

# the Rip

JUNE 2006







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FOR MORE INFORMATION CONTACT:

Brian Budd  
Chief Executive Officer  
[ceo@rpnyc.org.nz](mailto:ceo@rpnyc.org.nz)  
939 7045



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Cover Photo:

ABN AMRO ONE – Re-Start of the Volvo Ocean race 2006, Wellington to Rio de Janeiro.

(CHRIS COAD PHOTOGRAPHY)

ISSN 1171-1779

Vol. 24 – No. 2 June 2006

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

## Editorial Team

Tessa Waikari

Brian Budd

All correspondence should be directed to:

**The RIP, PO Box 9674, Wellington**

**Advertising :** advertising@rpnyc.org.nz

## Layout & Design :

Bite Design

bite@paradise.net.nz

## Printing :

Adprint Ltd

www.adprint.co.nz

## Opinions Expressed

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

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## 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*

## STAFF

Position	Name	DDI	Mobile	Email
Chief Executive Officer.....	Brian Budd	939 7045		ceo@rpnyc.org.nz
Membership .....	James Laursen	939 7043		office@rpnyc.org.nz
Facilities .....	Louise Paino	939 7047	027 230 6350	facilities@rpnyc.org.nz
Comms & Events .....	Tessa Waikari	939 7030		events@rpnyc.org.nz
Accounts (Mondays only).....	Maryellen Angus	939 7051		admin@rpnyc.org.nz
Senior Instructor .....	Matt Wood	939 6702		sailing.academy@rpnyc.org.nz

## COMMITTEES

Position	Name	Work	Mobile	Email
Commodore .....	Brendon Hogg	499 6686	0274 801 796	brendon@globaladvisory.co.nz
Vice Commodore .....	Peter Vause	471 7671	027 292 8790	peter@rdtpacific.co.nz
Rear Commodore.....	Peter Sandford	473 5966	0274 518 044	andiamo@clear.net.nz
Cruising Captain.....	Brett Linton	384 8447	0274 871 611	linton@sails@extra.co.nz
Treasurer.....	Hamish Edwards	471 0194	021 995 777	hamish@eaccounting.co.nz
Executive Committee.....	Del Hogg	388 2160	hm	delhogg@extra.co.nz
.....	Stephen Moir		021-413-673	stephen_moir@extra.co.nz
.....	Rik Hart	570 6773	021 549 900	rik.hart@huttcity.govt.nz
Racing Secretary.....	Geoff Herd	460 1530	0272 777 582	geoffhe@datacom.co.nz
Sailing Committee .....	Godfrey Geismar		027 289 2485	godfreygeismar@hotmail.com
.....	James McCarthy		021 499 096	james.mccarthy@woosh.co.nz
.....	Graeme Robertson	473 5979	021 444 612	graeme@barkingmad.co.nz





I'm happy to report that changes to the governance structure have now been completed and the relevant rule changes adopted.

From the members perspective nothing will change operationally, the rule changes were primarily bringing the rules into line with how we operate now and how we will operate in the future. I would like to offer my sincere thanks to everyone who took the time to contribute to this process.

The real benefit here is that operationally our paid staff and volunteers have a clear set of roles and responsibilities. The sailing committee can focus on sailing with administration back-up of club management and the Board can put more focus on the club's strategic direction.

The changes should also encourage members to stand for positions on the Board or Sailing Committee. That being involved in these groups is challenging at a strategic level and ultimately rewarding, the club's involvement the Volvo Ocean race was one example that comes to mind.


So where to from here, what are the strategic goals of the Board:

- To increase active participation
- To enhance satisfaction by improving and promoting the activities, services and facilities of the Club.
- To achieve long term viability while maintaining quality experiences and services
- To promote stronger community access to the Clyde Quay boat harbour area
- To ensure the governance structure meets the future challenges for the club

Participation across the board remains our biggest challenge. It is pleasing to see that boat owners are actively utilising the Sailing Academy graduates to get their boats on the water.

There has been an unprecedented increase in Academy graduates having completed an Intro course moving on to the next level Tack course. This is extremely positive for boat owners. This means there are sailors there who are keen to upskill and get out sailing. Boat owners would be crazy not to take advantage of this. The guys at the Academy need to be congratulated for the work they are doing in getting people onto boats. I cannot stress enough the importance for Intro graduates to continue upskilling. Once you are confident, I recommend focusing on getting good at a particular crew position. Ensure the coaches know you are interested in that position so they can also focus you on it.

Line 7 regatta is a high priority. Last year was extremely well run and it was a lot of fun for those who sailed. The Saturday night party was probably the best to date also. Participation in the regatta was, however, not as strong as it once was. Clearly big factors here are, our declining active senior membership and a general decline in boat ownership and the racing format. We are currently reviewing the regatta to see if we can create more interest both locally, national and internationally. Our intention is to develop a draft format for consultation with the members. With local and club member support we know the regatta can be a lot more competitive and lot more fun.

Finally, Membership... Subscriptions are fundamental to our club's survival. We would not only need to see participation increase but for those participants to be financial members. Boat owners must take some responsibility here and actively encourage crews to sail regularly and be financial members. Don't forget every new senior member you sign up you will be rewarded with a \$100 bar tab. 

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

Ian Richards	SENIOR	Graham Couchman	SENIOR	Theodoor Kraayvanger	JUNIOR
Gareth Poole	SENIOR	Hilary McWhinnie	ASSOC	Frankie Kraayvanger	JUNIOR
Matt Gottard	SENIOR	Nick Kraayvanger	SENIOR – FAMILY	Caitlin Plummer	ASSOC – FAMILY

## ... and new boats

BOAT NAME	TYPE	LOA	DESIGN	OWNER
Distracted	Keeler	13m	Bavaria 42 cruiser	Belinda Greerson
Manaia Matau	Launch	42ft	Steadmean	Bob & Glenys Peters
Zambuka	Launch	10.5m	Pelin Pastime	Dave McKenzie





Having completed a successful 2005/06 racing programme Management's focus is on wrapping up 2005/06 and planning for the 2006/07 programme.

As I put pen to paper the final accounts have been finalised and while not yet audited, the following observations can be made.

From a financial perspective the Club had had a good year. We have ended up in a slightly stronger position than we started although the final result will be short of that budgeted.

Lower than expected fundraising income from Charitable Trusts and the lack of a sponsor for the Corporate and Business House Races have contributed to this.

On a positive note increased levels of income have been achieved through maximising the opportunities associated with our wonderful facilities. Louise continues to do a fantastic job in her role as Functions and Facilities Manager. This has also had a positive impact on Wardroom trading with increased turnover.

Despite the number of people undertaking the courses offered, the Academy operation ran at a loss this year. This was directly related to the major fundraising event, the Corporate Race, not having a sponsor and lower than anticipated levels of funding from gaming machine charities. Despite this the Academy continues to provide its unique range of opportunities to get people on the water sailing.

Membership levels continue to disappoint and challenge. We have been unable to maintain the level of membership with a further slide resulting in the fact that membership fees now make up only 13% of our total revenue. Going forward this issue demands greater attention if we are to arrest this concerning trend. Current members can be great advocates in encouraging more people to join the Club.

You will have read in the Commodores Report how Boat Skippers can assist in this.

On the expenditure side the figures reflect the trend of the Club increasingly paying for services either internally or externally for projects previously undertaken by volunteers. This is however more than compensated for with a resultant increase in revenue, Wardroom trading and Facilities rental for example. As a percentage the costs associated with both activities were down.

### 2006 BUSINESS HOUSE YACHT RACE

The 2006 Business House Race, despite not having a principal sponsor, raised \$16,000 for the Club. Although the number of sponsored crews and boats taking part was low compared to previous years, the event ran very smoothly and those taking part had a great time.

Management is currently looking at the Corporate/Business House Race concept with a view to making the event more attractive to the business community with the positive outcome being an increase in participation.

We thank all those Boat Owners and Skippers who supported this year's event.

### 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.



GJ

## GEORGE JANIS

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

FRANCHISES AVAILABLE



## SPONSORSHIP

We are still looking for sponsors for our racing programme and other events. 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.



## VOLVO OCEAN RACE

The Volvo Ocean Race fleet made a very spectacular and exciting entrance into Wellington Harbour on Thursday 16 February. The weather was glorious, the lunch hour timing absolutely spot on and the 9 seconds that separated Movistar and ABN Amro One made this a spectacular finish to the Melbourne to Wellington leg.

On Sunday 19 February the fleet departed for Rio de Janeiro, the conditions offering the thousands of spectators who took to the water or lined the shore, with the perfect opportunity of seeing the Volvo 70's in full flight.

The Club was responsible for the management of the on water component of the VOR visit and from our perspective everything went very smoothly. A big thank you must go to the Wellington City Council, to Del Hogg and the other members of his team for the preparation put into this event and to Ross Telford for getting representatives from MAF and Customs safely on board each of the yachts.



## LINE7 PORT NICHOLSON REGATTA 2006

The Line 7 Regatta was sailed under ideal weather conditions with all races being sailed without interruption. The Centreport International Youth Match Racing Regatta was contested by eight crews, four from New Zealand and four from Australia. Racing was close and competitive with the overall honours going to the Royal Akarana Yacht Club crew skippered by Logan Sutherland.

As you will have already read in the Commodores Report, the Keelboat Regatta attracted lower than anticipated numbers of boats sailing. Initiatives are currently being devised which it is hoped will result in an increased number of participants next year.

One Red Dog took out both the ORC and IRC divisions and Illusions took out the Heineken Invitation Race.

From a management point of view the event went off very smoothly and all those who participated and were involved had a great time. There were very favourable comments from the Youth Match Racing teams about the hospitality offered by the Club and the way this event is run.

We wish to sincerely thank the event sponsors – Line 7, Centreport Wellington, Wellington City Council, Wellington Waterfront Ltd, Dominion Breweries through its Heineken brand, Nobilo Wines, New World City and Kingsgate Hotel. Without your support this event would not be possible.

## 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](mailto: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](mailto:events@rpnyc.org.nz).



## ACADEMY UPDATE

Business is on the increase at the Academy. In the 3 and a half months since Christmas we have placed 56 people on introductory courses, 22 on the racing course "Skills Development" and a further 22 on the cruising course "Next Tack". We are particularly pleased with the high number of Intro course participants who are going onto complete further courses. One example of this is there have been two boats on each of the last two Skills Development courses, which records indicate, has not been the case in the past. We have also had a number of Corporate, Casual and School groups through in the last few months.

The strategy from new Senior Instructor Matt Wood is fairly simple "lets get more bums in boats and if our courses are good enough, which they are, the follow on courses will happen" To that end we have focused our attention on the entry level, that is making sailing accessible to everyone. This has been achieved by reducing our Corporate and Casual sail rates down to a blanket \$100 per boat per hour (pans out to \$14.30 per person), in doing this we are getting more people out for a sail, they get hooked, do an Intro then go on to complete further Courses.

The second part of the strategy is to increase the profile of the Academy, our location on Oriental Parade is a huge asset that we need to fully utilise. Simply by putting out the sandwich board sign daily, placing two exterior pamphlet holders on the building and the addition of an extra couple of flags, the increase in walk in enquiries has been noticeable. Added to the increase in walk in enquiries, a number of recent course participants have indicated on their enrolments that building signage was how they found out about the Academy.

Things have settled down a bit from a staffing point of view after the departure of former Senior Instructor Gerry Booth last year. Initially Iain Wilson stepped up and took over running the Academy before returning to his original role where he works 20 hours at the club and 20 hours at the Academy instructing, well actually it's more thirty hours each, good lad!!

In February Iain was replaced by Police Detective Matt Wood, who is taking a break from crime fighting to renew his involvement in Wellington Yachting. Matt comes from a back ground of dinghy racing where he moved onto the





FROM TOP:

Pictured are Senior Instructor Matt Wood and Instructors Craig Ryburn and Iain Wilson after a recent staff training sail, during which 12.3 knots was achieved.

Matt Wood and Craig Ryburn showing off the Academy's increased building signage.


Academy Boat competing in the Wednesday night race series as part of the Skills Development Course.



Olympic Sailboard in 1995, competing at the Olympic trials in 1996 and 2000. Matt also has a background in instruction being both an YNZ club and seamanship instructor and formally being Windsurfing New Zealand's Master Instructor. Matt has been more than impressed with the set up at the Academy that he has inherited "The Academy is credit to former CEO Mike Boswell and former Senior Instructor Gerry Booth, the programme's and infrastructure theses two have established are second to none in the country, the Academy is well placed to deliver a large quantity of professional learn to sail courses, it is my aim to see that these facilities are fully utilised. I have also been impressed with the hard work being put in at Worser Bay by Instructor Craig Ryburn"

In short we will be looking to continue on with the momentum gained onto the winter and look forward to a record summer for the 2006/2007 season.

