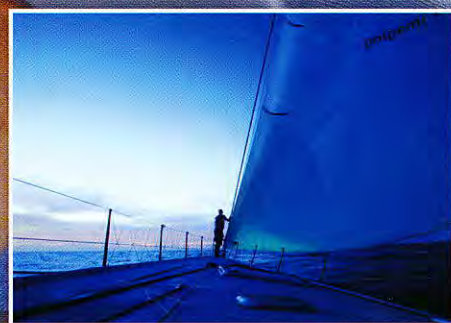


the Rip

FEBRUARY 2006



ROYAL PORT NICHOLSON YACHT CLUB (INC) WELLINGTON NEW ZEALAND | www.rpnyc.org.nz

103 Oriental Parade | PO Box 9674 | Wellington | New Zealand



ROYAL PORT NICHOLSON YACHT CLUB

Established 1883

WE GRATEFULLY ACKNOWLEDGE THE SUPPORT OF...

NEW ZEALAND COMMUNITY — TRUST —



Nobilo Wines — DB Breweries Ltd — Pub Charity — Wellington Waterfront Ltd
moore wilson's — TQ3 Navigant — Chris Coad Photography — Mt Gay Rum
CentrePort Wellington — Wellington City Council

SPONSORSHIP OPPORTUNITIES

Make a huge contribution to the Club by becoming a sponsor, enjoying a package of benefits tailored to meet your needs. There are many opportunities and events which will reward your support.

RPNYC offers excellent opportunities for promotion of your company or product to RPNYC members, the Wellington business community and the Wellington public.

Sponsorship of RPNYC events will enhance brand awareness for your company and will enable you to employ a spectacular promotional forum.

The members and guests of RPNYC include some of Wellington's and New Zealand's most prominent and influential business people and decision-makers. Having your company or product name consistently before these people, in the Club and in Club publications, will increase awareness of your company and brand.

FOR MORE INFORMATION CONTACT:

Brian Budd
Chief Executive
ceo@rpnyc.org.nz
939 7045

Contents

Commodore's Report.....	3
Alan Martin ONZM	3
Chief Executive's Report	4
New Members & Boats.....	5
Academy Update.....	6
Lion Foundation Youth Scheme Update	6
Behind the Steam – Restaurant News	7
New Bluebridge Ferry.....	8
Wardroom	9
Corporate News	
Corporate Profile – M-Co.....	10
2005 Corporate Yacht Race	11
Next Corporate Event.....	2
Lifestyle	
Wine	12
Book	12
Food	13
Christmas Cocktails.....	14
2006 Line 7 Port Nicholson Regatta.....	15
Pamela Stephenson Lunch	19
Volvo Ocean Race.....	20
Youth Scheme participation	23
2005 Loaded Hogg Cup.....	23
Sydney-Hobart Race	24
Wellington-Akaroa race	26
Gerry Booth – Caribbean update	27
Cruising	28
Ship Cove race	29
Day Skipper course	30
Cup History	31
Club Profile – Chris Coad.....	32



Cover Photo: Pamela Stephenson, who launched her new book at RPNYC (CHRIS COAD)

Inset top: Volvo Ocean Race Ericsson Racing Team © Oskar Kihlberg/ Volvo Ocean Race

Inset bottom: Sydney/Hobart (DALLAS KILPONEN)

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Opinions Expressed

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

the Rip



ROYAL PORT NICHOLSON YACHT CLUB (INC)

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

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

Martin Bosley's Yacht Club Restaurant Hours

Monday – Friday : Lunch
Tuesday – Saturday : Dinner
Other times by arrangement
DDI : [04] 920 8302 F : [04] 920 8303
E : mbycr@actrix.co.nz

Note : Member Discount 7.5%. Reservations recommended

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	Graeme Robertson	473 5979	021 444 612	graeme@barkingmad.co.nz

Business House Yacht Race

FRIDAY 17 MARCH 2006

If you missed the Corporate Yacht Race in December, or enjoyed it so much you'd like another excuse to get out on the water, the Business House Yacht Race is on Friday 17 March.

The Business House Yacht Race is a fundraiser event for the Royal Port Nicholson Yacht Club and provides businesses with an opportunity to entertain clients or staff in a unique sporting and social environment.

You don't need to know anything about the sport of yachting to enjoy the day. Yachts come complete with skipper and crew, so you can choose to assist actively in sailing the boat, or hold on tight and enjoy the racing as an interested observer! We invite you to experience the excitement and camaraderie of an afternoon on the harbour.

RACE DAY

Typically crews meet up at the Club around midday, head off to their boat and listen to their skipper's rundown on procedures to ensure a safe but exciting day.

The race usually takes two to three hours and afterwards race participants are encouraged to attend the dinner and prizegiving function.

YOUR COMPANY'S INVOLVEMENT

Most yachts carry 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, perhaps pitting divisions against each other. A limited number of

launches may also be available from which guests can view the racing.

Each yacht you sponsor can be branded for the day with your company banners, flags and logos. Additional corporate exposure may also be gained by providing your guests with company uniforms or colours to wear.

PRIZES

The winning sponsored boat will be awarded the Business House Yacht Race trophy. All participants also go into the Spot Prize draw – which includes an Orbit Travel mystery prize.

HOW TO REGISTER

The cost is \$195 + GST per person for those sailing. This fee covers participation in the race, t-shirts and dinner and drinks at the prizegiving. Function-only tickets can be purchased for additional guests/partners to join you at the after race function for \$85pp + GST.

For more information contact:

Nikki Hooper

RPNYC Events & Communications Coordinator

04 939 7030 or events@rpnyc.org.nz

YES... WE WOULD LIKE TO PARTICIPATE IN THE 2006 BUSINESS HOUSE YACHT RACE (FRIDAY 17 MARCH 2006)

Company Name:

Contact person: Phone :

Billing address:

Email: Mob: Fax:

Number of Guests (SAILING): (@ \$195 + gst pp)

Number of Guests (NON SAILING): (@ \$85 + gst pp)

Authorising signature: Date:

(While the RPNYC will make every effort to accommodate changes, any cancellation or reduction in registrations will incur a penalty fee of 20% up to five working days before race day, or 50% within five working days of race day)



**Please post or fax completed registration form to:
2006 Business House Yacht Race, PO Box 9674, Wellington, Fax: 04 939 7031**



There is a positive vibe around the Club and it is great to see boats on the water regularly and people back in the Wardroom after sailing.



The season is now well underway. There is a positive vibe around the Club and it is great to see boats on the water regularly and people back in the Wardroom after sailing. Louise and her team are clearly doing a great job of making the Wardroom a nice place to be.

I have been particularly impressed with numbers of boats doing the Wednesday night series. For many years I can remember only four or five boats turning up on a Wednesday night, so to see 19 to 20 is very cool indeed. The sailing committee has done a great job with the format change for this series.

This year's corporate race was a successful event with good support from the Wellington business community and the Club's boat owners. It is, however, still an event that does not meet its full potential with, again, no title sponsor being found and plenty of room on boats for more punters to participate.

This is an excellent sponsorship opportunity for a business out there in the marketplace needing to brand itself

in Wellington. We will be looking to improve on this event with the Business House race in March. All Club members should be on the search for sponsorship opportunities for the Club.

I cannot reinforce enough how important it is for the Club that the corporate races are well supported. They are an important source of income for the Sailing Academy for without sufficient funds raised the Academy runs at a loss. These races also raise the profile of the sport, Club and the Academy to the wider general public.

Sponsorships are important but still the most significant area where we fall short is subscriptions, with many people sailing at the Club still not willing to pay their subs. This is just wrong. If you sail regularly and haven't paid your subs you should be ashamed of yourself. Boat owners need to encourage all crew to join.

We don't want to have to bring back draconian methods of the past to make people pay their subs. Our subscriptions

are cheap by comparison to other sports and are the cornerstone of our Club's viability. If you know someone who should be paying subs, let them know about it.

The Executive has been continuing with the Governance review and we have now completed the terms of reference and strategic plan. Both of these documents can be viewed either at the Club office or on the Club website.

To date we have had no feedback from any Club members other than verbal affirmations that members are happy with the proposed Governance model.

We are currently redrafting the Club rules to reflect the Governance model and the terms of reference document. Once this has been completed the full set of documents will be made available to all Club members for comment.

Enjoy the rest of your season. ⚓



A gong for the President

Congratulations to Alan Martin, RPNYC President, who was recognised in the recent New Year's Honours.

Alan was made an Officer of the New Zealand Order of Merit for services to business. As highlighted in the previous Rip, in addition to Alan's commitment to the Club and to sailing he has been an extremely successful businessman, and one of the leading faces in the revolution of retail marketing in New Zealand. ⚓



GJ

GEORGE JANIS

HAIRDRESSING

Dedicated to *Beautiful Hair*

QUEENS WHARF RETAIL CENTRE, PH: 499 4005
NZ PAYROLL HOUSE, 45 THE TERRACE, PH: 499 3121

BNZ SHOPPING CENTRE, WILLIS ST, PH: 472 1111
THE GRAND ARCADE, WILLIS ST, PH: 473 5333

HAIR ESSENTIALS, THE GRAND ARCADE, WILLIS ST, PH: 473 6374

FRANCHISES AVAILABLE

As we move into another year of activities, I reflect on my first four months as the Club's CEO and look forward to the challenges and the great line up of events which we have in store during 2006.



BRIAN BUDD

GOVERNANCE STRUCTURE

The Executive has carried out a review of the Club's Governance structures and procedures and the result is a 'Governance Terms of Reference' which will form the basis of the Club's operation and will assist greatly in moving the Club forward in the future. Member consultation has taken place and this document along with a Strategic Plan and Amended Club Rules will be circulated to all members for discussion and adoption at a Special General Meeting early in 2006.

The review process crystalised the Executive's thinking and the result is a Board which is facing up to the challenges and providing the appropriate leadership to Management.

2005 CORPORATE YACHT RACE

Despite not having a naming rights sponsor for this critical fundraising event for the Sailing Academy the event was very successful and raised a good level of funding to support the valuable contribution that the Academy makes to the development of yachting in the Wellington Region.

This success was due to the support we received from the event sub-sponsors, the numerous organisations that sponsored a boat on the day and the continued assistance of our boat owners and skippers/crews.

There was on the water action a plenty and everyone was upbeat and fizzing at the after race reception. A great day for a great cause.

ACADEMY BOAT SPONSORSHIP

There is still an opportunity to become a major sponsor of the Sailing Academy by taking up naming rights sponsorship of the training boats. In doing so, you ensure this worthwhile Club and community asset continues to provide a unique range of training opportunities. A fantastic package of water and land based benefits will be yours to enjoy. I would be happy to discuss this with you, please give me a call on 939 7045.

SPONSORSHIP

Make a huge contribution to the Club by becoming a sponsor, enjoying a package of benefits tailored to meet your needs. There are many opportunities and events which will reward your support. I would be very keen to talk to you if you wish to assist in some way.

