



the Rip

OCTOBER 2006



ROYAL PORT NICHOLSON YACHT CLUB

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FOR MORE INFORMATION CONTACT:

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Contents

Commodore's Report	2
Rear Commodore's Report	3
Chief Executive's Report	4-6
Lion Foundation Youth Yachting Scheme	7
Behind the Steam - Restaurant News	8
Wardroom Whisper	9
Lifestyle	10
Food	11
Awards Dinner and Winter Series	12-13
Adventures in the Chathams	14
The K1 Watch	15
The 124th Opening Day Race	16-17
New Caledonia here we come!	19-20
Annual Season Prize Giving 2006	21
Tradition in the Pacific	22-23
Playing around in Cowes, 2006	25
Auckland to Fiji Race 2006	26-27
Cup History	28-29
420 Worlds Trip - Canary Islands 2006	30
The Racing Game	31-32



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

the Rip



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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

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I wish to extend a warm welcome to all members at the start of our 124th season.

With the club's governance restructure complete, we can now get our "heads out of the boat", so to speak. Ultimately, in sailing, having one's head out the boat comes by having a structured, experienced and well trained crew, where the mechanics of the boat as a crew is second nature. Crews can spend lot of time just trying to get round the track and not concentrate on strategy and tactics. Just think how much time you've spent untangling sheets, fixing overrides, staring longingly at wineglasses, or white knuckling your way through a broach.

So what does this have to do with governance and the running of the club? As an analogy, everything. Our new structure allows a focus on strategic goals whilst everyone has a clear understanding of their operational roles and responsibilities.

So with our head out of the boat what are our strategic goals? Bear in mind strategic plans are live documents and strategic goals can change over time. There are the five goals we have set ourselves. They are:

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

Participation and membership remain our most significant issues and like all Executive Committees before us we continue to focus on these two areas. I am happy to report that for the first time in a very long a while, we have had two consecutive months of increased membership. This is great considering this increase was in the off-season. It is too early to say this is a change in trend however the signs are positive. Everyone must be made to realise membership is

the cornerstone of our club's survival.

It is difficult to exactly pinpoint what the drivers are to increasing participation, though we can look at some of the positive indicators we have encountered recently. Some of those indicators would appear to be:

- An increase in people taking higher level Sailing Academy courses. The graduates of these courses remain our best resource for crews, and they are only getting more skilled.
- A strong uptake of casual sails in the training boats.
- A good turnout for the North Sails seminar (50 odd members attended). These types of seminars are superb for up skilling crews.
- Another good turnout for a well run the winter series (congratulations to race management on a good job throughout the series)
- A good turnout for the awards dinner function and what appears to be an increased desire for the club to provide more social events
- An increasing boat register

As far as membership goes we all must take responsibility for getting across to the non-members that, apart from the financial necessity of subscriptions, to really be a part of the club and to enjoy the benefits that it offers, you must first be a member.

I have touched on our most important strategic goal, we are also working toward other goals and I look forward to reporting on progress on those as the season rolls on.

I look forward to seeing you all in the upcoming season. Our crew are all fired up for an enjoyable summer of sailing. If the weather doesn't play nice, don't be afraid to dust of those reef lines.

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

Stephen Sargent	SENIOR	Jamie Houston	SENIOR	Phil Barclay	SENIOR
Mike Mahoney	SENIOR	Sarah May	JUNIOR	James Clark	JUNIOR
Steve Cronin	SENIOR	Phil Shepherd	SENIOR	Daniel Couchman	SENIOR
Richard May	SENIOR	Christopher May	JUNIOR	Dean Hoare	SENIOR
Murray Hemi	COUNTRY	Jane McCafferty	COUNTRY	Sean Burns	SENIOR
Yon Yi Sohn May	ASSOC				

... and new boats

Boat Name	Type	LOA	Design	Owner
Sterling Silver	26 Pelin Launch	26ft	Pelin	Pat Millar
Expresso	Keeler	10.2m	Beale 33	Ian Richards



The Moore Wilson Winter Series has drawn to a close and we look forward to the Opening Day for the 124th Season and the Spring Series.

But before getting back on the water the next event on the social calendar is the Awards Night Dinner, we are very happy with forward ticket sales as mentioned before early sales make planning the event so much easier. We appreciate your support and we have a great night of fun and entertainment planned. By the time you read this it may be past tense but you get the picture. Putting on any event takes considerable work behind the scenes and I am seriously pleased to have a well-organised team behind us.

For those of you who were unable to get tickets I am pleased to announce the Boat of the Year for 2005 - 2006 season for the Royal Port Nicholson Yacht Club was Gucci, skippered by Brent Dewhurst, Debbie and their crew. Well done on what was a very big year for you all. This team supports the club in every way whether racing in the harbour, offshore or in international waters and their support of the wardroom is up there as well. We should clone them and we congratulate them for their contribution to club life.

The Personality of the Year was awarded to another great stalwart of our club, the recipient being our Past Commodore Murray Bridge. There would be very few club members who have not enjoyed a convivial drink with Murray and I believe he demonstrates all the best qualities of what a club member is about. And he loves sailing too, it just so happens that if it is too windy to get out under sail he will take to the sea in his launch and if Wellington turns one on (as it can on the odd occasion) you will find him down in his shed, it would not surprise me if the shed itself received an award in the next honours round... Well done Murray, a fitting award, quite likely overdue, and one I am proud to support. I know you filled the trophy and hope you filled it one more time with Stella's favourite tippie, after all that would seem the fair thing to do.

And now that we have awarded the prizes and accolades for the past season we turn our eyes to the future, our President, Alan Martin broke out the burgee to formally start the season on September 16th 2006 and we acknowledge the fantastic support that President Alan and Shirley Martin give to our club. We appreciate their contribution and particularly their assistance around the Opening Day celebrations, thank you.

Next up on the social side is a Tuesday night Jazz evening, details will follow when some dates are locked down, we will organise an event around Guy Fawkes Night where our location is in a perfect position to take advantage of the spectacular scene that unfolds. Expect there to be Cocktail events, Christmas functions, a Cook Strait Classic raft up/Party and then we will party on at the Napier Sailing Club after the race from Wellington which leaves on Boxing Day. There will be other announcements around the social programme for 2007 and we urge you to diary the Line 7 regatta in February.

The role of Cruising Captain was incorporated into the Rear Commodore's role when we adopted our new Governance structure. We will be reviving a cruiser race/rally across the Strait and it is my intention to involve this large fleet in a social event around that crossing, please fire your ideas at me and we will support it however we can.

In the meantime, the shed is cleaned up, the fridge is stocked, the boat is ready and so it is off to the water we go, sign up your crew as members of the RPNYC and we will see you out there,
regards
Peter Sandford
Rear Commodore



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moore wilson's WINTER SERIES

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RUM

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WITH MT. GAY RUM

Moore Wilson's Winter Series in association with Mt. Gay Rum

This popular annual series brought some great weather for those many skippers and crews who took part in an excellent series of races. While a separate report appears elsewhere in the magazine, I would like to make special mention of the sponsorship and support we obtained this year from Moore Wilson's and Mt Gay Rum. It was great to have them onboard providing prizes and we really appreciate their ongoing support of the Club.



LINE 7 REGATTA 2007

Planning is already underway for this the Club's major regatta. The week long event, Saturday 3rd February to Sunday 11th February, comprises a number of elements. These are as follows:

CentrePort International Youth Match Racing Regatta

Sunday 4th to Thursday 8th

Under 35 Match racing Regatta

Sunday 4th to Thursday 8th

OK Dinghy Nationals

Saturday 3rd to Tuesday 6th

Model Boats in Clyde Quay Boat Harbour

Saturday 10th to Sunday 11th

420 Teams Racing

Friday 9th to Sunday 11th

Line 7 Keel Boat Regatta

Friday 9th to Sunday 11th

The Regatta week has been timed to coincide with the Wellington stopover of the Round North Island fully crewed race. Discussions have been held with the Round North Island Race organisers regarding participation by the Round North Island fleet in the Line 7 Keel Boat Regatta.

Our Regatta sponsors, Line 7, Wellington City Council, CentrePort and Wellington Waterfront Limited have all confirmed their support for next years event. We thank all of them for their continued support of the Club and the Regatta week.

Next years event has all the elements which will create a spectacular sailing week on Wellington Harbour. What regattas always need however is competitors and the more the merrier for both the sponsors and the sailors alike. So start planning now to be part of making this a spectacular event.

If anyone has any ideas on how we can encourage more boats to compete please call myself or the other two members of the Line 7 Organising Committee, Peter Vause or Mike Blanchard.

An event like this requires a lot of work from a lot of people. There are plenty of "must do's" and several "nice to do's" jobs that we would welcome help with, so if you are not racing don't be shy about calling us.

MEMBER-GET-MEMBER

As has been talked about previously, attracting new members to the Club is a major issue. A reminder to all members that the opportunity to grab \$100 bar tab simply by signing up a new Senior Members still exists. This is probably the easiest \$100 you can earn; all it takes is promoting the benefits of the Club to your friends and colleagues.

