

# the **Rip**

DECEMBER 2007



**INSIDE**

Team  
**Kiwi Never**  
feels old

**6**  
months in  
a fleecy  
coat

.....  
**125th**  
**Celebrations**  
.....

**JOSH**  
**UNION**

**Interview**

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Vice Commodore  
Rear Commodore  
Board Members

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Matt Taylor  
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**www.rpnyc.org.nz**

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

#### Office Hours

Monday to Friday: 9am – 5pm

#### Wardroom Hours

Wednesday/Thursday 1700 – 2000 hrs

Friday 1630 – 2130 hrs

Saturday (race day) 0900 – 2130 hrs

Saturday (winter months and non-race days) 1200 – 1930 hrs

Sunday 1200 – 1930 hrs

Sunday (winter series race days) 0900 – 2130 hrs

*Restricted hours may apply over holiday periods.*

*The Wardroom may remain open later, dependent on the number of members present.*

*Members are required to vacate the Wardroom no later than 30 minutes after the bar closes each evening to allow staff to secure the premises.*

#### RPNYC Sailing Academy hours

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# Commodore's Report

## Introduction

Earlier this year we came together to celebrate the opening of the 125 season of the Royal Port Nicholson yacht club.

With your indulgence, I would like to write briefly about where the Club has come from, where we are now, and where we may go in the future.

It's all about people, boats and sailing.

## Where have we come from

The first annual regatta was held on January 25, 1841, having been postponed from January 22 of that year by gale force winds. It seems that even from the earliest years the wind has had a major influence on Wellington yachting.

In 1883, the Port Nicholson Yacht Club was formed and the executives of this club took charge of subsequent regattas and guided the destiny of yacht racing in general.

Great credit is due to those responsible for laying the foundations of the club and those who have carried on the work of the early pioneers and have enabled the club to develop and thrive over the intervening 125 years. Their contributions are documented in the Club's Almanac and their names are listed on the Honours Board at the entrance to the clubhouse.

Two world wars, the 1930's depression and the tragic 1951 Lyttleton yacht race slowed the development of our sport and our club.

It was not until the early 1960's that yachting again began to grow in popularity. The introduction of affordable one designs

such as, Stewart 34, Townson and Spencers, which could be home built, coincided with social and economic changes in the structure of New Zealand Society meaning that yachting lost the label of being a "rich man's sport" and became more accessible to a wider population.

During this period, a group of Wellington Sailors built and campaigned their boats in harbour races, offshore races, the Sydney Hobart, the Southern Cross cup, One-ton cup, and the Admiral's cup. Their achievements contributed to the current foundation of this club and inspired many of today's sailors.

## *If I had to name 20 most influential people, I would choose:*

- 1 Brian Miller
- 2 Les McDonald
- 3 Neville Dimock
- 4 Chris Harris
- 5 Phil Hartley
- 6 Brian Baraclough
- 7 Brian Coleman
- 8 Murray Sleath & John Moody
- 9 Grey McKenzie
- 10 Geoff Stagg
- 11 Kern Cox
- 12 Pat Millar
- 13 Graeme Hargreaves
- 14 Bruce Askew
- 15 Ross Telford
- 16 Hugh Poole
- 17 Rodger Manthel
- 18 Del Hogg & Arthur Stewart
- 19 Lindsay England
- 20 Murray Bridge & Alan Martin

In the 80's and 90's another group of people recognised the need for the club to diversify its activities.

The collective vision of Roy Cowley, Ian Greig, Con Anastasiou, Brian Cardiff, Murray Bridge, Alan Martin, and Mike Boswell led to the establishment of the sailing academy, and that has proved to be a fantastic vehicle for introducing people to sailing. Academy graduates now underpin the membership base of this of the club and provide the core crew for many of the boats in our fleet.

Around 2001 the passion of Stewart Thwaites, Jamie McDowell, Pete Sutton and Murray Bridge led to the establishment of the Port Nicholson Yachting Trust and Yachting Promotions Ltd. Both of these ventures were aimed at developing sailors with potential and giving the opportunity to develop their skills while remaining here in Wellington, without having to move to Auckland.

As a club, we are now starting to see the results of this programme. The results achieved by people like Hayden Swanson, Josh Junior, Matt Stevens and Amanda Hargreaves are attributable to the vision behind PNYT and Yachting Promotions.

**It's all about  
people, boats  
and sailing.**



**My impression  
of the club as we start  
this 125th season is one  
of underlying strength  
and a new sense of  
enthusiasm.  
If only the weather  
cooperates.**

**Where are we at now!**

In August, I attended a conference of commodores from yacht clubs around the country. Based on the discussions held at that conference I am convinced that we are on the right track and we are building a sustainable yacht club.

Thanks to the work of three previous Commodores - Murray Bridge, Stephen Moir and Brendan Hogg and their executive teams, I believe we are in good shape going into the future.

My impression of the club as we start this 125th season is one of underlying strength and a new sense of enthusiasm. If only the weather cooperates.

We have a relatively young talented and enthusiastic board, supported and guided by the collective wisdom and experience of our senior members.

We have great waterfront facilities from which to sail, provide recreational boating instruction, social activities and the best restaurant in New Zealand.

We have a great sailing programme that still includes an offshore racing programme and our Sailing Academy programme is the envy of every other yacht club in New Zealand.

Our membership role now stands at over 750 members (and growing).

**We will face Challenges**

**Relevance**

While racing and regatta will still be a core part of our programme, we need to acknowledge that for many of the people coming through the academy the motivation to learn to sail is to go cruising and participate in recreational boating.

We need to meet this challenge by expanding our programme of events to accommodate this.

**We will be challenged by  
increased Legislation and  
Compliance Issues**

This will include the Resource Management Act and the Health and Safety Act.

We will meet these challenges by taking an advocacy Role and representing member's interest and by conducting our activities in a prudent manager recognising that sailing is a risky activity but risks can be managed.

**We face Challenges of Security  
of Tenure and Access to the  
Water**

Our current lease has 40 years to run. It expires in 2046.

The current phase of waterfront development is squeezing out legitimate marine activities and replacing them with "Subway" restaurants and even more cafes. The waterfront is in danger of becoming one large food court.

The waters edge should not be seen as an opportunity to generate commercial rental returns to fund artificial landscapes that are set back from the water.

The Overseas passenger Terminal, the even more worrying Wardell building will all impact on our ability to access our club, our boats and the water.

We need to work with council to secure our tenure and adjust the vision to protect and enhance the waters edge.

**But what does the future hold**

This season looks exciting.

In October a team of club members represented New Zealand at the inaugural China Cup Regatta, scoring a creditable third place.

The Lyttleton two-handed race and the Naval Point Regatta struck a cord with our crews. A fleet of 12 boats participated in one of our biggest offshore events in many years.

A return favour from Lyttleton Boats will make our Line 7 Race week one of the biggest regattas in recent years.

We will also be hosting the two handed RNI race in March 2008.

In conjunction with Worser Bay Yacht Club, we will be hosting 2010 OK Dinghy Worlds as part of Line 7 Race week

We will continue to work with Wellington City Council to identify and attract high profile sailing events to the capital. In 2009 the Solo Oceans round the world race will stop over in Wellington.

**Conclusion**

So friends:

- Because of the solid foundations laid in the past
- Because of the steady hands on the tiller over recent years
- Because we have charted a clear course, and we are well prepared for the voyage.

The future has never looked better:





# Chief Executive's Report



Brian Budd

**I**t has been some time since we have put out an edition of the *Rip* magazine for which we apologise. The good thing is that we are back and as we did with the 2007/08 Almanac have stepped up the quality of the production to bring it back to a standard which this publication has over the years had a reputation for.

Both the Almanac and the *Rip* magazine offer great opportunities for advertising your business or product. If you would like to take out an advertisement, please contact the Club Office.

## Board of Governors

At the Annual General Meeting in June there were some changes to members of the Board. Brendon Hogg stood down as Commodore as did Del Hogg from his position as a Board Member. We thank both Brendon and Del for the contributions they both made to the Club during their terms as Board Members. Two new faces were welcomed to the Board, those of Dave Roberts as Vice Commodore and Geoff Herd as a Board Member.

Peter Vause (Commodore), Dave Roberts (Vice Commodore), Peter Sandford (Rear Commodore), along with Board Members Cindy Gordon, Mike Blanchard, Geoff Herd and Matt Taylor work hard on behalf of the members of the Club in the best interests of the future of the Royal Port Nicholson Yacht Club.

## Club Staff

We have had some staffing issues this year which have been resolved and I am pleased to report that we have a great team in the Office managing the affairs of the Club. Matt Chan recently joined us as the Events and Communications Co-ordinator and Tracey Brooker as Sailing Administrator.

The Academy maintains a dedicated team of experienced Staff and Instructors and is going from strength to strength with places on courses being swiftly taken up by those wishing to experience sailing for the first time and those wishing to develop their sailing skills to a higher level.

I would like to acknowledge the contribution that the Club's Staff makes to the success of this Club and the Sailing Academy.

## 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. Fleet sizes were consistently good. 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.

## Personality of the Year and Boat of the Year

The Awards Brunch was held on Sunday 29<sup>th</sup> July at which the Boat of the Year and Personality of the year were announced.

Boat of the year was awarded to *Flying Boat* and Carl Jackson took out Personality of the Year. Congratulations go to Mike Calkoen and his crew and to Carl on picking up these awards.

Chris Dickson MBE proved to be an interesting speaker giving those assembled a brief insight into his last Americas Cup campaign on board BMW Oracle and his thoughts on the current controversy around the next Americas Cup. Chris answered a range of questions from the floor.