MEMBERSHIPS

One of the many challenges facing the Club is Memberships. Brendon has mentioned in his report the fact that Memberships are decreasing. The heart and soul of any Club is in its Memberships and RPNYC is no exception. The Club is the jewel in the Wellington yachting crown and membership should be viewed with a sense of pride. Being a member of a Club, and in particular this Club, brings with it many benefits. We want to see all those participating in Royal Port Nicholson events supporting the Club by becoming a paid up Club member.

VOLVO OCEAN RACE

2005-2006
WELLINGTON
FEBRUARY 2006

VOLVO OCEAN RACE

As I write this piece a very eventful Volvo Ocean Race is underway with the entrants making their way from Cape Town to Melbourne. Wellington will have its turn to see these high tech 70 foot thoroughbred yachts in action when they visit our harbour in February. Departing from Melbourne on 12 February the fleet is expected to arrive in Wellington on 16 February departing again for Rio de Janeiro on Sunday 19 February.

The Club is managing the on water requirements of the finish of the Melbourne to Wellington leg and the restart to Rio.

You can keep up with Volvo Ocean Race news and results by clicking on www.volvooceanrace.org



LINE 7 PORT NICHOLSON REGATTA 2006

A few days prior to the arrival of the Volvo Ocean Race yachts, we will welcome a number of overseas teams to Wellington to compete in the CentrePort Wellington International Youth Match Racing Championships, which kicks off this year's Line 7 Regatta.

Later in the week we will be full on into the regatta with the National IRC/ ORC Club Championship Divisions and Open Keelboat Divisions. We will again this year run the Radio Controlled Model Yacht Regatta in the Clyde Quay Boat Harbour. The model boat regatta features the AC15 Match Racing Series and the International One Metre Wellington Championship. Refer to the centre of the magazine for full details of the Line 7 Regatta.

With the Line 7 Regatta and the arrival and departure of the Volvo Ocean Race fleet creating a real spectacle on Wellington Harbour, I encourage as many of you as possible to get involved and enjoy a week of sailing and socialising. Together with the sponsors (especially Line 7, Heineken, Wellington City Council, Wellington Waterfront Limited and CentrePort Wellington), I would like to thank in advance the huge team of volunteers that will make it all happen.

CLUB CHAMPIONSHIP AND OFFSHORE RACING

The busy calendar of the Club's harbour and off shore racing continues with the Nelson and Catherine Cove Offshore races and a very busy Summer Twilight and Autumn Series on Wellington Harbour. We would like to see as many boats as possible competing in these events.

BUSINESS HOUSE RACE 2006

The 2006 Business House Race is scheduled for Friday 17 March. This event is an ideal opportunity for organisations and businesses to get their staff and/or clients on the water for an afternoon before we lose daylight saving. The second of the Club's annual fundraising sailing events, the Business House Race traditionally attracts a range of companies keen to use the uniqueness of the event to entertain their guests. For more information please email events@rpnyc.org.nz or phone the office.

We are still seeking a naming rights sponsor or sponsors for this event. Any suggestions or support you may be able to offer in this regard would be greatly appreciated. I can be contacted by email ceo@rpnyc.org.nz or by phone on 930 7045. I would be very pleased to talk to you about this opportunity.

WEEKLY "E-NEWS"

The Club issues a weekly e-news containing information of interest to its Members. If you want to get the latest news all you need to do is email events@rpnyc.org.nz, or phone 939 7030, and we will include you in the e-news distribution list. If you don't have access to email but would like to receive it, call us to arrange an alternative way for you to obtain it.

We would also appreciate your feedback on the "E-News". Let us know what you think by emailing your comments to events@rpnyc.org.nz.



ACADEMY UPDATE

The weeks leading up to Christmas were extremely busy with the Academy yachts on the water most days with Corporate, School and Casual sailing groups. Participation from these groups is increasing and represents future opportunities for the Academy.

The Academy continues to offer a wide range of courses and upskilling opportunities. Introduction to sailing, Skills Development, Next Tack, Day Skipper, VHF, Boatmaster and Coastal Skipper courses have been well supported. There is everything available here for those wanting to learn to sail to those more experienced sailors who wish to upskill and improve their sailing performance.

The Skills Development course proved to be a great success. Run as a follow-on course from the Intro, it takes our graduates one step further, into the world of racing and spinnakers. This time round the course was run as part of the Wednesday Evening Spring Twilight Series.



The dinghy programme run out of Worser Bay Boating Club continues to provide opportunities for an increasing number of children to develop skills in sailing. To date 96 young people have participated, while another 300 children from 10 schools participated in the Schools Week which was held from 5 to 9 December 2005.

Gerry Booth, who had filled the role of Senior Instructor at the Academy, left us in October. Iain Wilson stepped up to fill Gerry's shoes on a temporary basis. Matt Wood has recently been appointed to the position of Senior Instructor and with the support of Iain will further the development of yachting in Wellington.

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

Andrew Sturgeon	SENIOR	Matthew Brien	SENIOR	Gary Ross	COUNTRY
Nigel Parry	COUNTRY	Anthony McMahon	SENIOR	Chris Gregory	SENIOR
Shaun Maloney	SENIOR	Anna Roberts	ASSOCIATE		

... and new boats

BOAT NAME	TYPE	LOA	DESIGN	OWNER
Cachalot II	Keeler	12m	Joubert	Iain Wilson
Reckless	Keeler	45ft	John Spencer	Dave McKenzie



Port Nich I & II coming up to the buoy at Point Jerningham



Port Nich II – The Royal Salute

The training boats can now be hired casually during the week (including for Friday evening rum races). Cost is \$100 per boat (up to seven participants) per hour (min. charge \$150).

Details of courses offered by the Academy can be found by clicking on www.rpnyc.org.nz



LION FOUNDATION YOUTH YACHTING SCHEME

The objectives of the Lion Foundation Youth Yachting Scheme are to:

- help increase the number of youth participating in sailing
- support youth sailors to develop skills and understanding to sail competitively in youth classes at a regional, national and international level
- support youth sailors through the transition from junior to youth classes to senior classes
- contribute towards the creation of Wellington as a centre of excellence for youth sailing in New Zealand

In 2005-06 the Scheme has added P Class and Starling, 420 and Laser coaching and clinics along with continued development of the Elliott 6 programme.

Specialist input and core coaching has been provided by the Academy of Sport Central, Emirates Team New Zealand and Yachting New Zealand. The Academy of Sport Central has provided sport science for sailors including Fitness, Hiking, Nutrition and Sport Psychology. Emirates Team New Zealand has run sessions devoted to foil, rig and sail design

and has provided coaches for the e6 match racing clinics. Yachting New Zealand has provided high performance coaches at clinics and has facilitated coaching of the coaches.

Wellington Match Racing crews performed well in two international regattas in Australia in the later part of 2005 (see article on page 24). Wellington P Class sailors performed very well in the Tanner and Tauranga cups held in New Plymouth over the Christmas/New Year break.

In the Tanner Cup, Wellington sailors finished in 5th, 6th and 10th places overall. In the Tauranga Cup, Wellington had eight sailors competing, with seven of those finishing in the top half of the 70 boat fleet. At the starling nationals Wellington had a record twenty two entries in the 139 boat fleet with eight sailors making it through to the gold fleet.

The emphasis of coaching from now through to April shifts to preparing sailors for the Yachting New Zealand youth team selection trials as well as preparing five teams to compete in a series of youth match racing regattas.

The Club's Sailing Academy is contracted to the Port Nicholson Yachting Trust to deliver the programmes offered under the Lion Foundation Yachting Scheme. ⚓

A huge vote of thanks must go to volunteers

The Club runs a very full calendar of events each year. Like any Club, it relies very heavily on a very large number of volunteers to assist in many ways to ensure that all events happen and that those competing on the water have a great and rewarding time.

On behalf of the Executive, Management and Club Members I extend to all our volunteers our thanks for the time and effort you all put into ensuring that the Royal Port Nicholson Yacht Club events are successful and that the Club achieves its objectives.

A big thank you must also go to those Club Members who make their boats available for fundraising yacht races and as support boats for other sailing events.

The key to the Club's ability to mount the number of events that it does annually is its volunteers. We always require additional people to help out and if you would like to get more involved in the running of events and learning more about race management, please give me a call.

Volunteering can be a very rewarding experience.

Brian Budd, Chief Executive



Behind the Steam | Restaurant news

The start of the 123rd racing season brought with it, for me, participation in the Wednesday Twilight Two Handed series.

Bruce Hills, the other two hands, began to get *Beautiful South* race ready for the first race. The little red boat began to look quite sharp, and we felt that we could be the dark horse of the series. We borrowed a spinnaker, one that Bruce felt might be a little too large, but should do the job well enough.

I had never actually set a spinnaker before. And I hadn't given it much thought until I mentioned to Joe Porebski, who was having lunch in the restaurant, that we'd entered in the series. Joe's jaw dropped, and he held on to the table with both hands. "You're bloody keen," he said.

He asked me if we had worked out our system of bungy cords to hold the tiller while we set the spinnaker; I had no idea what he was talking about.

Now, sailing is a fairly simple physical exercise. Sport sailing however, is much more complex, requiring the strength of an athlete and the mental power of a chess player, neither of which I have. The evening of the first race we were warmly welcomed by the rest of the fleet. We practised our gybing and tacking, and Bruce interpreted the wind and waves and strategised our position.

We started out the race okay, if wrapping the mainsail around the shrouds is normal procedure. We also didn't know what course we were meant to be sailing (we couldn't find it in the Almanac).

However we realised it probably didn't matter too much, as we probably wouldn't actually be in a position to lead the fleet around any mark. So we followed the rest. It appeared that many of them didn't know the course either, as the fleet spread out across the harbour.

We were in the Somes pack, which involved a considerable amount of tacking before we realised that the mark was at Ngauranga, and that the only reason they had headed towards Somes was because of the shifting, lifting wind. This is an important fact to remember – the shifting wind.

I am not good at tacking. It appears that I bring the boat around too far, and we stop. Dead. This costs us dearly.

We maintained our position and were reasonably happy with our progress. (Bruce had taken over the tiller and was also trimming the sails. He is a very good sailor. I sat in the corner

and observed).

Rounding the final mark at Somes, we were on the run home. It was time to let rip with the spinnaker. I maintained our course, while Bruce did all the heavy work.

We hoisted the spinnaker and took off. Bruce commented again that the spinnaker was perhaps too big, but we sat back and smiled at each other as we raced home. Then the wind shifted.

The spinnaker blew out to starboard, and up went the little red boat. I was on the starboard side, Bruce on the port. I looked down at Bruce, whose head was now practically in the water. I was standing nearly vertically above him. "Pull the tiller towards you!" Bruce screamed at me. I was, with both hands.

Then the wind shifted again, and the over-sized spinnaker swung to port.