MEMBERSHIP INVOLVEMENT

Rather than talk of what "the Club" could, or often "should", be doing, as this is the easy part, put your hand up to make it happen yourself. There are many opportunities within the Club where you can make a difference. It maybe in assisting with the many events which the Club runs, assisting in the area of Race Management, assisting Ross Telford on TeRuru on race days or offering to mentor and buddy an Academy Graduate into the Club family and a life long love of sailing, there are opportunities for you to help make a difference. The Club is not a separate entity from you the member, but simply a collection of members working together to enhance what then Club can offer.

SUPPORT THE ACADEMY BY BECOMING A BOAT SPONSOR

The Sailing Academy operates on a cost recovery basis and offers a wide range of sailing and boating related courses to Club Members and the Wellington Community. The Academy Training Yachts offer a great opportunity for the Club to generate further income for the Academy and to that end we are seeking a sponsor for each of the Academy Yachts. There are a number of very attractive benefits available to a sponsor apart from that fact that they are supporting this unique resource in the Wellington Community. Please call me if you wish to discuss this further or require more information on supporting the Club in this way.

IRC MEASURING

Over the past six months that Club has organised opportunities for Skippers and Owners to have their Yachts measured for IRC. As a result we now have a fleet of 25 IRC rated Yachts in Wellington. A big thank you to Peter Vause and his team for arranging these measuring sessions. IRC will replace ORC in the Club's racing programme.

CORPORATE AND BUSINESS HOUSE RACES

The Annual Corporate House Race will be held on Friday 8 December 2006 and the Business House Race on Thursday 1 February 2007. We are looking at some new initiatives into these events to increase that level of participation. The Business House Race for example has been brought forward from its usual March date to fit in with the Wellington Sevens Rugby Tournament. Marketing of the event will include those organisations which bring staff and clients to Wellington for the Seven's Tournament. The format of the day for both events is being reviewed with a view to enhancing the experience for those who participate.



SAILING ACADEMY

It has been a great winter at the Academy with the highest number of people participating in courses that we have had in many years. One example of this is that we have run at least one Introductory Course per month throughout the winter, the vast majority of these have been two boat courses. As well as the Intro's the conversion rate has been very pleasing with many graduates going on to complete further

courses such as Skills Development and Next tack.

One such course, Skills Development 9 was run over alternate Sundays to coincide with the Winter Series. This format proved very successful with the mornings being dedicated to "in house racing" between the two Academy boats and the afternoons being spent as part of the main fleet race. The other good feature of this format was the added bonus that as well as developing skills in a racing environment, course participants were also made to feel part of the club racing scene.



Probably the biggest area of growth at the Academy this winter has been in the area of Casual Sails. In the past when Academy graduates completed a course they became eligible for a reduced rate of \$220 per boat for a 3 hour period on the water, which usually involved a race. While this proved fairly popular during the summer months it had the draw back that graduates had to put their own groups of 7 together or face an increase in cost per head. The change implemented this winter involved making each individual place available on the web at \$35 each. While there is of course an increase in the amount of admin that has to be completed in the office as a result of the change, there has been a quadrupling of the number of casual sails that have been completed.

Graduates are finding the change very convenient which is resulting in more and more of them taking the opportunity to increase their experience and beginning the process of specialising in a specific crewing position.

Our off the water courses have also been well patronized this winter. I am happy to be able to report that we have run two Boatmaster and a VHF course and for the first time this year the more advanced Coastal Skipper course. Although courses such as Coastal Skipper are getting a little beyond our "learn to Sail" brief, this is

the type of course that is very beneficial to Yacht Club members and is a good use of Academy resources.

While this year the Academy was again the clubs single biggest source of income, it was also fairly close to being the single biggest expense! Having said that it is difficult to quantify the Academy's overall value to the club when factors such as increased Wardroom attendance and increased crew availability are taken into account. Never the less there will be no significant improvement in the ratio between income and expenses unless we can deliver more courses or obtain a significant increase in funding. With respect to the former soon after taking over as Senior Sailing Instructor Matt Wood identified that a lack of instructors was going to be an issue when trying to significantly increase business and maximize the use of the Academy facilities.

As a result he has put considerable effort into trying to recruit new instructors and has re-canvassed the availability of a number of former Academy instructors. The recruiting drive is progressing well and we now have several new instructors delivering a variety of courses. Included in this group are previous Academy Instructor Kim den Boon, standout Worser Bay instructor Russell Maunder and a recent arrival from France Fabrice Vauclair.

Pictured are some of the Academy's current instructors including Kim den Boon, Craig Ryburn, Bruce Hills, Senior Instructor Matt Wood, Russell Maunder and Iain Wilson.



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

For those of you interested in getting friends and work colleagues out on the water, the Academy offers casual and corporate sails throughout the year at the rate of \$100 per boat per hour (maximum of 7 people per boat). Included in that price is the boat, wet weather gear, an instructor and access to the Yacht Club.

Check out our website for further details and we hope to see as many of you as possible along at the Academy.



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Port Nicholson Yachting Trust Lion Foundation Youth Yachting Scheme



The Lion Foundation Youth Yachting Scheme's Winter Programme has been completed and was very successful.

Through out the winter 36 sailors were involved in the coaching programme while eight teams competed in the first two ACTS of the Stagecoach Cup match racing champs. A group of sailors have been identified to form a squad for the summer regatta programme. This will include four boys' teams and two girls' teams competing in a series of regattas in New Zealand and Australia.

The 2006/07 coaching programme is in place and participants are honing up their skills for a busy schedule of training and regattas. This season RPNYC, Worser Bay Boating Club and Muritai Yacht Club are working together to bring Youth Sail 07 to Wellington Harbour in April. Competing in this event will be a key focus for most of the sailors involved in the Youth Scheme this summer.

There is considerable focus this year being placed on Coach Development through the scheme. A year long programme of seminars, conferences and coach research projects has started with the aim of further raising the standard of the scheme's coaching team.

In 2003 the New Zealand Academy of Sport Central began working with the Port Nicholson Yachting Trust to provide a range of sports science services to youth sailors in the Wellington region. Initially the focus of this support was on developing systems for monitoring and improving sailor's hiking technique. Over the

next two years the programme of support expanded to include input in the fields of nutrition, strength and conditioning, mental skills training and coach development.

In early 2006 the Trust began exploring with NZAS Central, the possibility of providing similar services to the Academy's wider regional base through a partnership with yachting New Zealand. Following further discussion and development a partnership has been entered into between Yachting New Zealand and the NZAS Central. The aim of the programme is to create a Yachting New Zealand regional academy programme that will introduce sailors to sport science support at a young age and on a regional basis. If successful then the model developed in Wellington could be applied to a future Yachting New Zealand regional academy programme which would provide regionalised services to sailors and coaches in five key areas.

1. Strength and Conditioning
2. Biomechanics
3. Mental Skills Development
4. Nutrition
5. Coach Development

This is a very exciting initiative for the Wellington Region which the Port Nicholson Yachting Trust and the Lion Foundation Youth Yachting Scheme is proud to be involved with.



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Behind the Steam | Restaurant news

I know many of you were waiting to read about the demise of the rig on Beautiful South. Rest assured that story is coming, but in the meantime –

Succulent Scallops

Now that the scallop season has begun, many of us will be dreaming of these bivalve molluscs, gliding freely across the sea floor, and of trolling or diving for them, shucking them open and barbecuing them on the boat, that sweet, succulent meat, caramelised in its own sugars.

Here in New Zealand, as in Europe, we eat the entire scallop, while in the U.S. the bright orange roe is removed. Some English chefs, such as Gordon Ramsay, advocate the removal of the roe, not because of the flavour but because of its spongy texture when cooked. I think that this is unnecessary and pretentious; it tastes bloody delicious.

Because scallops are unable to keep their shells closed, they cannot retain moisture once out of the water; Scallops must therefore be shucked as soon as possible once harvested. The raw meat should be of a pearly, off-white colour, or a pale gold (colour is affected by the algae that they eat). Fresh scallops should have a distinct, sweet odour to them.

When cooking scallops, I always oil the scallops, not the pan. First I gently pierce the scallop with the point of a sharp knife; this ensures the scallops won't burst and spit hot fat at me as they cook, and I put them into a bowl and lightly coat them in melted butter or vegetable oil (Olive oil is too strong a flavour). Heat the pan until quite hot, and tip the scallops in. They will sear quickly and develop a lovely golden brown colour. Lightly season the

scallops with a sprinkle of sea salt, and a squeeze of lemon juice. Remove the scallops from the pan and serve. This whole process should take no more than 3-4 minutes – the scallops are cooked when they turn translucent, and will be sweet, tender and firm.

Scallops go with so many things that almost any combination or synergy of flavours is possible; peas, mushrooms, cauliflower, spinach, mint, Pernod, Vermouth, cream, tomatoes, sweet herbs, the smoky flavours of bacon... one of the reasons for this is that scallops are high in concentration of the fifth taste – Umami. In short, Umami is about flavour, and scallops have rich concentrations of the natural glutamate that increases overall flavour profiles.

Regardless of the technical foodie stuff though, the main thing to remember is if you are going to sauce your scallops, always sear them in a hot pan first. This will prevent water coming out of your scallops and diluting the sauce, and the scallops themselves losing their moisture and becoming small, hard and rubbery.