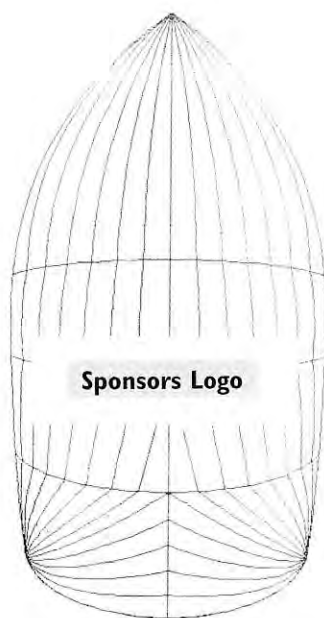
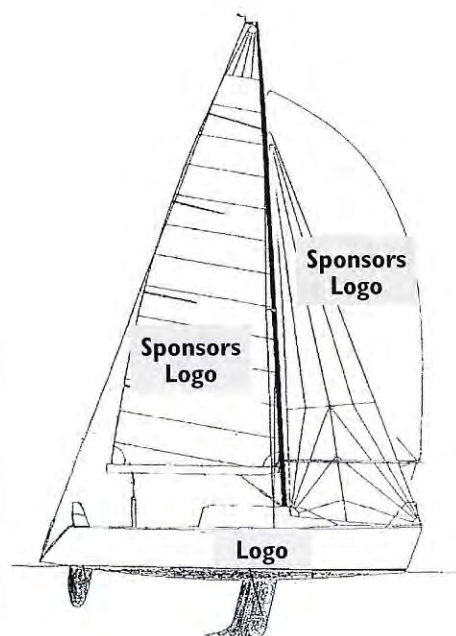
The Wardroom buzzed as 140 members celebrated these awards. A big thank you to all those who supported this event.

## Line 7 Regatta 2008

Planning is already underway for this the Club's major regatta. The week long event, Monday 4<sup>th</sup> February to Sunday 10<sup>th</sup> February, comprises a number of elements. These are as follows:

- Offshore Race - Wednesday 6th
- Model Boats in Clyde Quay Boat Harbour - Saturday 9th to Sunday 10th
- Line 7 Keel Boat Regatta Friday 8th to Sunday 10th





**O**ur Regatta sponsors, Line 7 and Wellington City Council have confirmed their support for next years event. We thank them for their continued support of the Club and the Regatta week. What regattas always need are 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. A large group of RPNYC yachts sailed to Lyttelton Recently to compete in the Canterbury Cup Regatta hosted by the Navel Point Yacht Club. It is hoped that a number of South Island yachts will reciprocate and sail north to compete in our Line 7 Regatta.

The 2008 Line 7 Committee comprises Geoff Herd, Dave Roberts, Matt Taylor, Peter Vause and Brian Budd.

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" jobs that we would welcome help with, so if you are not racing don't be shy about calling us.

### Member-Get-Member

I would like to thank all those members who have introduced new members to the Club. It is very pleasing to see our membership numbers increasing and to be able to report that they are back to the level they were two years ago.

I continue to remind members of 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.

### 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.

### Solo Oceans Round the World Race

Wellington has been successful in its bid to host the stopover of the of the *Veolia SolOceans* single handed round the world race 2009/2010. The bid was prepared by the Wellington City Council and the Royal Port Nicholson Yacht Club

**T**he *Soloceans* is the first single-handed oceanic round the world race sailed on equal footing on sixteen-metre (52.5') high-tech one-design monohulls all identical to each other: the *Veolia Oceans*®. This class has been named *Veolia Oceans*® after the main sponsor of the *Soloceans* race, *Veolia Environmental Services*. The race will start in Lower Normandy (France) and will stopover in Wellington, the capital of New Zealand, with the return leg finishing back in Lower Normandy (France). The start of the first *Soloceans* is set for 25 October 2009. The *Soloceans* will then be run every two years (2011, 2013, 2015...). Prior to this, the first *Veolia Oceans*® will sail around the world on reconnaissance purposes, from October 2007 to March 2008.

Each one-design *Veolia Oceans*® will be fitted out with *OceanoScientific*® equipment allowing the automatic and continuous collection of environmental data in areas largely unexplored. The aim of this *Veolia OceanoScientific*® campaign is to make this information available to scientists all over the world, in order to have a better understanding of our planet and how to protect it.

### Business House Race

Friday 28 March is the date of our next Business House Race which is a significant fundraiser for the Club and its Sailing Academy. This event is a fantastic opportunity for you to reward Clients or Staff with an afternoon of racing on Wellington harbour followed social activities in the Club's stunning Wardroom and deck.

The success of this event lies with the number of boats and people we have on the water. Members are a fantastic resource to the Club to assist with making this day successful. You are the greatest advocates we have for this sport of sailing. If your company or business would be interested in participating or if you know of others who would be, I would very much like to hear from you. Information is available from the Club Office.

Merry Christmas and have a happy summer sailing!

**Brian**




# Corporate Membership

**B**eing a not for profit membership organisation; sponsorship is one of the key income streams that allow the yacht club to exist. For many years now we have constantly struggled to find out how we can incentivise organisations to sponsor the yacht club. We live in an ever changing environment where commitment on time commitments seem to be an ever increasing rare commodity and our choices for leisure activities and family time are at the highest level of premium time. With individuals facing these issues, companies are also looking at ways to spend their sponsorship dollar that will add value to their clients and staff. The challenge the yacht club faces is to chase the sponsorship dollar whilst providing value for money a staff and client experience that shines brightly in the vast choices organisations have today.

The yacht club has been continually improving this and is delighted to have secured Unisys (an existing corporate

member), Haines Recruitment and Gen-i Australasia Key Accounts as new corporate members for this year.

We have developed a corporate package that not only add value from a venue hire capability but offers many more "on the water" benefits. We have a beautiful harbour on our doorstep and it is not as simple as you think of being able to just rock on up and take a boat out. So we have included benefits such as 16 places on 2 boats for a staff or Client afternoon. A sponsored yacht for clients in the Corporate Yacht Race series and a prize for 2 people to learn to sail via our highly respected and renowned sailing Academy (This again can be used for staff incentives or client appreciation).

So will all this in mind its key to keep the focus on these initiatives, so any of you reading this that have a potential corporate that maybe interested in the yacht club sponsorship package please contact Mike Blanchard on [mike.blanchard@xtra.co.nz](mailto:mike.blanchard@xtra.co.nz) or 027 222 5113. 

**Sponsorship  
packages – contact  
Mike Blanchard on  
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027 222 5113**

## CORPORATE PROFILE

### Gen-i Australasia Key Accounts

Gen-i Australasia helps companies achieve their business goals by working with you to develop and manage your ICT infrastructure. We do this by delivering simple flexible solutions that meet your requirements, bringing together our proven consulting, design and build, and ongoing management capability across a wide range of ICT services.

Gen-i provides total technology solutions from design and development through to implementation and support. Gen-i's rapid uptake of proven technology, speed to market, flexibility and responsiveness gives clients the all-important competitive edge that is key to business success.

In 2004 Gen-i was purchased by Telecom New Zealand and merged with TCNZ. Gen-i Australasia is now a trans-tasman organisation of over 1,500 people creating enhanced value for clients with the backing of the strength and capability of Telecom NZ.

In Australia, Telecom NZ also own AAPT. AAPT is a licensed telecommunications carrier and operates its own voice and data carrier grade network infrastructure. These networks are interconnected with all the major carriers for the delivery of national services, and with leading international carriers for the delivery of global services.

In Wellington many of its staff looks after some of the major companies in New Zealand ranging from Finance, Insurance and public sectors. The yacht club sponsorship was entered into to provide a facility to be used for presentations and an offsite location for workshops etc. The other main driver for entering into the sponsorship was the ability to use the water to increase our staff engagement and give them an opportunity to experience something they have never done or rarely experienced that is right on our doorstep



## New Zealand's Recruitment Advertising Experts

Take a walk down Blair St and you'll notice on one building there's a very distinctive sign. It reads, quite simply, 'Haines – New Zealand's recruitment advertising experts', and it's the perfect summation of the prowess housed beyond the front door.

The name Haines is not new in New Zealand advertising circles; in fact it was Charles Haines who started the country's first advertising agency around 120 years ago. Ironically his business was initially based around the placement of Situations Vacant advertisements – the same niche that today remains the heart of the Haines business. Of course the days of advertising for a 'smart young man' are long gone – New Zealand's recruitment advertising landscape has seen a huge evolution, and Haines has been at the forefront of the market, and its innovation, every step of the way.

With branches in Auckland, Hamilton, Wellington and Christchurch, Haines provides recruitment communications expertise to over 400 clients nationwide, including many of New Zealand's largest organisations. While focussed specifically on the niche recruitment market, the services offered by Haines are substantial to say the least. From day-to-day ad placement in newspapers throughout the country and internationally, to posting ads on internet job boards, and full creative campaigns, Haines has the approach, experience and knowledge to help attract great talent to organisations. What's more, Haines is leading the market in the implementation of new interactive technologies. Text messaging, customised career websites, search engine optimisation, online recruitment videos – they're just some of the new ways Haines is helping employers engage with talent.

For more information on Haines and our full range of services, contact us on 0800 170 109, email [advertising@haines.co.nz](mailto:advertising@haines.co.nz) or visit [www.haines.co.nz](http://www.haines.co.nz)



## The Royal Port Nicholson Yacht Club

.....W.W.W.....

# Website

Anna Roberts

Earlier this year, the club launched a new website for the RPNYC. The original website was good, but had fallen into disrepair over time and much of its content was no longer current. After the success we had with the Line 7 website, we decided to do something similar, so having chosen a designer and some content management technology, we set about building a new one.

We now have a great looking, cleanly laid out and well-organised site with discrete areas for all kinds of information, ranging from the sailing programme to courses offered by the Sailing Academy, to other areas of RPNYC business. Feedback from club members has been positive and particularly around the new things we've added; the on-line calendar, weather reports and on-line entry forms, among others.

And that's just the start. We plan to send out an on-line survey in the near future to gauge how useful you find it, what can be added and what can be improved on.

Also, like any website, it's only as good as its content. So, if you have story to tell (including pictures) feel free to submit them to Matt Chan for publication. We're relying on your efforts to help keep it current.

Thanks to Capiche for providing design assistance, David Roberts for programming and technical expertise, and the development team (Peter Vause, Dave Roberts, Anna Roberts, Mike West and Pedro Morgan) who contributed the time and energy to make it happen.

# [www.rpnyc.org.nz](http://www.rpnyc.org.nz)



# Academy [Update]



**I** am very happy to be able to report that since the last edition of the RIP the Sailing Academy has continued to perform at near record levels. Participation across all the courses we deliver continues to rise and more importantly our new Yacht Club transition initiatives appear to be bearing fruit.