The stern of the boat lifted out of the water, and the bow dipped towards it. "We're losing it!" Bruce yelled. "Let it go!"

I released the spinnaker sheet from its cleat, and Bruce did the same on his side. The sheets screamed through the pulleys (I didn't know that rope could scream).

Reaching for the tiller, and hanging on to it for support, Bruce climbed up the boat to sit in the cockpit. He started to haul in the spinnaker, still full of wind but flapping like a mad beast, the loose sheet cracking like a bull-whip.

Finally the spinnaker dropped into the water, and we slowed down. We hoisted the #1 headsail again, and sedately continued our course. "Yep" said Bruce, after a period of silence, "that spinnaker's just a little too big".

The final race of the year brought extremely light airs. We set the spinnaker with no problems, and stayed with the fleet for most of the race, until the wind just completely died away.

As we watched time slowly ebb by, and observed other teams withdraw from the race, we turned and headed back to the clubhouse under power. With many thanks to Bruce, and his endless patience with me, I have developed some skills that will, inevitably, come in useful when cruising. Using the spinnaker is not quite one of them.

Martin



MARTIN BOSLEY'S YACHT CLUB RESTAURANT



New ferry for Cook Strait

Public demand has led to New Zealand owned Strait Shipping adding a second passenger vessel to the Bluebridge Cook Strait Ferry service. The *Monte Stello*, which is almost identical in size and features to the existing Bluebridge ferry, the *Santa Regina*, will join the fleet in March 2006.

Strait Shipping managing director Sheryl Ellison says the company has been looking for a suitable vessel for some time and is delighted to have secured a ship that is very similar to the well established *Santa Regina*. "We're very pleased to have obtained a ship that suits the conditions and environment of Cook Strait and the Marlborough Sounds and compliments our existing fleet."

New Zealand owned shipping company Strait Shipping has been transporting cargo across Cook Strait since 1992. In 2003 the company launched the Bluebridge Ferry Service.

From March, the Bluebridge service will offer four return sailings between central Wellington and Picton each day.

To check out the Bluebridge timetable or make a booking visit www.bluebridge.co.nz or phone 0800 844 844. ⚓



An artist's impression of how the new ship will look - almost identical to the *Santa Regina*.

we lead,

others follow...



DOYLE LINTON

Doyle Linton Sails
Chaffers Marina
Phone: 04 384 8447
linton sails@clear.net.nz

A word from the Wardroom

As the 2005 financial year draws to a close it's an ideal time to reflect on the last 12 months. I do this in the knowledge that financially the Wardroom, along with the Functions and Facilities area, has had a great year.

These two areas go hand in hand, as hiring out the Wardroom results in revenue for the Wardroom. A lot of hard work has gone into achieving this result and this can be attributed to many people.

Firstly I am very grateful in the first instance to Mike Boswell for allowing me my wings to fly and never clipping them (only a brave man may try!!). This privilege has been extended by Brian, therefore enabling me to progress with my vision.

Secondly for my wonderful staff whose boundless energy and enthusiasm for the Club always excites me. These girls work some long arduous hours. Yes, they have youth on their side (something I don't!!) but their friendly dispositions and outgoing natures are always such a welcoming sight. To my wonderful Tessa, who has been with me from the start. Tessa has vitality and versatility – above all her loyalty to me is second to none. All the money in the world cannot buy loyalty, it is a unique quality, and I am very fortunate that all of my staff possess it.

Thirdly I would like to thank Martin and his great team in the Restaurant for his "can do" attitude. Martin has been a tower of strength to me over the last year. He is a chef extraordinaire and I am of Italian descent, so dialogue can be rather vocal at times but we always meet on common ground and that can be described as passion; a passion we both share for the place.

Last but not least thanks to you the members who make this all possible; without you we would not be.

A couple of housekeeping issues. There seem to be a large number of Wardroom glasses disappearing at a rapid rate. Please return any you who may have in your possession. I understand it is easy enough to walk off with a glass of whatever in your hand. However it is just as easy to return it!

As we are approaching a very busy period with Line 7 remember that a "quick and easy method" of payment for both you and the bar staff is to deposit money on your Club card. This will enable the bar staff to deliver a more speedy service, keeping delays to a minimum. Please remember "no card no discount". My staff are instructed at all times to adhere to this vital Club ruling.

The Wardroom and Boardroom are available for hire and one of the many benefits of membership is that you are entitled to a 25% discount off the venue hire so please remember us when booking an offsite function of any description. We will do our best to make it an event you are proud to remember.

With a touch of success can come complacency and it is my job over the next year to progress with my desire to make the Wardroom not only a place that you want to come to but one that you want to return to.

Look forward to seeing you all in the Wardroom.

Cheers, Louise ⚓

Louise and her "girls".

From left:
Andrea Denholm,
Louise Paino,
Jess Boyce
and Tess Waikari.



RPNYC WOULD
LIKE TO
ACKNOWLEDGE
ITS VALUED
CORPORATE
MEMBERS



M-co in the market

M-co is a people focused organisation of 55+ staff that develops and operates semi complex commodity trading markets in New Zealand and overseas.

Our largest client in New Zealand is the Electricity Commission and we provide services to the electricity market including real time pricing, clearing and settlement, training and professional advice.

We have a joint venture in Singapore with the Singaporean Government where we operate the Singapore wholesale electricity market. We have also recently completed a two-year contract assisting the Philippines Government to implement their wholesale electricity market.

In the last couple of years, we have branched into operating other commodity markets with our internally developed bilateral trading IT platform, *M-co trade*.

M-co trade powers the unlisted equities market as well as the electricity hedge market, EnergyHedge. The Electricity System Operator in Taiwan has also purchased *M-co trade* to transact bilateral trades within its electricity market.

If you would like to talk with one of the team you can contact us on (04) 473 5240 or visit our website at www.m-co.co.nz.

M-co is also the operator and 50% owner of *Unlisted*, a cost-effective and transparent securities trading platform providing valuable

price discovery and liquidity to shareholders. Live trading commenced on *Unlisted* in December 2003. Since then, *Unlisted* has transacted more than 2,000 trades of over 20 million shares, at a value of more than \$22 million.

Unlisted allows small to medium sized companies to have their shares traded in a simple and cost efficient way, whilst minimising both the upfront fees and the ongoing costs. For many companies, participation with *Unlisted* formalises existing over-the-counter (OTC) security trading arrangements.

Unlisted currently averages 40 trades a week worth around \$400,000. *Unlisted* quotes 25 securities for 22 issuers, who have a combined market capitalisation of around \$910 million. Contact *Unlisted* Manager Bruce Cossill at info@unlisted.co.nz or on 021 593 297 for more information, or visit www.unlisted.co.nz



the marketplace company

2005 Corporate Yacht Race

by Ingrid West, Base Two Design

When approached by the Royal Port Nicholson Yacht Club to be a sponsor of the 2005 Corporate Yacht Race, Base Two Design was more than happy to oblige.

We'd designed campaigns for many events over the past seven years and as a locally owned business we were glad to support a local event and welcomed the opportunity to get involved.

A number of the Base Two team came together to design and develop the marketing material (brochure, posters, t-shirts etc), but we decided to really embrace the challenge by signing the whole team up for a day out on the water! Split into two teams with crews on both *Xanadu II* and *Port Nich I* (one of the training yachts) we were fully briefed by our captains and given a bit of insight as to what to expect out on the water.

Port Nich I set out in the first staggered start fully kitted out in wet weather gear which was greatly appreciated in the small yacht once the race really got underway and the water started flying! *Xanadu II* was in the next handicapped group to start. With various levels of experience on both crews, everyone was able to interact at a level they were comfortable with, which was brilliant.

The crew of *Xanadu II* were determined to beat the first Base Two yacht, but on the last buoy *Port Nich I* went completely off course, offering *Xanadu II* an easy overtaking option.

Once the results had been calculated *Xanadu II* came in fifth, a good seven places ahead of the rest of the team aboard *Port Nich I*. 🌟



RESULTS

BOAT	CORPORATE MEMBER	PLACE
<i>Flying Circus</i>	Alleasing	1
<i>Minika</i>	Igniter	2
<i>Swallows and Amazons</i>	Datacom	3
<i>The Guarantee</i>	Alleasing	4
<i>Xanadu II</i>	Base Two	5



The Alleasing winners with Flying Circus skipper Gordy McDougall.

Dont' just talk turkey this year, talk Sparkling Shiraz and turkey!

A must for all of those who like to try something new! There is not a better match than chilled (well-chilled in summer) Sparkling Shiraz and festive roast turkey with cranberry sauce. This match will definitely turn your festive summer arrangements into a sparkling affair!

I particularly recommend the Leasingham Classic Clare Valley Sparkling Shiraz 1995. It is made from small parcels of fruit from old Shiraz vine material and aged in oak for two or more years. It then follows the same procedure as 'Methode Traditionelle' bubbly.

The wine is big, full and flavoursome with excellent ageing. How do you serve it? Well-chilled – as you do with your bubbly. It is also compatible with some other great food dishes – duck, rich gamey dishes, chocolate desserts and rich creamy cheeses.

Try this wine if you have never before – you will become addicted! It has won two trophies and four gold medals from the Perth, Melbourne, Adelaide and Brisbane shows. It is proudly produced by Kerri Thompson and her team of dedicated winemakers at the Leasingham winery, in Clare Valley.

It is available only from key fine wine shops, because it is made in such small amounts and retails between \$45 and \$50 per bottle... and worth every tiny little bubble.

Santé!



NOBILO WINE GROUP

Wine review supplied by National Fine Wine Manager, Helen Frith

The Hal Roth Seafaring Trilogy Three True Stories of Adventure Under Sail

By Hal Roth. Published by McGraw-Hill 2005. 254pp b/w photos. Hardcover \$44.95

Here in one big chunky read we find three big adventures on the high seas from one of our great seafaring adventurers of our age, brilliantly illustrated with hundreds of photographs, mostly by Hal himself.

In *Two On A Big Ocean* we follow Hal and his wife Margaret on their first big voyage, a circumnavigation of the Pacific, from California by way of the South Pacific islands and back via The Aleutians, Alaska and Canada. This was a testing voyage in their 35 ft yacht *Whisper*, as they learned about their boat, themselves and the interesting people and places around the Pacific.

In *Two Against Cape Horn*, Hal and Margaret with two friends test their honed skills on a voyage down the Chilean coast and around the dreaded Cape Horn. They discover the delight of cruising the long Chilean coastline and the trepidations of continual gales and shipwreck as they near Cape Horn. Once again the Roths' seamanship and fortitude see them through.

The Longest Race may be Roth's writing at its best, as he follows the harrowing adventures and several failures of the contestants in the very first Single Handed Round the World Yacht Race in 1968. Finally won by Robin Knox-Johnston (well known to Kiwi yachties), each contestant's story is vividly told by Roth as he analyses their varied performances, using mostly their own words.

All in all this is a very reasonably priced excellent read for summer evenings in safe anchorages.





