. No longer will you see that black spinnaker on Wellington Harbour! After an afternoon of no wind, we had a south easterly change and experienced a bit of a storm. The rain was torrential for a day and a night, with huge amounts of water coming over us and sometimes into the boat. At least it wasn't the same as a storm in the Straits!

Shifts of four hours continued and thoughts of "why the hell are we doing this?" came to mind. However, for boats behind us it was a little worse – they recorded winds of up to 60 knots.

On day six we sighted land. Once again we ran out of wind and spent the next day and a half tacking towards Suva in very light winds.

On the eighth day we finally drifted over the finish line, greeted by a warm welcome from the Royal Suva Yacht Club Commodore, a basket of fruit and a cold box of Fiji bitter.

On our arrival, *Konica* was on her way back to NZ and the *Te Manawa* crew were looking very comfortable on their mooring, lounging in the tropical heat!!!

Just in time for prizegiving (by four hours), and following a shower after eight days at sea, the party began – and what a party!

Konica featured for line honours and *Gucci* for the boat at sea for the longest. We received a paddle and a bottle of rum for the effort.

After a major clean out on the boat, and a few days of socialising at the Suva Yacht Club, it was time for cruising. Both *Gucci* and *Te Manawa* left for Musket Cove and have since arrived in Australia via Vanuata and Noumea. However, that's another story ... a 5000 nautical mile story! ●

Konica Minolta smashes record

By Roger Foley

Wellington super yacht *Konica Minolta* smashed the Auckland to Suva race record, but the sprint to the finish line was not all "plain sailing".

The 30 metre ocean greyhound owned by Wellington skipper Stewart Thwaites and designed by Auckland-based yacht designer Brett Bakewell-White was always the top favourite for the race.

But few would have put money on the sloop smashing the record set by *Future Shock* in 1989 by 1 day, 3 hours and 47 minutes.

The race began in Auckland in ideal conditions for a record – a south-westerly of 15 to 20 knots set up by a low system to the east. *Konica Minolta* played a cautious game at the start with a jib top, staysail and full main, but once past the Rangitoto light, the crew hauled up a reaching gennaker and away she tramped on a heading between Little and Great Barrier.

Squall lines with winds 25 to 30 were coming through and in the flat water of the Gulf, *Konica Minolta* maintained speeds consistently in the 25 to 28 knot range.

Boat manager Simon Meikle says it was exhilarating and they were in the hunt for a 400 miler over the first 24 hours.

At around 7pm, with the wind up and the sky pitch black, a squall of around 45 to 50 knots took the crew by surprise. The boat speed lifted to 33 to 34 knots then *Konica Minolta* went into a major broach.

Quantum Sails boss Rodney Keenan on the helm fought to bring the boat under control, but around into the wind she came and over she went, probably 45 degrees plus.

Meikle says the boat was never in any danger, but the boom was well down in the water, and down she stayed for what seemed like minutes. The heavy 3.8 ounce spinnaker just blew apart, which says a lot for the force of the squall and, for that matter, the integrity of the boat's design and gear.

Justin Ferris (ex Volvo) has someone to be grateful for as well. A quick acting mate hurriedly cut the wild spinnaker sheet that had caught around his life line and threatened to yank him off the pitching deck.

The south-westerly continued to drive *Konica Minolta* north east along the rhumb

line all day Sunday and into the night until the winds eased Monday afternoon and backed more to the east. The boat gybed and the lads hoisted the reaching spinnaker as they settled into the Trades of eight to 14 knots.

By Tuesday evening they were close to the outlying island of Kandavu and could see lights. The sea was flat but with a 20 knot easterly, they were still maintaining speeds of 14 to 15 knots. They knew they were within striking distance of a new record.

Just one nautical mile off the entrance to Suva, a massive rain shower came through in the dark. Meikle says he has never seen rain like it. "We were completely reliant on our GPS, charts and navigator. You couldn't see a thing till we were around 150 metres off the light before we saw it blinking."

There were two guys in a small dinghy at the entrance swinging a light. That was it. The boat had arrived in Suva in 3 days 10 hours and 47 minutes.