My favourite way of eating scallops is with a pile of buttered emerald green asparagus. Off the barbecue, I drizzle it with some excellent virgin olive oil and a few shavings of parmesan cheese. Steve, my head chef, prefers his with a rocket salad and a chilli dressing with mascarpone cheese. Or you could make the dressing featured on *page 11* and keep it on board to serve with your barbecued scallops. It also goes well with other seafood. While it has a number of ingredients, the method is incredibly simple.

Cheers
Martin and the team



Wardroom whisper

As we move into the beginning of the new season what better way to finish the season than with the Awards Dinner.

For those of you who attended we all had a great time and I could not think of a more deserving recipient of the Personality of the Year Award than Murray Bridge. Murray has a heart almost as big as the ocean and it was wonderful to see him being publicly recognized for all the good he does for the club.

Opening Day was again a success and now we are into the new of season racing. I only hope the number of boats participating is similar to the winter series. On some days some 35 boats were out on the water and this obviously has a flow on effect in the Wardroom. We have had a very quiet down time in the Wardroom but I put that down to members hibernating in the winter! We have however managed to keep the income flowing in with non member activity but obviously with summer nearly upon us we hope to see you all out on the deck, sipping on a glass of your favourite drink, enjoying the breathtaking view in the best spot in Wellington.

Due to ever increasing costs over the last three years, we have had to increase our bar prices. This decision has not been taken lightly but with costs rising every month in regard to food and beverages we have been left with no alternative. Of course with your membership discount it is still considerably less expensive than other bars and in some instances the increases are very minimal.

The wine menu is about to change shortly in the Wardroom. We have had some fun tasting various wines from various vineyards. I certainly hope that to all you wine connoisseurs out there that you enjoy the new additions, obviously price has a lot to do with the choices that have been made. There are a couple of new additions to the menu. One does not like to rest on their laurels and finding a balance between "fresh is

best" and what is economically viable we have added a couple of healthy additions to the menu. Obviously if they are popular we will keep on keeping on.

Just a reminder for any of you involved in planning your Christmas staff parties that we are available late November early December on some days and evenings for hire. We do have many forward bookings for Christmas but please give me a call if you do wish to book the venue and I will do my utmost to help make your event a fabulous one.

I would like to take this opportunity to thank all those volunteers who do a wonderful job for the club. There are many people who go unnoticed and from my part I would like to extend my gratitude to the many people that make my job so much easier. All too often in life we do not compliment people until they leave, so I would like to thank all of you that give your energy, your passion, your motivation and above all your time especially to my staff and I.

Good luck for the coming season.



'Personality of the Year 2006'
Murray Bridge with Functions & Facilities Manager
Louise Paino



Monteith's Rata Honey & Spice Flavoured

SUMMER ALE.

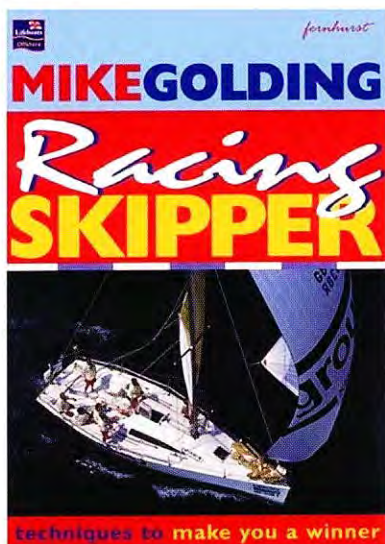
A refreshingly spiced, bright gold beer with a real flavoursome zest.



A traditional seasonal beer, with origins that date back to the late 1800s, first we chose four different malts to give a smooth heart, then we carefully brought the beer through the brewhouse and spiced it gently with a single hop variety.

With the addition of traditional spices and the finishing touch of a little rata honey, the result is unique.

True to tradition Monteith's Summer Ale is a bright gold beer with great body from four different malts. Spiced with a single hop variety and a touch of history - a little Rata honey. Subtle, but enough to make all the difference. The result is a truly refreshing, herbal spiced summer ale that's a splendid thirst quencher



RACING SKIPPER:

Techniques to make you a winner by Mike Golding

There is a lot more to winning than sailing fast. Before you even leave the dock your boat needs to be prepared meticulously, the crew needs to be committed and your race strategy and navigation need to be well thought out. Racing Skipper outlines the techniques that Golding has used to lead a series of winning campaigns. It sets out basic and clear guidelines for preparing a yacht and shaping the team in pursuit of outstanding performance and success.

Golding himself shows throughout the book the need for a gritty combination of determined, clear thinking personal discipline and rigorous preparation. As the skipper of Group 4 he won five of the six legs of the BT Global Challenge Round the World Yacht Race and the overall trophy - he has also campaigned a Mumm 36 representing Great Britain in the Admiral's Cup.

This book might not put you in contention for the skipper of the America's Cup defender, but it will give you an edge in any sail racing environment.

For more information or other interesting books please go to www.transpacific.co.nz

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Dressing for barbecued Scallops.

Ingredients

175 grams onion, chopped
 125 mls Soy sauce
 115 mls Rice wine vinegar
 100 mls water
 ¼ teaspoon sugar
 A pinch of sea salt
 1 teaspoon mustard powder
 Freshly cracked black pepper
 50 mls Grapeseed oil
 50 mls Sesame oil



Method

Mix all the ingredients together, add the oil once the salt has dissolved and pass the sauce through a sieve to remove the chopped onions.

Shake well before using.



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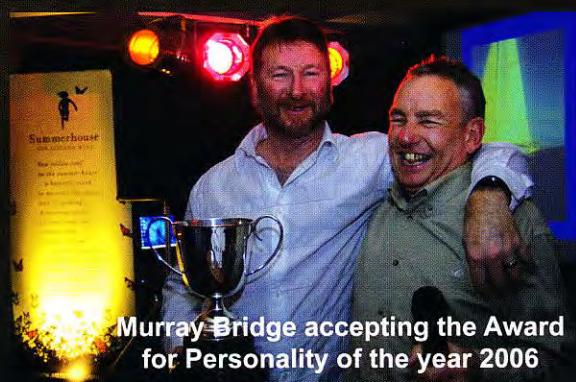
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Awards Dinner and Winter Series



Awards Dinner Host Nick Tansley and Rear Commodore Peter Sandford



Murray Bridge accepting the Award for Personality of the year 2006



Vice Commodore Peter Vause presenting the Award for Boat of the year to skipper Brent Dewhurst of "Gucci"



Hilary McWhinnie & Anna Roberts



Vice Commodore Peter Vause (middle) wins best dressed at Awards Dinner



Peter Vause presents to Martin Bosley the "Turtle Award" for his boat "Beautiful South"



Adventures in the Chathams

by Ross Telford

If total isolation and total wilderness excites you, the Chatham Islands may just be the destination you have been searching for.

Located 860 kilometers east of the South Island, the 'Chathams', as they are affectionately known, is approximately a 1 ¾ hour flight from Wellington or Christchurch! The distance that separates the islands from the mainland puts Chatham Islands 45 minutes ahead of standard New Zealand time



However, the contrast of rugged coastlines and towering cliffs, volcanic peaks, lagoons and peat

With a declining population of just under 700 and an extremely exposed but temperate climate, the Chatham Islands really are the 'last place on earth'!



bogs, empty beaches, remote farms, wind-stunted vegetation and dense patches of forest makes the Chathams a

mysterious and wild adventure.

The land area of around 97,000 hectares is spread unevenly among some 40 islands and islets.

The question had been asked on numerous occasions "how long was the runway at Waitangi?" 24th May off we went Chris Coad, Dale Barcham and myself to find out!

After a visit to the Airport and a discussion with one of the locals, who was wearing a high visibility jacket and seemed to be in charge, said to Chris, provided we closed the gate behind us it would be alright to drive down the runway to measure the length as there were no planes departing or arriving.

It was made sure that the odometer was reset and away we went! The runway was measured at 1300 meters from one end to the other.



Being a tourist to the Islands we did the normal things that anyone who was visiting the Chathams did and that was to head to



all the local spots of interest, including the fishing port of Kaingaroa on the south west corner, Owenga, and visit one of the main attractions, an unusual statue of the 'Last Moriori', Tommy Solomon. Apparently, you can watch Tommy's eyes follow you as

you wander around the rocks below. Tommy Solomon died at the age of 48 in 1933.

What appeared to be the only anchorage in all weathers, Port Hutt, seemed to be quite desolate apart from a number of old fishing boats, a fishing factory and pigs which we were told were the local "lawn mowers"!



Accommodation on the island includes the hotel in Waitangi, a motel with self-contained units, a guesthouse, a lodge and a backpackers hostel

Included is a photo of Ross outside the local pub at Waitangi, a great place to stay with excellent food and company

After a very pleasant sojourn it was time to return back to Wellington!



The K.1 Watch

by Hayden Swanson

On leaving New Zealand a number of people said you would be surprised at the opportunities that will arise when you are away, this turned out to be very true...

Running into Matt Stechman (Menace) at the beginning of Cowes race week was very good for Locky and myself because we soon found ourself down in Portsmouth working on ABN AMRO 1 getting it ready to deliver to the maxi worlds in Sardinia.

We arrived in Portsmouth on Thursday and helped with preparations with the boat to leave on Tuesday, loading the boat and container etc. Any work we could find was useful this just happened to be a very good opportunity that we weren't going to let slip.