Littleneck Clams

An absolute taste of summer for me, and so easy to cook! Prized delicacies, littleneck clams, also known as cockles, have a sweet taste and a delicate texture. Widespread in our waters, they are found in beds of soft mud, in estuaries, enclosed shores and beaches. Most commercially available clams come from pristine waters near Otago. Low in calories, they are rich in iron and are of a consistent year round quality.

Once you have purchased your clams, keep them in the refrigerator under a wet towel. They can be cooked using a variety of methods, but they do not like to be overcooked, so once the shells pop open, remove them from the heat source.

Baking: Merely warm the sauce you may be using in the oven, with the clams in the sauce. Great sauces are wine based, or tomato based.

Microwaving: Arrange the clams in a single layer on a plate and cover with plastic wrap and microwave until they pop open. This should take no longer than two minutes.

Poaching: Poach the clams in a scant amount of liquid such as stock or wine. You won't need much liquid, as the clams will release a large amount of their own delicious sea juices as they cook. Bring the liquid to the boil and add the clams. Keep the liquid simmering until the clams open and the meat changes colour. Remove the clams as soon as they open, and finish off the sauce by whisking in a few cubes of chilled butter.

The recipe here is one that we use in the restaurant on our Kai Moana section of the menu:

Littleneck Clams with Chilli and Crème

Fraiche Sauce

2 x chillis, red or green, seeds removed

1 cup water or chicken stock

24 clams

150 grams unsalted butter

1 tablespoon crème fraiche

2 teaspoons chopped parsley

Freshly cracked pepper

A squeeze of lemon juice to taste

Bring the liquid and the chillis to a simmer. Add the clams and as soon as they open, remove them from the pot and into a warmed bowl. Bring the liquid to a rapid boil and reduce slightly. Whisk in the unsalted butter and the crème fraiche. Add the parsley, a few turns of the pepper mill and a squeeze of lemon juice. Pour the sauce over the clams and serve immediately, accompanied by some warm, crusty bread to mop up the left over sauce.

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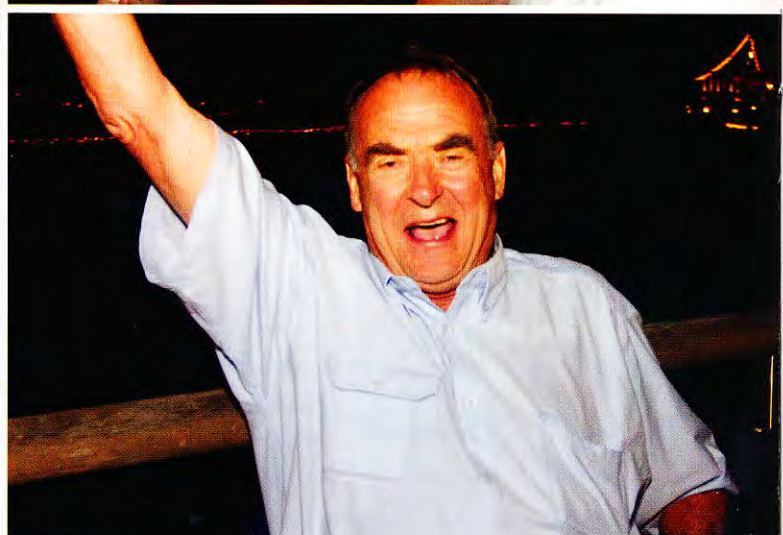
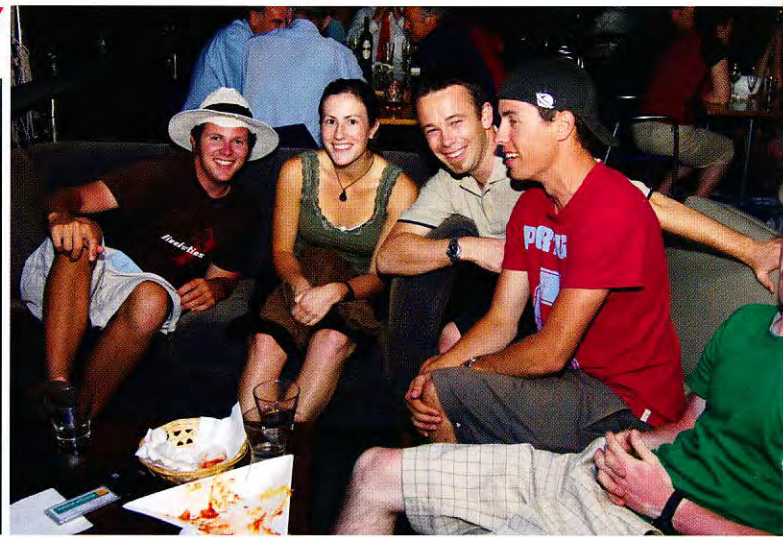
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LINE 7
PORT NICHOLSON REGATTA
2006



12-19 February 2006

CentrePort Wellington International Youth Match Racing 12-16 February

National ORC Club Championship 16-19 February

Model Boat Champs 16-19 February

Open Keelboat Division 18-19 February





2006 LINE 7 REGATTA – GOOD TO GO

February is shaping up to be an action-packed month on the sailing calendar, with the increasingly popular Line 7 Port Nicholson Regatta promising to be one of the highlights.

The Regatta's ORC division is where competitors have always mounted significant campaigns, and this year should prove to be no different.

Optimisation of ratings, trial certificates and rock star crew are the order of the day as the boats gear up to get the edge over their rivals.

The practice race on Thursday evening will allow some testing of relative performance, and

some foxing for others before the Championship proper beings on Friday.

Using a variety of courses, from sprint style races to 20+ mile harbour courses means that the winner of the ORC National championship has to show consistency across the range and be able to tackle the sometimes challenging conditions that Wellington Harbour can produce.

We are expecting tough, uncompromising competition on the water and the now famous, equally uncompromising, social times back at the Yacht Club. 2006 should be a great regatta.



REGATTA RAGE

This year's Regatta Rage promises to be one to remember with one of this country's most popular live acts, The Beatgirls performing live!

The Beatgirls present a high energy, fully choreographed and costumed show featuring classic hits from the 60's to the 00's. As they take the stage by storm an evening of musical and visual excitement unfolds with a string of hits by everyone from The Beatles and Abba to The B52s and Kylie Minogue. Forget about sailing for an evening and dance the night away to the sultry sounds of these three sexy ladies! Truly a night not to be missed.

Other off-the-water activities planned for the regatta include Heineken Hour at the end of racing each day, where the ever popular "bucket of beer" will be on sale. Spot prizes are another highlight, giving everyone the chance to walk away from the regatta a winner!

TRANS TASMAN RIVALRY REKINDLED

BY DEAN STANLEY

With four teams from New Zealand and four from Australia, a Trans Tasman rivalry is once again set to play out in the CentrePort International Youth Match Racing Championships this year.

Teams from the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Club and Freemantle Sailing Club will make up the Australian portion of the fleet.

New Zealand will be represented by teams from the Royal New Zealand Yacht Squadron, Royal Akarana Yacht Club and two teams from Royal Port Nicholson Yacht Club.

The two teams from Royal Port Nicholson Yacht Club are young combinations making their debut on the match racing circuit this season. One team is skippered by Josh Junior with Matthew Steven on main and Chris Jones on bow. The second team is skippered by Jonathan Clough with Aaron Whiteford on main and Carl Syman on bow.

Junior's team competed in the Harken Cup in Sydney just prior to Christmas. This was their first grade three match racing event. "It was definitely a steep learning curve in Sydney but we were pleased to take some matches from the more experienced teams. We are really looking forward to putting into practice some of the lessons we learnt during the CentrePort champs," says Junior.

Lion Foundation Youth Yachting Scheme match racing coach, Hayden Swanson is pleased with the progress the teams are making this season. "We had a large group of young sailors join the scheme during the winter. All the teams have come a long way in a short time and have quite a few years left to make their mark on the Australasian match racing circuit," says Swanson.

Here's hoping that the Wellington teams can help New Zealand get one back in this year's Trans Tasman clash.



FIRST TO THE REGATTA

BY KATE ROBINSON

Blue Magic, the first entrant in this year's Line 7 Regatta, is a Davidson 35, built in 1990 in Gulf Harbour, Auckland. She was built as a fairly heavy cruising boat for her original owner, who planned to sail her extensively in the islands with his wife. Unfortunately, in 1995, his wife died after a protracted illness, without *Blue Magic* ever having left Auckland.

Over the next five to six years, her second owner raced her in Auckland, but he wasn't interested in taking her beyond the relative safety of the harbour.

In 2002, *Blue Magic* was bought by Andrew and Kate Morrison and sailed south to Wellington. Andrew has always been a competitive racer, but in buying *Blue Magic*, he was looking for a cruiser/racer with a comfortable, forgiving nature that could handle the vigorous conditions common to Wellington and Cook Strait.

It soon became apparent that her Auckland fittings weren't up to the local conditions, and in 2002 her rig and sails were all replaced with equipment suitable for Wellington weather.

With a small core of experienced sailors and the reliable character of the boat, there is room to introduce new players to the challenges of sailing. There is a relative democracy during races, with contributions



from various crewmembers on tactics. Of course, the final decision is always the skipper's.

In the 2004/5 season, *Blue Magic* won the Division Two pennant, and in the Line 7 Regatta was third on line and sixth on handicap. She has now been elevated to race in the 34-36' group of Division One.

While heavy weather is her forte, she often does surprisingly well in light airs, making her a good all-round racer. She is raced in the off-shore Champagne series and there are dreams of taking her further – perhaps back to Auckland or even to Fiji. But first, there is the 2006 Line 7 Regatta!



MODEL YACHTS RETURN IN 2006

The AC15 and International One Metre class Radio Yacht fleets will again participate in this year's Line 7 Port Nicholson Regatta, thanks to the continuing support of sponsor Positively Wellington Waterfront.

The Radio Yacht classes raced in the regatta for the first time last year. They will again race in Clyde Quay marina, right in front of the Club.

These remote control craft race to the same rules as keelboats, using the same tactics, with the added benefit that the racing takes place within a 100 metre course, enabling spectators to observe all the action. While tiny compared to their big sisters in the keelboat division, they are by no means slow. Racing is intense, with a string of races possible in a short period of time. Up for grabs is the Wellington Champion title.

The sport of radio controlled yacht racing is made up of three distinctive elements – designing, building and racing. For those not wanting, or not able, to design and build their own yacht, these stages can be circumnavigated by purchasing an already complete yacht, either from a commercial builder or second-hand.

In New Zealand the most popular Classes are; International One Metre, EC12, Marblehead, Electron and locally the AC15. The designs of all these classes are strictly controlled by 'class rules' – therefore a build your own approach should only be undertaken by those with yacht building and design knowledge.