As well as offering a number of learn to sail courses, the Academy runs several courses that will appeal to those who can already sail including the Coastguard Boatmaster and VHF.

Casual sails are also available to all at the new reduced price listed above. Check out our website for details and we hope to see as many of you as possible along at the Academy. 





# Lion Foundation Youth Yachting Scheme Update



The Lion Foundation Youth Yachting Scheme has had a very busy season. We have reported in previous editions of the Rip on the various National and International Regattas that our sailors have participated in. Since last going to print the Youth Scheme has undertaken a comprehensive review of the season's programme and have commenced the winter training programme.

Sailors and their parents met in the Royal Port Nicholson Yacht Club's Wardroom in Mid March to review the last 12 months of the Youth Scheme's activity. A review was also undertaken with the Clubs where the majority of scheme coaching activities take place – Royal Port Nicholson Yacht Club, Worsley Bay Boating Club, Muritai Yacht Club and Evans Bay Yacht and Motor Boat Club.

Feedback was extremely positive along with some excellent suggestions to improve and develop the programme. Planning is well in hand for the programme over the next 12 months.

The Elliot 6 Winter programme is now under way. Eight teams have been established for the programme this winter. This will again incorporate a series of coaching sessions and a series of ISAF Grade 5 Regattas.

At the end of the winter up to four teams will be selected to compete in a series of Australian and New Zealand youth yachting regattas during next summer. The regattas in which it is hoped Wellington teams will compete are Bavaria Cup Sydney (November), Harken Cup Sydney (December), CentrePort Champs Wellington (February) and RNZYS Youth International Auckland (February). It is also hoped to identify a women's team to compete in the Harken women's match racing champs in Sydney early in March 2007.

The scheme's association with the New Zealand Academy of Sport Central continues with weekly strength and conditioning sessions run by Jamie Tout being held at the New Zealand Academy of Sport Central's laboratory facilities over the winter. Jamie will also work with sailors to develop individualized programmes aligned to their competition plans for next season.

Laser and 420 coaching was put in place for the first time this autumn although this programme was interrupted by adverse weather. An expanded programme is planned for these classes next season.

Wellington was well represented at this year's Youth Sail held in Lyttleton. Twenty four local sailors sailed in the 2006 selection trials for the NZL Yachting Trust youth team. Wellington sailors did exceptionally well across all divisions

with two first places in class, a further two podium finishes and an additional three top five finishes. The regatta was sailed over four days.

Stand out performances from Wellington were a first place for Cushla Hume Merry in the Laser Radial girls with wins in every race. Sarah and Emma Berry also sailed very well to win in the girls 420 Class. These sailors have been named in the NZL Yachting Trust youth team which will compete in the ISAF Youth World Sailing Champs in the UK.

It was outstanding to see nearly one third of the fleet at Youth Sail coming from the Wellington region and many of those sailors had been involved with one or more of the Lion Foundation Youth Yachting Scheme activities over the last 12 months.

In early April the Royal Port Nicholson Yacht Club hosted an ISAF Grade 5 match racing regatta. Entrants included teams from the Youth Scheme, two teams of graduates from the Scheme and the 2005 National Women's Match Racing champions from Auckland. The regatta was won by the "Wellington Match" team consisting of Josh Junior, Matthew Steven and Chris Jones.

The 420 Worlds 2006 selection trials were held at Plimmerton in early May. These trials were to pick the New Zealand team for the 420 worlds to be held in the Canary Islands. Over one third of the fleet was from Wellington. Well done to Rowan Swanson and Ben Hanns, Sarah and Emma Berry and Leah Moncheur and Nicola Trudgen for being selected in the team.

Another success for Wellington this season is that Josh Junior has been awarded the Yachting New Zealand St Johns Rotary CORK scholarship for 2006. Josh will travel to compete at CORK (Canadian Olympic Regatta, Kingston) in Canada this August.

This season has been a very successful one for Wellington youth sailing, both in terms of increased participation by sailors at the national level and in terms of the results that they have achieved. The Lion Foundation Youth Yachting Scheme is looking forward to the future and to further helping to develop a love of sailing among our young people. ⚓



## MARLBOROUGH BOATING SERVICES

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We have had a busy start to our year. Following our annual Christmas break, the New Year saw us making a trip to Ross and Treena Martin's vineyard, Zepelin Wines.

Stunningly located on Te Mata road, the vineyard is 5 minutes out of Havelock North, and we were there as part of the official launch of Zepelin wines, held over the Harvest Hawke's Bay weekend. The planning had started months before hand, but I had not fully finalised our menu until a matter of weeks before the event, when my Cypriot neighbour had a barbecue at his place in Waikanae.

These are no ordinary barbecues. Half the Cypriot community turns up, a number of small lambs are killed and the meat marinated overnight in lemon juice, garlic, olive oil and fresh herbs. Chicken is marinated in lemon juice and yoghurt, and then the meats are tightly threaded onto 1 metre long metal skewers. About two hours before cooking, fires are set in the boxed metal frame of the barbecue, and a bed of embers that could melt glass is lovingly nurtured by at least 10 men. Two beds of embers are needed, one to supply the main barbecue with fresh embers.

The barbecue itself is a thing of beauty; handmade out of spare parts, old tiles, motorbike chains and old levers, the skewers are rotated over the fearsomely hot coals by the windscreen wiper motors from a couple of old Toyota Corollas, dangerously powered by the worlds oldest battery charger, a couple of crocodile clips and mains power. You certainly don't want it to rain...which was the weather forecast for our weekend in the sunny climes of the Hawke's Bay.

You absolutely have to taste the food off these skewers to believe how good it is. Meltingly tender lamb, succulent chicken with crispy skin, the aromatic flavours of the wood mingled with the marinades, the food was perfect with the

incredibly concentrated Bordeaux-style wines produced by Zepelin. Naturally there is more to the story than space here will allow but once the fires were lit, the smoke cleared and the rain stopped we were off, cooking solidly for 8 hours each day. We cooked our way across two days, had an enormous amount of fun, and took orders for the barbecues, which were an absolute hit. Zepelin's delicious wines are on the wine lists in the Wardroom and in the restaurant and make perfect winter drinking.

We were also nominated in the Cuisine Magazine's Restaurant of the Year Awards, and while we didn't win, I was pleased with the judges comments, "Martin Bosley is one of a rare breed – a chef with an original approach to food, knowledge of what works and why, and the skills to get it just right on the plate. The amuse bouche served to our judges set the standard... it was a masterpiece of presentation, a delight to eat, and one of the undoubted highlights of the whole judging experience in these awards. And so it proceeds... the food comes from one of the country's most stimulating chefs."

From the restaurant we watched the finish of the Volvo Ocean Race and felt the excitement of having the yachts racing on the harbour. Along with the Sevens Tournament, the Festival of the Arts and the newly finished Waitangi Park, many tourists and locals came to the bay to take in our amazing city. Many of these visitors came to the restaurant and ate delicious food of a truly international standard and marveled at the view. And many of them said how lucky we are with our unique location.

At the end of last year we launched our new-look website, and one of the features of the site is the ability to book online. You can also make any event enquiries direct from the site. All our menus and wine lists are available too. Visit us online at [www.martin-bosley.com](http://www.martin-bosley.com).

Cheers

Martin and the team



MARTIN BOSLEY'S YACHT CLUB RESTAURANT





# Business House Race 2006

By James Morton, DTZ New Zealand Ltd

DTZ New Zealand jumped at the chance to crew a yacht in the 2006 Business House Race. Perhaps it was the prospect of battling other yachts to the finish in the face of a blistering southerly or just a nice Friday afternoon on the water. In truth a bit of both which meant that all the office were keeping an eye on the weather forecast that week.

Thankfully the weather was calm as we assembled at the Yacht Club and were briefed by our skipper, David Mackey. The tactic for the day was to have fun but this did not extend to a case of beer being allowed on board. In hindsight a good decision!

The DTZ crew, which included client Andrew Duncan, were all inexperienced sailors (all except for Arthur Stewart that is), but more than willing to learn. We set out first on the staggered start having tacked ourselves into a good position very much a la America's cup! The wind wasn't strong, although as we headed out a southerly swept across the city which we felt may have given us a slight advantage. The main role for the crew was to create ballast, learn about tacking and spot the marker buoys at the earliest opportunity.

It was a very relaxing race for the most part, but in the latter stages we were on our guard, firstly as we took on the Interislander and secondly we were mindful of the approach of the second placed yacht that was making ground on us.

We were assisted greatly by Arthur Stewart's seamanship skills and his use and knowledge of the water was immeasurable. The morale was high when we crossed the line first, no one had got too wet or been seasick, and we all had a thoroughly enjoyable experience. It came as a real surprise when we found out that we had actually won the race!

The enjoyment of the whole experience along with Royal Port Nicholson Yacht Club's great organisation of the event means that this DTZ crew will certainly aim to defend the title next year. ⚓

## RESULTS

BOAT	SPONSOR	PLACE
Brainwave	DTZ New Zealand Ltd	1
Flying Fish	M-Co	2
Esprit	SAS	3
The Guarantee	Alleasing	4
Nedax Backchat	M-Co	5



*we lead, others follow...*

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# Wardroom whisper

As I write this article I take pride that my forecasted budget figures for year ending 2006 have well and truly been achieved. The increase in revenue has been quite substantial and I feel a great deal of satisfaction having achieved this.

As most of you are aware Tessa has moved into the Office now as Events and Communications Co-ordinator. I would like to take this opportunity to extend my heartfelt thanks to Tessa for the wonderful job she put into the Wardroom. I simply could not have done without her. Tessa really lifted the standard of the Wardroom she took into her heart the old and the young, she always made time for everyone, she went out of her way to make everyone feel special and as an employee of mine these qualities I am extremely appreciative of. I know that someone like Tess will be almost impossible to replace but I thank you Tess from the bottom of my heart for always being there for me, for always stepping up to the mark when asked and for being one in a million. While I would loved to have kept you in the Wardroom I nominated you for the Events role as I believe it would have been very selfish of me to keep you in that job when you have so much potential and ability. I look forward to working beside you in the office where I am sure we will share the laughter and comradeship that we did downstairs. A huge thanks to the rest of my staff as well. Yvette has recently returned from abroad and is stepping into the Wardroom role. Her standard of work and enthusiasm is wonderful to see and I am very lucky to have a great crew working alongside me. To Kim, Jo, Andrea, Chloe, Jess, Jake and all the others that come and go from time to time thanks for your input I do appreciate it. The thank you notes I receive from clients adorn the walls of our workplace and it is great to know that not only I, but others appreciate the effort that they put in.

Until racing resumes again in June and we are utilising this down time to hire out the Wardroom on most evenings enabling the greater community in Wellington to enjoy the facilities that the Yacht Club has to offer. Obviously the greater amount of people that frequent the Yacht Club the better the opportunity to capture new members which the Club so desperately needs.

As I mentioned in my last article I am losing control of the Wardroom assets (no not my girls!) but the glassware, bowls etc. I can only ask you once again to double check your sheds, boats and homes for Wardroom possessions. It is no fun

paying extra dollars every month to replenish the Wardroom necessities. I do my best to upgrade the wine glasses and spirit glasses for your enjoyment but if the result is losing them at a rapid rate I may have to resort to going back to the old glassware.

Just a reminder that the Wardroom is open for business directly after racing!! Some of you are arriving later and later after racing and hospitality is such a fickle business that the Wardroom takings can be held in the balance depending on the time "The Guarantee" walks in the door. As we see Murray approach the Wardroom door a tray of glasses is produced, the staff swing into action, Murray hands over his club card and I breathe a sigh of relief – the Wardroom takings will not be down! We love you Murray for your positive vibe, your ability to draw a crowd and above all your generous spirit. You are truly one of a kind so please remember; we guarantee to look after "The Guarantee"! Recently I recall a conversation where I was an invited guest of 43A and Murray asked the question, "Louise, do I have any of your belongings in the shed" and my reply was, "Yes, my Wardroom patrons"!!

It may be a sad factor at my age that all of you are one of the main reasons I jump out of bed in the morning but a lot of my happiness is derived from my work and I thank you all for being such a great bunch to work for. With your continued support along with our effort to accommodate your needs (within reason!) hopefully together we can make a difference.

Cheers, Louise



Green with envy that we weren't out on the water!  
(Business House Race and St Patrick's Day)

LEFT TO RIGHT:  
Tess Waikari, Louise Paino and Yvette Waikari







# Ross Telford

By Godfrey Geismar

It seems fitting that I should be talking to Ross while looking out of the front window of his lounge at Karaka Bay, a wonderful view of the stretch of water where apparently his adventures on the ocean all began.

His forebears were 'invited' to leave Scotland after a bout of horse stealing, (no, not just Shetland Ponies) and his father was born in Australia, the family eventually arriving in New Zealand.