*Port Nic 1 in action*

When reflecting on the last two years at the Academy a few highlights that jump out include; the redesign and reinstatement of the Sounds based Day Skipper course, a significant increase in the Academy's profile including displaying the website address on the Academy boat main sails, increased building signage and course availability. Other significant steps forward include the introduction of the Coastguards Advanced Sea Survival Course and the first ever running of our level 3 racing course, Skills Development Two. Special thanks also needs to go to Instructor Craig Ryburn, for all his involvement in the creation of Skills Development Two.

Probably the only disappointing occurrence this year has been the cessation of the Academy's involvement with the Worser Bay Boating Club's learn to sail programme. While we support Worser Bay Boating Club in their decision to administer and run their own learn to sail program, the shared resources of the Academy and Worser Bay had resulted in the biggest and most successful Optimist learn to sail programme in our region. On the plus side, Worser Bay's decision has freed up several Academy personnel to refocus on our Keelboat programme, which has been much needed. All in all we have enjoyed our involvement with the Worser Bay Boating Club and wish them continued success with the Learn to Sail program for the future.

Speaking of Academy personnel, there have been several staff changes over the winter months. Although we have had two staff members move on, we have signed up 4 new instructors. The first to depart was Kim den Boon. Kim has been instructing at the Academy for a number years and left last Easter after traveling with two other Academy instructors to compete in the EDHEC Cup in France. The second instructor to leave is the clubs Slip Master

Iain Wilson. Iain also traveled overseas for the winter and whilst there had his application to join the New Zealand Fire Service accepted. The good news however is that we haven't totally lost Iain's services as he has made himself available as a part time instructor.

The 4 new instructors working at the Academy are Graeme Mercer, Jules Townsend, James McCarthy and Caleb Newman Dennis.

Probably the biggest area of development over the winter has been the expansion of our Grad to the Yacht Club transition program. While it appears to be a fact of life that we will have to teach a reasonably large group of people to sail in order to get a relatively small group of new members, we now have a far more comprehensive approach to this and it appears to be proving successful. Before detailing the Academy's approach to this critical area of activity, it is important to acknowledge at this point the absolutely vital role that club members play in the process. Whether it is providing crewing spots for grads on race day or just a friendly word offered down at the Wardroom, we are really grateful to all members for the assistance they have offered us.

From the moment an Academy student first walks through the door we are committed to trying to make it as easy as possible for them move on to become active participants at the Club and provide them with ongoing sailing opportunities. It all begins with the students being given a two month complementary Yacht Club membership as part of their course enrolment. Loaded onto their membership cards is a \$10 bar tab and just to make sure they know how to use that, we take them to the Club on the first day of their course and shout them all a drink... As I've mentioned previously;



Anne Fontain rowing a line ashore during the Day Skipper Course



Senior Instructor Matt Wood slaving away in the office...



tough work but we are committed enough to the Club to do it.

For the remainder of the course we take the students down to the Wardroom at the end of each day's sailing to help them to feel comfortable, familiar and maybe even a little attached to the surroundings.

Throughout the duration of each course we discuss with the students the benefits of Club membership and detail all the Club's activities. That all culminates with a final address on the last day of the course (involving a Club representative where possible), where the students have the opportunity to join the Club at a discounted rate. Also, on the last day of the course all students are asked to fill in both crew register and race management forms. The crew register forms are then displayed in the Wardroom on the Academy notice board, as well as the students being entered onto the electronic crew register, which allows us to take a more active role in crew placements.


The race management form asks grads to indicate if they wish to help out on race days either in the start box or on **Te Ruru**. This latest form has proved very successful, not only in the search for new volunteers to

help out, but has also provided yet another entry point for the grads to become involved in Club activities. We have found that while it is all very well telling students about the Club, there is no substitute for actual involvement.

In the week following the completion of their course all students receive a personalized letter and a signed and seconded Club membership enrolment form. By this point most grads are starting to get the impression that we are all about Yacht Club transition!!!

The other aspect of our Yacht Club transition process involves greater participation in club racing by the Academy boats. It must be added that we have no desire to affect the outcome of any Club races; winning the rum twice this year was not part of the plan (honest mister handicapper). We simply found that for those grads who lack the confidence to crew on a race boat; this is an awesome way to get them involved in the racing scene and help build their confidence on boats that they are familiar with.

In summary I would just like to say that the longer I work at the Academy the more impressed I become at the foresight

shown by my predecessors. The Royal Port Nicholson Yacht Club and its Academy are at the forefront of yachting promotion and development, as evidenced by our daily presence on the water. I am proud to be involved in the further development of the Clubs resources at the Academy and am looking forward to further growth this year. 

**Matt Wood**

Senior Instructor  
20/11/2007



One of the recent **Te Ruru** success stories\*  
(actual grads may differ from those photographed...)





# New Zealand Community Trust becomes Youth Scheme principal supporter

By Dean Stanley

**T**he Port Nicholson Yachting Trust is proud to announce that the New Zealand Community Trust has come onboard as principal supporter of the Youth Scheme. The New Zealand Community Trust has helped the scheme overhaul the yachts and ensure they are all in ship shape condition for the next twelve months of match racing action. They have also come onboard to help the Youth Scheme develop a "Sailing in Schools" programme and a "Women on Water" programme.

Port Nicholson Yachting Trust chairman Murray Bridge said "the trustees are delighted that the New Zealand Community Trust has decided to help us build on

our success and put in place these new programmes. I am sure that with the help of the New Zealand Community Trust we will be able to contribute further to the growth of the sport of yachting in Wellington".

## Alligator Security and Alleasing join the Youth Scheme family

Alligator Security and Alleasing have joined Paul Hastings Real Estate and the Keith Taylor Charitable Trust as members of the Youth Scheme family. The sponsorship provided by the 'family of four' boat sponsors helps ensure the RPNYC Sailing Academy can deliver the comprehensive programme that it does. It is particularly helpful in ensuring

the Wellington match racing squad gets the coaching support to compete on the international stage and ensures that the boats can be made available to the wider Wellington community through the "Sailing in Schools" and "Women on Water" initiatives.

Youth Scheme coordinator Dean Stanley said "every one associated with the scheme is extremely grateful for the support of our four boat sponsors. With out their help the squad would not have the opportunity to try and achieve their goals and we certainly would not be able to offer the broader programmes to the Wellington community".

**NZCT**  
NZ COMMUNITY TRUST

GROUP  
**ALLIGATOR**  
ALLEASING

**paulhastings** co  
MREINZ

**KEITH TAYLOR**  
CHARITABLE TRUST



## Wellington Youth Match Racing squad begins summer programme

Fifteen sailors have been selected into the Wellington Youth Match Racing Squad. The sailors will be involved in training over the summer months and have a comprehensive programme of regattas leading up the National Championships in late April. The squad is:

Adam Middleton  
Carl Syman  
Chris Jones  
Chris Staub  
Henry Gribben  
James Hakes  
Jonathan Clough  
Josh Junior  
Josh Porebski  
Matt Steven  
Matthew Clough  
Rowan Swanson  
Simon McVeagh  
Tim Coltman  
Tom Connal

The squad will be competing in the following events through out the summer: Four teams will be selected for the national championships and two teams will be selected for the CentrePort Cup. One team will be selected for each of the other regattas.



Wellington Match Racing squad members Jonathan Clough, Matthew Clough, and Carl Syman waiting for wind at the 2007 CentrePort champs.



## Youth Scheme embarks on two new programmes

The Port Nicholson Yachting Trust has decided to expand the activities of the Youth Scheme into two new areas. The first of these initiatives is a "Women on Water" programme. The trust has decided to focus on increasing the number of women involved in match racing in the Wellington region. The trust will work with the Royal Port Nicholson Yacht Club to establish an International Women's Match Racing regatta to be held in the Wellington each summer. The scheme will work with women's crews to prepare them to compete in this

and other regattas in Australia and New Zealand.

The second initiative is the "Sailing in Schools" programme. The idea behind this programme is to increase the number of Wellington youth who have the opportunity to participate in the sport of sailing. Secondary schools around Wellington will be invited to add sailing to their sport curriculum and students from these schools will be given an introduction to sailing through the scheme. We also intend to work with Wellington schools to expand and refine the secondary schools match racing championships.



**Bavaria Cup, Cruising Yacht Club of Australia, Sydney, 14-18 November 2007**

**Harken Cup, Royal Prince Alfred Yacht Club, Sydney, 5-9 December 2007**

**RNZYS Youth International, Royal New Zealand Yacht Squadron, 24-27 January 2008**

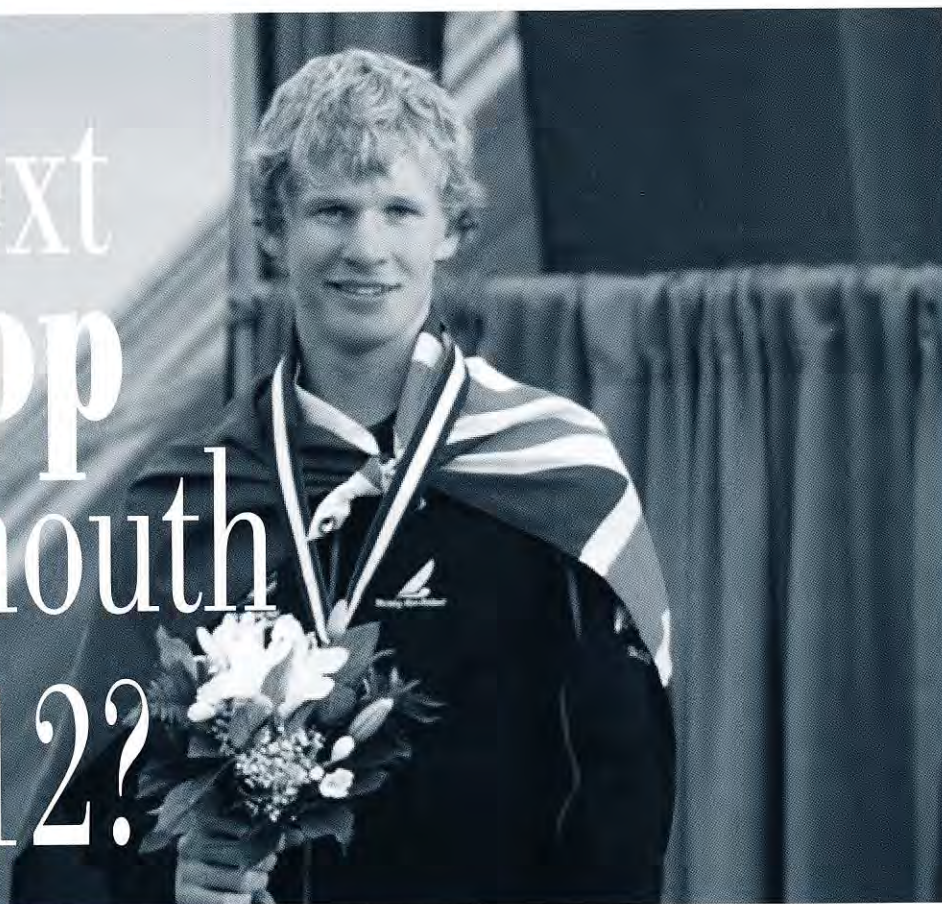
**Hardy Cup, Royal Sydney Yacht Squadron, Sydney, 10-14 February 2008**

**CentrePort Cup, Royal Port Nicholson Yacht Club, 4-9 March 2008**

**National Youth Match Racing Champs, Royal Port Nicholson Yacht Club, 30 April - 4 May 2008**



# Next stop Weymouth 2012?



**J**osh Junior has had a stellar twelve months of sailing, culminating in recognition as the Wellington College Sport 2007 Sportsman of the Year. Josh Junior talks to Brian Budd about the year and his future plans.