Thwaites is now the proud holder of the record to Suva. He also currently holds the record to Noumea, the record to Tauranga, the Lindeman Island record and Hobart to Bruny Island and return record. Not a bad sweep in anyone's language.

Thwaites put together a very strong team for the Suva race that included Whitbread and Volvo round the world skipper Ross Field, Jeremy Smith (Team NZ), Jeff Scott (Volvo), Justin Ferris (Volvo), Rodney Keenan (Volvo), Craig Malouf and Mitchel White (Nicorette), Ken Hara (Tokyo), Alex Nolan (Quantum), Magnus Doole (Quantum) and some of the original "Starlight Team" from Wellington; Matt McDowell, Edmund Tan and Simon Meikle.

Thwaites now has his sights on the Hamilton Island series in August, a possible trip to Japan for the Japan Cup in September, then definitely the Sydney Hobart in December. He missed taking line honours in 03 and had to withdraw last year to save his boat from further damage. He'll be looking for IRC honours at the very least this time. ●

Taking on the Aussies

By Kim Den Boon

Recently the Kiwi's took over Australia. You didn't hear it on the news? Well it happened, I assure you.

I joined a great group to race in the Hogs Breath and Hahn Premium Hamilton Island Race Weeks, at Airlie Beach and Hamilton Island, Australia.

Rik Hart's new Beneteau 44.7, named *Te Manawa* (meaning 'heart'), was delivered to Australia shortly after the Auckland to Suva race. She was not a hard boat to find in the Abel Point Marina at Airlie Beach. There weren't many with a Maori name and graphics on the side!

It was at Airlie Beach that Tony Philips and I met up with the crew for Hogs Breath (12-18 August). This crew comprised Lesley 'Camp mum' Hamilton, Phil 'Grandad' Brickett, Rik (endearingly pronounced 'Ruk' by the Aussies) Hart, Kimbo 'K1' McMorran, Kim 'K2' den Boon and a couple of Australian stowaways MJ and Bernie. We were inevitably joined by extras throughout the regattas.

I'd never been to an event quite like this. So my only prerequisites were to sail hard and have fun. Needless to say, the week was impressive; at least after we got over the first day. That day the weather changed dramatically from light winds and sunshine, to icy rain and plenty of wind (providing some spectacular wipeouts!). It was reportedly the coldest day there since 1928 and amongst it all, K1 and K2 did about 20 sail changes!

From that day forward, the weather improved. For the most part, so did our game. I got myself off the foredeck and back to main. Let's face it, me doing mast? Yeah right! We learnt a fair bit about how to get the most out of *Te Manawa*, especially which sail combinations work best. Having Tony on the helm was excellent, we even figured out how to beat an 80-footer to the top mark!

The social aspect of the trip was fantastic. I networked with many interesting characters, including the Mangos from Darwin ('Mango Madness'), another Beneteau 44.7 crew who were always having fun too. They even wrote a song about us and had a giant mango mascot!

We had a great result at Hogs Breath, coming second in the IRC Premier Cruising division.

Hamilton Island Race Week, 20-27 August. What can I say? What an amazing place to sail! The weather and location do not get much better. A slight reshuffle of crew and positions saw the departure of Tony, MJ, and Bernie and welcomed fresh and energetic Craig Shearer, John 'Russell' Baird, and Collette Kraus. Kimbo had had enough of 'that pointy end' of the boat and called tactics for Rik who took the helm. Craig and John became our mast/bowmen, and I stayed put trimming the main.

No wind, loads of tide! Great! After some scenic 'round the islands' sailing and a long, relatively slow 60 miler, the breeze finally arrived. After two days there was a rest day. Whether we were meant to be resting from the racing or from the 'socialising' was never made clear, but the Yacht Club bar did a good day's trade.

Two more sun-filled days of trekking around the Whit Sunday Islands were followed by the infamous Whitehaven Beach Party. While we cruisers made our way there in very unwelcoming conditions, the faster divisions (including boats like Alfa Romeo) had a blast, some hitting speeds of over 25 knots on the way. When we arrived the sun came out and a great day was had by all.