Yachts are controlled by a handheld radio transmitter sending instructions to an onboard receiver which in turn controls the functions of a sail winch (Main & Jib) or a servo controlling the rudder. All aspects of 'big boat' racing/sailing apply to radio control yachting, including sail trim and racing rules (ISAF Appendices C & E).

POSITIVELY
Wellington
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SPONSORS RETURN

Line 7 is the primary sponsor of the Regatta for the seventh consecutive year and we thank Ross Munro and Greg Flynn for their continued support. Other major sponsors include the Wellington City Council, Wellington Waterfront Limited, CentrePort Wellington and Heineken.

Supporting sponsors include Kingsgate Hotel, Chaffers Marina, Bluebridge Cook Strait Ferry, Barton Marine Limited, New World Wellington City, and Boating New Zealand.

A big thank you to all the event sponsors and supporters. It is your continued support that makes the running of this regatta possible.

ARE YOU UP FOR A REAL CHALLENGE?

Racing high performance radio controlled yachts is an exciting, challenging and very satisfying pastime. Getting involved is easy if you follow a couple of simple guidelines, like joining the Wellington Radio Yacht Club and seeking advice from a competent member.

Each Sunday throughout the year Wellington Radio Yacht Club members race either International One Metre or AC15 yachts. These larger (1.6m) AC15 one design yachts are specifically oriented to one on one Match Racing to the same format used for the America's Cup. Currently all the racing is held in the area of water on the Eastern side of Seaview Marina. A copy of the Club's 2005/06 racing programme is posted on the Lowry Bay Yacht Club notice board.

An invitation is extended to RPNYC members to come and try their hand at radio sailing. A Club boat and a minder would be made available for anyone interested.

For further information contact Con Renner 566 8835 or John McPherson 568 3237



Time for a sea change

By Rebecca Sellwood

What do you do when you reach a point in your life when you want to escape?

Go sailing, of course!

That's what Pamela Stephenson decided in 2003, in a hotel room in Auckland, when she took a moment to contemplate her crazy, jet-setting life. And that's what's driven many of the people who've attended RPNYC Sailing Academy courses.

So it was fitting that the Sailing Academy was chosen to receive the proceeds from the Wellington launch of Pamela's book about her adventure, *Treasure Islands*.

About 100 guests (predominantly women) forked out for a delightful Martin Bosley lunch at the Club in November. All were keen to hear Pamela, writer, psychologist, ex-comedienne, mother of three and wife of Billy Connolly, on the subject of sailing.

She was born in New Zealand, but moved to Australia with her family at age four. Those first four years and the many Christmas holidays spent with family in Takapuna have had an ongoing impact on her life. "They remain some of my happiest childhood memories." That's why *Takapuna* is now the name of the 10 year old, 112 foot, 130 ton, steel hulled cutter rigged sloop she purchased.

While loathe to tell the Wardroom gathering that she'd been having a mid-life crisis ("I'm still trying to think of another name for it"), Pamela was certainly looking for a change. Not content with a gentle meander around a pretty harbour, she chose to buy a boat and take an active role onboard alongside the rest of the crew.

During the lunch, Pamela gave a blow-by-blow account of the various islands the *Takapuna* had visited and the people they had met. Each destination was determined by the travels of Fanny and Robert Louis Stevenson 100 years earlier, giving the book and the presentation another dimension.

As it turned out, Pamela found that she really enjoyed sailing. The *Takapuna* is currently cooling her heels in Sydney before owner and crew head for the Indian Ocean in early 2006.

Club member Cheryl Ferguson attended the lunch and found it "inspirational, more to the point, that women can do anything".

"As I listened to her, I thought I'd like to do something like that. But then I realised I'm already doing it, just not on such an international scale."

Cheryl started sailing nine years ago, completing an Academy course which led to her crewing for Bindy Greer on *Distraction*. "Bindy was great because she was willing to let women have a go."

When the dynamics on that boat changed, Cheryl easily picked up a position on *Gucci*. "Because of the experience I'd gained with Bindy and through the Academy, the transition was fairly automatic and seamless."

More recently she has become part owner of a boat, *Esprit*.



"I've got two wonderful partners and the partnership works incredibly well, as we respect each others' strengths."

"I owe everything to the Academy for my sailing, and for believing in myself. I'm still learning, and loving every minute of it."

Of the large number of people who have participated in an Academy course, almost half have been women and some 20% over 40 years of age.

The Academy is now offering casual hire of the training boats and instructors (minimum 1.5 hours), providing yet another opportunity for people to give sailing a go. 🌊





**VOLVO
OCEAN
RACE**

2005-2006

WELLINGTON
FEBRUARY 2006

for ... Volvo velocity

"Fast and furious" seems a fitting description of the Volvo 70s heading this way for their brief pitstop in the round the world Volvo Ocean Race.

The boats are making and breaking the monohull 24 hour world speed record as they go. *ABN AMRO 2* most recently made the new record, covering 563nm in 24 hours at an average speed of 23.4 knots.

Wellington is now in the crews' sights as they prepare for one of the shorter legs of the race, departing Melbourne on 12 February.

The boats should arrive in the Capital on 16 February and plenty has been planned to entertain them and the public until they depart on 19 February.

As you'd imagine, the finish could be very staggered. So that will simply involve welcomes and trophy awards as boats arrive. But it will also be a chance for the public to see the boats up close, as they tie up down at Queens Wharf.

That night the entertainment really gets going with a Ring of Fire evening, celebrating our Pacific connections. The event includes drumming, dancing and a fiery finale, all held down at the Waterfront Race Village from 9pm.

On Saturday there's a chance for everyone to get a taste of the Volvo crews' next destination, Rio de Janeiro. LatinBeat runs from 3-11pm and will turn Queens Wharf into a fiesta. Bands include The Sambassadors, Wellington Batucada and Candela. There'll be children's activities in the day and a dance party at night.

On Sunday there'll be official farewells for each boat, plus a blessing from Fr Des Britten. While the boats mill around at the start line, the Royal New Zealand Air Force will perform aerial antics up above.

Then as quickly as they arrived, they'll be gone – until next time.

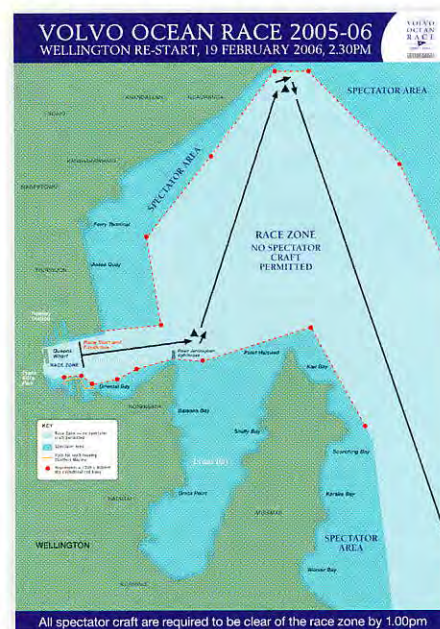
PLAN AHEAD FOR THE FAREWELL

If you want to be out on the water when the big boats leave, you'll need to plan ahead.

The race track (see map) is off limits to other vessels from an hour before the 2.30pm official start on 19 February.

That means you'll need to get out of the marina and on your way in good time, especially if you want to get out to the harbour entrance to see the boats in full flight.

If you're looking for an off-the-water vantage point, just pick your spot. But get there in good time too. The Global Challenge departure attracted big viewing crowds and the Volvo fleet is bound to do the same.



VOLVO KIWIS

ABN-AMRO One (The Netherlands): Mike Sanderson (skipper), Brad Jackson, Mark Christensen (watch captains), David Endean (trimmer/pit), Tony Mutter (helmsman/trimmer).

ABN-AMRO Two (The Netherlands): Scott Beavis (watch captain).

Brasil 1 (Brazil): Andrew Meiklejohn (bowman), Stuart Wilson (bowman/trimmer).

Team ERICSSON Racing (Sweden): Richard Mason, David Rolfe.

movistar (Spain): Stuart Bannatyne (watch captain).

The Black Pearl (USA): Rodney Arden (watch captain), Justin Ferris (helmsman/trimmer), Craig Satterthwaite (helmsman/trimmer).

Premiere Challenge (Australia): Fraser Brown (Crew).

The race so far

By Matt Stechmann, ABN AMRO shore crew

The Volvo Ocean Race is under way!! After two years of planning and preparation the race began in Sanxenxo, Spain with an inshore race.

Light, shifty conditions favoured the Farr designed boats, 6-8 knots not allowing the ABN boats to show their potential.

But even the professionals have room for improvement; the lesson learned from the inshore race was a basic one for ABN AMRO ... the start is important!! Hit the line on time and at pace.

ABN AMRO finished fifth and sixth, in a six boat fleet. *Premier Challenge* (the Aussie battlers) arrived in Spain late and needed to use the inshore race day to prepare for leg one.

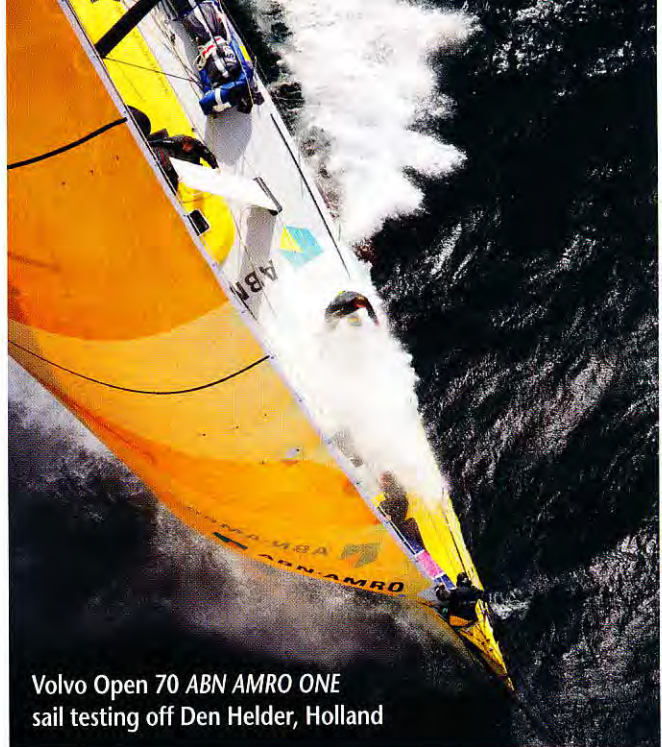
The King of Spain Juan Carlos I, a keen yachtsman, got leg one from Vigo, Spain to Cape Town, South Africa underway on a gray, cold, drizzly day. The boats did a lap of Vigo harbour in light wind before heading out through the heads to face the Atlantic Ocean.

And the Atlantic had plenty in store for the fleet. The first night saw two of the seven boats retire damaged as the fleet was buffeted with 50 knots plus wind and violent seas. *Pirates of the Caribbean* pulled into Lisbon and *movistar* limped to Portimao.