**Brian:** It seems that you have had a pretty good year all and all. What was the highlight for you?

**Josh:** It would have to be winning the silver medal at the Volvo Youth Sailing ISAF World Championships in Canada in July. I've had my sights set on this event for the last couple of years and it was a great feeling to finally get there and take out the second place. It was very satisfying to work away at a set of goals and to finally achieve them at the regatta. I didn't quite make my ultimate goal but was very happy with second.

**Brian:** What else have you achieved this year?

**Josh:** I had a pretty good Sail Auckland regatta with the highlight being winning the medal race. That regatta was followed pretty quickly by the Laser Nationals. This was the first of two selection events for the Yachting New Zealand Youth Team. I managed to finish top youth in the regatta and third overall which was a great buzz. The third place was a real bonus because it enabled me to get into the New Zealand Laser team for the World Sailing games. In April we had Youth Sail 07 in Wellington. I won the single handed boys section and this performance qualified me for the Youth Team. Then we had the National Youth Match Racing champs as the final event of Youth Sail 07. I sailed in a RPNYC team with Matthew Steven and Chris Jones and we were lucky enough to win this regatta as well.

**Brian:** What were the ISAF World Sailing Games like?

**Josh:** The World Sailing Games were awesome. They were sailed in Cascais in Portugal. There were around 2000 sailors there in all the Olympic classes and the Laser fleet had 150 entries. I started the regatta pretty well with a 2nd in the first race. My form didn't last though - I eventually finished 78th overall. It was a

great experience and definitely one of the highlights of the year.

**Brian:** You have certainly packed quite a bit in this year. What do you think has helped you get there?

**Josh:** Time on the water was a big part of it. I spent quite a few hours each week slogging around the harbour with my training partner Matty Steven and coach Elliot Cree. Planning has also been important. The Youth Scheme has helped me a lot with this with things such as setting and monitoring goals, fitness programmes and biomechanics analysis.

**Brian:** Talking about plans. What do you intend to do next?

**Josh:** This summer I am going to keep training in the Laser and do a few regattas but it won't be my major focus. I want to give the match racing part of my sailing a bit of attention this summer. I have four match racing regattas that I am going to race in - two in Sydney and two in Wellington. Hopefully by the end of summer I will have moved up the world match racing rankings a few notches. Then in the Winter I am heading over to Europe for the Laser European Champs. My next major goal is to do well in 2012 Olympic games and the European champs is the first step on this journey.





# Slow-cooked Beef Cheeks, Smoked Eel, Young Carrots & Celeriac Puree

Serves 6

- 6 whole beef cheeks
- 30 ml Olive oil
- 4 cloves garlic
- 8 shallots, peeled
- 1 medium onion, sliced
- 4 medium carrots, peeled and sliced 1cm thick
- 1 litre red wine
- 400 ml beef stock
- 200 gr Button mushrooms
- salt and pepper
- 6 star anise
- 4 sprigs of thyme
- 2 bay leaves
- 1 tspn black peppercorns
- 200 gr smoked eel, cut into 1cm cubes
- 18 young carrots, peeled
- 1 tblspn Cardamom pods
- 2 tblspn unsalted butter

Heat the oven to 160C. Trim the beef cheeks of any excess fat. There is no right or wrong way of doing this, because the cut of meat itself is peculiar. In a heavy frying pan heat the oil and brown the cheeks on all sides until nicely caramelised. Remove the cheeks from the pan onto some absorbent paper and season generously with salt and freshly ground black pepper. Pour the red wine into the frying pan and bring it to a rapid boil for 5 minutes. Into a deep casserole or roasting dish lay the vegetables, placing the cheeks on top. Tie the star anise, thyme, bay leaves and peppercorns in a piece of muslin and add to the pan. Pour the red wine and beef stock over. Bring the contents of the pan to a simmer on top of the stove and cover them with first a piece of baking paper and then with tin foil. Place into the oven. After two hours, remove the dish from the oven and carefully fold back the tin foil and baking paper, and add the mushrooms. Re-cover and return the dish to the oven for another 45 minutes. Remove the cheeks from the cooking stock while they are hot, but you will need to do this carefully as they will be very delicate. Allow the cheeks to cool, then carefully cut them into thick slices. Strain the stock and you can either discard the vegetables, or chop them further into smaller pieces, to be served with the beef cheeks. Discard the muslin bag of herbs and spices. Pour the cooking stock into a clean saucepan and reduce the volume by half, until you have a rich sauce. Add the smoked eel and the sliced cheeks and if you wish, you can return the cooking vegetables to the sauce at this point.

Place the carrots in a frying pan with the butter and the cardamom pods and cook them for 5 minutes or until tender.

The beef cheeks can be done two to three days in advance, and then reheated in a 160C oven in a covered pan, with the sauce and vegetables. When cold the cheeks will resemble small rocks, however they will be easy to cut into thick slices. They will quickly become soft and meltingly tender once they are re-heated.

Celeriac is one of the ugliest vegetables in the market. While it tastes much like celery, it is not in fact related at all to the root of the celery we are most familiar with. It requires deep peeling, and is delicious raw, sliced into thin matchsticks and mixed through some mayonnaise with capers and smoked eel. It can be cooked like most other root vegetables, but when cooked as below, it has the most divine luxurious texture when eaten. It provides the perfect background to the rich texture of the meat.

## Celeriac Puree

- 1 large Celeriac, peeled and diced
- 2 bay leaves
- 600ml Milk
- 1 tblspn unsalted butter
- Salt and freshly ground black pepper

Place the celeriac, bay leaves and milk into a saucepan, using enough milk to cover the celeriac. Bring to a simmer and cook for 30 minutes, until the celeriac is tender. Strain the celeriac, reserving the milk but discard the bay leaves. Put the celeriac into a food processor and blend until smooth, adding the butter and just enough of the milk to make a velvety puree and season lightly.

Place a spoon of the puree on each plate and top with spoonfuls of the cheeks, eel and sauce. Arrange 3 carrots around each plate and sprinkle with some fresh thyme if desired.



2007



# The Coastal Classic

Photo and story by Anne French

The Coastal Classic... It's a great little race. Kicks off the Auckland sailing season nicely, with a brisk run up the coast to Russell, a couple of days' of parties and silliness in the Bay, and then the long slide home, ready for work and the mad rush to Christmas.

It was conceived in 1982 as a multihull race, a drag race up the coast with the overall winner being the first boat home (and first at the bar). While the glamour monohull *Fidelis* led the fleet across the start line, the first boat in at Russell, 18 hours later, was the multihull *Krisis*. This year there were 214 starters in 8 divisions. But the Coastal has always attracted mad bastards. Although you need to have Cat 3 to enter, a few people who could never get Cat 3 tag along for the ride – like the boardsailer who gets up there within a few hours, or the young guys who do it in open sports boats.

I did the race this year, like last year, on a Beneteau 51 called *Iolanthe II*. Thanks to four air-conditioning units and two drinks lockers, she weighs 17 tons. Last year we came in at the back of Division 1. There was a bit of bad luck in that result – a spinnaker sheet parted as we were coming past the Hen and Chickens, and that slowed us down enough to catch the first of the wind holes that opened up inshore of the Poor Knights, while Division 1 rounded Cape Brett on the remains of the breeze and arrived not long after midnight.

At dawn I came on watch to find that it was only the tide that was carrying us towards the finish off Russell Wharf. Behind us, Division 2 was strung out in a line towards Cape Brett. Only one thing for it. We opened the rum, and as soon as a cat's paw was seen ruffling the water, hoisted the big kite and got down to the finish.

But that was last year. This year was going to be different. First of all, the weather forecast was a lot more promising. In the days leading up to the race, it was going to be 30 knots SW. Then MetService revised that to 30 knots SE – a kite run all the way! Secondly, we've done a few more miles since October 2006. At Easter we did the Auckland to Tauranga race – a drifter down the Coromandel Coast. In June we did the Whangarei to Vanuatu race – and what a blast that was! All the wind you can eat, and our boat speed never dropped below 9 knots the whole way. After a couple of thousand sea miles (there and back), the Coastal seemed like a sweet little race. '128 miles? Golly,' said the old Vanuatu hands.


But there was barely 15 knots of breeze evident as we made our way down to the start line off Devonport Wharf. We managed to get into the Rangi Channel with the rest of Div 1 and hoisted the spinnaker – it was SW, but going SE. Off Flat Rock the breeze died. Our minds were made up – we were definitely going outside the Hen and Chicks this time. No inshore wind holes for us. I gave the helmsman the course to steer, and the breeze did its best to help.

There was more breeze north of Cape Rodney, and for a while we were belting along under the small spinnaker (after an ugly drop of the big one, slightly later than it should have been). As evening came on, we heard reports of carnage coming over the radio – a capsized off Brett, but the crew had been picked up OK. Judging by the timing, it had to be a multihull. (It was – *Silver Raider*.) Then *Train Smash* was dismasted off Mangawhai Heads. We were miles away to the east, wondering how they had enough wind for that to happen. *Positive Touch*, a Rocket 31, lost its rudder

off Sail Rock. Bugger. It had been leading the famous Ross 930, *Higher Ground*, until then, and giving the forty-footers a run for their money.