The last two race days were by far our best. Due to some good strong breezes we gave the boys on the bow a solid work out when we flew three kites on one run (including Kimbo's Young 11 chute). We also hit our regatta max. speed of 16 during an amazing run! We took great pleasure in shocking some Aussies when the Kiwis, (many still in shorts) with a crew of eight, were biting at the heels of the boat leading our division who had a fully geared up crew of double our numbers.

Hamilton saw varied results for us, reflecting the changing weather and a general improvement as the week went on. We came tenth overall in the IRC Cruising division, beating the Mangos once again. *Gucci*, our Wellington compadrés, did incredibly well. They had an amazing 97 boats in their fleet and managed eighth position. They also entertained half of the pontoon with their dinners! Overall they ensured that many Australians have lasting memories of the Kiwis.

It was really great that both Brett and Rik went to all the trouble to get *Gucci* and *Te Manawa* involved in these events. Thanks heaps to Lesley and Phil, what an amazing job you both did! It must also be said that the crews of both regattas made this trip memorable! I thoroughly enjoyed myself, look forward to doing it all again and encourage others to get out there and experience it too! ●



A sailor's OE

Club member **Will Blackie**, currently living overseas, is taking full advantage of opportunities to sail. He's sent us these accounts of some recent experiences.

Force Shite to Cherbourg

At RPNYC we're used to sailing in a bit of wind. With Scott Atkinson on *Simply Red* and *Cervantes*, surfing at 16/17 knots past The Brothers was breathtaking! And sailing for Mark Spence and Amanda Rudd on *Mah-Jong* saw the 9.2m easily exceed her length in knots. Great fun.

But when the glass plummets, we're bright enough to hit the wardroom. I've since been reminded why. Arriving in London on my OE I was thrilled to play on the pointy end of *Yeoman of Hamble* (a one-off 44' skippered by David Aisher) for the 60miles over the English Channel to Cherbourg.

The gun at Cowes sent 80 yachts off at dusk. The first four hours with kites and tide provided a sleighride past the Needles until we rounded Mark 1, dropped nylon, hoisted kevlar and hit the rail for a 46 mile beat. In NZ, now would have been ideal to duck into Tory Channel for some shelter. Our nearest Tory was in Westminster. We were buggered.

The weather rose to 40knots with a confused 3m sea – defined by our Mastman as 'Force Shite.' A treadmill tide eroded any remaining hope of coffee and croissants for brekkie and the beat lasted a devastating eight hours. Snapped rigs from the constant pounding started proceedings. Then the prayers began as a Sea-King, the cruise liner *Aurora*, and the RNLI Lifeboats started SAR activities. Broken ribs, head injuries, cracked spine and multiple escorts home justified a few RNLI donations.

On *Yeoman*, experienced sailors were cold, tired and feeding Nemo. We reduced sail to storm jib. Something so easy to type, but a bloody tricky and generally submarine exercise!

Dawn saw us rounding the top mark and we began recovering. Kites went up again and we hit 16.9 knots until a broach flogged the bag to rags. We returned to storm jib and still made 16.4knots. Finally the Napoleonic forts of Cherbourg were reached after 24 punishing hours.

Only 20 of us finished. *Yeoman* took sixth place with a Volvo 60 taking line honours. Plans of cheeky vinos, or cheekier locals, were scrapped as we sought anywhere flat, dry and stable to sleep.

Overall ... no losses, but a big injury list and the chandlers were smiling. Apart from the accents of the crew, I could have been convinced that we were just sailing a bad night in Cook Strait. Actually, considering most of the accents on *Cervantes* and *Mah-Jong* it was almost familiar ... hi guys!!



And then to Fastnet (aka Driftnet) 2005

Musto and Icebreaker? Check! Fastnet time! 608miles from Cowes to Fastnet rock and back to Plymouth. A fearsome reputation, with 1979 never forgotten, but this year would be verging on flat calms.

Back on *Yeoman of Hamble*, we're currently fifth in the Royal Ocean Racing Club (RORC), and hoping to hold our position.

Fastnet is about tides and weather. Once into the English Channel, the fleet scattered inshore to risk the tides but get the sea-breeze, or vice versa.