However the breezy conditions and lack of doldrums favoured the ABN AMRO boats. *ABN AMRO ONE* (Black Betty), broke the 24 hour distance record, clocking an incredible 546.14 nautical miles!! That's an average of 22.75 knots!!

The 6400 nautical miles took just 19 days, and saw *ABN AMRO ONE* and *TWO* finish first and second respectively, the third place podium going to *Brasil 1*. *Ericsson* and the Aussie Battlers made it across the finish line, earning them valuable leg points.

movistar was shipped to Cape Town from Portugal, once repairs were completed. *Pirates of the Caribbean* arrived in a Russian air freighter, the *Antinov*.



Volvo Open 70 ABN AMRO ONE
sail testing off Den Helder, Holland

TEAM ABN AMRO © JON NASH

Once the boats arrived in port, it was time for the shore crew to step up and earn their dollars. Both ABN boats came out of the water and the rigs were removed for a full service.

There are always the inevitable running repairs, but job lists on racing machines just keep getting bigger. The loads and strains the boats are under increase as the design envelope continues to be pushed.

Cape Town is a colourful, vibrant city and Table Mountain makes an awesome backdrop. So the second inshore race in Table Bay was always going to be a good day out.

And Cape Town did not fail to provide. Blue sky, sunshine and a healthy 20-25 knot breeze, gusting to 30, made the perfect setting for the second inshore race.

The ABN boats relished the conditions, *Black Betty* smoking the fleet and winning by almost ten minutes. *movistar* and *Pirates of the Caribbean* provided entertainment, broaching on the gybe at the first mark. *movistar* recovered well to finish in second place with *ABN AMRO TWO* in third.

Leg Two (Cape Town to Melbourne) promises to be full of drama as the boats enter the Southern Ocean for the first time. The leg also contains two scoring gates, so with 14 points up for grabs it's bound to be exciting. ⚓

Builders of composite race yachts now offer Wellington an accessible workshop facility for repairs, refits and resprays. With a door height of 6m there is not even a need to come off your keel.

Recent jobs include chainplate and window replacement, and rudder repairs on 'Splash Palace' for Geoff Herd, structural repairs and topside repaint on 'Esprit' for owners Cheryl Ferguson, Phil Bishop and Terry Steven, rudder rebuild on 'Titus Canby' for John Wood and prod installation on 'Supergroove' for Graham Rowe.

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Youth Scheme teams compete in Australian Match Racing regattas

By Dean Stanley

Late last year two teams from the Youth Scheme competed in separate match racing regattas in Australia.

The first team, consisting of Theo McDonnell, Dougal MacDuff and Adam Treweek sailed in the Bavaria Cup hosted by the Cruising Yacht Club of Australia on the inner Sydney Harbour. The team got off to a good start with four wins from nine matches in the first round robin but could only manage one win from a series of tight matches in the second round robin. In the sail off for 6th to 10th the team won two matches to place 8th overall.

A comparatively young team of four sailors then went to the Harken Cup regatta, sailed out of the Royal Prince Alfred Yacht Club at Pittwater on Sydney's Northern Beaches. The team of Josh Junior, Edward Rosenberg, Chris Jones and Matthew Steven surprised some of the older competitors to finish the round robin stage with four wins and six losses but lost their first match in the knock out final round to place 10th overall.

The standard of sailing on the inter-dominion youth circuit is very high at the moment. The winner of these two regattas is currently ranked 28th in the open world rankings, while a further two sailors are ranked in the top 100, and another five sailors are in the top 200. Many of these sailors will be too old to compete in future regattas, providing an

opportunity for some of the young Wellington teams to step up to the mark in future years.

Five teams are now training to compete in a series of international and national events before the end of the summer season. This includes the events below. ⚓



Josh Junior (obscured), Matt Steven, Edward Rosenberg and Chris Jones competing in the Harken International Youth Match Racing Champs at Royal Prince Alfred Yacht Club

HARDY CUP	Hayden Swanson, Matt Hibbard, Sam Melville
CENTREPORT CHAMPS	Josh Junior, Matt Steven, Chris Jones
CENTREPORT CHAMPS	Jonathan Clough, Arran Whiteford, Carl Syman
RNYS INTERNATIONAL	Theo McDonnell, Max Uivel, Edward Rosenberg
HARKEN WOMEN'S CHAMPS	Amanda Hargreaves, Kim den Boon, Kate Anderson
WOMEN'S MR NATIONALS	Amanda Hargreaves, Kim den Boon, Kate Anderson

The 2005 Loaded Hog Cup

Results of the 2005 Loaded Hog Cup, held in October.

1 st	Greta Thomsen	RNZYS	Auckland
2 nd	Jessica Smyth	RNZYS	Auckland
3 rd	Theo McDonnell	RPNYC	Wellington
4 th	Amanda Hargreaves	RPNYC	Wellington
5 th	Haydn Swanson	RPNYC	Wellington
6 th	Rhys Head	RPNYC	Wellington
7 th	Peter Vause	RPNYC	Wellington





UNFINISHED BUSINESS

Sydney Morning Herald photographer **Dallas Kilponen** was on board *Konica Minolta* for the Sydney to Hobart race. Excerpts from his web diary follow.



UNFINISHED BUSINESS

DECEMBER 20, 2005

This is my second year in the Sydney to Hobart. Last year I was aboard *Indec Merit* which retired early. It was a great disappointment. This year I'm not interested in just finishing. I want to win.

My first day on *Konica Minolta* was December 7, a few days after it arrived from New Zealand. This is the boat's third year in the race. In 2003 she finished second to *Skandia*. Last year she had to retire with damage to the hull after crashing off a huge wave. The hull and deck have since been reinforced to make it a lot stronger.

Konica Minolta probably differs from the other 98 footers *Wild Oats*, *Alfa Romeo* and *Skandia*. The others all have canting keels that swing to windward to help the boat sail flatter and faster. They also have hydraulic winches. *Konica Minolta* has a fixed keel and manual winches, where a team of ten guys on the boat trims the sails and works them manually. In short course races in light air we might have a disadvantage, but in the Sydney to Hobart, a lot of that stuff can be a disadvantage or can go out the window. Obviously we saw that last year with *Skandia* being abandoned.

We had great regatta sailing in the Rolex Trophy just off the heads this week. For us it was a great test run with all the crew. We finished really well, winning two divisions. The owner, Stewart Thwaites, is very happy with how the crew has come together and while he understands the boat isn't as fast as the other two, he's confident in his preparations.

ALL'S WELL AND NOT A DROP TO DRINK

DECEMBER 22, 2005

Surprisingly, with three days to go, I'm sleeping very well. I haven't had a drop of alcohol since the beginning of the Christmas season. I'm really excited.

I'm watching the weather reports and keeping up with all the latest news. I've heard a few skippers say we'll probably cop a bit of everything, including some weather from the South.

THE MENU: FREEZE-DRIED FOOD AND JELLY SNAKES

DECEMBER 24, 2005

Today I went down to the boat to run final checks with the satellite phone. A handful of the fulltime boat crew were loading all the food and water onto the boat, including all the freeze dried meals and some snacks to keep up the sugar levels including about 30 family blocks of chocolate, a large quantity of instant soups, bags of jelly snakes and assorted lollies, tea and coffee.

After hearing the latest forecast there were some last-minute changes to our sail infantry and so we unloaded some sails off the boat that we feel we will not need.

The forecast is looking good and I just read that AAPT skipper Sean Langman believes that all five big boats could break the record!

I definitely feel like a kid before Christmas ... only my Christmas is a day later than usual.

RACE DAY: A GOOD START

DECEMBER 26, 2005

Not a bad start. No dramas. By 3pm we were in 4th position, three miles off Port Hacking, sailing at 13 knots with the breeze.

We've got a jib up. The crew are having afternoon tea, rolls and fruit. We start the watch system at 4pm.

Earlier, the crew had some lunch and was looking forward to the gun going off. There was a good atmosphere around the harbour, which was filling up with people before the start of the race. Pre-race favourites, *Alpha* and *Skandia*, have passed each other and there is lots of waving and well-wishing. Even though the Sydney to Hobart is extremely competitive, it's good to see such good sportsmanship between rival crews.

INTO THE BASS STRAIT

DECEMBER 27, 2005

At 2.30pm we were entering a good breeze, 22 knots of wind. The sun is out and it's a beautiful day. We're all in shorts and T-shirts on the rail, enjoying perfect sailing conditions. The spinnaker's up and we are hitting boat speeds of 19 knots. We haven't seen another boat since we left the Sydney Heads.

TOWARDS THE FINISH LINE

DECEMBER 28, 2005

The last 12 hours have been the most adrenalin filled of any that come with the Sydney to Hobart race. From 9pm yesterday to about 9am today, we were flying downwind. The boat reached speeds of 29 knots in 35 knots of wind. We were surfing down a two metre swell. Huge waves washed over the deck. A crew member was washed into the lifelines but he's OK.

We have just rounded Tasman Island. We're bashing into a breeze of 25-30 knots. We have five miles to go to round Cape Raoul. Then we'll enter Storm Bay and head up to the finish line in the Derwent River.


EXHAUSTED BUT ELATED

DECEMBER 28, 2005

What a fantastic race! We crossed the finish line at 2.45 pm, locking in fourth place. The crew worked very well together in strong, downwind conditions last night and early this morning as we eyed a good finish. We pushed the boat as fast as we could go.

Skipper Stewart Thwaites was very happy with our result – *Konica Minolta* finished in two days, one hour, 26 minutes and 41 seconds.

For me personally, the 2005 Sydney to Hobart race marked a strong sense of achievement to complete an event which my father won 30 years ago, setting a record mark. And tonight, I will celebrate this achievement in the company of a wonderful crew.

The Sydney to Hobart is really about the commitment, team effort, skill and courage shown by all yachtsmen who compete. And as a photographer, it has been a great pleasure for me to document this great ocean race, which is referred to as the Everest of offshore racing. 



A racing widow's perspective

By Elizabeth Sandford

Boxing Day, the start of the race dawned and I was up at 6am to run Peter to Christchurch from Ashburton for an 8am flight back to Wellington. Luckily the roads were pretty quiet with most people still getting over Christmas Day.

The race started and I was fortunate to receive the six hourly scheds from Maritime Marine. At least I knew roughly where they were and I could see that *Andiamo* and *Pretty Boy Floyd (PBF)* were involved in their usual battle to be first to the line.

The midday sched on the 27th had them so close I could imagine what was being said on board and wondered what the strategy would be. There was a bit of unfinished business, as the last time they had both raced to Akaroa, *Andiamo* led for most of the race and then suffered a headsail blowout within sight of the line. They watched *PBF* sail past and pip them by 1 minute and 24 seconds. This was payback time!

After the 6pm sched I contacted Akaroa Cruising Club to find they were rounding Banks Peninsular. The Race Officer (Paul de Latour) said there was no wind and that they would probably arrive at three or four in the morning. Well that was that. My options were – 1) I had to do what I thought was a 90 minute drive to Akaroa from Ashburton. I hadn't planned to drive in the dark or sit in my car for hours waiting for them and 2) Might as well have a wine or two with the family and just relax.