Ross was born and raised in Miramar and his first encounter with the sea was at Worser Bay. He remembers the mines at the army base there which were going to be deployed to protect Wellington from the German and Japanese armadas expected at the time.

He started sailing with the Worser Bay Club in 1946. With Jim Synnott, Evans Bay Yacht Club, he represented Wellington in the Sanders Cup three times. He became a Shed Captain, progressed to Commodore and was made a Life Member of the Evans Bay Yacht Club.

He returned from his OE in 1956, having sailed (on a ship) via Bombay, the Suez Canal and Algiers to London. He and a mate then drove around Europe in a Ford Consul, sleeping in it when it rained and under it when it was fine. They visited at least 12 countries and kindly assisted a pair of young ladies with transport along the way.

Having returned on the Ruahine, via a force 8 Atlantic Gale, Panama Canal, Galapagos and Pitcairn Islands, he teamed up with Brian Millar at RPNYC, sailing on 'Mataatua', a 38ft Stewart. He caught the offshore bug, and about 1958 they sailed in the inaugural Auckland-Noumea race. In the early sixties on Arapawa they sailed Wellington-Sydney-Hobart-Wellington race, and did three races to Suva.

After seven years in the army, where he trained as a mechanic, Ross joined Avery Motors where he worked for 37 years until his retirement at age 63.

His early memories of the Royal Port Nicholson Yacht Club include Opening Days when all the ladies wore long white gloves and carried parasols, and of course the compulsory tie rule at all times for gentlemen in the club, including at the after race prizegiving. Members had their own lockers and kept their favourite tippie in them. In his time in the club the intrigues, scandals, politics and general gossip have not changed! These were the days before the club possessed a chase boat and the marks were laid by the yachts in the race. The last boat had to pick them up on the way back, which can't have improved their time any!

Ross sailed on Aztec with Brian Coleman for six years but missed her final trip when she sank off the East Coast. He helped instigate the Wellington-Nelson race, remembering having to fend off from Stephens Island with a Kite pole on a windless night. There were five boats in the first race, everyone stayed at the pub, results were worked out on a manual adding machine and Kahlua and milk was the compulsory drink at breakfast. Ross has competed in 27 Nelson races.

He has completed many delivery trips around the Pacific, and is about to visit the Chathams.

Memorable trips include a race to Wanganui from Queen Charlotte Sound. The race finished up the Wanganui River, after which they motored back to the Sounds.

In the 1970's Ross was manager of the successful Southern Cross Team. He was also radio commentator and a crew member. His broadcasting career began in the early 60's when he was invited to do some race broadcasts. As well as his regular broadcasts from Wellington, he has



commentated four times in Hawaii and at Corpus Christi in Texas. His five Sydney Hobart races have included four as a commentator, and he worked at the Americas Cup in San Diego in 1995 for Radio New Zealand as well as driving a yacht tender.

Ross is one of those lucky people who doesn't get seasick, having suffered mal de mer only twice in his life. There was a tradition on one boat that when the bell rang, everyone had a gin. There had been several rings just before a rough Cook Strait crossing which resulted in much regurgitation. While on this gruesome subject, he remembers one young lady who felt sick, so went below and threw up in the sink! To show his disapproval Ross was able to deposit the contents of the sink onto a plate and take it up on deck where he presented it to the offender for lunch.

Other than his launch "Mrs Hobbitt", kept in the Sounds, the only boat Ross has owned was Idle Along, a long time ago. He has been kept very busy working on other people's boats, including the installation of inboard diesels on the two Academy boats.

His two greatest memories? 1: Doing a broadcast on Parliament steps, standing with Jim Bolger, waiting for the arrival of Sir Peter Blake and everyone wearing red socks. New Zealand United! 2: Being out in Te Ruru for the arrival of the Volvo boats in Wellington, being inadvertently right under the bow of a fast-moving Amro 1, beaten into 1<sup>st</sup> by 9

seconds. The 'rather nubile' young ladies on Brazil's support boat are apparently also part of this memory.

Ross's life has always involved boats, and his service to yachting includes terms as President of the Wellington Yachting Association, delegate to and later Vice President of the NZ Yachting Federation. He is a life member of RPNYC.

He is always available with TeRuru to help when I have taken schoolchildren out on the harbour, his only warning being, "Don't let them scream. I can't stand noisy kids." He then proceeds to do a series of doughnuts, obviously enjoying the extra loud screams of fear from all the passengers.

And why does he still put in all this time for the club and others? When is he really going to retire? "The Club has been good to me. I am very fortunate to be able to spend so much time doing what I enjoy most. When it's not fun anymore I'll stop doing it."

Where did the nickname 'Doughy' come from? "My father and brother were bakers. I used to go to the Worser Bay Club in their bakers van. I was the only one who came in a vehicle. So I got called Doughy."

Ross is recovering from an operation at the moment. We wish him all the best. Few others, if any, have put in as much of their voluntary time for the Club as he has. Long may he continue to enjoy it.

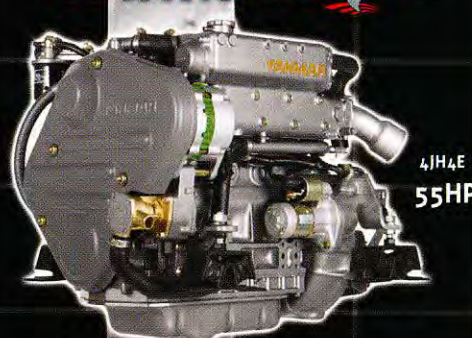


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# Greenshell™ mussels

Native to New Zealand, the Greenshell™ mussel is a unique delicacy, found nowhere else in the world. These jade-green beauties always remind me of the natural and pristine waters in which they are farmed. I remember one occasion, while I was living in Australia, of seeing Greenshell™ mussels for sale in the Sydney fish markets, and, feeling homesick immediately, I bought some, took them back to where I was staying and made mussel chowder.

A near perfect source of protein, 100 grams of Greenshell™ mussels provide one quarter of the daily protein needs for an adult. They are high in Omega 3 and 6 oils, and are very low in cholesterol and fat.

Mussels should be stored in a container with drainage holes in the bottom, or on a cake rack placed inside a roasting tin (one that will fit inside your fridge). Cover the mussels with a thin tea towel or cheese-cloth, and place a layer of ice on top of the material. The melting ice will keep the mussels chilled and in a relaxed state. Because of this the shells have a tendency to pop open; they are not dead, and placing them under fresh running water should close the shells.

The creamy white mussel is male, and the apricot-orange is the female. The flavour is not affected by colour. The easy recipe that follows makes the most divine, creamy mussel soup, perfect for lunch. This is one of those great recipes that do not need to be followed exactly to the letter. Just go with the ingredients as a rough idea, and cook instinctively. Serve with crusty bread and a tossed green leaf salad, dressed simply with a little sherry vinegar, maple syrup and olive oil.

## One

**1 kg cleaned mussels**  
**200 mls dry white wine**  
**1 cup chopped carrots, celery and onion**  
**200 mls chicken stock**

Place all the ingredients in a deep pot and cover with a lid. Place the pot over a low heat, and steam the mussels open. Remove the shells from the liquid and place to one side. Strain the mussel stock into a clean bowl and discard the vegetables. You should have 700 mls of stock, give or take. Remove the meat from the shells and keep to one side.



## Two

**700 mls Mussel stock**  
**50 grams unsalted butter**  
**50 grams plain flour**  
**100 mls cream**  
**Mussel meat**  
**Chopped chives**

Melt the butter in a saucepan over a medium heat. Add the flour and stir into the butter. Cook this to a sandy texture, stirring all the time, over a low heat keeping the colour a nice golden brown.

Pour on a little of the stock and stir it in until thick and creamy. Add the remaining stock and turn the heat up.

Using a whisk, bring the soup to a simmer – it should thicken as the soup comes to the boil. Add the cream and correct the seasoning.

Place some of the mussel meat into the bottom of the serving dishes and pour the soup over. Garnish with a sprinkle of chopped chives.

As an alternative presentation, you can leave the mussels in the shell and pour the soup over them.



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# Red wine and winter

There is something very satisfying in settling in on a wet wintry evening with good food, good company (even if it is only you and the dog) and an excellent bottle of red wine. We are so spoilt for choice, but I would like to introduce you to a particularly satisfying red wine from South Australia that has captured the palates of so many Kiwis since its arrival.

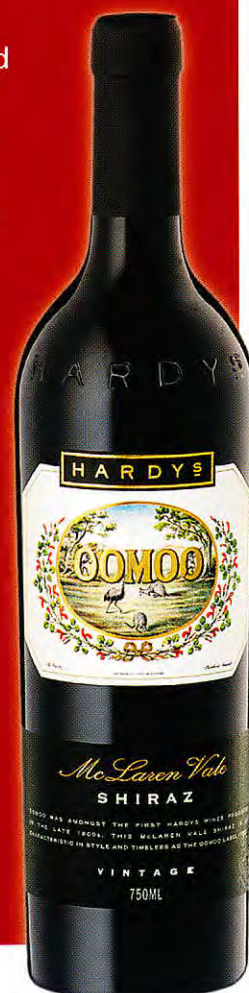
It comes from the classic McLaren Vale vineyards and produced with love and tender care by Hardys of Australia. It is the Hardys Oomoo Shiraz. The current available vintage is 2004, which was voted "Top Wine of the Tasting Under \$20 in Cuisine's March 2006 edition. It received 5 Stars and comes highly recommended. Although this vintage is limited in production, all fine wine outlets will probably have some 6-pack cases tucked away. Do ask them!

"Oomoo" is an Aboriginal word for 'good' and this wine is all that and more. James Halliday, Australia's wine guru gave it 94/100 points in his Top 101 Wines for 2005. He described the wine as having "exceptionally rich and luscious red and black fruits, the tannins ripe, well-balanced and integrated. Will repay cellaring." It was also voted into "The Greatest: Australia's Best 100 Wines" by Philip White of The Advertiser. With a Trophy and 3 Golds under its label, you will need to be quick!

Compatible food suggestions would be oxtail, beef curry, lamb shanks or after the meal with creamy brie or camembert.

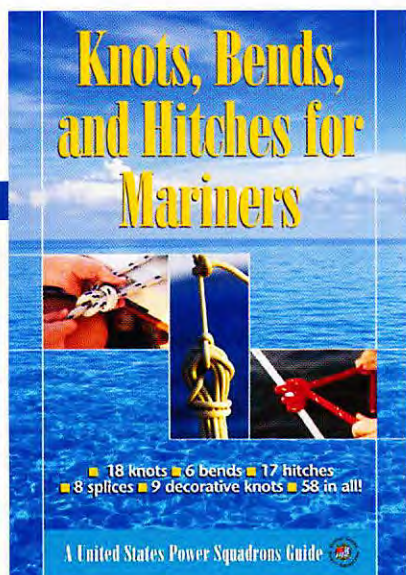
It retails between \$15 and \$17 per bottle and good to drink now or to be put away for another rainy day.

Bon Appétit!



**NOBILO** WINE GROUP

*Wine review supplied by National Fine Wine Manager, Helen Frith*



## Knots Bends And Hitches For Mariners

A UNITED STATES POWER BOAT SQUADRONS GUIDE

Published by International Marine. \$29.95. Spiral Paper 160pp B/W illustrations.

Written by the largest private boating educator in the US, this is a very practical guide for all boaties, power or sail.

Pocket size, it will easily fit in small boats' lockers or larger ones' bookshelves; while the spiral binding allows easy to read flat presentation.

The fully illustrated easy-to-follow format covers all the important knots and splices every seamanlike sailor should know. The old essentials like the Bowline, Sheet Bend, Clove hitch, Rolling Hitch, Anchor Bend and Cleat Hitch etc are all covered in a traditional manner; but it also covers handling of modern synthetic ropes. Lesser known gems such as the Buntline Hitch. The Jar Sling (Excellent for dangling a bottle of Chardonnay over the side to keep cool in summer!) The Lovers Knot and the Hawser Bend are not forgotten.

With 18 end knots, 6 joining bends, 17 hitches, 8 splices and 9 decorative knots; there is something for most boaties here, clearly and simply illustrated in black and white, at an affordable price.

Available from Capital Books, good chandlers and serious booksellers.



Reviewed by Tim Skinner of Capital Books, 110 Featherston Street, 04 473 9358, [www.capitalbooks.co.nz](http://www.capitalbooks.co.nz)





## LINE 7 & VOLVO ACTION



## Crew.org.nz & North Sails Race Clinics – Winter 2006

This winter Crew.org.nz and RPNYC are running a two day Race Clinic to be held at RPNYC in early August.

This year North Sails have come on board and we're going to introduce sailors around the country to Bill Gladstone, a well known American sailing coach and author, whose books many of us have relied on for years. Bill has taught throughout the US and the world, but this is his first visit to New Zealand. The Clinics are fully supported by North Sails, Trade a Boat magazine, and Crew.org.nz.