The first off-watch sucked. How are you s'posed to sleep four hours into the Fastnet? This was solved by the rifle shot of a breaking jib-halyard. "Will! Get up here with a harness!" was followed by "How long does it take to put a harness on?" I can assure you that, startled from afternoon sleep to go up a halyard similar to the one that just snapped does not encourage haste! But we got back to racing and continued west. I then had to try to sleep with wildly pumping adrenaline! Bugger!

The race was a light-air gamble, but taught heaps about windless sailing and watches. My watch (C) – rocked. We decided light airs dictate settled boats and maintained momentum. Tacking duels butcher VMG, as do sail changes and general fiddling. Six knots in a 6.1knot breeze won't be improved with a jib topper to "see what she looks like" or because the computer says so. A laptop won't always beat intuition, but is great for weather downloads and to analyse performances. Though 19miles v 12 miles (Watch C v A&B fiddlers) in the same breeze was proof enough!

All the way to the Rock, the wind eased. We lived on the leeward rail with books and sunscreen, enjoying our 'keep-still' theory. At the Rock, the wind died completely.

We had breakfast under the lighthouse before the breeze gently filled and we ghosted to the Scilleys, with burntimes around our hoped-for boatspeed.

Finally at the Scilleys we filled our kite. With positions still up for grabs and now some wind, we raced hard.

We swept into Plymouth at 11pm Thurs after ~4days 11 hours racing. Our OK placing got steadily worse as the smaller yachts benefited from the late winds, but by then we were rehydrating in the beer tent.

Not an ideal final standing (23rd in Group 0 and 183rd overall), but to have had a Fastnet without wet decks, with everyone getting home, and getting a bloody good tan was bloody marvellous! ●

Cruising with Joshua

By Shelley Robertson

Joshua was a four month old foetus the first time we took him cruising in the Kingdom of Tonga. After he was born, Bruce agreed that we wouldn't do any more offshore cruising until he was "old enough".

I don't recall ever discussing when that would be, but Bruce's vague talk of another trip "one day", gradually changed to a more definitive "2005". By the time Bruce was preparing the boat for cat 1, and filling in entry forms for the Island Cruising Association rally, I was certain of two things – two and a half years is not old enough, and it was already too late to back out.

My fears covered the range of maternal anxieties: how could we entertain a very energetic child in such a confined space? Where would we store dirty nappies and how long could we save them between rubbish drops? Would he be satisfied with a rather monotonous cruising diet? Would he miss his friends, family, and toys? Could I keep him safe from shark attacks, drowning, sunburn, tropical diseases, sailing accidents, mosquitoes, political unrest, and hazardous substances stored onboard? And if not, how long would it take to get him evacuated for medical treatment?

I wasn't really sure how to go about preparing. With hindsight, I realise there is a lot more we could have done than the four or five Friday nights we actually managed to get out on the water for rum racing and sleepovers. However, Bruce's infectious optimism that everything would be just fine, and my determination to live up to the vow I made to share and support his adventures, saw Joshua and me flying into the Vava'u Group at the end of May, to join Bruce on *Heavy Metal* for two months' cruising.

Joshua embraced life onboard. He reminded us that life can be simpler than we usually make it. With few ready made toys, he created them. Used batteries were "fish" that he played with for days. He performed karaoke, using the bilge pump handle as a microphone. Throwing leftover cereal overboard and watching fish come up to eat it was a morning ritual. He loved scrubbing the decks, and helping to knead bread. He swam, and fished, and learned to steer the dinghy. He was fascinated by blue starfish, and humpback whales, by fruit bats and crabs. He insisted on going through the encyclopedia of marine animals again and again to identify what he had seen.

Joshua's language grew and changed with his environment, as did his understanding of the world. The lack of a common language did not inhibit friendships he made with other children, though he was puzzled to meet some who didn't live



on a boat. He can identify phases of the moon, and distinguish monohulls from catamarans. He took for granted sunrises and sunsets, and going to bed watching a sky full of stars through the hatch.

Cruising with a small child is an adjustment, as is getting used to living with a child in the first place. There is the same need for rules to keep them safe; it's just that the rules are different. We insisted on lifejackets when the boat was moving, and staying in the cockpit if no-one else was on deck.