We gybed and aimed at Cape Brett between the Sugarloaf Rocks and the southernmost Knight. It was already 10 pm. Then the wind came forward, and it was back to the No 3. Then it perked up, and we broke out the new No 1 genoa. We had trashed the old one halfway to Vanuatu, so we treated the new one with kid gloves. Its carbon fibre looked menacing. I did a few nervous plots on the chart to make sure we were clear of all hazards. We were in the obscured sector of the Knights light, and it was pitch black. I revised my ETA from 1 am to 4 am. The Brett light looked small and distant.

As the night wore on, the breeze died, then came back in as a land breeze. By 3:30 am we were doing a replay of the previous year, although this time the wind had come round to NW, and we had another boat to play with, tacking and tacking on the smooth black water, trying to get to the finish. It was very cold.

'What is that light, Anne – is that Russell Wharf?' 'No, that's the finish boat, John.' We came in ahead of the Stewart 34 (just), and collected our welcome pack with some relief. *Ran Tan II* had finished six hours ahead of us; *Candu II* was still two hours behind us, eventually coming 10th in Div 5. We had improved our time by 2.5 hours (managing about the same as *Krisis* in that first race); and though we had no rum on board, it didn't seem to matter. Time for a couple of hours' sleep before Steve's traditional shearers' breakfast (bacon, beans, tomatoes, toast, and sausages). Tradition – that's the Coastal for you. 



# Wardroom Whisper

**A**s you read this we are currently working our way through a record number of day and night functions in order to accommodate the demand for the venue at this very busy time of year. We should all be very proud of the Yacht club as it is acquiring a real name for itself as a well sought after venue.

Trying to operate a Yacht Club for its members whilst still maintaining a venue that is available for hire to corporate and private individuals can be a very challenging task. I am aware that among some of you there is a sense of disharmony in terms of hiring out the venue, but reality is that this revenue is vital for the Yacht Club to progress. It is at times a raffle never knowing how many members are going to frequent the Wardroom, not even the number of boats out sailing on a day determines the numbers at the bar. At present we are working on plans to reconfigure the boardroom into a more attractive alternative and whilst it is not always ideal, please be ensured that hiring out the wardroom is always carefully considered.

I would once again like to acknowledge the staff that work for me. I have a wonderful team headed by Katy who has been with us for some eighteen months now. Katy has been invaluable to me over the last year always extending herself well beyond her role and assisting me to try and deliver the best service that we are able. These girls are working huge hours to accommodate the heavy demand working themselves beyond the call of duty. You will see many new faces working in the Wardroom as we have had to employ extra people to cope with the work load. However one familiar face is sadly leaving us to travel abroad. Andrea has been with us almost since I started at the Yacht Club 3 and half years ago. I like many others will miss Andrea's happy disposition, her willingness and flexibility in her many roles at the club. Bon voyage Andrea and thank you for your loyalty, you will be sadly missed.

On Sunday the 16th December the Children's Christmas party commences at 3:30pm followed at 5pm with drinks and nibbles for members. We hope to see many of you down in the Wardroom to celebrate the end of another year at the Yacht Club.

The Wardroom will close Friday 21 December and re open to coincide with the first rum race in the New Year on Wednesday 16th January 2008. On behalf of the girls and myself I would like to thank all the members that have continually shown their support over the last year, wish you all a wonderful Christmas and look forward to seeing you all next year.

Merry Christmas,

Louise

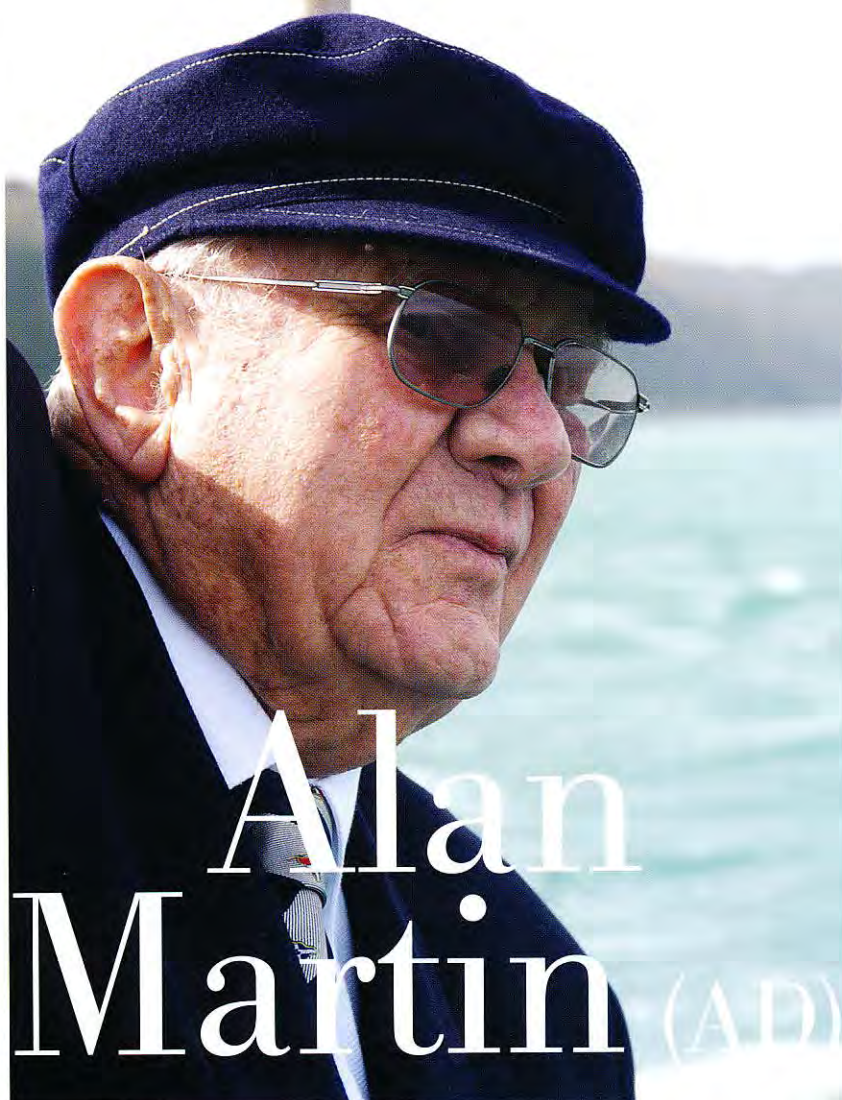


## LONG OVERDUE

We want to acknowledge all the work Louise does not only for the club, but for her staff as well. She is a continual support to all her staff and for those that have worked here for a long time she is a friend, confidant and some would say an "aunt-like" figure to us. Thank you Lou for everything that you do, you always go beyond what is required and we appreciate it enormously.

**Much Love Andrea, Katy  
and the Wardroom girls**





# Alan Martin (AD)

February 1926 to  
May 2007

It was with deepest  
sorrow that the Club  
mourned the passing  
of its President of  
21 plus years,  
Alan Martin ONZM  
on 30th May this year.

Photos: Chris Coad



Shirleen

Alan's association with the Royal Port Nicholson Yacht Club goes back to 1943 when he became a member. At the time his father L V Martin was Vice President.

Alan's early sailing was in fathers dinghy, and then in *Idle Alongs*. He went on to sail P Class and then graduated through to keel boats including some very competitive race yachts such as *Putting It Right, Ask For Me* and *The Guarantee* (the last one in partnership with Murray Bridge).

His first keeler, *Wylø*, a firm favourite, appeared on the front page of the Wellington newspaper *The Southern Cross*, following a very treacherous Cook Strait race in December 1946. *Wylø's* mainsail blew out just outside the heads, and the crew decided to stay ahead of the building gale. *Wylø* ended up in Kaikoura two days later; and the news reached Wellington just before a full scale search got underway.

Following that race Alan had a preference for inshore racing. The early boats were fairly basic, but Alan soon started to make his own adaptations, adding a trapeze here, a pod there, a couple of fins somewhere else. He always wanted to win and was prepared to push the boundaries to achieve that aim, including the fitting of a trapeze.

AD was very fond of the 'after race debriefing' sessions in the boatshed with the crew. These were always very social and a special venue where AD could express the 'saltier' opinions of any issues that the odd





Wylo



Wylo and Kotau

rum could engender. There was always a piece of broken equipment hanging around the shed that would revive a memory of 'how fast we were going' or 'how windy it was' before it broke. The crew will continue to cherish the memories of AD in the shed.

The same could be said of him in business. Alan became a household name when he fronted his own television commercials in the early 1970s, enthusiastically promising his whiteware and appliance customers that he would "put it right" if necessary. In 2005 he became the recipient of the prestigious New Zealand Icon award for "a lifetime of service to business".

During Alan's tenure as President he saw many significant changes in the Club. One of the most significant was the rebuilding of the current Clubhouse. He also changed the format of the Club's Opening Day to include a President Lunch at which he generously hosted Past Presidents, Life Members, the Board, Corporate Members and City Council representatives, thanking them for their support and contributions to the Club.

He established the AD Martin Scholarship, which provides opportunities for youth who are keen to sail but can't afford to participate in Academy courses. Through

a generous donation from the Martin Family to the AD Martin Scholarship, Alan's commitment to the Club and the Academy will continue well into the future.

Alan supported the Club and enjoyed a sail on Wellington harbour right up until his last days and it was great that he was able to enjoy the 2007 Annual Prize Giving, that last event he attended. He was hanging out for the 125th Anniversary Opening Day and Celebrations, but sadly that was not to be.

Following discussion with the Yacht Club Board, Alan's wife Shirley, who had been a huge support to him during his presidential tenure, took over the helm as interim President, and through her some of Alan's wishes for the 125th Anniversary were realised.

Alan's contribution to the Royal Port Nicholson Yacht Club was significant and he will be remembered.