### WHY GO TO A NORTH SAILS RACE CLINIC?

The biggest gains you can make on the racecourse can be made by being smart: by knowing how to trim your boat to 100% of its capability, and by making the right tactical decisions to get the better of your opponents. We believe this may be the cheapest way you will ever make a difference to your race results this year, and that's why we invited Bill to come to New Zealand this winter: to help you win races.

### WHO IS BILL GLADSTONE?

Bill Gladstone is the author and creator of the North U Racing Seminars on Racing Tactics, Sail Trim and Boat Speed. He started sailing at the age of ten, and teaching sailing since

1973. Graduates of his seminars number in the thousands. They are winning races in IRC, PHRF, IMS, MORC, and One-Design fleets the world over.

Bill focuses on the aspects of racing that make the biggest difference to your performance: trim, tactics and boat handling. His program will be customised to the racing that occurs in Wellington:

### ONE DAY TRIM SEMINAR – WELLINGTON, SATURDAY 5 AUGUST

Introduction – The Racing Pyramid – Performance Analysis Upwind Boat Handling – Tacks, Reefs, & Sail Changes Upwind Sail Trim – Theory in Brief – Goal Oriented Trim – Genoa Trim – Mainsail Trim – Helmsmanship – Target Boat Speed – Total Power Trim – Trim, Speed, Balance – Trim Solutions Downwind Boat Handling – Spinnaker Sets – Spinnaker Douses – Spinnaker Jibes – Asymmetrical Spinnaker Handling – Poled Asymmetric Handling Downwind Trim – Initial Spinnaker Trim – Reaching Trim – Running Trim – Asymmetrical Sprit Trim – Poled Asymmetric Trim Conclusion – A Tactical Wizard

### ONE DAY TACTICS SEMINAR – WELLINGTON, SUNDAY 6 AUGUST

Race & Win – The Racing Hierarchy – Tactics and Winning – Performance Analysis Starts – Strategy – Approaches – Tactics – Rules Upwind Strategy – Wind and Wind Shifts – Tracking and Predicting the Wind – The Impact of Wind Shifts – Course Management – Positioning vs Rivals Upwind Tactics – Wind Shift Tactics – Tactical Principles – Cover or Split? – Attack and Defense – Upwind Rules. Reaching Strategy and Tactics – Positioning on Reaches – Breaking Out of the Parade – Inside vs. Outside Reaches Running Strategy and Tactics – Tacking Angles and Wind Shifts – Where are the Shifts? Attack and Defense Mark Rounding and Finishing – Mark Rounding and Finishing Tactics – Mark Rounding and Finishing Rules Conclusion – Boat Handling – Boat Speed – and Tactics

### HOW CAN I REGISTER?

To register visit [Crew.org.nz](http://Crew.org.nz) or contact Tessa at the office



# Catherine Cove Rocks!!!

Story by "The Gucci crew"

On a calm summers evening *Gucci* and thirteen boats were all victualled up and headed off for the Wellington to Nelson race 2006.

With everyone vying for a spot closest to the wind (a massive 3-5 knots on the start line), there was much doubt about getting out past the Heads in only six tacks. (The *Gucci* rule is no more than six tacks permitted in any one race. So getting to Nelson on six tacks would have been amazing!

We made it around the Heads with *Marangi* still in sight and *Candu II* up our stern. Everyone enjoyed the sunset on such a still calm night but that soon turned to frustration when wind speed dropped to less than 1 knot. Most of the night we could still count 10 to 11 boats nearby so with some determination Godfrey trimmed all night into the wee hours, to make up for lost time.

Around 3am Brent radioed in our position along with the rest of the fleet.... we were still ahead of *Marangi* and just a head of *Candu II*. The fast boats, (*Andiamo*, *The Guarantee* and *Nedax Backchat*) must have also had a quite night seeing as they were only 12 miles ahead of us. One boat named after Wellington harbour was heard to be heading off on an amazing 41 degrees E, 17 degrees S. Was he really racing to Nelson?

The next morning the wind came up and there was an opportunity to try out a spinnaker (Pinky) who is getting rather old and decrepit and in need of being replaced. She developed a hole overnight that was discovered when hoisted.

Max expertly helmed us along the coast. We approached Stephens Island along with *Resolve* and *ZZ Top*. There were a few tacking duels, seeing *ZZ Top* tack out and away, leaving us neck and neck against *Resolve* with spinnakers being hoisted up and down all the way into Nelson harbour. *Candu II* was still visible on the horizon (Debs still has a sore neck from looking back to check their position over 27 hours)!

We finally arrived in to Nelson at 8.50pm looking forward to the party. Meli and God whirled around dancing the promenade to *Nedax's* boom-box, with Godfrey in control! Godfrey's superb Shepherd's Pie was washed down with some Moet and Meli was

lucky to get any as she was kidnapped by *Young Nicholson* and saved by Tania (Since joining *Gucci*, now known as Pania from the reef).

Breakfast in Nelson was substantial, put on by the Tasman Cruising Club. Carl arrived in at 6am and was also seen at breakfast three hours later – that man has staying power!

The race results were announced and the *Gucci* Crew celebrated their win (1<sup>st</sup> on Club and 1<sup>st</sup> on PHRF) followed closely by *Candu II* and *Resolve*. This was done in the traditional Nelson race manner of Kahlua and milk.

Next morning Brent gave the word that we were leaving in 20 minutes (who wanted a shower anyway)? When skipper Brent says he's going sailing it means now! A good number of boats went on to Catherine Cove, and the new Port Nicholson Bavaria which was slightly 'Distracted' rocked on up too.

Carl and the "Gucci girls" (Mel and Pania) began the boogie and got Catherine Cove rocking. It didn't take too long before every boatie, including Ian, was up there showing off their moves – even the ZZ Top crew! The Skipper called the shots to leave at 3:30am to catch the right tides, but Pania was lost on the reef again, and rolled back onboard at 4:30am, at which time we motor sailed homeward.

Sailing back the next day there were the happy sounds of *Gucci* boat songs being sung on the rail, people catching up on some ZZZZ's and a gorgeous breeze to sail home with. The sailing was superb as was the whole weekend. ⚓

Approaching  
French pass  
on the way to  
Catherine Cove!







## LINE 7 NATIONAL ORC & IRC CHAMPIONSHIPS – THE “ONE RED DOG” PERSPECTIVE.

After completing the 2005 Sydney to Hobart race discussions among a number of the New Zealand based crew of Konica Minolta revealed that there was some keen interest in competing in the Line 7 Regatta back in Wellington.

In last year's close contest Stewart Thwaites and the team on the Loaded Hog were eventually awarded the regatta win after a scoring error was revealed and altered the order of first and second place. Accordingly, Stewart was very keen to come back and defend his ORC National Champion title. The crew for the regatta, on the MRX-“One Red Dog” were: Stewart Thwaites, James Baxter, Gavin Brady, Rodney Keenan, Matt McDowell, Edmund Tam. In addition, another team was put together from the Konica Minolta crew sailing on the MRX “The Loaded Hog” namely: Simon Minoprio, Hayden Goodrick, Martin Hannon, Josh Wilson, John Gunderson, Magnus Doole.

This year's regatta saw the introduction of an additional championship under IRC rating rule - the first to be run in New Zealand. This was a considerable achievement for the RPNYC, volunteers, and the eight boat owners that went through the effort to get their boats measured for IRC.

The ratings for the MRX's on both ORC & IRC were as close as possible to the default parameters to ensure the performance of the boat was not over penalised in any particular area or condition (example: not using oversized sails etc). This meant that a good result in the regatta was largely going to be dependent on sailing the boat well. Over the 3 days scheduled for the regatta, we managed to achieve a number great performances largely a result of some good starts and good decision making in the short course racing.

The end result was a solid regatta performance and an eventual win for the “One Red Dog” team. This win meant a successful defence of the ORC National Championship for Stewart and also a win in New Zealand's first IRC regatta. In addition the boys on “The Loaded Hog” improved throughout the regatta to come home in second place.

There was no doubt that Wellington harbour was a great spectacle with the Volvo Ocean race activity in conjunction with the Line 7 regatta (and the great weather which has not always been typical during the regatta) – Congratulations and thank you to all those involved in making this event such a success once again.





ABOVE: Girls day out (on Te Ruru) – “Bar is closed for the afternoon!” LEFT TO RIGHT: Teresa Waikari, Yvette Waikari, Louise Paino and Tessa Waikari

LEFT: Line 7 Girls – “Line them up!” LEFT TO RIGHT: Tess Waikari, Chloe Waikari, Jo Greenman, Louise Paino, Andrea Denholm, Yvette Waikari and Jaime Van Hattum

## A FLYING CIRCUS... DANCING TO THE BEAT GIRLS!

The crew of Flying Circus approached the Line 7 regatta somewhat dubiously this year – Graeme had the boat in pristine and super-lightweight condition, but there was a fair bit of rust on the crew. We decided on the “out there to have fun” approach, so entered the Open Division.

This approach lasted five minutes.

When Aucklanders Greg, Nick and Dan joined Graeme, Neale, Craig, Gus, Gavin and Janine on board it was clear we were here to do well. The level of sailing stepped up several notches – as a result we all enjoyed the regatta far more. Although Neale had far less to say.

The stunning weather left us wishing for that #1 genoa and larger, lighter spinnaker that had been forgone for our handicap rating.

Race officers John and Linda Parrish ran a well-oiled regatta with a mix of laid and harbour courses. The first day warmed up with two windward-leeward in the morning, then a jaunt around the harbour in

the afternoon. Three guns in three races left us buzzing!

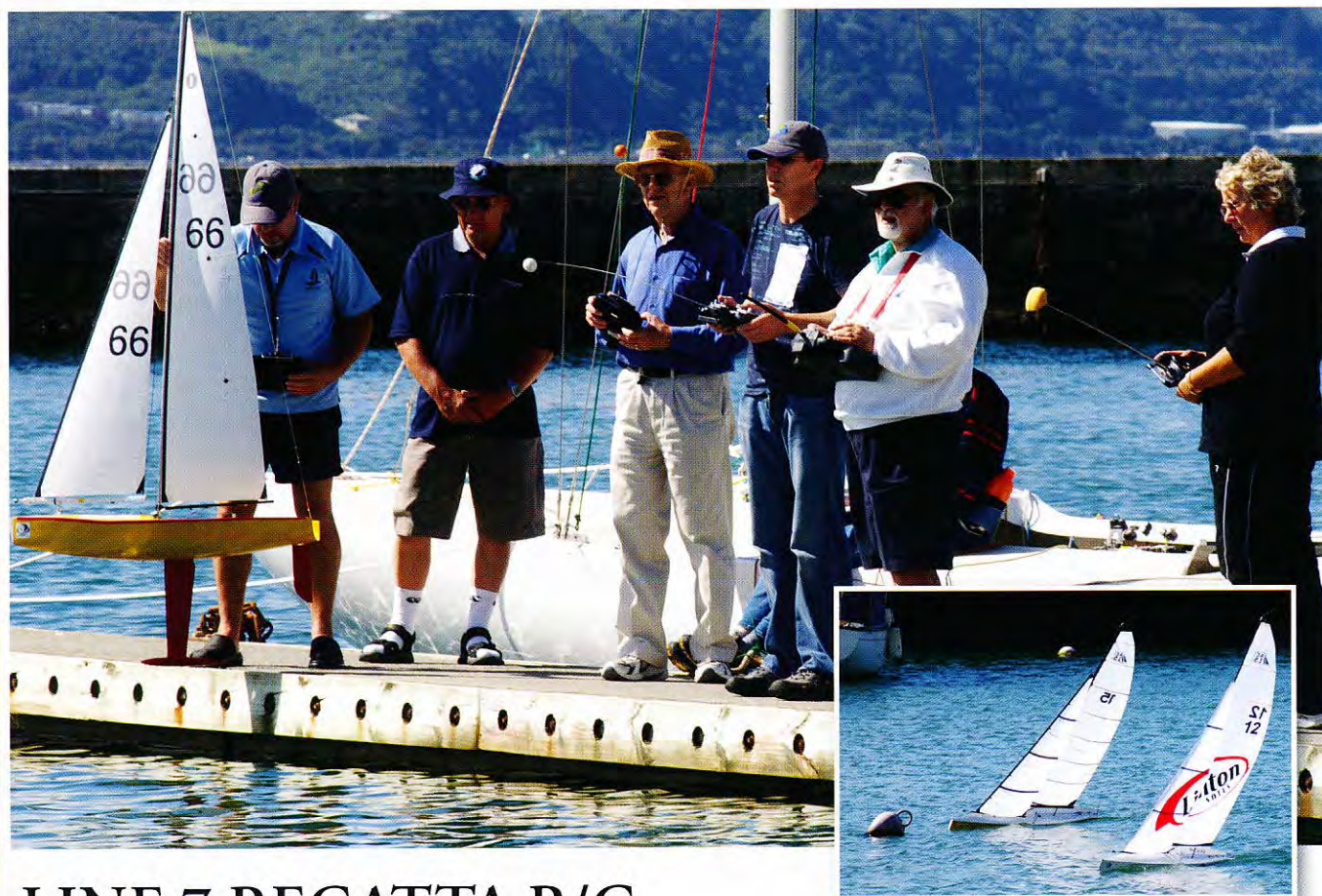
Day two and hopes were high for a clean sweep of line honours. However, we suffered from too many rums and bad dancing to the Beat Girls the previous night. Race four, we had a bad start from which we recovered with some great sailing for an exciting battle down to the finish with Astruso – oh for that prod!