A cruising community reminds me of the small town I never grew up in, and not just because eavesdropping on the VHF is the sailing equivalent of a party line. I don't know if it's the shared lifestyle, or missing contact with friends and family back home, but friendships flourish quickly. I was reassured that the families I met had shared similar concerns about children living onboard.

When we planned this trip, I had at the back of my mind that it was an experiment – that we'd see how Joshua liked it, and whether the responsibility of a child onboard still enabled us to enjoy our cruising, before we decided to do more. It seemed such an unusual and challenging thing to attempt, and the reaction from our mostly non-cruising friends and families seemed to reinforce my uncertainty.

There are numerous books and web logs written about cruising with children, which are worth reading for ideas. There's also a wealth of experience here at the Club.

In the end, you learn what you need as you go along. There are a million and one reasons why it's too hard to cruise with a child. But the feeling of watching Joshua helm a dinghy race, the look of pride on his face when he crossed the finish line, and the way his experiences in Tonga keep coming up now in his conversation and his play, make me glad we ignored my better judgement. As Bruce told me at the start, you just have to do it. ●

Three Generations of Sailors

She is 40 years old and *Aurora* is still part of the family, with three generations of sailors.

Country member Les McDonald Snr started his yachting career along with his two brothers in the 1930's at Eastbourne's Muritai Yacht Club. He was Commodore in 1945 after returning from six years active service in the East, Pacific and Italy. He went on to win the coveted Interclub Cup, the 'Heretaunga Cup', for Muritai in 1949, sailing in a Harry Hight Design Insolence.

Les Snr. moved to 14 footers, *Rogue*, *Advance*, *Aurora* (1), then *Miss Bernice*, and later supplied the pick-up boat for Muritai, with son Les Jnr turning up for the Club races.

The 34 ft Stewart designed Patiki *Aurora* was built and launched in 1964 and raced for many years out of Royal Port Nicholson Yacht Club, being one of the first light displacement yachts after Graeme Hargreave's Spencer design *Touche*.

Built of triple skin kauri and covered in fibre glass she has maintained her good condition after a refit this year. The grandchildren now use her for local sailing in Tauranga, cruising to Mayor Island, Great Mercury Island, and Great Barrier.

After leaving Wellington in the late 1970's, Les McDonald Jnr has been Port Captain for RPNYC in Tauranga for several

years and keeps in contact with the Club and past and present members. Any members passing through Tauranga are welcome to give Les Jnr a call, 021 986 704. ●



Aurora, on the slip in Tauranga for her annual maintenance with, from left, Les McDonald(Jnr), Les McDonald(Snr), Euan Armstrong, Peter Armstrong, Alastair McDonald

we lead,

others follow...





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Happy endings

By Gerry Booth

After battling your closest rival around the course and finally getting your bow out in front, you don't want to go and lose the race in the last two boat lengths!

One of the calls often heard when on that last beat/run and approaching the line is, "which end is favoured?"

Always assume that one end is favoured because unless the line is perfectly square to the wind, with both ends equal, one end will always be slightly more favoured than the other. Going for the wrong end in a close race can be the difference between winning and losing.

The "ladder rung" concept is a simple and effective way to determine this (it works for starts too!). If you haven't used these imaginary course markers before ... in a nutshell that's all they are, an imaginary ladder superimposed over the course. The "rungs" are lined up at right angles to the wind. (Just remember that when the wind shifts, so do the rungs!)

You climb up the ladder on a beat and down the rungs on a run. To help figure these out it's essential to know your tacking and gybing angles. Obviously, the longer the finish line, the greater the potential for gain or loss.

If you are not sure which end is favoured, stay inside the

laylines. Don't commit to either end until you get a little closer and can see more clearly which end is favoured.

While you're trying to figure this out, don't forget to keep your boat going fast!

Shooting the Line: in really close situations this is a good trick to have up your sleeve. Ideally you'd be two boat lengths to leeward of the line, about where you want to cross. Then, shoot head to wind to cross the line.

Where you start your "shoot" from, of course, depends on your boat performance (i.e. lightweight boat in heavy air, won't "shoot" far) and wind and wave conditions. Other tips for this are: must be at the favoured end, ideally on starboard tack and let the headsail sheet off. A good thing to practise.