The trip was estimated to take 10-12 days depending on the amount of motoring that had to be done. The weather systems looked good on departure and it looked as though we would head west out of Portsmouth and hook into the back of a low pressure system and reach our way down to Gibraltar. The watch system worked in 3 shifts with 2 hours on and 4 off, 2 people to a watch and 2 floaters with everybody on deck for sail changes and manoeuvres.

So it was the 2 boys from Wellington driving the Volvo 70 at speed down the coast to the Med. Lets just say that wind speed equals boat speed and we were not fully optimised only running a J2 instead of the A4

(genaker) which they would run if they were racing and still managing to get 26 knots out of it in only 21 knots of breeze. The boat is an absolute machine and a lot of fun to drive and when you weren't doing 18-20 knots it felt like you weren't moving.

The weather reports were right and we had a good run down to Gibraltar but once in the med we had 1.5 days of 20 knots on the nose that made for little sleep for me anyway, some of the crew being half mattress half man it didn't bother them. Having got through the wind we were left with motor sailing for the next two days till we reached port Chervo on the Thursday of the 24th. All and all it was a very successful delivery with no damage and only taking 9.5 days.

The trip was an experience that I won't forget for some time and something that doesn't come round everyday. The boat is impressive and that's all I can really say. The weather has been great and the food here is good, we've got the weekend off then have to work on the boat for a few days and hopefully find a ride for the maxi worlds. Not much more to report, Cowes was great and the SB3s are awesome boats and a good fleet to sail in and the event is one I would defiantly do again.



The 124th Opening Day Race

With the bunting up and the Club ready to go filled with members, guest and balloons galore, the Opening of the 124th Season definitely started off with a bang as Club President Alan Martin ONZM and Shirley Martin CBE broke open the Club burgee.

With more than 30 boats out on the water for the race there was definitely a competitive spirit among skippers and their crew as everyone wanted to win top honours and start the new racing season off with a win under their belts.

The morning started off with President Alan Martin ONZM and wife Shirley hosting the annual Club Presidents brunch in Martin Bosley's Yacht Club restaurant.



Opening Day Guest of Honour,
Councillor John Morrison



Opening Day Prize giving
presentation



Filled to the brim with members
and guest for Opening Day!



Opening Day Brunch



Alan Martin ONZM & wife Shirley Martin CBE break
open the Club burgee for the 124th Season.



Ron and Jean Legge,
Presidents Opening Day Brunch



Nedax & Pretty Boy Floyd, the
"heat" is on!

Guest included flag officers, past Commodores, Honorary Life members, corporate members, Her Worship the Mayor of Wellington Kerry Prendergast, Rear Admiral David Ledson and the guest of honour Councillor John Morrison who later amused the Club members down in the Wardroom with a hilarious speech.

Just before the delicious brunch was served Shirley Martin CBE gave the traditional toast to the Queen followed by welcome from the Commodore Brendon Hogg. After the formal proceedings got underway it was time to celebrate with a glass of bubbles.

The many members that filled the Wardroom were treated to a good ol' kiwi barbeque before heading out onto the water.

At 1235hrs guest from the Presidents brunch made their way down to the Wardroom for the final part of the formal proceedings for the day and again were welcomed by the Commodore who then introduced guest of honour Councillor John Morrison to deliver his speech to the Club.

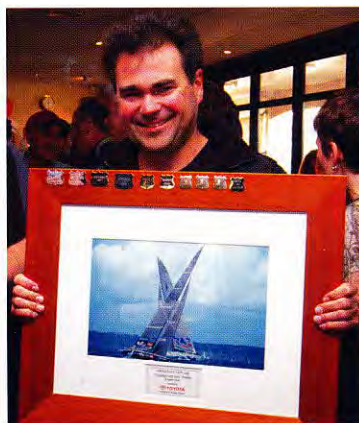
At 1300hrs the Official Party, members and Guest made their way out in to the sun and onto the deck to see the breaking open of the burgee. After the breaking open of the burgee Skippers and crew then headed to boats to prepare for the 1400hr start of the 124th Opening Day Race.

Sailors greeted the new season with a bang, a steady breeze and definitely good competition within the fleet. Over 30 yachts went out including Monowai III skippered by Ron Legge who took out corporate members and new Club sponsors Lufthansa who thoroughly enjoyed the afternoon out on the water and in true yachty style getting soaked to the bone!

After a good couple of hours on the water, Andiamo crossed the line first taking top line honours followed by Pretty Boy Floyd and Nedax Backchat taking top honours for IRC, PHRF and fleet.

Prize giving started off with the announcement of new sponsors Lufthansa and The Radio Network and then the presentation of the silverware. The day ended well with some very happy sailors!

Good luck for the coming season!



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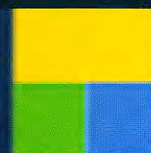


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ALLEASING

New Caledonia here we come!

By Andrew Kellow

With the cruising kitty looking a little more robust and Alluna in top shape we decided that after 18 months in Australia enough was enough, time for more adventure, time to hit the high seas again.

The passage from Queensland to New Caledonia is considered a tough passage with adverse currents, up to 1.5 knots for the entire trip and it is predominately against the SE trade winds.

Finding a weather window to leave in requires plenty of patience or a "bugger it, lets bash into 20 knots for 800 miles" attitude. With Alluna's great dislike of hard windward sailing we chose to be very patient. The perfect window requires a decent size low to stall off the NSW coast giving you a slingshot start with westerlies off the top of the low. The longer you can keep these westerlies the better, using them to get east quickly while keeping well south of the rhumbline as insurance for when the SE trades inevitably arrive with gusto. As you approach the New Caledonia coast these South Easterlies accelerate and tend S following the coastline. The straightline track is risky and few people get away without a hard on the nose bash to the pass.

Using every computer wizz bang, ding dong, modelling weather site available we found a good westerly window so left Manly boat harbour on 24 May at 6.00am. A large farewell committee of friends from RQYS braved the coldest May day on record and sent us on our way out across Moreton Bay. We had 6 hours of perfect sailing then Alluna pulls a beautiful broach.

The auto pilot starts flashing to inform us it doesn't want to leave the bay. "Bugger!" Spanners and screw drivers, start flying. Hydraulic fluid is pumped, but after phone calls to the steering guru's I decide too hard and we make the devastating decision to head back.

Two very disappointed sailors turn around and head back to RQYS marina. A frantic day is spent hunting for the problem, checking every possible component and scenario. With no really satisfactory answer to what went wrong we eventually decide bite the bullet and rebuild a bigger, better stronger system. This involves

upsizing the hydraulic pump and ram as the old smaller system may have been working too hard, causing heat to build up and a thermal shut down in the unit. Lots of the hard saved cruising kitty is spent, but on the sea trial the results of the bigger gear is immediately evident.

The weather gods decided to be kind too, as on completion of the rebuild a new deeper low had stalled off the NSW coast. Having to leave the marina with plenty of water under us we took the next high tide and so crept away again at midnight. We motored with no wind for 18 hours knowing that we were going to get plenty soon enough.



Kylie woke me at 10.00pm as the westerly hit with vengeance – Alluna doing 13 knots massively overpowered in building, confused seas. As any bloke would, I decide best I drive and send Kylie forward to get rid of the main. After watching her struggle with the thrashing main I eventually switch the auto pilot back on and go and help.

The next few days are spent in WSW winds between 15-35 knots and ugly roly seas up to 4m and we make good easting while keeping about 100 miles south of the rhumbline. These conditions were very uncomfortable with broken seas smacking us constantly – sleep was a little hard to come by!

Yippee! The electric toilet breaks in the middle of this mayhem. I spend ½ a day in very ordinary condiditons converting to a manual pump which immediately leaks like a seive. Bucket and chuckit is the next best option for the rest of the trip.

Radio scheds with Des at Russell Radio tell us that more wind is coming, but true to predictions slowly heading us. "Great" I say, after seriously not enjoying the last few days we are about to get it forward of the beam. (This is why you must keep south of track.)

Up goes the main after days of headsail or storm jib only as the breeze clocks forward, increases and slowly bends our track north towards New Caledonia. Luckily we had kept well south and with SSE wind now we manage to slowly curve our track and lay the reef entrance. We are sick of pushing current, sick of squally rain, but inching closer to a holiday in paradise.

On our 6th day, as per usual our landfall was going to be in the dark – no amount of planning or timing can prevent this, we nearly always arrive at night! Approaching Dumbéa Pass we had a very short debate of standing off till daybreak or entering the pass. After such a passage another night back and forth was not an option! Cmap cranking, radar echoing and excellent French bouyage meant the 2 hour trip through to Port Moselle was easy. We anchored in the harbour at 1.00am, exactly 7 days after leaving Australia.

After hot showers and a good few hours sleep we entered the marina in the morning for customs, immigration and quarantine. All very easily done without leaving the berth as it is organised by the marina staff. Quarntine took our remaining vegetables and honey and customs cleared us without coming to the boat.

The marina offers one free night on arrival and we decided to stay a couple of extra days to get normal boat jobs done – water, washing, toilet pump fitted, provisioning and a chance to chill out and enjoy the odd beverage!

We intended to head to the Ile des Pins, SE of Nouméa, but the weather has not been kind so we spent a couple of weeks looking around Baie du Prony. It is easy to slip back into cruising mode, walking, kayaking, reading

and drinking our home brew beer faster than we can make it.