The last race we lost the plot completely. A wind shift at the start saw us in completely the wrong position on the line, and this never changed throughout the race. Lesson learned: never let the bowman call the shots on the start line.

The disappointment of these last two races was overcome by a great afternoon watching the Volvo restart.

On return to the Club the results were posted and we were stunned to find we were first on handicap and line – an awesome end to a fantastic weekend on the water.





## LINE 7 REGATTA R/C YACHT RACES AT THE RPNYC

The members of the Wellington Radio Yacht Club were delighted to be able to join the Port Nicholson 'big boat' yachts for the Line 7 Regatta on February 17 to 19.

Brendon Hogg arranged for an area of water in front of the RPNYC's clubhouse to be cleared of boats. Three members from the model boat club set buoys on Thursday in preparation for the racing on Friday to Sunday. The weather was kind to us – unlike last year.

On Friday, we raced the International One Metre (IOM) boats. These small, fast boats start together. There is a great deal of tension at the start line as the two-minute countdown runs its course. All the boats try to hold a favorable position on the start line and not incur a penalty before the gun goes off. The sailing rules observed by manned

yachts also apply to the model boats. In fact, most of our members are ex or current big boat sailors, too. After twelve races had been run, Ian Hull-Brown was declared the overall winner.

Saturday saw us match racing the seven AC15's. These boats are a one fifteenth scale copy of NZL32. Seven boats require 21 races to complete a full round robin. Because they are very fast and heavy they are normally only match raced. Their speed and weight could probably cut another boat in half if 'T-boned'. The reaction times have to be much faster than that normally required in big boats. We enjoyed seeing the other Line 7 boats returning to Port Nicholson and 'buzzed' them when they came into close proximity of our course.

The overall winner of the AC15 match racing was Brett Linton.

**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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# Domestic Goddess Takes to the High Seas

By Kylie Ayson

As our preparations for leaving Australia intensify, the contrast to our departure from New Zealand 2 years ago is remarkable. This time round I am far more relaxed and less emotional (I am speaking only for myself, as Andy is too relaxed to comment).

So what has changed? I guess the simple answer is 8,337 nautical miles and the confidence that brings!

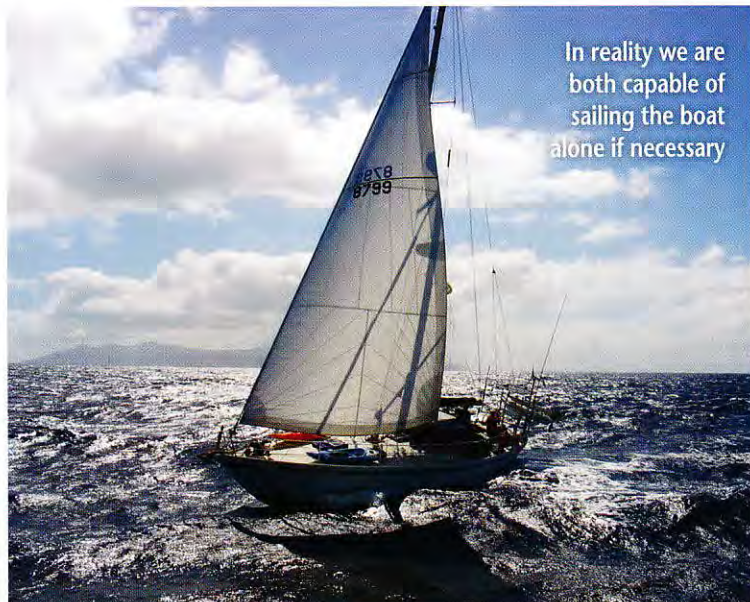
I always had complete faith in Andy's sailing skills, but have gained confidence in my own ability to sail the boat, knowing that the boat will perform and also having the confidence that Andy and I arrive safely at our destination and still talking to each other! When you spend 24 hours a day together unable to get further than 14m apart, add sleep deprivation, boredom and a wee bit of sea sickness and it is starting to sound just like *The Love Boat*! This is when you need to know you want to spend that amount of time together.

Andy has a remarkable ability to call weather changes and usually can not sit still when a sail needs trimming, and therefore he is in charge of sailing the boat. However in order for him to get any sleep at night, with his sensitive hearing, I have to be able to trim sails, jibe silently and keep the boat on course.

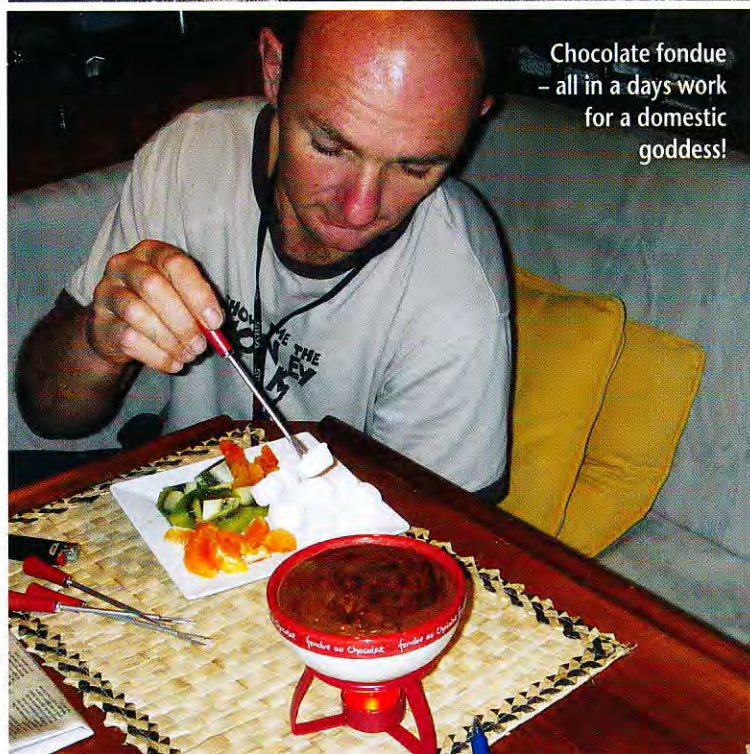
I on the other hand enjoy tinkering with the electronics. I never feel sea sick while down below so therefore I am responsible for navigation, radio work and cooking of course! To pass time during the evening Andy plots and navigates to his hearts content.

In reality we are both capable of sailing the boat alone if one of us breaks a toe (oops already done that Andy!) or an arm. Most decisions are made by committee, except what we are having for dinner!

Harmony on the "*Love Boat*" is also achieved by being nice to each other. Sounds obvious, but I think it is worth mentioning. During the daytime when we are catching up on sleep, reading books, examining the charts, getting weather faxes, doing radio schedules, preparing food, tidying



In reality we are both capable of sailing the boat alone if necessary



Chocolate fondue – all in a days work for a domestic goddess!

the boat, changing sails, we find we could go days without really speaking to each other. So we make a point of talking to each other every afternoon. We consciously decide to put our books down, get a treat, sit next to each other and chat, it may sound a bit boring but it is about being nice to each other. Similarly when you wake someone at 4am for their watch there is the nice way, gently tap, cup of tea.

Once we arrive in paradise that *Love Boat* feeling is so much easier, palm trees and golden sand beaches tend to bring out the best in everyone.

I have found that since I have been cruising my life has completely transformed and I have become a domestic goddess! There is nothing I love more than cleaning the oven after I have made some bread, or vacuuming the floors, defrosting the fridge to clean, inviting people over so I can make a cake and then clean up the mess left behind. And I am not alone, I have met so many cruising women (and

continued on page 32 >>>





# VOLVO OCEAN RACE STOPOVER

The Volvo Ocean Race fleet was in Wellington 16-19 February, 2006 for a 'pit stop' between legs of this round-the-world race.



The arrival of the fleet delivered the closest finish of any leg in the history of the Volvo Ocean Race. After racing more than 2,200km, over 3 days, and 22 hours from Melbourne, only nine seconds separated the first place Spanish entry, *Movistar*, from the second place Dutch yacht *ABN AMRO*.

Drawn like iron filings to a magnet, the people of Wellington were 20-deep on Queens Wharf at lunchtime, their eyes cast to the east to see the first sign of the leading boat come round Point Halswell. It was *Movistar*. But within a breath there was Black Betty right behind her.

"You'd be pretty crapped off if you had a lead of 30 miles at Nelson and you lost the race," said one man in the crowd, but that's exactly what happened to New Zealander Mike "Moose" Sanderson and the crew on *ABN AMRO ONE*. As he said, "We came barreling into Cook Strait with a little spinnaker on and a reef in the main and 32 knots of breeze. Within half an hour we had three knots and within another half an hour we had half a knot. We lost 32 miles in 40 miles. I think that's a bit big for me."

For Bouwe Bekking, his smile said it all. He was beaming from ear to ear at the end. *Movistar*, touted as the fastest boat in the fleet, had finally shown her mettle, "I know it was only nine seconds, but a win is a win. It was very sweet." Bekking said Wellington crew member Stu Bannatyne and Australian watch captain Chris Nicholson, had been calling most of the shots in the latter stages of the race, "The ride was fantastic nearly all the way – 20 to 30 knots, the sun shining, you couldn't get it any better for sailing."

*Pirates of the Caribbean* take third place! Like *Movistar*, the *Pirates* suffered crippling damage on the first leg, sustained damage to their keel systems in the second, but have bounced back to make the podium a Farr majority for Leg 3. For Paul Cayard and the *Pirates of the Caribbean*, it has been a day of bad news. Veteran bowman, Canadian Curtis Blewett has had to pull out of this leg through injury. New Zealander Jeremy Smith from the shore crew will fill the role on the race to Rio.

*Brasil 1* crossed the Wellington finish line to take a well deserved and very popular fourth place in Leg 3. Their epic passage to Fremantle under jury rig and the subsequent 4,000 kilometre land voyage to Melbourne captured the imagination of all the race followers and this, followed up by their initial first placing during the Melbourne In Port race, just hours after plonking the boat in the water, meant that the Brazilian team is everyone's favourite. There has been no fairy tale ending on this leg, no podium finish, but at least they seem to have come through in one piece – apart that is from skipper Torben Grael's wrenched thumb – and will be looking to lead the fleet home on the next leg into their home port of Rio de Janeiro.

*ABN AMRO TWO* crossed the finish line and went on to take the points for fifth, but before *Ericsson* crossed the line, Neal MacDonald turned the boat around, pottered back into the bay, dropped the headsail and then, returning close to the line, announced to the Race Committee that they were officially suspending racing on Leg 3.

Under the Volvo Ocean Race Sailing Instructions, section 22, a, it states: 'During a Leg a boat may suspend racing for any reason... The boat may resume racing after returning to the position at which she suspended racing and informing race headquarters.'

In other words, *Ericsson* hasn't yet finished the leg and can do any work, using any assistance she might like, without incurring the two hour penalty imposed for any outside assistance accepted during a pit stop. When the work is completed, she then returns to the point at which she suspended racing, announces that she is restarting and crosses the finish line. At this point she enters the pit stop and prepares for the restart using just the on board crew without incurring any penalty for outside assistance.



During the legs, the teams are allowed to suspend racing and receive external assistance in order to carry out repairs, as three of the competitors have already done in previous legs. However, during "Pit Stops", no external assistance is allowed without incurring a two hour penalty on the next leg. The *Ericsson* Racing Team has therefore decided to make the best of its unfortunate last place in the leg by allowing its shore crew to step onboard whilst the sailing team has a well deserved rest.

This strategy is really only sensibly available to the last placed boat. Any other boat would lose vital points. But if you are last anyway, you have nothing to lose. It's all perfectly within the letter of the law and when you resume racing you get your points.

*Ericsson's* navigator Steve Hayles said "One of the reasons we have suspended racing is that we need extra manpower and expertise and we have that in our shore crew. The opportunity came to have them on board and chipping away. We have 70 hours and there's an awful lot that can be done by a resourceful bunch like ours."