Being familiar with the Rules makes yacht racing all the more enjoyable. There are a few that can cause confusion at the finish i.e. Rule 18, Rounding and Passing Marks and Obstructions and Rule 31.2, Touching a Mark.

Sailing Instructions may also stipulate certain things, such as: once you have finished, not re-crossing the finish line but sailing around the ends.

Happy Endings! ●



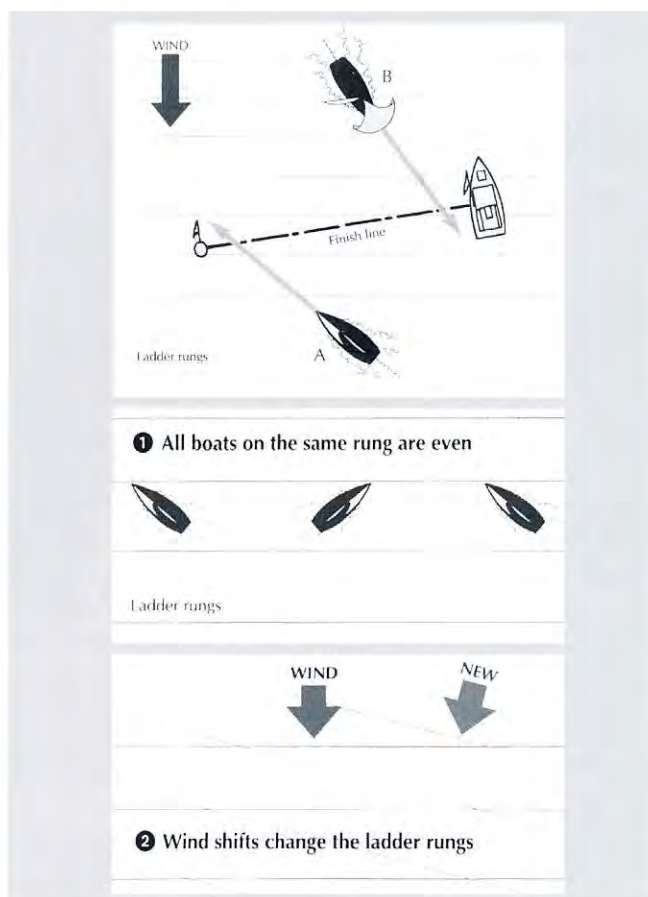
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The Pet Cup

By Bruce Askew and Bill Brambleby

The settlement of Wellington was less than 50 years old when the yacht *Pet* won this trophy on the 22nd of January 1886.

Considering that the city was physically constructed and business was developed to a stage that competitive leisure sailing was undertaken, indicates something significant about our forbears. The Port Nicholson Yacht Club was also founded in that era, with Vice Regal patronage from the then Commodore, Sir William Jervois.

We have no positive indication of the origin of the Cup but it was quite likely presented to the yacht *Pet* by an ad hoc committee for winning the race held on Anniversary Day in 1866. She was then owned by Messrs Beck and Dixon. The *Pet* was a wonderfully fast yacht and met with great success in the hands of various owners, among whom were Mr. Charles Hill, Mr. A G Dixon, Messrs Gibbons and Smith, Mr. W Morrah and Messrs Page Brothers.

The Alexander Turnbull Library holds a painting which depicts the *Pet* rounding another yacht being the mark buoy near Barrett's Reef, with the yacht *Red Jacket* coming up the rear (as depicted below). The painting is by Mabel Hill who may well have been related to Mr Charles Hill. The Club also holds a framed picture of the *Pet* which can be seen on display in the Wardroom.

The *Pet* was designed and built by Charles Bailey Senior in Auckland in 1876. She was a famous flier in her day, proving to be a champion in Auckland and in Wellington, where she spent most of her long life.

The *Pet* was built with a ram bow, presumably to beat the then existing rating rule of "overall length on deck". It is possible that Bailey adopted the idea of a ram bow from the famous Scottish designer G.L. Watson who, in 1871, built and designed for himself a little cutter called the *Peg Woffington*. This had a ram bow, the result being, as Watson himself once wrote, "... thus getting the waterline even longer than the measurement on the deck".