To my great surprise Peter called at about 9:30pm to say they had arrived, but he couldn't talk as they were busy mooring the boat. All I had time to tell him was that I was still in Ashburton. As soon as I hung up all everyone wanted to know was where they had come – I'd forgotten to ask! So we waited all of five minutes and I just had to call back. He sounded rather distracted (they were still sorting out the boat) but I said all we wanted to know was whether they were first on line – the reply was affirmative!!! Celebration time! Two reasons really; first on line and it was also Peter's birthday – we had a few without him, but by all accounts they had a few more. I'm told that Akaroa really looked after them by cooking a BBQ and supplying some local produce. Much appreciated.

Next day it was over to Akaroa – this was my first experience driving all the way from Ashburton. By the time I got there it was midday and we had to do a mad dash to the airport to drop Tails & Gadg off at 1:20pm, so I saw the inside of the Akaroa Cruising Club for a max of 5 minutes to say hi, congratulations and bye!!

This racing widow enjoyed the prizegiving the next day (I did no driving!), all of the Wellington boats were awarded prizes for 1st, 2^{nds} or 3^{rds} and the one that didn't, managed to be pulled out in the Patron's Prize lucky draw!!

Au revoir, Akaroa. It's such a pretty place it is a shame that more of the Wellington crews or boats were unable to stay for the prizegiving. The big question on everyone's minds was how can things change so that people do stay? I guess if we hadn't been down south for Christmas this year we may have also not been there, but I'm really glad we were as the Club enjoys running the race and their hospitality is enormous. 🍷

The story onboard

By Peter Sandford, *Andiamo*

Boxing Day 2005 dawns and eight boats are being prepared for the race down to Akaroa, last minute preparations and a briefing before the 1400 start has Chaffers looking busy.

Geoff Herd and his team are updating the forecast and we ask for anything with a Northerly in it preferably around 20 knots... Dave McKenzie brings *Reckless* to the party and after the start they take the course out to sea while most of the rest of the fleet chase the rhumbline.

Forever Young, *Uncle Arthur* and *Misty Clipper* have joined the fleet with *Andiamo*, *Pretty Boy Floyd*, *Nedax* and *Young Nicholson* also on the start line. *Nedax* soon withdraws and the rest of us enjoy a good run for several hours down the coast towards Kaikoura, then the wind drops away and we start wondering where *Reckless* is and what wind they might have.

There is a whale or two close by during the night which was relatively uneventful in terms of the weather, the scheds are always awaited with interest but I can tell you that the usual battle between the red boat *Floyd* and *Andiamo* was continuing. The breeze picked up in the afternoon and the sailing was fantastic, sunny skies, down the line, the competition was never far away and it had the makings of another close Line Honours call.

Approaching Banks Peninsula the breeze is on the nose and calm patches appeared ahead, not a good look, and as we rounded each headland there was considerable hope the breeze would swing so we could ease a bit.

Some chance, we spot *Floyd* going for a picnic on the beach and *Andiamo* is desperate to go out. Went in circles more likely, it is a long way around that headland in no breeze and we scanned the horizon to check on the others.

As evening approached *Andiamo* got inside the harbour, *Floyd* was far too close for comfort and the memories of three years ago when they beat us to the finish was clearly creating tension aboard the *Davidson*. I did try not to look back but it was impossible. The last hour or so inside the harbour had wind coming at us from every conceivable direction, if *Floyd* had their gennaker up we were just as likely to be on the no 1 headsail or perhaps a kite and that's how it was to the finish, a gun for the white boat and that makes it one all Mr Hogg. *Reckless* arrived an hour or so later followed by *Forever Young* and then *Young Nicholson* in the early hours. The following afternoon *Uncle Arthur* and *Misty Clipper* take the award for doing the most sailing and it was good to see them complete the course within the time allowances, well done.

I want to thank the Akaroa Cruising Club particularly Paul De Latour and his team for their hospitality on arrival and during our stay in their very nice surroundings, thanks also to Geoff Herd and our team who work tremendously behind the scenes and make these races possible.

The prizegiving was great, and thanks must go to Dickson Marine and the other sponsors for their assistance, the Akaroa Cruising Club Patron Peter De Latour for his prize and the tremendous hospitality provided on the day. It is a shame the weather meant that the Wellington fleet had to leave before the prizegiving but I trust that next time the race is run we spend some time at this great Club.

Congratulations to all the competitors, it was a race that had a bit of everything. ⚓

Letter from America By Gerry Booth

Here I am being taken for a ride ... as I write, from my bunk, from somewhere in the North Atlantic (actually I do know where I am, it just feels like I'm a million miles from anywhere!).

We've put 800 nautical miles under the keel since leaving Newport and we're currently 700ish out from our destination of Antigua. It's just past midnight, and our fourth night at sea, with two more to go.

She's a lovely boat ... my new home (and work). We're still becoming acquainted ... 'tho I pretty much got to know the interior whilst she was in the shipyard and up on the hard. We're now sailing and, you know how it is, it takes a while to get the feel of a boat. Being 112ft ... well, it's a tad bigger than I'm used to!

Needless to say, everything is hydraulic and all main winches are captive, so it's a bit weird just pushing buttons.

The sail area on the 140ft rig is about 16,000 sq ft. So the ten minute rule is now the half hour rule! It isn't quite as easy to just whip head to wind and drop/reef the main on a boat this size ... all 130 tons!

The scale of the boat was brought home to me a couple of days before departure when a storm came through Newport, literally freezing blizzard conditions and 75 knot winds (not predicted). The wind blew us onto the dock.

The dock itself was doing a huge Mexican wave; just trying to stand was a mission. It was a scary and awesome sight, the boat at a 40 degree angle and our six fenders (and they are big), squashed, almost, flat!

We purloined anything suitable to put between the boat and the dock ... then all we could do was watch and wait for the winds to abate. It was a freaky hour and thankfully we escaped without damage.

Back to the ride ... sitting in the cockpit, autohelm doing all the hard work, I can see down the length of the boat. The wind is behind us and, in the big gnarly seas, as a swell rolls under the boat and lifts her, it's like being on top of the world. Off we go, skewing sideways a wee bit, well, more than a wee bit sometimes ... autohelm working like mad to straighten her up, twin wheels spinning like crazy ... it's a great feeling! Did I mention the cockpit stereo's on ... quite loud?

Things that have made me laugh along the way:

- trying to load the dishwasher
- drying my socks on a heated towel rail when I come off watch
- watching DVDs when I couldn't sleep
- and even getting a load of washing done!
- flying fish, landing in the cockpit, giving me a fright in the dead of night (smelly things).

All while rollicking along at 13 knots.

The air temp is up to 20 degrees (soooo nice after the freezing cold & snow of Newport).

Message from Antigua Yacht Club... "looking forward to seeing you on Sunday, the ice is ready for the drinks!"

"Happy New Year to all at RPNYC!

PS We're the only Superyacht in Antigua flying the RPNYC Burgee! ⚓



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Alluna – time out in Australia

After a season of fun and games in the Pacific, 2005 has been a slight reality check, although still in the tropical north.



By Kylie and Andy Kellow

We arrived in Mackay, Queensland, after a 500 mile glassy calm motor in November 2004. After a month of procrastinating over where we were going to spend the next 12 months we headed south to the big smoke – Brisbane, where Andy helped refit a friend's JFA 54.

Through the same friend we were very lucky to secure a berth at the Royal Queensland Yacht Squadron. At \$600.00 per month it is one of the cheapest berths in SE Queensland (stop complaining all you Wellingtonians). RQYS has a massive marina in the Manly harbour, along with three other marinas totaling 1100 berths and brilliant restaurant and bar facilities.

Kylie works as a marine trimmer on-site at the marina and has to walk at least two minutes to get to work. Since completing the JFA refit Andy has been building a 42ft sailing catamaran and is helping refit the well known Aussie down hill flyer *Bobsled*.

The extended stay in Queensland allowed us to finish some jobs on *Alluna*, plus the never ending annual maintenance and repairs to keep ocean ready.

We've extended our cruising permit so we can stay in Brisbane until the end of the current cyclone season. We've used the boat to explore Moreton Bay, although sitting on the bottom for four hours each tide makes day trips impractical, so overnights need to be organised around the tides. Our attitude to depth has changed, to where four inches under the keel is now considered a safe margin!

Andy flew home in November for his annual golf tournament in Wairaki and happened to win best gross! We both returned home for Christmas, Andy hoping to catch up with some of you with a resurrection of the *Reckless* team for the Wellington – Akaroa race.

We plan to leave Brisbane in late April early May and head to Lord Howe Island. After that it is really weather dependent how far east we get, but at least as far as Vanuatu. The plans are fairly loose in the Pacific early next season, but we will be heading north over the equator later in the year into Micronesia then on through Asia.

Happy New Year and Happy Sailing – see you out there! We have a new website, www.alluna.co.nz, which will be updated regularly once we are underway again. ⚓

Ship Cove Race ... from the log of *Andiamo*

It's great to see nine boats on the start line and know that four more are scheduled to leave tomorrow.

Andiamo sets up with full main and number three while Bridgy on *The Guarantee* goes with a jib top. An initial surge of adrenalin as we thread the needle with one minute to go but we all stay out of trouble and the race gets underway in about 20 knots.

Nedax is first to go with the gennaker before we get to Kau Bay, then it's very square running down the harbour to make Moaning Minnie on one gybe while Bridgy plays the angles inside us at Steeple Rock.

The south coast provides the usual good stiff winds and by Sinclair we take a tuck in the main. Bridgy stays close, too close. Thought he didn't like this sort of bashing upwind in a solid sea? The radio chatters to life and we hear the first casualty of the race. *Candu II* has to turn back with a sick crew member.

Still on starboard passing Boom Rock, with plenty of launching off the short sea kicked up by a strong tide against wind. We tack onto port and things get a lot smoother but we worry that we are getting out of the tide. Bridgy stays on starboard. We tack back and almost immediately find we are overstanding the big weed bank off the South Mana Coast. This requires some skillful naviguessing but we slip through the edge of the seaweed only later finding we carry some of those strands with us for the rest of the race.

Round the top of Mana and off on a broad reach for the Chetwodes. Can't see Bridgy but the sked puts him less than a mile away to the North. *Persistent bugger.*

A full moon rises, making for a beautiful nights' sailing. Straight run to the Chetwodes and there's *The Guarantee* sneaking up the East side of the Islands ahead. *The man just doesn't know his place.*

We bring out the secret weapon. Sneaky Pete Sandford starts a round of toasted sandwiches to upset the concentration on *The Guarantee* but this immediately backfires as all concentration on *Andiamo* goes on eating.

Bridgy overstands Nine Pins, we slip through on the rocks. He picks up a puff and sails over us again.