The option to suspend was not available to *Movistar* who won the leg so they had to take the two hour penalty for outside assistance when they discovered that there was severe damage to the fairing wedges around the canting keel of the boat. These wedges and a fairing at the bottom of one of the boat's dagger boards had to be made good and taking the penalty was the only option open to skipper Bouwe Bekking.

## DEPARTURE

Wellingtonians were out in their thousands to give the fleet perhaps the most memorable and emotional send off of the race so far. As both *ABN AMRO ONE's* Mike Sanderson and *Pirates of the Caribbean's* Paul Cayard noted New Zealanders understand sailing. Sanderson said, "This was the most unbelievable stopover. One of our objectives was to be overall leader coming into Wellington. We are. It would have been awesome to have been first in here, three out of three, but I think we did Wellington more favours by putting on such a show with *Movistar*. We have to keep getting as many points as we can."

At the start just 200 metres of the RPNYC Club House *Pirates* got the best start at the windward end and lead to the first mark by two boat lengths by *Brasil 1* and *ABN AMRO ONE*. The Fleet split for the short upwind beat with *Pirates* and *ABN AMRO ONE* heading hard right, while *Brasil* and *Ericsson* and *ABN AMRO TWO* hard banged the left side of beat.

Near the top mark *Brasil* tacked onto the port layline but caught the leach of the headsail on the upper spreaders and tore the sail from luff to leach. The crew quickly changed to a smaller headsail, but *Ericsson* and *ABN AMRO TWO* slipped by.

*Pirates of the Caribbean* maintained the lead on the run out of the harbour, but an early gybe by *ABN AMRO ONE* gybing at Baring Head enabled them to close up on *Pirates*.





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# HARDY CUP

By Hayden Swansen

Under 25 International Match Racing regatta

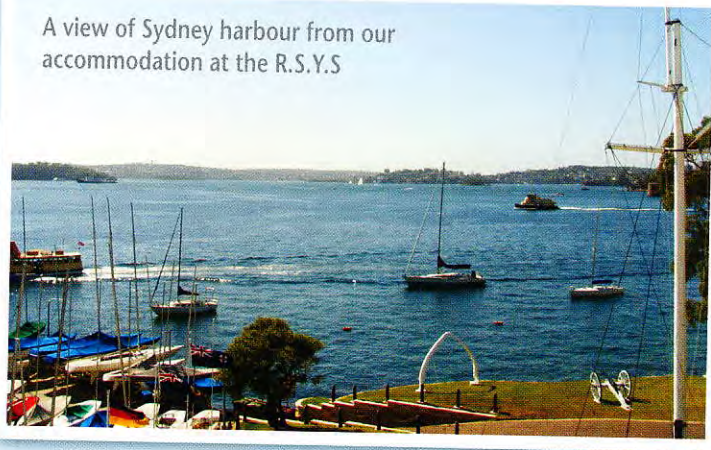
February 5<sup>th</sup> – 10<sup>th</sup> Matt Hibbard (main), Sam Melville (bow) and myself represented the Royal Port Nicholson yacht club in the Hardy Cup in Australia. In getting into this event we were competing against some of the best youth match racers in the southern and northern hemispheres.

The world match racing rankings of sailors at this event ranged from 3 teams having a ranking inside the top 30 and others inside the top 180 apart from our team which was ranked a mere 636! It would have seemed that we were well out of our depth but we knew that our ranking was not a true reflection of where we were truly at, and this regatta provided the perfect opportunity to gain invaluable experience and gain an idea of where we were at as a team.

The Royal Sydney Yacht Squadron hosted this year's Hardy Cup regatta. The venue provided a number of challenges; not only wind and sea conditions but also the amount of traffic on the harbour and being aware that a large majority of these boats would not give way to you.

Having been in Sydney for a couple of weeks before

A view of Sydney harbour from our accommodation at the R.S.Y.S



Christmas I was expecting a regatta of light conditions which would have suited our crew as we were the lightest in the fleet, this point would come back to haunt us as the regatta was held in a reasonable amount of breeze. Although our boat handling was very good in these conditions our straight-line upwind speed was greatly affected. This was an important factor as it resulted in good starts being destroyed by not being quick enough.

Match racing is very cut throat and when looking at our final results it would appear that we were completely dominated by each of the opposition but this is not entirely true as the results do not show how many races we lost by less than half a boat length and although this is not good enough - it provided us with base on which to build on. I feel that as a team we are not that far away from reaching this high level.

We would like to thank the Yacht Club for their support in helping us attend this regatta because without their support the trip would have been far harder to achieve. ⚓

The team from left:  
Sam Melville (Bow),  
Hayden Swanson  
(Helm) and  
Matt Hibbard  
(Mainsheet)





# John and Linda Parrish

Yes, officer!

A husband and wife partnership makes up a 'dream team' when it comes to race management for many of our top regattas, including our own Line 7 Regatta this February. Crew.org.nz caught up with John Parrish, to find out what makes the team so successful.



A Lotus 10.6 called *Toyshop* is the pride and joy of this race management duo, who have more than 50 years of combined race management experience between them, but she spends nearly as much time on duty as a committee boat as she does cruising the waters from Gulf Harbour Marina.

They spend at least one weekend a month doing voluntary work with a selection of regattas, ranging from the Line 7 to Sail Auckland and the Olympic Games. Most of their focus is on dinghy sailing – which, let's face it, is kinder on *Toyshop's* gel coat when the occasional accident happens – and that's what led them to assisting firstly with the Sydney Olympics in 2000, and Athens in 2004.

While the Parrish's had to leave *Toyshop* at home when they officiated at February's Line 7 Regatta, they said that it's one of the races they most enjoy. "It's such good fun – we don't get involved in the same sort of keeler racing up in Auckland. The three days is nicely contained, with a variety of courses, and the clubhouse is very vibrant. They look after us well in Wellington."

Fun or not, John says that race management is there to be dispassionate and fair to everybody. This is shown most vividly at an Olympics. "My role in Athens is to ensure the Games are seen to be fair," he states, and he must have done a good job as with two Olympic Games under his belt, he is attending the pre-Olympics in Qingdao this August, before managing the 420 Worlds in Takapuna over summer.

Linda, who is a financial and scholarships advisor for the Auckland University of Technology, and John, who works with the Ministry of Education as a network development advisor, have five children between them, four of whom went through the ranks of youth sailing, and that's what got the pair into race management, in the late eighties. John first started sailing when he was in his twenties, aboard Sunbursts and trailer sailors with Taupo Yacht Club. He learnt race management, and became Rear Commodore in 1982. The task of Rear Commodore was largely to organise racing, and he enjoyed it, so it became a life-long passion. In 1989 he had relocated to Auckland, and joined his local club in Murray's Bay in 1989, pitching in long hours as a volunteer parent.

"The climate has changed around volunteers since the 80s," he explains. "Increasingly I think we will need to pay for race management. It's much more difficult to get volunteers than it was back then."

John believes that the dwindling volunteer pool is further diluted by the fact that there are so many sporting opportunities available.

As for the volunteers who are out there now, John can't sing their praises highly enough. They are, he says, mostly people who enjoy the water and comradeship, and giving something back to the sport they've loved doing.

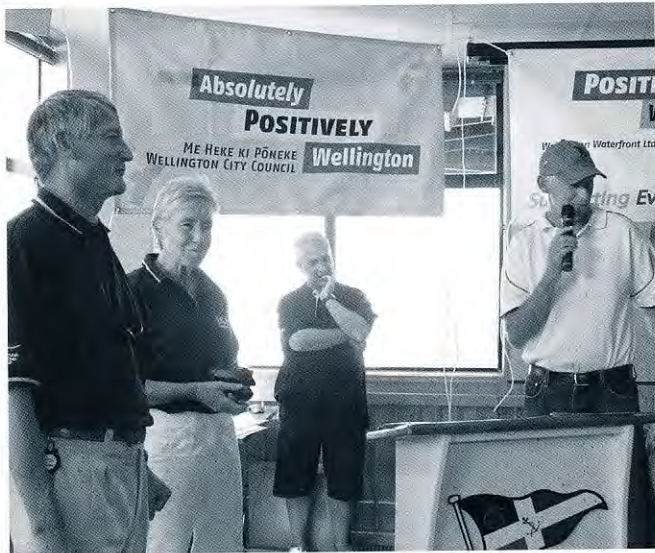
Being part of a team of people trying to achieve a goal is something he finds particularly rewarding.

A good race management team consists of between four and six people: one who does the 'big picture' watching and decision making, a timekeeper who will also work the horn if one is used, a designated recorder, a flag officer, and a gunner. For an important regatta, at least two people should be sighting the line.

Within the Parrish partnership, John keeps his head up, looking at what is going on and organising the boat, while Linda is







generally busy running the time-keeping and other detailed, administrative aspects of a race. "She is the multi-tasker, she works hard all day," explains John, who firmly believes that it is their partnership, and the well equipped boat, that makes their race management successful.

The rules of the game for a race officer are fairly clear cut in the Parrish's opinion: for example, if at all possible start on time. That means having clear guidelines about when to start a race and when not to. (While the official guidelines with regard to this are not currently in the public domain, it is expected they soon will be.) It's also imperative to do what the Sailing Instructions say; if they stipulate a windward beat, then when John is on duty, the course will be changed to provide a windward beat, and one which meets the target time.

But has there ever, in the pair's 25 year history of race management, been a perfect event? Given all the variables involved in racing, John admits 'probably not', explaining that he and Linda try to run races by the acronym 'STAY FOCUSED' – or Fair, Organised, Consistent, Unobtrusive, Safe, Satisfying, Excellent and Decisive.

"Good race management can have all of those things," he states. "One of the things sailors like least is waiting around and thrashing sails for nothing, so we try to minimise waiting around for sailors." This is particularly difficult, he says, for a mixed keeler fleet.

But what the sailors will want to hear is, does John with all his years of experience on the start and finish lines have any tips to help them win races? He sure does.

"If there is one thing sailors have to understand is that the objective is to be first over the finish line. You don't necessarily need to be first over the start line. The sailors that win look for a good position so they can follow on with their big picture tactics of the race. Getting tied up at the supposed favoured starting position is not where you should be."

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# PREPARATION FOR AUCKLAND TO FIJI RACE

By Dave Parsons

Well not long to go now and still one or two things to do! Now that's an understatement, the several notebooks are forever-having items crossed off but then a couple more added.

The idea of sailing to the islands (Pacific) has always been in the back of my mind. But it wasn't until one of the crew Mark Greig asked flippantly one day as to when we were going that I said "when do you feel like going" that I seriously started to plan. I initially chatted to Bruce Hills about such a venture as he had made the trip to Tonga twice on a similar sized boat to mine. Bruce, as always was very generous with his time and knowledge and I appreciate his help greatly.

As I started looking at all the requirements in getting the boat into Cat one, Mark (Greig), as he does, sent me the entry form for the Auckland – Fiji race, as a suggestion.

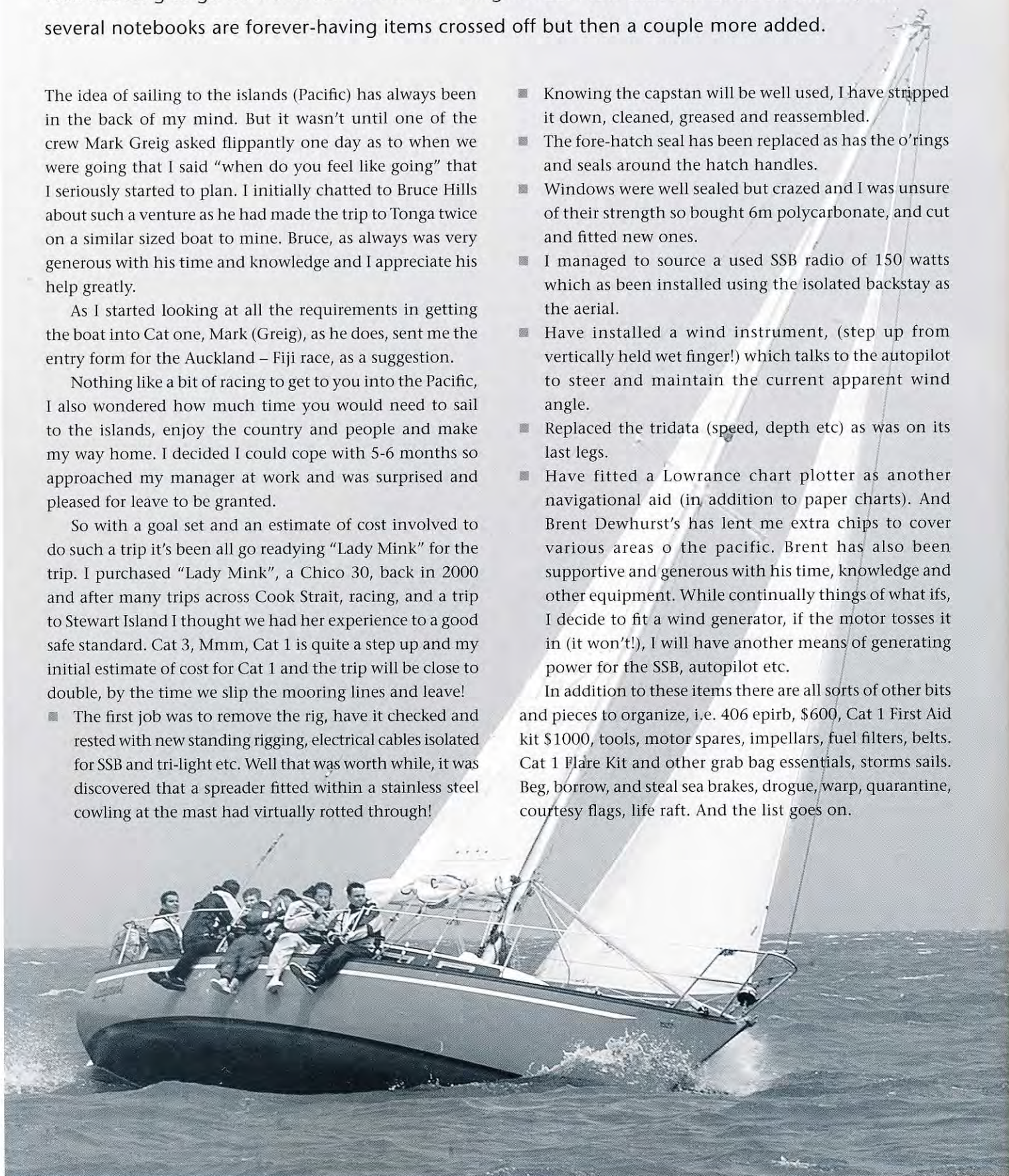
Nothing like a bit of racing to get to you into the Pacific, I also wondered how much time you would need to sail to the islands, enjoy the country and people and make my way home. I decided I could cope with 5-6 months so approached my manager at work and was surprised and pleased for leave to be granted.