The weather has not been spectacular here, but it is mid winter and with plenty of mountains this place sucks in as much rain as Milford some days.. We have also had our fair share of hot calm beautiful days too.

We are back at anchor in Port Moselle and planning our trip to Tanna (Vanuatu) via the Loyalties – so more from us in Vanuatu next time.

Happy Sailing, Andy



wizz bang, ding dong, modelling weather site can be found at

www.fnmoc.navy.mil/PUBLIC (this site is very good, but takes some navigating at first)

www.metvuw.co.nz

www.buoyweather.com





Annual Season Prize giving 2006

The day that everyone had been waiting for had finally arrived, the 2006 Annual Prize giving ceremony.



A large crowd of Skippers, kitted out crew, Club members and their families, past Commodores, Corporate/life members and Sponsors filled the Wardroom for what is one of the biggest events and evenings for the Club year.



With the undivided attention of everyone in the room anxious to get the proceedings underway and see who took top honours, Vice Commodore Peter Vause started off by welcoming members and guest, and telling a couple of stories that were definitely ones for 'Kangaroo Court' sessions.



John "Woody" Wood generously donated to the Club a new trophy for the President's Division, after which trophies and certificates were presented by Brendan Hogg Peter Vause, and Neville Dimock.



The most successful boat of the season was without doubt Gucci whose 19 trophies included Division 1 championship, Nelson race, Catherine Cove, and the cruising cup for her journey around the Pacific which included Fiji, Vanuatu, New Caledonia, and races at Hogs Breath, Hamilton Island and return to NZ via Lord Howe Island.



Boats which featured prominently included Tortimony (Presidents division), Candu II, Esprit (Division 2) Resolve (off shore series).

The night was then followed by the usual filling of cups with rum and much hilarity during and after the consumption!



Tradition in the Pacific

By Roger Foley

Roger Foley and Julie Brixton off Tradition have just spent three months in Vanuatu.

Roger, a Wellington-based writer left Chaffers for Auckland in May and Opua for the live volcano at Tanna in the south end of the Vanuatu chain in June. His crew has included a number of club members including John Moore, Kerry Marshall, David Patten and Cooper Gyles.

Here are extracts from his journey.

Tanna. Go to Port Resolution before traveling to Vila. It's protected from the trades but open to the north east. There are thermals and hot water on the rocky headland and the haunting cry of conch shells blown by young lads as they usher in a warning at dawn. You must climb Mt Yasur to watch the molten rock woosh and boom into the night sky. Not many "tourists" are killed we are told.



Mt Yasur starts to blow

Vila (Efati). The lagoon is dirtier than 10 years ago. Up to 50 foreign yachts lie at anchor now. There is huge development on Iririki Island with a new hotel (sporting the biggest swimming pool in the South Pacific) and a separate condo development. There are traffic jams on the one main street, the kava is still ruthless, the local meat is best hung for a while but is very good and inexpensive, the vegetables are the very best in the South Pacific (the tomatoes to die for), petrol is horrendously expensive (\$2.48 a litre) and diesel \$1.71 a litre tax free. Use Yachting World on channel 67 as they do everything from moorings to laundry and are very good. Don't stay overnight at Hideway as you will roll like a pig.

Havannah Harbour (Efati). Go there, especially to Esoma Bay. The anchorage is a bolt hole (rare in Vanuatu) and the Moso Islanders who pass your yacht daily have the best veges for sale. There are no mozzies but plenty of turtles. The fishing outside the harbour is fantastic but use big tackle. Best if you have a crane!

Revolieu Bay (Epi). Hard to determine when off the coast but worth a visit. Anchor off the stream but watch the bomie to your right. The reef is a good start up dive.

Lamen Bay (Epi). The turtles here are huge and love to scratch their tummies on your anchor chain. Mr. Dugong

was away seeing his lover on a near by island. Holding is excellent but the wind can funnel thru the bay. The Lopevi volcano is just over the ridge and was blowing up during our stay spraying ash over everything. Julie thought it was blowing apart one night but it was just thunder and lighting and the wind backing to the south-west (straight into the bay).

Port Sandwich (Malakula). A fantastic all weather anchorage with no roll (fantissimo). However, this is the only spot that Lonely Planet says don't even paddle in! We didn't see any sharks, but Julie saw a cow being be-headed on the beach one day, the reason why the area has a shark reputation. We were in the bay by ourselves when traveling north and number 13 on our way south, so it can get crowded. And yes, the reef is not marked!!

Pankumu Bay (Malakula). On open bay fringed by dead coral but surprisingly sheltered from the trades. Two guys tried to sell us circumcision gear here but I thought it was black magic stuff. A mistake as this was the only authentic carvings we actually saw outside a museum. The overfalls off near by Mgong Naeun Point are for real. They turned us back on one occasion. We are not used to waves leaping into our cockpit!

Port Stanley (Malakula). Very little shelter here. See our bow roller for evidence. Best place is to hang off Norsup Island and hope for the best. Go ashore to Norsup as a personal visit will make a huge impact. The Australians and Germans before us did not and left a sour taste as a result. Don't go to the local hospital as it is the best way to get sick.

Luganville (Espiritu Santos). Ah yes, this is a must visit. Go to the market, the yellow internet site, Lesley's coffee bar and the Unity Shop (run by an excrutable Chinese chap). They are all good fun. We took a mooring at Aore Island Resort, eight minutes fast dinghy ride across



Roger Foley and Julie Brixton on Tradition in Vila Harbour.



Tradition (left off Aore Island in Santos

the Second Channel. It is worth the 1000 vatu a day (\$15 kiwi) as the water in the channel is very deep and the traditional yachty anchorage very exposed to the easterlies. Aore Island is large up for sale. You can buy one acre blocks with your own private beach and hardwood trees for \$110,000. Fantastic buying but you may have an Australian as a neighbour! What can I say?

Malua Bay (West side Malakula). This is home to the big nambas. I felt right at home here. The small nambas live on the east coast. Namba is something girls don't have! @%\$ the west side of Malakula is like the west side of Fiji - dry and hot with a mountain range catching all the trade wind clag.

Ansanvari Bay (Maewo). Can't tell you what its like as we had to turn back in boisterous conditions (water jumping into the cockpit again). It is said a water fall drops into the bay which features dense bush and lots of birds. Sounds like paradise.

General comment. Cruising Vanuatu is more a journey than a sailing holiday. With the trades up it can be pretty rough when the tide changes and everything wants to squeeze between substantial island masses. Not so bad going north but interesting when traveling south.

What makes Vanuatu an outstanding place to visit are its people. They have to be the friendliest in the Pacific bar none. Their gardens are also rich with food and if your fishing tackle is big enough, then the fish landed aren't bad either.

The cruisers we met were also outstanding and included Alluna, Beyond, Ladymink and Ocean Whisper, all of Chaffer's, Quintessence 11 from Auckland, Claude William and Mawingo (both of Mana), Limited Edition (formerly of Nelson), Kahuna Matata (Elle Macpherson's father), Huka 11 from Auckland and Accent of Arron (from Northland).

Next stop for Tradition is New Caledonia.



Wellington cruisers enjoying coffee at Vila: John and Wendy (left) off Beyond, Kylie off Accent of Arron and June (right) off Tradition



John Moore (back left), Kerry Marshall (back centre), Julie Brixton and Roger Foley (back right) and others on Tanna Island.



Travel bags island style



Island taxi car park in Havannah Harbour



Kerry Marshall takes it easy off Hideway in Vila Harbour



Tradition takes on a tonne of water at Aore, Santos

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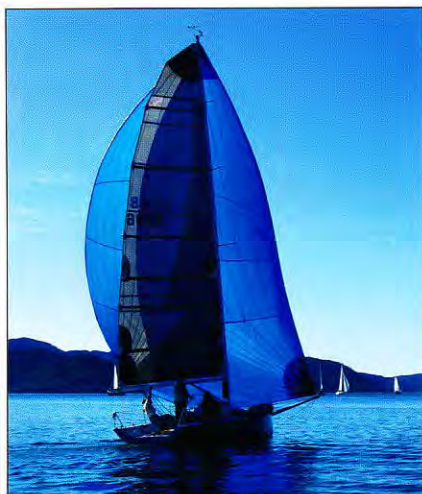
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Playing Around in Cowes, 2006

By Brent McDowell

While I was traveling overseas in July/August of this year, I was lucky enough to secure a ride for Skandia Cowes Week, on a Beneteau 40.7, aptly named 'Playing Around'. To some of us (and myself included), the words 'Beneteau' and 'racing' are somewhat of an oxymoron - but was I in for a nice surprise!

I met the owners and the most of the crew in Hamble (near Southampton), on the Friday before hand. The crew mainly consisted of the owner's teenage children and several of their friends - our number one trimmer was 17, our mainsheet, 16 and our bowman was only 13! After several hours of loading up the boat with all the necessary kit for the week ahead, including several new toys, we were set to go. While Cowes is only a short hop, skip and a jump from Hamble, the decision was made to put the boat and everyone through their paces, so off up the Solent we sailed for most of the afternoon.



After arriving in Cowes, we made our way to our berth for the week, in the marina on the east side of the river. It was here where we met up with the rest of the crew and scoped out the house which had been hired for the week. While

being based on the east side of the river was handy since the house was only a minutes stroll from the marina, it was the west side of the river where all the action took place - the yacht clubs, the parties and of course, the beer tents. Although there were plenty of means of getting across the river, you could never seem to get there fast enough!