Putting it Right





125<sup>th</sup>

## Anniversary Celebrations

1. Godfrey Geismar, John Meade, Brent Dewhurst 2. Geoff Meyer, Jann Marshall, Pip Taylor, Andrew Taylor  
3. John Hayes MP, Denis Foot, John Moore 4. Brent Dewhurst, Hilary McWhinnie, Melanie Brooks, Deb Watkins  
5. Harold Bennett 6. Harold Bennett, Del Hogg, Arthur Stewart, Rob Salthouse 7. Actors from the New Zealand Drama School  
8. Simon Bygate, John Wood 9. Peter Sandford, Shirley Martin, Peter Vause 10. Ian Ferguson, Cheryl Ferguson and daughter  
11. Godfrey Geismar 12. Pip Taylor, Elizabeth Sandford, Rachel Spencer, Briar Moir, 'Andiamo ladies'





## 15 September 2007

1. Mayor Kerry Prendergast 2. Peter Chappell, Andrew Taylor 3. Matt Wood, Shirley Martin 4. St Lawrence  
5. The future of the club – Beau Spencer, Amelia Taylor, Nick Spencer 6. Shirley Martin, Peter Vause raising the burgee  
7. Underworld, Flying Circus 8. Fleet 9. Line up of classic yachts in front of the clubhouse Rona, Carli, Marangi, Norita  
10. Fleet 11. Andiamo 12. Fleet 13. Fleet



Carl  
Jackson

# Personality

OF THE YEAR

Carl Jackson joined the club in 1988 and has a massive pedigree in Wellington sailing and beyond. He is dead steady at sea, a magnificent dancer, a raconteur and a businessman; he is also the Recipient of the Briscoe Mills Trophy for 2007.

Born in Dunedin, he left school at 15 and found work as a high country shepherd where he trained dog teams and lived among the stations of the South Island. Carl then gained his private pilots license and went onto buy a plane eventually working as a bush pilot in Papua New Guinea, flying in remote and dangerous territory. In 1976 Carl established a flying school at Wellington Airport and over the next 11 years he helped hundreds to get their private pilots licenses.

In 1975 Carl bought his first yacht, Delphin, and sailed it in the 1975 Auckland to Suva race where he "got there". Since then Carl has sailed in the Sydney to Hobart and just about every other offshore race out of Wellington.

*Marangi* was built by Ted Le Huquet in 1910 and seventy years later it was bought and restored to its former glory by Carl and is now his pride and joy. He skippered *Marangi* in 5 Wellington to Akarora races and has won 3 handicap trophies in the Wellington to Nelson race. Early last year he took *Marangi* and circumnavigated the South Island in almost perfect conditions, sampling the local seafood on the way.

Carl was actively involved with Digby Taylor and Colin Akherst with the Davidson "Outward Bound" Whitbreds'.



Carl has raced in the Tasman Triangle on *Whispers II*, a Spencer 45 that had an illustrious career and still holds the Wellington to Gisbourne record and also onboard for the Tauranga to Brisbane race.

Carl's contribution to Yachting and the Royal Port Nicholson Yacht Club over many years makes him a worthy recipient of Personality of the Year 2007.



Photos: Chris Coad



# Boat of the Year - Flying Boat



Photos: Andy McCallum

**A**fter some 18 years of aggressive campaigning by Mike Calkoen, his aptly-named Young 11 *Flying Boat* was honoured to be named RPNYC 'Boat of the Year' for 2007.

Mike developed his distinguished career sailing dinghies from an early age, alongside boys who remain some of his current 'mates'. He was twice NZ National Champion in the R Class, 470 class local champion finishing 3rd in the NZ Olympic trials and represented New Zealand at International Moth worlds in New Zealand and Sweden.

With Carol his wife and young family on the scene, he owned the Young 88 *Windscreamer* which he raced and holidayed in the Sounds for a number of years.

*Flying Boat* was originally launched by Peter Sutton and purchased by Mike in 1987. During her life she has been progressively yet conservatively upgraded with modern concepts to remain competitive with much more modern boats - the Wellington bulb keel, deep fin rudder, non-overlapping jibs and high-roach main, and a number of new masts - all accidental! Her condition

and performance today is testimony to the brilliance of Jim Young's original design, care taken by Peter Sutton in her original fit-out, and Mike's stewardship, skill and thoughtful approach to sailing over the years.

Mike's and *Flying Boat*'s performance during the 2006-07 season is illustrated by being first in the Spring and Summer series on Division 1 IRC, second in class on IRC in the Bay of Islands Sailing Week 2007, second on IRC in the Line 7 Race Week 2007 - pipped by a newly-launched 50' carbon fibre canting keeler - and most recently reinforced by winning the Canterbury Cup at the Naval Point regatta in Lyttelton.

Both the Bay of Islands and Naval Point regattas provided interesting challenges, competing against significantly more 'hot-rodded' Young 11s. Mike has optimised *Flying Boat*'s configuration towards sailing high in Wellington weather and IRC. In his hands she proves that skillful handling can make up for sheer size, with many wins over boats carrying significantly deeper keels and greater sail area!

Big winds from aft and spinnakers bring a big smile to Mike's face, and a cry of 'yee-ha' as she hits the plane and really starts to fly. On Mike's wall at Barton Marine there's a great photo of *Flying Boat* surging through an ocean swell at the Air New Zealand nationals in Auckland carrying the red Musto kite in 40 knots. A more recent downwind finish at Jerningham under kite doing 16 knots boatspeed provided quite a conversation piece around the club for a week or two. Upwind, Mike sometimes forgets he's not in a dinghy, and a cry of 'tacking' is all the warning the crew get.

*Flying Boat*'s story and success is just as much about people, too. A number of people in the club have sailed with Mike for many years as close friends. Top marks as a 'lifer' go to Liz Hill for sailing with *Flying Boat* for much of Mike's ownership, Mike always liking to have a woman on board to 'keep the crew civil'. Other notable core crew over past years include Aaron Terrey, Graeme Perry, Peter Vause, Malcolm Smith,

Steve Aldersley, Paul Barker, Rob Flahive and Quinn Wright, many of whom have moved on to their own boats. More recent crew include Andy McCallum, Peter Chappell, Troels Petersen, Chris Ineson, Don Guthrie and Matt Taylor.

Liz Hill's most amazing memory of *Flying Boat* is the infamous Akaroa Race during the 90's. With Mike's seamanship *Flying Boat* not just survived, the crew had a ball, and finished with a podium

placing while carnage was taking place in the seas around. Events like this illustrate the respect and trust Mike's crews hold in him.

In addition to representing Royal Port Nicholson Yacht Club at keelboat regattas around the country, Mike has also competed offshore in the Auckland to Fiji race, the Corum Cup in HongKong, and Hamilton Island Race Week.

In October this year, Mike was honoured to lead 'Team Kiwi' in the China Cup, sailing in a one-design Beneteau First 40.7 fleet against other international teams. Team Kiwi finished a creditable 3rd place in boats and light shifty weather quite atypical from normal Wellington conditions, scoring New Zealand's only win of the year over the Aussies in the process! You can find more details in Rob Flahive's article in this issue. 





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Photo: Guy Nowell - sail-world.com

# Kiwi Never *feels old*

By Rob Flahive  
Photos by Joan McCallum  
except insert above

## Opportunity Knocks

I could see Lizzie was pretty excited.

"Hi Mike....no, we're just shopping....really.... that's amazing....really.... you want me to go?

Oh my god! "

Several minutes later she was off the phone and explaining the deal. Mike had received a call from Kate Spackman, an old friend and former member of the RPNYC, looking for a team to represent New Zealand at the China Cup. He'd mulled it over for a few weeks and had made the highly unusual decision to select members of his regular Flying Boat crew and others, rather than gathering together a bunch of rock stars for the regatta.

"He said you can come too." Really? Mike wants me to go sailing in China?

I weighed up my options. No sailing, no wife, work, cold and windy Wellington spring weather versus a sponsored, two weeks trip to tropical Hong Kong and China to compete in an International Regatta? It was a tough decision.



Tough decisions often create adverse reactions in some, and to them I can only say this. There is no way my wife is heading overseas for two weeks with a bunch of sailors, being wined and dined, staying in fancy hotels, sailing in the biggest event in her life without me being involved. No way!

### Bruised Egos

The next few weeks were busy confirming details, organising visas, team uniforms, koha (gifts) for VIPs etc. I can tell you this. Getting consensus on, and finding a competent supplier of team uniforms is an exercise in supreme patience and diplomacy.

We also sent some background information on our sailing experience and photos to the China Cup organising committee for use on their website. Taking the amount of grey hair and the average age of our team into account, they published an article entitled "Team Kiwi Never Feels Old." Well, we might be old, but we are also very cunning, and never underestimate a bunch of old guys with bruised egos.

### Team Building

We flew to Hong Kong mid October as we were required to pick up our boat a week prior to the regatta commencing. Matt Taylor did a superb job on the first day showing us the sights of the city based on his vast experience there, a job complemented a few days later by Commodore Pete, who showed us "the dark side." Nice mojitos Peter, the tram ride home took on a whole new perspective.

On the Monday we took possession of our brand new Beneteau 40.7, took the sails out of their plastic wrappers and headed onto the waters to the south of Hong Kong Island for our first practice. As the afternoon wore on we began to perfect the art of the dip pole gybe and learning to sail a very different boat upwind, these manoeuvres becoming increasingly critical as we dodged some of the biggest container ships I have ever seen. At one stage we counted 26 in close proximity.

Lizzie the navigator kept pointing out that we were practicing across the main shipping channel for Hong Kong Harbour, which just happens to be the busiest port in the world, but I'm afraid her advice was ignored. We finally came to our senses after spending half an hour retrieving Mike's Tilley hat from the water. The propellers on ships of that size viewed from less than 20 metres are a truly fearsome sight. We humbly apologise to any ships who may have misinterpreted

our friendly gestures of greeting, and suggest that any teams competing up there in the future listen to what their navigator has to say. It's all about Feng Shui up there guys, Feng Shui.

The next day we found a more suitable area to practice to the east of Hong Kong Island. Here we stayed for the next few days doing gybe after gybe and tack after tack, returning to our hotel in downtown Hong Kong for the most part after dark.

The water and air quality in this part of the world is not good. We saw many small fish dead or swimming upside down on the surface of the discoloured sea, and we sailed through several diesel slicks. Even in this relatively quiet area we were continually dodging fishing vessels trawling for what little survived. We made a crew decision that fish was definitely off the menu.