So with a goal set and an estimate of cost involved to do such a trip it's been all go readying "Lady Mink" for the trip. I purchased "Lady Mink", a Chico 30, back in 2000 and after many trips across Cook Strait, racing, and a trip to Stewart Island I thought we had her experience to a good safe standard. Cat 3, Mmm, Cat 1 is quite a step up and my initial estimate of cost for Cat 1 and the trip will be close to double, by the time we slip the mooring lines and leave!

■ The first job was to remove the rig, have it checked and rested with new standing rigging, electrical cables isolated for SSB and tri-light etc. Well that was worth while, it was discovered that a spreader fitted within a stainless steel cowling at the mast had virtually rotted through!

- Knowing the capstan will be well used, I have stripped it down, cleaned, greased and reassembled.
- The fore-hatch seal has been replaced as has the o'rings and seals around the hatch handles.
- Windows were well sealed but crazed and I was unsure of their strength so bought 6m polycarbonate, and cut and fitted new ones.
- I managed to source a used SSB radio of 150 watts which as been installed using the isolated backstay as the aerial.
- Have installed a wind instrument, (step up from vertically held wet finger!) which talks to the autopilot to steer and maintain the current apparent wind angle.
- Replaced the tridata (speed, depth etc) as was on its last legs.
- Have fitted a Lowrance chart plotter as another navigational aid (in addition to paper charts). And Brent Dewhurst's has lent me extra chips to cover various areas of the pacific. Brent has also been supportive and generous with his time, knowledge and other equipment. While continually things of what ifs, I decide to fit a wind generator, if the motor tosses it in (it won't!), I will have another means of generating power for the SSB, autopilot etc.

In addition to these items there are all sorts of other bits and pieces to organize, i.e. 406 epirb, \$600, Cat 1 First Aid kit \$1000, tools, motor spares, impellers, fuel filters, belts. Cat 1 Flare Kit and other grab bag essentials, storms sails. Beg, borrow, and steal sea brakes, drogue, warp, quarantine, courtesy flags, life raft. And the list goes on.





On top of all this boat preparation one needs good capable crew that are not only competent but that are happy to live in close confinement and most importantly get on.

I was disappointed to lose Mark Greig as he like the rest of my regular crew is very capable and we work well together. But like most of the crew, there are work and family commitments so I needed to look elsewhere.

I had mentioned the idea to a few people from the club but it was Mark Waters who was the first to commit to our trip, followed closely by Shaun and then Dave Roberts.

I couldn't ask for better crew as Mark has sailed with me for a number of years prior to purchasing his own yacht. Mark who is known around the club has a warm, friendly and extraverted personality with good all round sailing skills. Shaun is very upbeat, enthusiastic and competitive. Dave, very focused, great with electronics, a good seaman.

To sail Lady Mink to Auckland I have Garry Weeks (a regular) who has been known to hum or whistle when the conditions become challenging. Kate Robinson who has a wealth of experience which will be much appreciated. And of course Lewis Callaghan who has been known to lurk on most boats from the club at some point! Lewis has managed to pack in a lot of experience for his age not only in sailing but also as a dancer, so between the four of us I am sure there will never be a dull moment on board!

One of the prerequisites for the Auckland - Fiji race is that 50% of the crew must have completed a recognised safety at sea course. Because none were scheduled in Wellington this year, Mark & I drove to Auckland recently to attend a coastguard run course.

We both came away with an increased level of knowledge, respect for the sea and confidence. Nothing like swimming in all your wet weather gear, inflating your life jackets, and raft and climbing in to have you focused on avoiding it!



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Wellington



# A budget summer cruise to the Pole

Ben Tucker, formerly of Wellington, sailed 1500 miles due south to the windiest bay on the planet this summer, as well as the South Magnetic Pole, taking his youngest brother and father as crew. RPNYC member Jon Tucker outlines the trip.

It was a six week summer cruise with a difference this year. Although Barbara and I had planned a quiet cruise up the east coast of Tasmania on *New Zealand Maid*, we threw ourselves behind our son Ben's endeavours to sail his 34 foot kiwi-built *Snow Petrel* due south to Antarctica with one or two of his four brothers. But when only the youngest – 21 year old Matt – was available, the prospect of an empty berth was too tempting to resist. Why not, I thought, and put my hand up, after working through the implications for Barbara. She and I have always sailed together and she would have a lot of eggs in the Southern Ocean basket, especially with another of our boys, Josh, en route to Cape Horn.

Ben's concept was simple – two weeks down, two weeks there, and two weeks back. However it was no spur-of-the-moment cruise. Two years had already been poured into readying *Snow Petrel* (formerly *Obsession* of Nelson) for Antarctica. As well as securing appropriate permits from Australian and French authorities, a staggering number of modifications and preparations were necessary for the voyage into the furious fifties and ice-filled sixties. At sub-zero sea temperatures normal diesel waxes out and water tanks freeze solid. Internal plumbing freezes solid and bronze propellers become as brittle as glass. Brash ice can tear off underwater fittings and bergy bits have the potential to open the 3mm steel hull like a can-opener. Insulation and diesel heating took priority over radar, so on Ben's shoestring budget the hoped-for radar simply didn't happen (a good look-out inside the Perspex dome would have to do). This was a private cruise and sponsorship, though available, was avoided to leave us free from media attention and the ignominy of potential failure. We slipped away quietly on January 4<sup>th</sup> leaving Barbara exhausted on the dock surrounded by a small group of well-wishers.

Our planned destination was Cape Denison (Commonwealth Bay), the windiest place in the world. Katabatic winds of 150 knots have regularly been recorded here and the Antarctic Pilot logs a staggering 284 days of gales (annual average) with daily average wind strength of 38 knots (force nine). We were banking on the fact that late December and early January experience fewer katabatics with a January expectation of only 16 days of gales!

Our luck was in as we approached the tiny ice-free boat-harbour at midnight 14 days after departure. At 67 South this is inside the Antarctic Circle, and the evening sun was dipping below the ice plateau to our south.

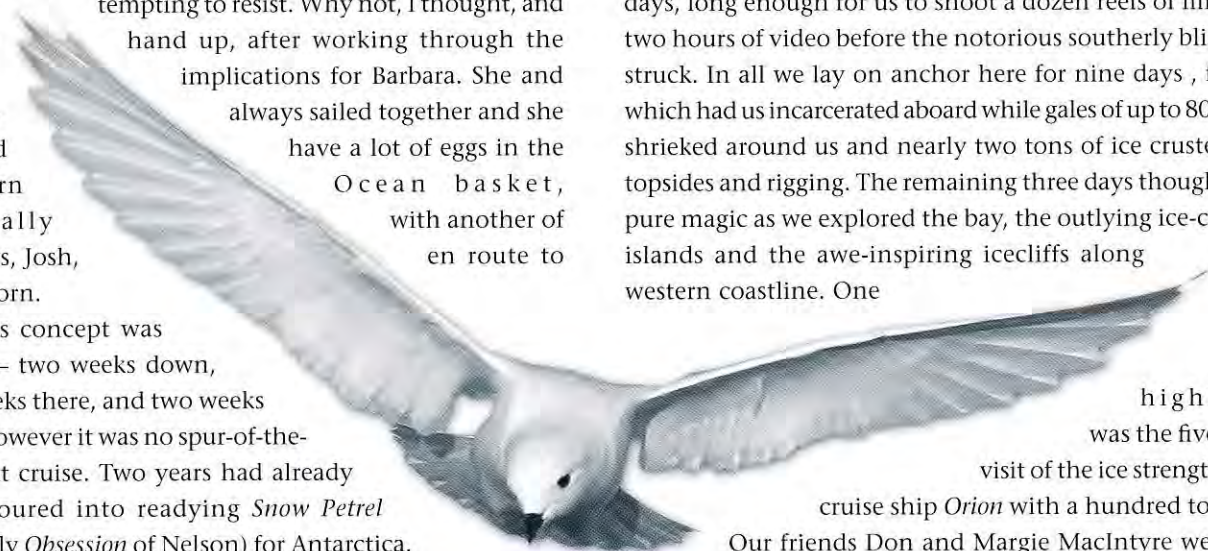
This bay is the location of the historic Mawsons Hut, and home to some 20 000 Adele penguins – not to mention dozens of Weddel seals and skuas. The weather held for three days, long enough for us to shoot a dozen reels of film and two hours of video before the notorious southerly blizzards struck. In all we lay on anchor here for nine days, five of which had us incarcerated aboard while gales of up to 80 knots shrieked around us and nearly two tons of ice crusted our topsides and rigging. The remaining three days though were pure magic as we explored the bay, the outlying ice-capped islands and the awe-inspiring icecliffs along the western coastline. One

highlight was the five hour visit of the ice strengthened cruise ship *Orion* with a hundred tourists.

Our friends Don and Margie MacIntyre were the expedition leaders and brought some welcome goodies for us as well as a chance to view the inside of Mawsons Hut with an official guide present.

As soon as the wind eased below 30 knots we were able to replenish our tanks with water from a frozen lake, and sail east into French Antarctic territory. Our next stopover was the abandoned French base of Port Martin, thirty miles away. No yacht had ever anchored here, and the archipelago of reefs and islets is charted with a single line of soundings (not referenced to GPS datum). Compasses don't function so near to the magnetic pole either, so navigation here is largely by transits, eyeball and sounder. It was a brief overnight stay as the French had requested us not to land and a katabatic was freshening next morning as we crept through the narrow rocky pass between Ile aux Phoques and Ile des Manchots with Matt's sharp eyes posted in the ratlines, sizing up potential anchorages. At least it was a tail wind from here to the Astrolabe Glacier and the main French base of Dumont D'Urville.

Ben had been granted official permission to visit the base but somehow bureaucracy had forgotten to inform the base of our pending visit, so our VHF call two hours out was a surprise. Not knowing quite what our reception would be, we hoped for perhaps an hour's visit. Ten years on from our Mururoa connections it was time for me to re-





assess my prejudices, and I must admit to being humbled by the genuine warmth and enthusiasm shown throughout our stopover.

With two severe gales to wait out and a dangerous accumulation of pack ice close inshore we spent six nights moored on the base pontoon ; time to visit the snow petrel colonies and experience all aspects of base life ; scientific, logistical and social. The meteorologists – like all 56 people here – could not do enough for us, seeking out weather and ice information.

We feel privileged to have been given such an insight into the functioning of an Antarctic base, seeing a whole new dimension of the Antarctic experience. Conscious of not wanting to be a burden here we reciprocated by lending a hand where we could and even taking a group for a sail among the surrounding grounded icebergs on the only day the wind eased below gale force. All the while our outside radio contacts like Mike Harris (on *Pangolin 2*) and Scott (master of the icebreaker *Aurora Australis*) were hard at work assessing the ice situation for us. Our hope was that the pack would blow offshore again and begin to dissipate enough for us to get through once this set of easterly gales went back to the south. Our weather/ice window, when it appeared, gave us 36 hours to sail clear of the pack before the next severe gale. Charming !