The *Pet* possibly had two or three topmasts and light headsails. In the days before auxiliary motors the only way to make reasonable progress in very light airs was to set a huge rig. The light sails were typically from a cotton fabric (Japara). Being an open boat, she could not afford to ever be knocked down in a gust. This meant that the whole rig would be adjusted for the day ie. shorter top mast and small topsail or none set at all (bald headed). With the snug short mast and stouter cloth in the lower sails the vessel could make quite good progress in bad weather.



In her declining years the *Pet* was converted into an oil engined motor boat and used for fishing. She was actually at work in Cook Strait when threatening weather forced her crew to seek shelter behind a protecting reef in Ohariu Bay, south of Paremata.

She rode out the gale until the early hours of the following morning but at daybreak an abnormally high tide, which had been backed up by very heavy seas, breached the reef. Shortly after, the *Pet* slipped her cable and was driven ashore where she soon became a total wreck.

Fortunately her crew was ashore when the *Pet* drifted to her end. The year was 1936.

We do not know in what year the Cup was presented to the Club, but the first yachts to officially win it years later were *Maranui* in 1944-45, *Waiomo* in 1946, *Atlanta* in 1947, *Wakarere* in 1947-48, *Rona* in 1948-49 and *Kotiri* in 1949-50.

The Cup is now on loan to the Wellington Maritime Museum for everyone to enjoy as a piece of Wellington's yachting history. ●





The grandfather of Wellington yachting

By Zoe Hawkins, crew.org.nz

On many raceboats there are decades of experience distributed amongst the crew. But on any boat lucky enough to benefit from the presence of Hugh Poole (prior to his retirement from competitive yachting in 1996), there is more than half a century of yachting history residing in just one man.

Hugh Poole turns 81 this month and throughout his decade's involvement as a competitor, boat owner, and race manager, he has never been shy of sharing his knowledge, skill and passion with others.

Hugh's first taste of sailing was in 1939, at the Heretaunga Boating Club in Petone. Like many of New Zealand's best sailors, he commenced his career in a P Class yacht. Remarkably, he continued sailing centreboarders until 1970, competing in the Idle Along Class, the X Class 14 foot yachts, Cherubs, 'R' Class, the International Finn Class, the International Flying Dutchman Class, and the International Soling Class.

In the process, Hugh collected a number of national victories which included winning the prestigious Sanders Cup Regatta for 14 foot X Class yachts on five occasions as well as the Moffat Cup in 1956 and the Leander Trophy in 1961.

In the sixties he took an interest in Olympic sailing aboard the Flying Dutchman class where he finished 8th and 12th respectively in the 1964 and 1968 Flying Dutchman Class Olympic Trials.

Teaming up with friends John Gillingham and Don Colebrook, the three introduced the new Olympic Class, The Soling, to New Zealand. Hugh and his crew competed

in the 1972 and 1976 Soling Class Olympic trials, finishing third in 1972 and winning in 1976, also picking up three national titles in 1975, 1976 and 1978.

Representing New Zealand at an Olympics was apparently an important goal for Hugh, and it was on his fourth attempt that he won the Olympic trials and was able to attend the 1976 Olympic Games in Montreal, Canada.

Having achieved his ambition, Hugh decided to retire from competitive racing at national and international level, and instead took up keelboat racing in Wellington. His boats included *Virgo* (now renamed *Bobby Shafto*), *Farcical*, *Paddy Wagon*, and the Farr 1020, *Jet*.

Hugh's interest in yachting also extended to sporting administration: he was the Yachting Section Manager of the New Zealand Olympic Teams in 1960 and 1968. Throughout the years he has also been intensively involved with the administration of the Royal Port Nicholson Yacht Club, the Wellington Yachting Association, the New Zealand Yachting Federation, and with the New Zealand Olympic & Commonwealth Games Association.

In 1990 Hugh was awarded the New Zealand Yachting Federation Honour Award, in recognition of his outstanding services to our sport, and this year he was made a life member of the RPNYC. ●



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