Lizzie and I took Mike and his brother Thijs to a wonderful hole in the wall restaurant one evening to experiment with our new eating regime. We cannot understand why they found the noodles with cow internal organs indigestible, and can only assume the toilet roll supplied in lieu of paper napkins

put them off. I personally quite enjoyed the sheep balls, they had a unique flavour.

### The Passage Race from Hong Kong to China

The regatta began with a passage race from Hong Kong to China on the Friday. We began to understand the size and scope of the China Cup after being continually buzzed by news media helicopters overhead as we approached the start line. If only the wind had been as impressive. The whole fleet fell into a giant windless hole half way through the race and only two from our division and the big boats finished before the 6.00pm deadline.

Our division consisted of 11 Beneteau 40.7's mainly sailed by professional sailing teams and other classes of boats, 22 in all. Not making the finish line in time had definitely put us on the back foot, but we had one race we could discard. We had sailed a slow boat to China and the crew were a little subdued as we motored into the Longcheer Yacht Club marina.

A two hour delay trying to clear a chaotic immigration control added to our misery. Thank god for the beer being continually



**"I personally quite enjoyed the sheep balls, they had a unique flavour"**





passed across the border by the friendly Cup volunteers and our shore crew Joan McCallum and Wendy Bunny, who had travelled into China earlier with our luggage. After a few drinks we accepted chaos quite happily.

### Windward Leeward and Around the Islands Races

The next day we arrived at the marina early to put some practice in before the first windward leeward race. This proved impossible. The bus crawled its way through thousands of spectators lining the shore attended to by equal amounts of Chinese Police. We then passed between rows of television cameras and press photographers, signing autographs as we went. I keep on telling people "I'm just Rob from Wellington" but finally gave up; Mike had found his rock stars after all. I just needed to make an attitude adjustment. Rock stars don't need to practice anyway.

Over the next two days a clear pattern emerged. The first race would begin with the wind in the left, die out, and then move in from the right. Any boats caught in the wrong spot fell into a hole from which it was almost impossible to emerge. The second race was sailed in a good breeze from the right, a breeze good enough for Wellington sailors to do well.

By the end of the first day we were in third place behind the Japanese and Brazilian teams. These guys sail these boats on a full time basis and it showed. The Beneteau 40.7 requires constant trimming especially in the light, and we needed more time with the boat to understand its nuances. Putting that aside we had done well against the other teams who had as much experience as the Japanese and the boys from Brazil, so we returned to the Sheraton feeling we had made an effort which justified us being there.

That evening the rock star attitude and treatment continued. Aaron Terry (and others) spent much of it with the models from the "I love Fashion TV" cruise boat moored in the middle of the race course. I will always be grateful that I was able to avoid this temptation due to the presence of my wife. She feels the same way about my presence and the crew from Dubai. I agree with her: What's so special about filthy rich Arab Sheiks and guys with French accents anyway?

In the first race on the second day we were doing well until we fell into a hole at the top mark and watched as the Brazilians, the French Beneteau Factory team and the Aussies sailed around and past us. The Japanese were long gone, but they only just managed to cross the line before those teams also ran them down.




## "That evening the rock star attitude and treatment continued"

In the Around the Island Race we finally became the crew from Flying Boat. We had a great start, tacked onto port and sailed into a lovely lift on the right hand side. The Aussies and the Japanese were over the line at the start, but by the time we rounded the first mark the Japanese were back in their usual position at the front. The Aussies never recovered much to our relief, as they were our main rivals for third overall.

Tricky conditions for the trimmers Andy McCallum, Thijs and Aaron saw us slip into fifth place as we rounded the final mark, just behind the China Navy Team. Mike and Peter saw an opportunity on the reach to sail higher and faster, which enabled us to pass them to windward. Peter Chappell and Lizzie trimmed the gennaker superbly, and great bow work by Quinn and Matt saw us over the line in fourth spot, securing our overall third for the regatta.

### Prize Giving

The prize giving back at the Sheraton was as chaotic as the border crossing, but it was spectacular. The fireworks, sound and light show, the models on the catwalk (Aaron was still hanging around) rivalled anything Formula One Racing might put on. The Japanese came first and Brazil second but were given the wrong awards, which they sorted out over a beer later.

We were forgotten as the celebrations continued. But we knew. We were Team Kiwi, and Team Kiwi never feels old. We had taken on professional sailors from around the world in an International Regatta and come third. Not bad for a bunch of weekend sailors from Wellington. 





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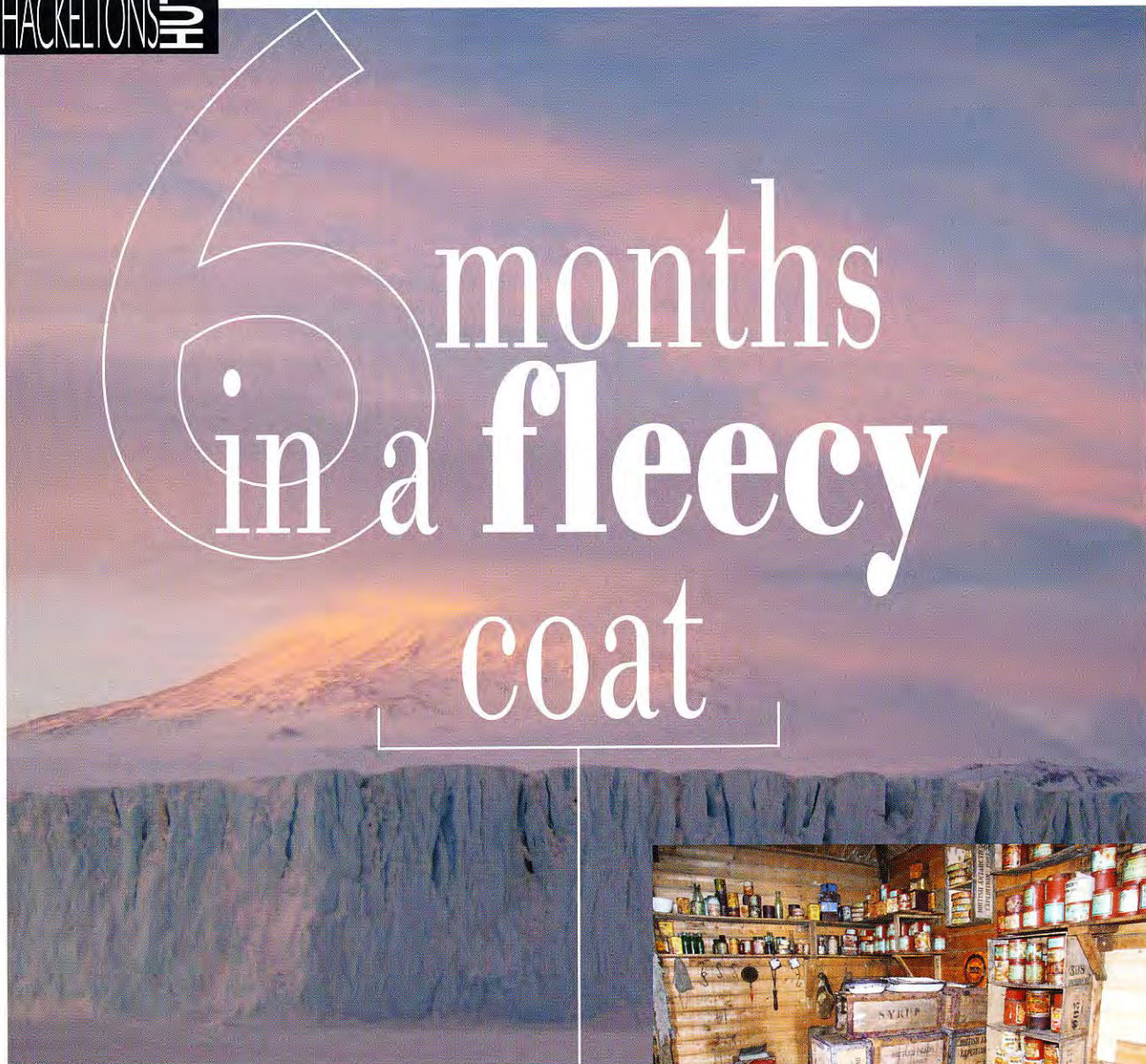
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# 6 months in a fleecy coat



Story and photos by Phillipa Durkin

It's Latitude 77°33' 10.7'S  
Longitude 166°10' 6.5'E  
and Ernest Shackleton  
and his team probably never  
envisaged that their humble  
hut at Cape Royds would  
still be standing after 100  
years, but they built it to be  
as robust as possible. It was  
their refuge, their base and the  
centre of their lives for some  
14 months, providing shelter,  
light and warmth through the  
blizzards and extreme cold of an  
Antarctic winter. The hut is far  
more than the physical structure  
of weather beaten timbers.

Why am I telling you  
all this? Well... I went there  
as a guest of the Antarctic  
Heritage Trust for six months  
over Winter 2007 to work  
on the objects from Shackleton's hut.

The Antarctic Heritage Trust has been  
involved in the conservation and  
preservation of the historic huts on Ross  
Island for the past 10 years. The sites they  
care for include Scott's *Discovery Hut* at Hut  
Point (1901) and *Terra Nova Hut* at Cape  
Evans (1910-13) as well as Shackleton's  
*Nimrod Hut* at Cape Royds (1907-09).

My usual job is with the Museum of New  
Zealand Te Papa Tongarewa as a paper  
conservator. This means I clean and repair  
items in Te Papa's extensive collections that  
have a paper component so that they will  
survive well into the future and look good  
when they are on display to the public.  
In my work I am careful not change the



nature and integrity of the items I work on.  
When the Antarctic Heritage Trust realized  
that they needed my skills to work on the  
objects from Shackleton's *Nimrod Hut* I  
jumped at the chance.

Before going there, and with some  
trepidation at the prospect of 116 days  
of total darkness and associated isolation,  
I underwent numerous and exhaustive  
medical and psychological tests to  
prove that I was 'fit-to-go'. Once there I  
completed the obligatory 'survival' and the  
'search and rescue' training so that I could  
operate successfully in this extreme and  
hostile environment where the weather  
can change suddenly and dramatically.