Round the west side we go with *The Guarantee* under gennaker and *Andiamo* inside under number two genoa.

Side by side for the next hour with 000 on the dials and a very gentle drift north. *Andiamo* finally leads out with a building breeze and the race restarts. Sure enough there are the 1020's and Young 11's all heading down the east side of the Islands. *Nedax* is already around. Not much hope of taking handicap honours now but it would be very embarrassing to let 35 feet beat 55!

Light spinnaker run to Cape Jackson with boat speeds between four and six knots. Full flood through the gap with an estimated four to six knots against us with the wind against the tide kicking up a real surf line. Will need

to gybe to make the passage, then gybe back as we enter the rip. Good, Tails (skipper Andrew Taylor) is up.

"Take the wheel, Tails, we are going to gybe".

"What? Are you sure? Don't know if this is right."

"Make up your mind" from the foredeck.

"Hey I've just got up. I'm still asleep."

"Well bloody wake up NOW."

"We aren't going through there, are we?" from the newest member of the crew, followed by gales of hysterical laughter.

Flawless gybe. Aiming for the rock at the base of the cliff. Into the back eddy and another flawless gybe 10m off the point. Amazing how a hint of imminent disaster can sharpen the concentration. Through the rip at the narrowest point and out into safety. *"Gutsy call, that,"* mutters the skipper. *"Go back to bed",* calls the crew.

Couple of gybes down the sound and over the finish line. There's that bloody pink sail right behind after doing the same ballet through Jackson. *Never liked pink anyway.*

And so to Punga Cove where we are met by the boat driver from hell. Over the next 24 hours he crashes into the stern of *Andiamo* twice, putting a six inch gash through the glass and into the wood. He plays demolition derby around the rest of the boats, has an argument with every boat, falls into the water off the jetty and gets hauled over the coals by his boss who he promptly tells *"these guys (RPNYC offshore fleet) don't have a clue around boat"*. Manuel from Fawly Towers is alive and well in the Sounds.

Blue Magic arrives, leading in the Champagne fleet. The rest of the boats fill up the bay and the offshore party starts. First rafted up on the boats and then onto the jetty where the two Irish redheads behind the bar rescue the resort's reputation and the party gets underway in earnest. Mind you, most people are in bed by 11pm. Ⓢ



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Wellington

Snooze White and the Seven Alternative Dwarfs – the politically incorrect version

By Joa Asghar (Superhero) and fellow dwarfs

"Hi Ho Hi Ho it's off to the Sounds we go – we work all day and get no sleep Hi Ho Hi Ho Hi Ho."

This is the story of Snooze White and the Seven Alternative Dwarfs (Surgeon, Superhero, Snorey, Dipstick, Crocodile Bruce, Lobster and Sleazy) who set off on an adventure to the far off land (the South Island) to seek enlightenment (becoming Day Skippers).

The weekend before, we got together (down the mine aka RPNYC Sailing Academy) to plan our provisions for the long and arduous trip – wine, wine, beer, beer, chocolate biscuits, a small loaf mountain of bread (Sleazy was a carbohydrate fiend) and an apple a day – cos' we thought we should be healthy and balance the beer. We were helpfully reminded of important issues like "it's a chart not a map", "point the arrow the right way when you plot your course", and "don't forget the sunscreen" (which Lobster obviously did!).

The trip started well with our trusty steed being delayed by 25 minutes due to fog, but spirits were high and a sense of anticipation filled the air. On arriving at our final destination by flying carpet (a 10 seater plane fuelled by what felt like a big elastic band!) we hurried to our glamorous transport, a six berth yacht with additional space for two in the saloon. First problem – how to squeeze in seven dwarfs and Snooze White. What to do – easy, the dwarf with the ear plugs got to share with the sleeping beauty!

After a briefing from the Oracle (Tony from Charterlink) we set off. The intrepid explorers faced all sorts of simulated hazards by day; simulated collision at sea, fire in the engine compartment, and loss of rudder. There were also some curly everyday and unsimulated scenarios, such as cooking dinner for eight on a two burner stove, anchoring the 'Marlborough Sounds way', navigating narrow passages and worst of all, a 5.30am wake up to hear if the wicked witch had planned bad weather. Why we couldn't just listen to the 8.30am repeat message was a mystery – still, instructor Bruce

"Crocodile Dundee of the Sea" was the chief dwarf and had to be obeyed.

The daily trials and tribulations of Day Skipper training paled into insignificance, however, compared with the night perils. Poor Snooze White shared accommodation with seven dwarfs who snored so loudly that you could hear them if you were hiding in the nuclear fall out bunker in the Beehive. "Who left the motor running all night?" cried Crocodile Bruce at 4.30am. In all fairness Snorey brought ear plugs for everybody!

The evenings were filled with laughter and merriment (something to do with grapes and hops), with many a witty line and rapier-like commentary.

The food prepared for us was hearty and wholesome, including hand-made Turkish meat balls with yoghurt, pasta, steamed vegetables and enough garlic to clear the veranda at Furneaux Lodge – even the mosquitos stayed away! We tried (unsuccessfully) to mingle with the locals with lines like "with the amount of garlic I have on board, I don't want to sleep with me tonight let alone anyone else" (Surgeon), and "do you think these sailing pants make my ass look big?" (Sleazy). By the second night, the words 'training boat' were hanging as precariously as the dingy from the back (sorry, stern) of the boat and the cockpit looked more like a cocktail bar.

After much raising and lowering of sails, and expert map (sorry, chart) reading, we reached the Promised Land and were transported safe and sound back to Wellington.

On reflection there is only one word to describe the course – fantabulous! The group, the course programme, the weather – in fact everything about the weekend was beyond expectations. They say laughter is good medicine ... well we overdosed and would advise everybody to do something similar. PS don't forget the ear plugs! ⚓



Snooze White and six of the best



Our Snow White, Gemma, awestruck by instructor Bruce Dundee (crocodile man of the sea) and his captivating hand signals

The Te Ruru Challenge Cup

By Bruce Askew and Bill Brambleby

The Te Ruru Yacht Club amalgamated with the Port Nicholson Yacht Club (PNYC) during the First World War in 1915. The following article, "A Novel Club Flag", was written for "The New Zealand Yachtsman" in 1912 and is included here unabridged. It has a lovely flavour to it and in part explains the philosophy behind Te Ruru's formation. (Our Club was given the Royal charter in 1921.)

The first commodores were F. Kiernan 1912 followed by W. Brook-Taylor and W. Waddilove 1914-1915 at which time the Te Ruru Club joined the PNYC. Incidentally Mr W. Waddilove later presented a trophy bearing his name to the PNYC which we will write about soon.

The writer of "A Novel Club Flag", Boat'arbour Bill, appears to be P.M. Freyberg, a brother of Sir Bernard, a past Governor General.

Although cruising and socializing appeared to be the main aim, like all yacht owners, a little bit of competition shines through and they sailed for a trophy, the Te Ruru Challenge Cup.

The winners' list has a seamless continuation from Taipari 1912-13, Geisha 1913-14, Seabird 1914-15, Nancy Stair Windward 1916-17 etc. Somewhere in this period the racing administration changed to the PNYC. The list continues to this day and contains the name of almost every yacht and competitive owner on our register.

It is worth noting that the RPNYC committee of the day named our new patrol R.I.B *Te Ruru*. The previous patrol boat was also appropriately named *Te Aro*, being another Club amalgamated with the RPNYC in those early days. ⚓

Right: The *Windward* in a blow on Wellington Harbour

Centre: *Nancy Stair*

Below right: *Taipari* in a breeze

Below: The Te Ruru Challenge Cup



A NOVEL CLUB FLAG

The flag of the newly formed Wellington Club (Te Ruru Social Cruising Club) is indeed a novel one. It depicts an owl in its natural colours perched on a branch with a black background. This club was formed as its name indicates to promote cruising in company amongst the yachts of Wellington Harbour. It is not a racing club, and in no sense is it a competitor against the four yacht and one motor boat clubs already in existence in Wellington, rather it is a club in which the boats of all clubs may meet to enjoy that social intercourse which should be one of the main features of so pleasant a pastime as yachting undoubtedly is.

Te Ruru is the native name for the morepork or smaller N.Z. owl. It is a familiar companion to many who have spent some of those delightfully long nights on the still dark waters of the Marlborough Sounds – to those it will conjure up a picture of perfect star light nights afloat, with jet black hills surrounding one and every and anon the two shrill notes of the weka varied by the melodious "more-pork!" of the ruru. Te Ruru, there fore is essentially a bird which speaks to us Wellington yachtsmen of good timers. For who could wish for better conditions for enjoyment than one of those nights I have endeavored to describe to you – the possession of comparative youth, and who knows, perhaps some fair partner of your joys!

The Te Ruru club is obtaining a Whare at some convenient resort, handy for both winds – an important point in windy Wellington – where it is hoped many happy week-ends will be spent. The club flag flying at the masthead on shore should be a welcome signal that the "Moreporks" are at home.

It's a bit like sailing ...

By Rebecca Sellwood

Wind, light, racing action ... any one or all of these can make or break Chris Coad's efforts to get the perfect photo. "It's a bit like sailing," he says. "I can never be quite sure how it's all going to come together on the day."



Chris Coad - getting a close-up of the America's Cup

Chris is a professional photographer who has, for the past 12 years, photographed yachting action on Wellington harbour, from P Class to Super Maxis and everything in between.

While he has enjoyed the sailing he's done so far, his passion is really for the photography. "It's the challenge of the work, really. You have to make the most of the environment and approach each shot differently."

More often than not, Chris will opt to work from one of the

official craft like *Te Ruru*, rather than on a yacht. This gives him more freedom to photograph a number of boats, or get a particular shot, and can provide a bit more stability.

However, one of his most dangerous photographic moments was on board *Te Aro*, back in the 1990s when Team New Zealand visited. Positioned on the start line, driver Doughie was on the phone doing a radio interview, unaware that Team New Zealand was approaching at speed. *Te Aro* got out of the way in time, and Chris got a cover shot.

His main work since establishing his own business in 1992 has been corporate and commissioned work. As well, he has produced many of the stills for Peter Jackson's work, initially for the spoof *Forgotten Silver* and more recently *Lord of the Rings*.

"I worked on all three of the LOTR films, often having to drop everything at short notice and head off to another part of New Zealand for a week or so. The job was to produce promotional stills, so I'd be alongside the camera capturing the action."

In an effort to expand his repertoire and do more of the sort of work he really loves, Chris is moving into

photographing more landscape and imagery. He's keen to move to where his photography is a product he can sell, rather than simply a service. "That way I get to photograph what I like."

He was able to really throw himself into this area when he and wife Amanda spent three and a half weeks in Europe in 2005. A significant number of the photos from the trip appeared in the last issue of *The Wellington Guide*.

And what does this man do in his spare time? If he's not spending time with Amanda and their two children, he's bound to be out taking photos. ☺



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