We left to a huge farewell of cheers and flares, courtesy tricolour fluttering from our spreaders and our course set for the south magnetic pole. Jacques – the base magnetician – had given us the current position of the elusive field centre only 100 miles offshore, and we were hoping to exploit a thin area of pack showing on satellite photos. Once again our luck was in and despite some anxious moments we motored through the worst area that night in only five hours.

The South Magnetic Pole has attracted explorers since Mawson's days when it was located over land. A small ceremony was called for and once we had ascertained that yes our handbearing compasses *did* indeed point straight down, we launched the dan buoy complete with kiwi flag and claimed the pole for New Zealand.

It is great to sail with a team you can utterly depend on. I would go anywhere with Barbara and any of our boys and have confidence we would make it. As we were sailing home, Josh was en route to the Horn aboard the radical open 60 *Hugo Boss* only to be dismantled 1800 miles short of the Cape. We felt almost envious of his experience ( averaging 8 knots and peaking at 22 knots jury-rigged to Ushuia). However for us there was still 1500 miles of screaming sixties, furious fifties and roaring forties to re-trace. For my part, cruising as cabin boy instead of skipper for a change was rather relaxing. Ben's thorough approach to weather routing made for a somewhat slower but certainly safer trip home. Skirting west behind the worst lows kept us out of the nastiest seas, and we had some luck in a mixed bag of depressions which led to confused cross-seas rather than the huge greybeards which build up in a sustained set of westerly gales.



Having succeeded in all his other goals, Ben took the cake with a true to schedule two week voyage home. Quite a flotilla was there to greet us as we sailed up the D'Entrecasteau channel.

Two weeks later and daily routine life has returned. We are still waiting for our feet to lose their numbness but apparently that can take up to three months. We learnt that *Snow Petrel* is the smallest yacht ever to cruise East Antarctica – only a handful have ventured west of the Peninsula and Ross Sea. Matt is hard at work producing a DVD of the trip and Ben is back at sea on another delivery. *New Zealand Maid* has been busy racing in one of the many local regattas but that is another story ...



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# Jessie Logan Cup

By Bruce Askew and Bill Brambleby

The 1891 Cup was presented when the Jessie Logan won the Second Class Yacht race at the 1891 Anniversary Day Regatta. It was presented by Vice Commodore E W Mills for that race. Much later the Cup was presented to the Club in 1937. Unfortunately, like many cups returned to the Club the representing has not been too well documented and the representer is unknown.



Jessie Logan was a famous Auckland yacht built by Robert Logan Senior (the builder of the Rona) in 1880. A New Zealand mail edition, 11 October 1889, announced her arrival in Wellington and the fact that she had been purchased by Arthur Dixon and L Williams.

She was raced very successfully in Wellington by Lloyd Williams, later sold to Mr C Y Fell in Nelson and was eventually converted for fishing at French Pass. It was known and seen afloat at Riwaka in the early 1940's fitted with a gas producing plant, (Taxis and a few private cars were fitted with this equipment to produce a gas from charcoal as an alternative to the closely rationed petrol). In 1949 Jack Barker, a former Commodore, noted that she was on the hard in Picton in good condition and believed she had been rescued and restored in Auckland. A very close relation of Jessie's was Doug and Keith Cameron's yacht "Tangaroa" that graced the Boat Harbour until quite recently and is now in Havelock.



When researching Jessie and her cup and reviewing some of the earlier articles, it becomes apparent that the founding of the RPNYC (initially PNYC) was due to a small number of citizens - W H Quick, W H Levin, Sir William Jervois, E C Batkin, J H Speed, A G Johnson, E W Mills, E C E Mills, The Turnbulls, and a few others.

These people were generally involved in the City's and Colony's development both in business and general well being. To illustrate the pioneering state of the country in the 1880s we have included a side bar listing recent goods landed and their availability. The Advertisement is from E W Mills, the early Commodores Company, and list many items that no longer exist. This Company later became known as Briscoe Mills Ships Chandlers, well known to our generation.

We have countless reports of Club meetings in the 1880s (generally held in the Pier or Empire Hotels) where the development of fair but very competitive racing was thoroughly discussed. Although the yachting season was shorter than it is now there was class racing and private challenges sometimes with quite high stakes (£100.00) but the major event of the year was the Anniversary Day Regatta.

Some regattas would feature a race to find the New Zealand champion keel yacht. These attracted some fine yachts to Wellington from both North and South. One of these yachts was the "Xarifa" as shown here and owned by Mr E C Mills also donor of the Mills Cup featured in the "Rip" (June 2000 issue) and of course the yacht Jessie Logan.

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- 1 cask ship chandlery, galvanized
- 5 bundles wrought barrow wheels
- 28 Bilston grindstones
- 3 bales Navy canvas, 1 to 6
- 1 bale navy tarpaulin canvas





# Optimising Ruby Tuesday for IRC

John Vause gives his Young 11 Ruby Tuesday a once-over  
before the Kings Cup in Phuket.

If you were about to play a Super 14 Semi Final against the Crusaders you would probably do some pre-game preparation, but how many bother to prepare in the same way for a major regatta? With Ruby Tuesday my Phuket based Young 11, we always do a pre-regatta refit. This year, the refit came as we were preparing for Kings Cup. As part of our preparation we went through the boat with a fine toothed comb on two major fronts: the first to endeavor, legitimately, to reduce the IRC rating to as little as possible within the grounds of maintaining speed, and the second to improve that speed by optimizing the boat and its gear.

The first step was to measure the sails. Why? Because they have almost certainly shrunk and you might find that you can take a drop in rating simply by measuring them. Out came the tape and the number one Genoa was laid out. After the luff length (LL on your IRC Certificate) and the cross width (LP) were measured, we compared the measurements with those on the copy of the certificate kept onboard and found that indeed the sail had shrunk. A check with the rating office resulted in a drop from 1.056 to 1.054, simply claiming what was our just due. The difference stimulated us to consider where we might also find ways of reducing the rating. The mainsail foot measurement — to the black band on the boom and the hoist were both duly reduced by a centimeter (as sail area is one of the big factors in IRC) and the final rating was reduced again to 1.051. We also checked the spinnaker pole length to make sure that we weren't carrying a penalty by having a pole that was no more than 110% of J.

We didn't want to add weight to the keel, at least not any more than we were recycling from the rig and elsewhere in the hull, but we did want to have less drag from this appendage and other parts of the hull. We were sceptical about the section of the keel — believing it contributed considerably to the drag and that this might be alleviated by an improved section. Armed with the original chord diagrams and a bucket or two full of epoxy "bog," we set about the job entailed making a slightly finer entry and fattening the section further back. Of course, to the totally untrained eye, the work was not obvious, but I am assured that it can make as much as a 35 percent reduction to drag from the appendage, and never less than 10 percent, or in real terms as much as three boat lengths per mile faster upwind. Now, that's worth having!

We tackled the other jobs with urgency as the re-launch date rapidly approached. The anti-fouling needed polishing and this was an all-crew affair. Four hundred grade wet and

dry sandpaper followed by 600 provided a baby's bottom appearance, even if it was hard work, we believe it was worth it, and the final polishing of the keel's anti-fouling took place just before the boat went back into the water.


Meanwhile, above the waterline there was routine maintenance and alterations that needed attention. Gear failure should not occur and some attention to detail was needed. The Wellington Young 11's have an improved mainsheet system designed by Hugh Poole. Martin, who trims the mainsheet, had been justifiably complaining about some difficulties with the traveler arrangement. It wasn't helped by the line regularly kinking where it went through blocks. We altered the line of cleating, put in a harder, kink-free line of Marlow Excel Lite, which has a 16 plait polypropylene outer with a Dyneema core. It is bright yellow with a blue fleck and this means that he should have no difficulty in seeing which one it is.

The halyards were inspected and the spinnaker line renewed because there had been some complaints from the mastman that the 6 mm Dyneema was a bit thin when the load came on. Finally, he got his way with an 8 mm halyard to "bounce," but it might have been a new pair of gloves. The other halyards were end-for-ended, new eyes spliced in the Dyneema, which is not the most difficult of jobs, and the pole lift swapped for a lighter one. I did most of this myself.

After talking to Mike Calkoen, we looked at the 1 by 19 stainless-steel backstay and replaced it with a Dyneema one. It does the job just as well and has saved 4 kg aloft. That set me thinking that there could be some further saving aloft by changing the 1 by 19 runners for 8mm Dyneema ones. It was suggested that 8 mm would do fine, just so long as the splicing tucks were good and long. The weight saving was a touch over 10 kg, which some 6 metres above the waterline is a highly significant figure, equivalent to 50 kg on the weather rail.

The vang came in for an upgrade, adding two single blocks into the system to make it 24:1 purchase — more smiles from Martin the Mainsheet.

After having Ruby Tuesday completely stripped, the boat was reweighed and was found to be 80 kilos heavier than on the previous occasion. The overhangs were re measured and while the length of the water plane was increased slightly, the newer trim of the boat reduced the overhang factor.

The job was completed just in time to put Ruby back in the water and sail for Kata beach. It cost less than \$1200 (including the measurement and re-certification fees) and it certainly made the boat more competitive. 



# A Bit of Friendly Rivalry

By Carol Love

Following feedback from the skippers meeting last year, the club changed the twilight racing to start at RPNYC at a later time. Gone is the panic to get away from work early, stressing in heavy traffic, the frantic scramble to get the boat ready, wondering if all the crew are going to make it in time – leaving without them when they don't.

This year saw much more participation with as many as 13 boats on the water. The race course was a nice change from windward/leewards and provided more than the odd challenge. In one race Gucci was spotted way off course heading for the container terminal under spinnaker – no Ferg, the container terminal is not a mark!

Having allowed *Candu II* to win the Spring Twilight Series, our friends on the good ship *Gucci* were having no more of that nonsense. It did seem, after the first race, that *Candu II* was on track to beat them again but it was all downhill from there. *Structural Analysis* raced by themselves, way in front of the main fleet. Had they not missed a race it would have been their series.

It was good to see the training boats out with students improving week by week and Port Nic 2 getting 3<sup>rd</sup> overall. The women's series was included in the Wednesday night racing with the women's teams being included in the fully crewed results as well.

You can imagine Ferg's consternation when *Gucci* was announced 2nd in the women's race results – and he wasn't

even wearing his kilt! Rumour has it he now wears bright orange beads when he's helming.

With 2 races cancelled due to bad weather, the other 4 races enjoyed good sailing conditions. What a great way to break up the working week – chilling out on the water. Wednesday night racing is a good opportunity to give some academy grads a go or let your crew try out different roles on the boat.

For the spring twilight I didn't helm *Candu II* and we won the fully crewed series. Brent was away for most of the Summer Twilight series and *Gucci* won. I'm sure there's a lesson in there somewhere – I just need to figure out what it is.

It was great to have some close racing, particularly for those of us in Div 2 that have been known to sail round the track on their own. With some serious competition also from Tortimony (1<sup>st</sup>) and Illusions (2<sup>nd</sup>) in the 2-handed series it was a lot of fun. We're certainly looking forward to more great racing next season. Come and join us!

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## Domestic Goddess Takes to the High Seas

◀◀◀ continued from page 19

the odd man) who have left behind their business suits and take-away dinners to become domestic goddesses on the high seas. What a wonderful thing too much time on your hands can be.

The truth of course is that the simplest of jobs can take days when you are reading a great book and you still have to cook, clean and wash-up.

If you are thinking about going cruising and are not too sure that you are going to be of the domestic goddess mould I have a couple of simple tips for making cooking while at sea easier!

Firstly do not leave home with out a pressure cooker, when sailing I use mine nearly everyday. I tend to pre-cook and freeze a few meals for the days when it is all too hard. These can go straight from freezer to pressure cooker – rice or pasta or potatoes added – 20 minutes later a hot, nutritious dinner is ready.

Secondly, beer bread! While on our first passage from Wellington to Tahiti we could not carry enough bread to

satisfy 3 hungry men so made beer bread. Whoever was on the last night watch would make a loaf starting at about 6am. The rest of us would then wake to that wonderful aroma of fresh bread at about 7am. From thinking about making the bread to ready to eat was always 1 hour.

### BEER BREAD

3 cups flour (we often mix 2 cups white flour, 1 cup brown flour)

3 teaspoons baking powder

1 teaspoon salt

1 can beer (approx. 400ml, just rinse out can with water to bring up volume)

Pre-heat the oven to 200°C. Combine all ingredients in large bowl and mix well. Tip into large well greased loaf tin (I tend to line with baking powder for easy cleaning). Bake for 50-60 minutes. Tip out and cool on wire rack before slicing.

We never let the bread cool before slicing!



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