**O**ur initial training took place at Room with a View, an area 40 minutes Skidoo ride north from Scott Base on the Southern slopes of Mt Erebus. The training involved sleeping out in Polar tents, building a snow cave, learning to ride a Skidoo and drive a Hagglund (a tracked vehicle) – you have to be capable of driving all the vehicles on the Base.

*Room with a View* is a stunning place, with 'sastrugi' on the surface of the snow in big 3-D flame shapes with rime on top and little sharp edges on everything to windward.

to keep a close eye on each other so we could spot frost-nip or frost-bite. Once the skin turns very white it is impossible to feel it yourself.

We completed exercises in finding lost people with the windows of the Hagglund blacked out to emulate a white-out. With only the GPS tracking system as a guide the Hagglund is reduced to moving slowly, limping along the designated route from flag to flag. Safe routes are marked by red flags and green flags, black flags are reserved for danger.

The search and rescue teams practice retrieval of those who find themselves at the bottom of a crevasse. I did this once or twice, volunteered to be a patient and

Shakleton's *Nimrod Expedition* took three years of tinned food with them along with coal, ponies, dogs, a car and a printing press. Along with the cache of tinned food there were stock piles of Seal blubber and carcasses. They probably did not trust early canning technology and supplemented their diet with fresh meat.

It is a privilege to work on such historic items, some not handled since Shackleton and his men did. They achieved a great deal in their 14 months; an ascent of Mt. Erebus, reaching magnetic pole and the first book printed on the ice. I conserved the reams of the paper left behind and but there were no printed sheets... I did conserve newspapers, photographs, notes left by



Mount Erebus, dusted off with a little cloud, filled up the skyline and the views are amazingly enhanced so that you can see forever. An aside; the crunchy snow sounds like polystyrene as you walk on it and it lacks the moisture needed for snow balls to reach target.

As long as you dress appropriately you can easily work outside although your hands and feet are still affected by the cold. Amazingly, hands and feet still work even when they are painfully frozen. If you think that's bad - wait until they thaw out! We all learned

**"The second time it was 'official' as I was in the nuddy!"**

found myself abseiling down a fissure in the ice while simultaneously being unbelievably cold and tremendously excited.

We learnt how to light a kerosene stove in-the-field, as opposed to setting yourself alight. Polypropylene plus flame equals a shrink-wrapped arm and a trip to McMurdo Base. We were never really in any danger because the weather was beautiful; minus 30°C with no wind"

**S**ix days a week I was working, with three other conservators, at Scott Base on the historical objects taken temporarily from the Cape Royd's Hut. We wanted the objects to retain their character and to look like they belonged to Shackleton and his team by observing respect for the object and preservation of what time and re-use have brought - even historical dirt.

Shackleton and of course, all the labels and wrappers associated with Edwardian food presentation.

I found the boots very emotive because they are personal items and any one of Shackleton's sixteen men could have worn them. The leather ski boots were packed with straw inside for insulation. The straw was removed each night to thaw out and placed back in the morning. The boots were made from vegetable-tanned leather so that moisture would swell them to seal the stitching for more protection. Considering the boots probably spent the whole time frozen I can't imagine how uncomfortable that would have been.

I also loved the glass jars still containing midget pickled gherkins and blackberries (not together), enamelled tins of golden syrup and plum jam. These objects were a treat after working on *Angus Marrow Fat*, kippered herring and minced collops



(bacon). No wonder the men went hunting to find alternative fresh food!

How did I spend the rest of my time? Base Duties are every Saturday at the conclusion of the weeks work. Base Duties can be anything from helping the chef make bagels and sausage rolls or clearing fire escapes. Clearing the fire escapes is a very important task as they can be completely covered with drift snow from the many storms. On those days you spend shovelling snow you don't need to go to the gym!

I did see wildlife; (think what you like...) and the Adelie penguins are funny to watch - pushing and shoving, stealing each others rocks for their nests, then a bit of chest puffing and a quick yodel at the sky (who wouldn't be attracted to that). They were fat happy little blobs that waddled off across the ice.



A highlight was the Polar Plunge and the second time it was 'official' as I was in the nuddy...! Digging the hole in the ice for the Plunge was fun and we did not seem to mind repeating the experience even after it filled with storm snow twice. It was exciting when a juvenile Wardell Seal visited - I'm picking that he thought using our hole was easier than digging his own. The air temperature was minus 34°C and the water was minus 1°C. It was amazing descending into the salty water with the blue ice above me, the others reminding me to breathe and not being able to talk as I got out via the wooden ladder... real fast with an ice-cream headache!


Scott Base has an extensive film library, book library, a craft room and of course, a bar. The **Tatty Flag Bar** refurbishment was completed before the Winter Team left in August 2007. The new bar, complete with fireplace and panoramic windows, lounge and kitchen, was officially opened with characteristic verve. Needless to say we made our own entertainment and put huge effort into socialising. The dress-up part was a bit strange at first but understandable because you can't change the venue so you just change your appearance. My 19 flatmates and I had an enormous amount of fun.

We all enjoyed visiting McMurdo Base (Mactown) for the many social events that were organised there. They had a coffee house and bar. I enjoyed making use of the climbing wall and the fully equipped ceramic studio. As long as the weather

was not "Condition One" (low visibility and wind chill below 70) you could warm up a vehicle and drive the three kilometres over the hill to the sprawl that is the American base. Driving is interesting... the trucks are all plugged into a 'hitching rail' to keep a flow of electricity running through the battery to prevent it freezing. You also get into the habit of putting a chock under the wheels since you can't use the handbrake as it will freeze on.

I met some amazing people and experienced it all down on the ice. In some ways it has been life changing and a challenge, because in that environment there is no tolerance for false pretensions and everyone is honestly themselves and I'll be digesting the whole experience for some time.

I have come away from the ice with not only a \$20 a day coffee addiction but a new appreciation of what is actually important and a consideration for the difference between a significant life and a successful one.

I can't really describe the whole experience properly - it was huge... 

"In that environment there is no tolerance for false pretensions and everyone is honestly themselves"

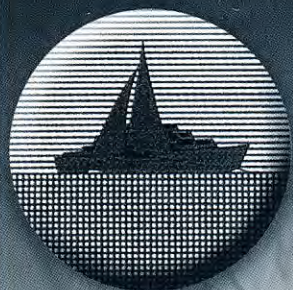


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# The Freyberg Trophy



*Trophy donated by  
Sir Bernard Freyberg*

By Bill Brambley and Bruce Askew

**A**round the year 1891 The Freyberg family decided to immigrate to New Zealand from Britain. Bernard's parents and their five children sailed on the Wellington bound R.M.S Arorangi, where they settled in Hawker St, Mount Victoria.



*Bluie*

There were several other families with boys of similar age in the locality and they formed their own cricket and football teams but the Freyberg's main passion was either swimming or yachting.

Bernard's favourite brother Paul possessed a quietly humorous attitude to life which was revealed in The New Zealand Yachtsman Magazine in which he wrote articles under the pen name "Boat Arbour Bill" (the club has a scrapbook of these articles in the club archives).

The name 'Tiny' was given to Bernard as a boy, being the youngest and at the time shortest of a tall family. The name 'Tiny' stuck with him even later as a General in the Second World War.

Not long after their arrival in Wellington, Bernard and his brother Paul, acquired the 14 foot centreboard yacht *Kura* followed by the 14ft *Bluie* and then the *Siren*. Their ultimate yacht was the well known keeler *Viking* – 33ft over all length. She was well known in Wellington when owned many years later by Cyril Headland.

Bernard and his brother's frequently sailed Cook Strait in the *Viking* and cruised the Marlborough Sounds. Picton was a frequent destination where they would anchor

of shore. Having no dinghy they would sometimes persuade a passing boat to give them a lift ashore or as happened many times, swam ashore.

Bernard frequently swam in Wellington harbour entering many competitions. He was also a prolific scorer in the water polo team of the Swifts Swimming Club, which won the NZ Water Polo Championships in 1907. He also entered the Australasian Swimming Championships held in Sydney with some success, coming third in one of the races.

The Te Aro Baths became a place of regular attendance.

Bernard later chose to travel overseas to America and Mexico where he took an active part in the Mexican Civil War. He left for England in 1914 where he enlisted in the Royal Navy Division, being an adjunct to the Navy for land based operations. This was the turning point in his life. He was 25 years of age and was soon appointed Commander of his division named "Hood".

About March 1915 the Hood Battalion was underway to the Dardanelles in Gallipoli that ended in the complete withdrawal of all Allied troops. The survivors of the Hood Battalion were sent on leave to England.





*Viking*

In late 1916 Hood Battalion was sent to France to take part in the Battle of the Somme to divert German pressure away from the French. During the later parts of this campaign in Paschendale, Bernard was wounded and evacuated to England to recover.

On the 2nd January 1918 Bernard Freyberg was presented with the Victoria Cross by King George V. Later Bernard was appointed to command the 88th Infantry Battalion in the Ypres – Passchendale area. When the Battalion returned to England at the end of the war Bernard was 30 years of age.

In approximately 1919 Bernard married Barbara McLaren, they lived in a street adjacent to Hyde Park Square in London.


In January 1926 Bernard was appointed to take command of the No 1 Battalion – the "Manchester Regiment" and later in 1933 he took over Staff Duties Branch at the war office.

The Second World War was now imminent and on the 15th November 1939, the New Zealand Government offered the appointment of General Officer commanding the New Zealand Expeditionary Force to the now Major General Freyberg. He duly accepted and

left England for New Zealand and stayed in the Waterloo Hotel in Wellington.

At the war's end (1946) Bernard Freyberg was appointed Governor General of New Zealand, he and his wife Barbara traveled on the steamship Ruahine to Wellington. His term as Governor was a busy one as the economy was being rebuilt with the main thrust of exporting food to war torn Europe and the return of the country to a more peaceful existence.

He found time to visit his old yacht *Viking* (This vessel is not to be confused with *Viking* owned by Sir Brian Todd) and his old swimming friends and associates. The old Te Aro Baths were dismantled and on the same site the present Freyberg Pool was constructed and named in his honour.

Sir Bernard was made a life member of the RPNYC and about that time he presented The Freyberg Cup to the Club. Sir Bernard's term as Governor ended in 1952. He and his wife decided to return to England, this time on the "Rangitane". In England he accepted the appointment of Deputy Constable and Lieutenant Governor of Windsor Castle. 

Lord  
Freyberg  
died in July  
1963

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