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Rip



FEB/MAR 2007





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FOR MORE INFORMATION CONTACT:

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The opinions expressed in this Journal are
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the Rip



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Friday 4.00pm - late

Saturday/Sunday [race days] 9.00am - late

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

Note : These hours may vary depending on patronage

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The season is now well underway and whilst sailing days until Christmas were few and far between, at least the lawns got a good going over.

In spite of the foul weather the team at the club have been doing a superb job keeping things ticking along and ensuring the wardroom is still a great place to be even when there is no sailing. But put the mower away as 2007 is here. We have had some great weather and great sailing with Line 7 featuring some spectacular sailing conditions.

It was fantastic to see our best turnout from out of town boats for the regatta. Apart from arranging the Line 7 Around the Round North Island Race a lot of the credit for these boats entering goes to all those club boats and club members who have travelled around the country in recent times to various regattas and events, I don't recall so many boats travelling so far in one season. It is a huge undertaking for all those boats and I congratulate you all on your efforts. In particular I would like to congratulate Flying Boat, who placed 2nd on IRC in her division at the recent Bay of Islands Regatta. That was a superb result for Mike and his crew. These trips away by club boats, backed up by good performances, have a significant positive impact on the Club and encourage boats from outside of Wellington to cast their eyes in our direction and to consider a trip our way.

This year's first corporate race had reasonable support from the Wellington business community and the club's boat owners. It is however still an event that does not meet its full potential, with again no title sponsor being found and plenty of room on boats for more punters to participate. This is an excellent sponsorship opportunity for a business out there in the marketplace needing to brand itself in Wellington. We will be looking to improve on this event with the second business house race in March.

I cannot emphasise enough how important it is for the club that the two Corporate Races are well supported. They are the main source of income for the Sailing Academy, for without sufficient funds raised the Academy and potentially the Club will run at a loss. These races also raise the profile of the sport, Club and the Academy to the wider general public.

The most significant area where we are falling short remains subscriptions, with many people sailing at the club still not willing to pay their subs. This is just wrong and it is a burden to all club members. In the long term it will impact on both the cost of a membership and our need to generate more income from facilities, both consequences most club members find disappointing, but nonetheless necessary for our continued survival. All club members and boat owners need to encourage all non-member crew to join. Our subscription is cheap by comparison to other sports and is the cornerstone of our club's viability. If you know someone who should be paying subs, let them know about it.

Best of luck for the remainder of the season.

Enjoy the rest of your season.

Brendon Hogg
Commodore

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

Brian Cowper	SENIOR	Grant MacDonald	SENIOR	Roger Holman	SENIOR
Claire Jackson	SENIOR	Craig Brocklebank	SENIOR	Lady Flumpingburger	SENIOR
Jessica Andrew	JUNIOR	Craig Coory	SENIOR	Laura Phillipson	SENIOR
Katy Mustoe	SENIOR	Lynley Wicks	ASSOC	Anne Fontaine	SENIOR
Douglas Graham	SENIOR	Ben Dunsheath	SENIOR	Maria Pia	
David Howard	SENIOR	Maximus Hawkes	SENIOR	de Razza Klein	SENIOR

... and new boats

Boat Name	Type	LOA	Design	Owner
Bloody Mary	Motor Launch	10.9m	Universal Charter 36	BM Syndicate
Shamara	Keeler	23.6m		Gavin Pascoe
Bacchante	Keeler	10.49m	Farr	Brian Cowper & Jamie Houston

CHIEF EXECUTIVE'S REPORT BRIAN BUDD



Last year concluded with a flurry of activity as many took advantage of the Club's facilities to celebrate the festive season or to wind up their year's activities.

The adverse weather experienced during November, December and into January had a huge impact on the Club's sailing programme and caused disruption to both the Harbour and Off Shore Series.

CORPORATE RACE

The Annual Corporate Race, which is an important fundraising event for the Sailing Academy, was held on Friday 8 December. Interest in the event on the part of sponsored crews was down on previous years and the weather on the day resulted in the last minute loss of some participants. However, by the time the gun went off the weather had improved greatly and those who participated had a great time both on and off the water.

I would like to thank again those who participated in the event, Club Members who made their boats and crews available to safely sail our Corporate Crews around the track and all those Volunteers and Sponsors who supported the Corporate Race.

ACADEMY BOAT SPONSORSHIP

There is still an opportunity to become a major supporter of the Sailing Academy by taking up naming rights sponsorship of the Club's training yachts.

As you will read further on in this report the Academy's activities have increased over the past twelve months and the training yachts spend many hours every month on Wellington Harbour. As a result they offer a great opportunity for getting brand or business profile in front of Wellingtonians. At the same time you will be helping to ensure that the Sailing Academy continues as a worth while Club and community asset offering a unique range of training opportunities.

A fantastic package of on the water and land based benefits are available. I would be happy to discuss this with you, please give me a call on 939 7045.

INTERNATIONAL YACHTING EVENTS

The Club's relationship with the Wellington City Council is stronger than ever and both the Council and the Club are working hard to attract international yachting events to Wellington.

Currently we are in discussion with the organisers of two separate round the world races intending to use Wellington as a stopover port. One of these is scheduled for December 2007 the other for the summer of 2008/09.