Day one and we were greeted with a 5-10 knot breeze and some hazy sunshine. With the forecast set to hit 15 knots, a great day's racing was waiting to be had - a large (35 mile) course and a strong tide awaiting. The racing amongst the top five or six 40.7's was very close such that no one was able to make a significant break on the rest of the pack - this would be theme for the entire weeks racing. Six hours later and we crossed the line in 3rd place, satisfied but there was certainly room for improvement.

Day two delivered stunning racing conditions, clear skies and a gusty breeze that topped 20 knots throughout the afternoon. With a committee vessel start we set out on another large course (30 miles). By now we were on our second main halyard (after having it replaced the previous evening) and little did we know that come Monday, we'd be on our third in as many days. With a little more breeze, and a shorter course, we finished a touch over four and a half hours and in fifth.

Day three saw rain and gusts just shy of 30 knots. To the relief of many, the committee set a much shorter course but there was plenty of action about in the Solent. Wild broaches, prolonged surfing, near sinking's and boats running aground dominated the racing. The afternoon also saw plenty of short tacking up the coast, as we all fought for favorable tide and clear air. We managed to limit our mistakes and finished a credible third.

Day four and similar conditions to that of the previous day, a similar course, a number of mistakes and seventh was as good as we could

muster, even after performing running repairs to the gooseneck and vang so we could at least make the start. With the forecast for the wind to slowly die out towards the end of the week, the pressure was on to produce some good results to ensure a top overall placing for the event.

But day five was a day we'd rather forget. With our first downwind start of the week we pushed things a little too hard and were over at the gun. Not returning to re-cross the line saw us scored as OCS, in a race which otherwise would have produced another placing in the top three. The racing on day six, while postponed for a few hours, allowed us to pick up fifth place and put yesterday's misfortune behind us. Day six also saw ICAP Maximus set the round island record, smashing the previous record and was the talk of Cowes for much of the evening.

The penultimate day presented a very light northerly, sunshine and we had the uncanny ability to sail into every hole known to man! The OCS aside, our worst placing to date - twelfth. Unfortunately this was to be our last race since day eight brought light and fickle winds and the committee decided to abandon all but four classes. Overall, this put us in sixth place for the week.

Each evening after racing, Cowes High Street and the numerous beer tents were certainly the places to be. There was never a dull moment, and there was always plenty of entertainment so drinking the night away was very easy to do. Having Heineken as a sponsor of Cowes Week and for those of us who flew a Heineken flag on the way back into the marina after each race, we were happily greeted by the Heineken rib that dropped off a free dozen beer. As it happened Mt Gay were doing a similar thing, but needless to say getting your hands on a Mt Gay flag was extremely difficult.



Overall this was a great, well organised event and highly recommended.



Auckland to Fiji Race 2006

By Dave Parsons

Shaun Thompson-Gray, Mark Waters and Dave Roberts help Dave Parsons deliver Ladymink, a Chico 30, to Fiji for a six-month cruise.

Wednesday 31 May. Auckland to Fiji Race start line. Strong tide and virtually no breeze so it'll be a case of making a timed drift to the line. Over early means an hour to get back around. The start boat is a Navy Reserve vessel and there's a couple of crew fishing off the back. Motor upwind from the line to gauge the tide and time the run back for the start. Ominous sound from the prop, feels like there might be some fishing line wrapping. Brains go over the side to sort it in time for the drift to start.

Eight hours later and Ladymink is drifting in the middle of the shipping channel off Rangitoto with no wind. A whiff of the home fires burning signals a coming zephyr, just in time to slip away from the big ship. Pop the kite and beam reach for an hour or so.

The plan is to go east past the Barriers to pick up the weather Brains reckons is out there.

Thursday. Cleared the Barriers and out of sight of land. Only Hawkeye isn't seasick, so he's camp mother.

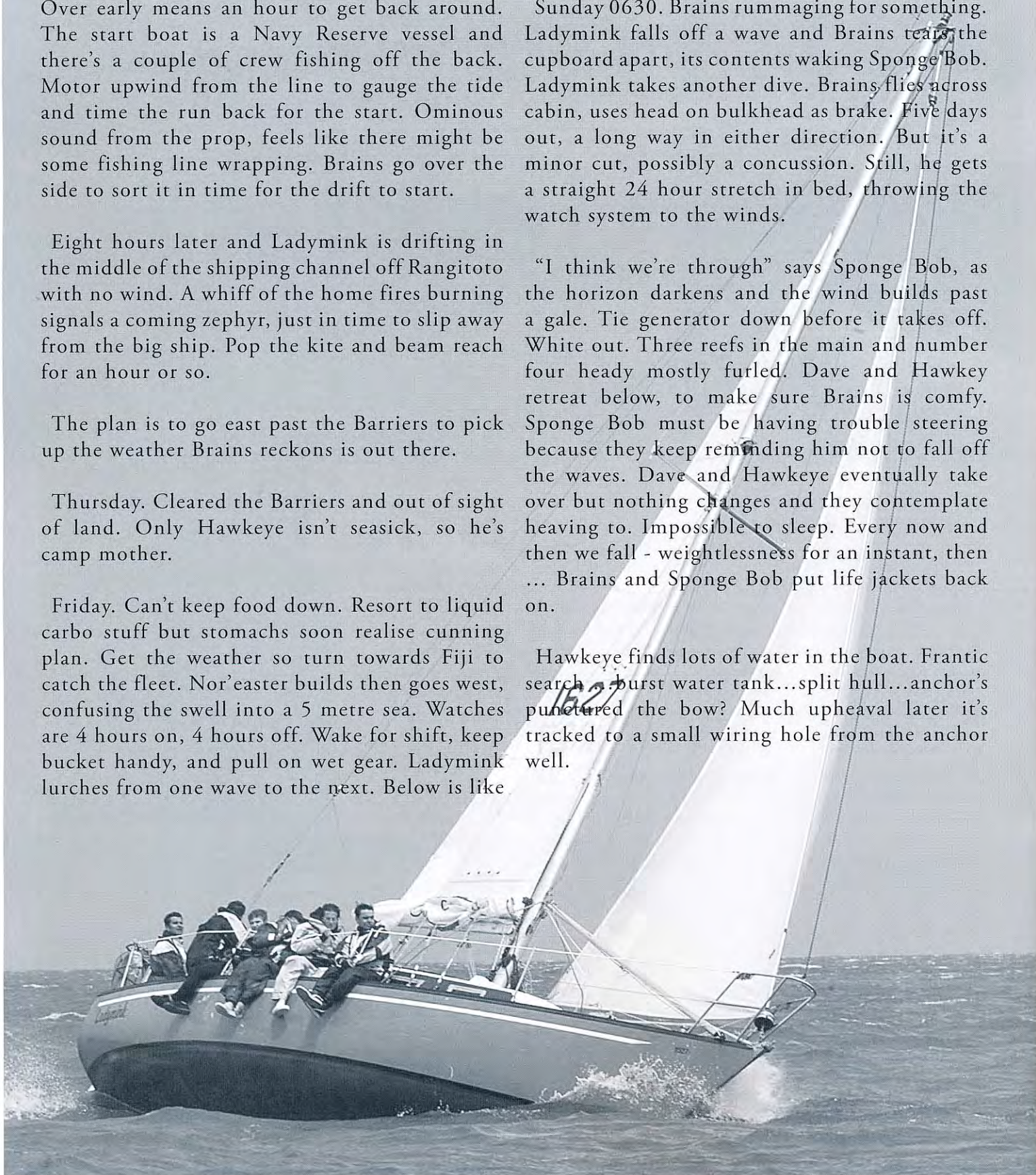
Friday. Can't keep food down. Resort to liquid carbo stuff but stomachs soon realise cunning plan. Get the weather so turn towards Fiji to catch the fleet. Nor'easter builds then goes west, confusing the swell into a 5 metre sea. Watches are 4 hours on, 4 hours off. Wake for shift, keep bucket handy, and pull on wet gear. Ladymink lurches from one wave to the next. Below is like

being in a drum. Brains and Sponge Bob put life jackets back on.

Sunday 0630. Brains rummaging for something. Ladymink falls off a wave and Brains tears the cupboard apart, its contents waking Sponge Bob. Ladymink takes another dive. Brains flies across cabin, uses head on bulkhead as brake. Five days out, a long way in either direction. But it's a minor cut, possibly a concussion. Still, he gets a straight 24 hour stretch in bed, throwing the watch system to the winds.

"I think we're through" says Sponge Bob, as the horizon darkens and the wind builds past a gale. Tie generator down before it takes off. White out. Three reefs in the main and number four heady mostly furled. Dave and Hawkeye retreat below, to make sure Brains is comfy. Sponge Bob must be having trouble steering because they keep reminding him not to fall off the waves. Dave and Hawkeye eventually take over but nothing changes and they contemplate heaving to. Impossible to sleep. Every now and then we fall - weightlessness for an instant, then ... Brains and Sponge Bob put life jackets back on.

Hawkeye finds lots of water in the boat. Frantic search...burst water tank...split hull...anchor's punctured the bow? Much upheaval later it's tracked to a small wiring hole from the anchor well.



Dave, Hawkeye and Sponge Bob take turns on deck for an hour and half. Only two berths below and Brains is in one, so the cabin floor becomes the third bunk despite water slopping from the bilge. The toilet's packed up so there might be something else in there too. Every watch change the guy in bed gets stood on by the outgoing incoming guys. Somebody with good vision stands on Sponge Bob's new Oak leys. Somebody can't find the bucket and uses Hawkeye's shoe instead, though it might just be orange juice. Two reefs and the small heady, but Ladymink's still doing around seven knots. Just as well she knows where she's going because the Windex and compass refuse to stay in focus.

Monday. The guys work their way through the Girl Guides, Vogel's bread and scheds. Exhaustion bites hard. Only Brains, snuggled up below, is coherent and recalculates the weather, the plan, and helpfully reminds the others where they're going "If you're two degrees off, that's 20 miles further we have to go". When he appears in the cockpit in his undies and with a bucket on his head, the others know it's going to be all right.

Hawkeye sees lights on the horizon, or possibly miles over the horizon, everywhere – something to do with the refractive curvature index. Actually, Ladymink has regained the fleet.

Tuesday. A sunny drifting kind of day dries everything out and get's the guys back into the four hour routine. Catch up on all those little things that need doing, like fixing the head. The problem: not pumping out. The plan: undo the fittings from the tank and quickly (very, very quickly) whip the pipe into a bucket or three. The execution: superb.

Breeze ambles in at five knots, and the kite is popped. Brains reckons Ladymink needs to gain 6 miles on Wright One (Lotus 9.5) each 12-hourly sched to catch them. Next sched: 6.5 miles gained on Wright One. Uncle Arthur's fallen behind. Wind is going forward. Kite still up. Sleep deprivation worsens. Hawkeye's gone to sleep at the helm, and Brains kindly looks after it for him. Now Hawkeye wakes, "Hey look, the boat's steering itself!" Sail the boat to the kite, curl and fill, curl and fill, curl and fill... Drop it after 27 hours when the jockey snaps, sending the pole into the forestay. Minor set back.

Wednesday. Beam reaching in 20 knots with a rolling, following sea. Pulsing wind and surf make for speeds over 12 knots with full rag. Rig sounds like it's going to come apart, but Ladymink's still chasing Wright One and at the next sched the guys are happy with another gain. It's hot, and salty clothes and beds soak up the humidity. Undies, lifejacket and tether are what today's man-about-the-boat is wearing. Almost impossible to sleep below now, so it's snatched on deck. Nights are hard. An hour each on the helm, twice. Sponge Bob figures he can do two hours easy, letting Dave rest up. At 45 minutes he's shot, the compass and the Windex have disappeared and there might be some sails up there somewhere. At least nobody's stolen the chart plotter and it still shows a straight line. At 50 minutes, Sponge Bob tells Dave or whoever that is in the cockpit that his hour's up. Dave likes the carpet that's growing on every surface.

Thursday. Fiji's big on the map. The following breeze carries the beautiful, spicy sugarcane and sandalwood smell of Fiji's southern islands. ETA Friday morning. Hopefully the wind will stay in. Visions of throwing gear overboard, Gucci-like. Watch change. Attempt to sleep below in swamp.

Friday 0130. Noise on deck. The wind has come up and a reef is in order. Sponge Bob and Dave gear up for foul weather and go to assist. Lovely balmy 10 to 15 knots. Boat nicely balanced. Dave makes the tough call to risk it without reefing. The lights of Viti Levu come into view. Action on the radio – Lion New Zealand is approaching the finish. All on deck for a blood-red sunrise. Line up the lights, negotiate the cross tide in the passage with a dying headwind, dip to avoid the monster log. "Ladymink, welcome to Fiji!" 8 days, 16 hours.

Arrive at Vuda to a great reception from the crews who are already in, and take delivery of a parcel with fresh bread, pawpaw, pineapple, beer and soap. Find hot showers and a laundry service. Magic.

Ladymink, currently cruising in Fiji, Vanuatu and New Caledonia, is expected home in November.

Cup History

The Waddilove Trophy

This elegant silver water jug was manufactured in 1868 and presented to the Royal Port Nicholson Yacht Club in 1954. The Presenter, William Wardrop Waddilove wished that the trophy be not presented to a Yacht but to the most improved skipper each year.

He must have seen a need, even then!!!

The years between 1868 and 1954 contain some interest and deserve mention.



Many of the larger boats moored near Queens Wharf, as can be seen in this photograph of about 1893

William W. Waddilove's father, George William (born in Preston, England) was a Master Mariner commanding passenger liners. George William was also a Naval Reservist. He married into a wealthy Bermuda family, Brownlee-Tucker and it is believed that the water jug was possibly a wedding gift.

William also went to sea and in 1906 he sailed as an ordinary seaman on a vessel, the "Pitcairn Island" which took fire and sank some 1200 miles off the Chilean coast. After a harrowing period in the only surviving boat and when reduced to half a cup of water per day William was rescued by a whaling vessel and taken to Valparaiso, Chile. It was while he was in hospital recuperating from a lifeboat ordeal that a devastating earthquake leveled Valparaiso. William was carried out through a large hole in the hospital wall.

On coming to New Zealand, William trained as an accountant in Wellington. He retained his interest in the sea and became the Commodore of the Te Ruru Cruising Club. He was their Commodore at the time in 1915 when Te Ruru and Te Aro Clubs amalgamated with Port Nicholson Yacht Club. This amalgamation

was felt necessary because of the decline in numbers of active yachtsmen as so many of them were in the armed services as World War 1 was waging.

William married Isabella Highet, the elder sister of the Highet brothers who were well known and very successful yachtsmen and designers and builders of many well known centerboard yachts right down to the P class.

In the early 1920's the Highets and William Waddilove built the yawl "Seabird" to the plans published in "The Rudder". The original "Seabird" was built in America and was cruised extensively by Tom Flemming-Day, the Rudder's edition of the time. The "Seabird" design became very popular and there were several others built in New Zealand, one just recently and many World-wide. They became the 1920's version of the H28.

The "Seabird" was later owned by one of the Kirkcaldie family and she was responsible indirectly for three of the Clubs trophies.

No doubt this trophy has been filled with the appropriate beverages at Prize giving days over the past years!

Much if this information is based on a discussion with John Waddilove, now living in Paraparaumu.

William Wardrop Waddilove died in 1961.

The Maxwell Cup

The following paragraph is all that can be found regarding this Cup.

We do know that Mr Maxwell was associated with certain committees around the 1900's and knew Mr Waddilove. Hence we present the "Maxwell Cup" in this article.

This Cup was given by J.P Maxwell, a civil engineer of eminence, who did great work as a harbour engineer in Wellington. He, along with Martin Chapman, son of



1st Judge Chapman, owned "Thetis" which broke adrift one Easter gale from her moorings at Thorndon and smashed up at Ngauranga. "Syrens" first dock house came of "Thetis". Maxwell then bought "Moana" from Auckland and renamed her "Waiwhetu".



The "Black Viking"

This boat is now the "Black Viking" of Evans Bay and once owned by Oscar Freyberg, the Governor General's eldest brother, who lost his life during 1914/18 War.



Image of the 'Jessie Logan' that was unfortunately omitted from the June 2006 edition (The 'old' top right & the 'new' above)

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420 WORLDS TRIP - CANARY ISLANDS 2006

by Rowan Swanson

In July this year the 420 World Champs were held in the Canary Islands, Spain. Teams from all over the country were chosen to represent New Zealand.

Departing from Wellington Airport on Wednesday 19 July waving goodbye to our families we walked onto the plan and the adventure had begun.

Arriving in Auckland we met up with the rest of the team and killed a bit of time by "trying" to play hackey. Embarking onto the plane from Auckland to Singapore the conversations went well and the movies and games came in handy.

In Singapore the rugby ball came out and the terminal turned into the field with the wingers on the travelators. Passing through Heathrow and Madrid was a bit of a wait especially London where the wait was 7 hours, but we finally arrived in Las Palmas to warm sunny conditions.

The first few days were spent unpacking the boats from the container, rigging and setting them up.

Once the boats were set up we got out training as much as we could. The Yacht Club facilities were amazing but still didn't compare with Worser Bay – Haha! Within the Club there was a restaurant, bar, pool, sauna/massage room, buffet area and lounge.

The walk from our Hotel to the Club each morning was roughly 10-12 minutes and there were a variety of lunch stops on the way. The Hotel was in a prime location on the beach front with many restaurants around it.

Before going to the Worlds we had been training in conditions of about 8 – 10 knots which we didn't receive in the qualifying regatta, instead we received our more favourite conditions of about 18 – 22 knots.

We started off the qualifying races with a bang getting mid teens on the first day and getting 6th, 2nd and 13th

on the second day to put us into 13th place overall which we carried into the finals as a placing. There were a total of 95 boats in the Open Worlds. By finishing 13th in the qualifying series meant we were well and truly in the Gold Fleet going into the Worlds themselves. Getting into the Gold Fleet was our first aim which we had now completed. Now the Worlds were upon us and our work was going to be quite tough.

As the regatta went on the breeze began to die out and with that so did our placings. The fleet was at a much higher level and our starts were not getting any better. At the end of the regatta we were 36th overall with our best placing in the finals being a 6th. New Zealanders Peter Burling & Carl Evans finished 1st in the Gold Fleet with Simon Cooked and Scott Illingworth finishing in 2nd place.

The closing ceremony was well put together and there was a good after party for the sailors.

Overall we felt we went ok, our aim was for the top 20 but in a fleet of 95 in our first Worlds event we weren't too upset.

On the way back home we stopped off in London for 3 days for a bit of sightseeing. I became very familiar with the tubes by the end of it all. I also managed to meet up with my brother Hayden at Richard Cardiff's house and had an amazing KIWI roast which I had been hanging out for.

We then headed home a day after the big security scare at Heathrow which meant arriving at the airport a couple of hours earlier than normal and not being able to take anything on to the plane to once again face reality.

I would like to thank all of the Port Nich members who generously supported our Team.



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The Racing Game Part 1 of 3

by Senior Instructor Matt Wood

Do you want to extract the last 5% of performance out of your boat? Try teaming up.

As we all know there are many factors involved in getting your boat around the race track as fast as possible. It can be difficult to assess all of the variables and come up with the best solution. So what is an easy way of objectively evaluating the increase in performance or otherwise of the changes in sail trim and overall boat mode that you implement?? The answer is to team up with a similarly design yacht (in training) and find out for sure.

We know that this type of training method is used to good effect in arenas such as the Americas Cup and in Olympic yachting campaigns, but don't right it off as not having immense benefits to offer the performance of your boat and crew at club level.

For this type of training method to work effectively it is best to have two boats as similar in design and performance as possible. Although they need not be identical, any difference in performance needs to be taken into account.

There are a number of possible drills that can be used when two boat training and we are going



to look at the first and most beneficial of these in this edition which is known as "lining up".

Lining up as the name

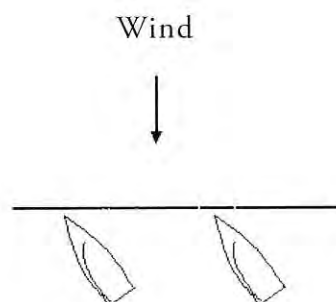
suggests, involves the two boats positioning themselves alongside each other while on a close hauled course with about two boat lengths separation. It is important that the boats start at the same position on the advantage line which will result in the windward boat's bow being positioned approximately abeam of the leeward boat's transom. Once positioned the boats then sail as fast and high as possible to windward, always try for speed before height. While heading upwind the leeward boat attempts to squeeze up and force the windward boat to get sucked in

and spat down to leeward. At the same time the windward boat is trying to roll over the top and take the wind from the leeward boat. If either boat has an advantage then the two boats swap position and check if that advantage still remains. One possibility is that one of the boats is operating at a higher angle to the wind than the other. If that is the case a top mark will need to be used to ascertain if the extra height is translating into improved velocity made good.

If the boats are of similar speed and height, which is important for this drill to work effectively, the next phase involves "adjust, set and forget". The principal behind this is to adjust only one variable at a time in order to ascertain if the adjustment is improving or diminishing performance. Ideally only one boat at a time would make an adjustment. When lined up against a boat of similar speed it will become apparent fairly quickly if an advantage is being established.

The ability to objectively compare your boats performance against another is also a good skill to develop for use when racing. When mastered it will enable fine adjustments to be made during a race and for you to be able to assess the results almost immediately.

All going well you should already have an idea of what configurations work best on your boat in any given wind range, such as a number two headsail and one reef in the main having better performance in 20 knots than a number 3 headsail and a full main for example. However lining up will also assist in sail selection, especially in those grey areas when you are considering a sail change.



Approximate line up position

Once you have answered the big questions such as "which sail should we have up?" you can then look at fine tuning. Below is by no means a comprehensive list of things to try but will be a good start:

- Try adjusting the balance between the foresail and mainsail, if significant weather helm is being experienced try increasing foresail and reducing mainsail.
- Both foresail and mainsail should have similar fore and aft curve and also luff at a similar time. When overpowered it is usually best to keep foresail trimmed correctly and ease the main.
- If greater height is required look to move headsail cars aft to flatten the sail and sharpen the angle of attack.
- If greater speed is required look to move the headsail cars forward to increase the overall fore and aft curve of the headsail. However if you are over powered it is generally best to start moving the cars aft.
- Always try to keep sail curve as smooth as possible, increasing halyard or cunningham tension as the wind increases and easing the tension off as the wind decreases.
- It is worth experimenting to find out if your boat prefers to be a little bit overpowered and sailed with a slightly eased main or if it performs best with reduced but correctly trimmed sails.

and height readout to compare. One other point to consider is that as well as gaining a greater understanding of what works well on your boat, this approach will really sharpen up your own sailing skills and give you a greater confidence on the race course.

So rather than just throwing the cheque book at the boat (again) in an effort to improve performance, consider teaming up with another boat to extract the full potential out of what you already have.



This type of approach is born out of the Olympic environment where it is harder to buy speed and you have no option but to fully optimise the equipment you have.

So get out there and give teaming up a go.

All of the points listed above can be far more effectively tested whilst lined up against another boat, as opposed to on your own and only having a fairly subjective speed

In the next edition we will have a look at how these techniques can be used to establish the favoured side of the course prior to the start of a race.

We lead, others follow



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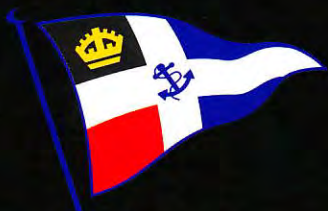
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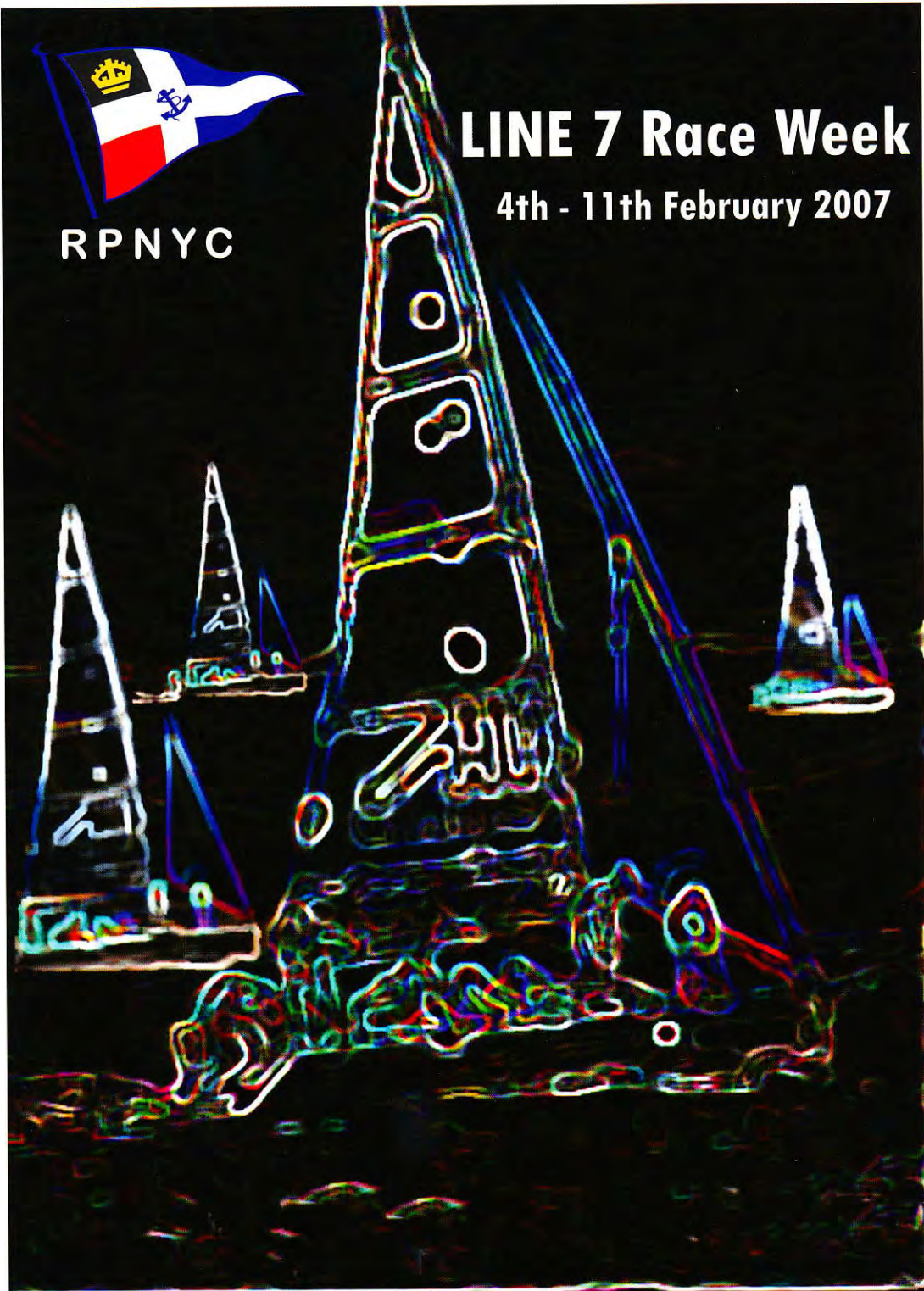
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