Volvo Ocean Race organisers have commenced work on their next race and there is every indication that they are keen to talk to us about that event.

NEW SPONSORS

I would like to take this opportunity of thanking all sponsors and supporters of the Club for the contribution they have made to our activities and events. All those who have assisted us have been identified in other parts of this magazine.

We welcome the following new sponsors to the Club:

Lufthansa
The Radio Network
Wellington Star
James Cook Hotel Grand Chancellor
RDT Pacific
Summerhouse Wines

I would encourage you to support those who have supported the Club.

ROUND NORTH ISLAND RACE

The Royal New Zealand Yacht Squadron organised a fully crewed round North Island Race. The fleet of seven boats, including five 50 footers, left Auckland on Saturday 3rd February and arrived in Wellington on Wednesday 7th and Thursday 8th February.

The Club is assisted with the finishing of the Auckland to Wellington leg and the restart on Monday 12th February of the Wellington to Auckland leg.

LINE 7 PORT NICHOLSON REGATTA 2007

A few days prior to the arrival of the Round North Island Race fleet, we welcomed to Wellington a number of overseas teams competing in the CentrePort Wellington International Youth Match Racing Championships, which kicked off this year's Line 7 Regatta.



Four teams came from outside New Zealand representing Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Club, Cruising Yacht Club of Australia, and the Circle Nautical Caledonia Yacht Club New Caledonia. Four New Zealand teams, two from Royal Port Nicholson Yacht Club and one each from the Royal New Zealand Yacht Squadron and Royal Akarana Yacht Club joined the overseas teams to contest the championship.

Later in the week we hosted the Line 7 Keelboat Regatta which featured the IRC Inter-Provincial Keelboat Championships, IRC Keelboat, PHRF Keelboat and Open Keelboat Divisions along with Etchells Class and a Classic Yacht Division.

We again held the radio Controlled Model Yacht Regatta in the Clyde Quay Boat Harbour. The model boat regatta featured the AC15 Match racing Series and the International One Metre Wellington Championship.

Together with the sponsors (especially Line 7, Heineken, Wellington City Council, Wellington Waterfront Limited, CentrePort Wellington, Nobilo Wines, James Cook Hotel Grant Chancellor and New World City) I would like to thank the huge team of volunteers who made it all happen.

CLUB CHAMPIONSHIP AND OFF SHORE RACING

The busy calendar of the Club's harbour and off shore racing continues, weather permitting. It was great to get a successful Nelson Race run in January after the disappointment of a number of offshore races having to be cancelled.

Three Wellington Boats, (Andiamo, Flying Boat) made the long sail north, where they were joined by Candu II to compete in the Bay of Islands Sailing Week. All three boats represented

Wellington well with Flying Boat taking out second place overall in the IRC Division. Congratulations to Mike and his crew and to all the other Wellington crews who competed. Candu II and Ran Tan II also competed in the Round White Island Race.

BUSINESS HOUSE RACE 2007

The 2007 Business House Race was run on Friday 16 March. This event was an ideal opportunity for organisations and businesses to get their staff and/or clients on the water for an afternoon of fun before losing day/light saving. This was the second of the Club's annual fundraising sailing events.

We are still seeking a naming rights sponsor or sponsors for this event. Any suggestions or support you may be able to offer in this regard would be greatly appreciated. I can be contacted by email ceo@rpnyc.org.nz or by phone on 939 7045. I would be very pleased to talk to you about this opportunity.



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ACADEMY UPDATE

After experiencing a significant increase in activity at the Academy over the winter months, the challenge for us moving into summer was always going to be sustaining the increase and continuing to put the framework in place to support further increases in participation. Well the good news is that we have been successful in both those endeavours.

While the actual number of people we get through the door is not our only important measurable outcome of performance, it does have many positive spin offs for the other strategic goals we have. These include increased patronage at the club, increased participation in club racing and growth in membership.

With reference to the number of people we have had through the door, a cursory look over the Academy database makes for some very pleasing reading. When comparing the period from April 2005 to January 2006 with the same period this year we observed the following figures.

Course Type	April 05 - January 06	April 06 - January 07
	numbers of participants	
Introductory	79	148
Skills Development	17	32
Next Tack	21	32

It is worth noting that we have experienced a virtual doubling of the numbers of those who have taken an Introductory Keelboat Course for the year to date. This is a real credit to all the staff at the Academy who have delivered a significant increase in instructional hours without compromising on quality, which is evidenced in the fact that we still have almost half of the intro grads going onto complete further courses.



A fairly typical Wellington Day out on the water

While on the topic of staff there have been a few changes at the Academy since the last edition of the Rip magazine. We have said goodbye to two staff members, Russell Maunder and Bruce Hills. Russell has left us to take up a job opportunity in Christchurch. After spending many years instructing at the Worsley Bay learn to sail programme Russell moved into the Keelboat programme early last year.

He was progressing well and had delivered several Intro courses prior to his departure. Russell's instructing ability will be missed at the Academy and we wish him well at his new job in Christchurch. Our second departure, Bruce Hills, is also a big loss to the Academy. Bruce has delivered a large number of courses at the Academy over the years and was especially valuable on the level 2 and 3 cruising courses, Next Tack and Day Skipper. With all the experience he brought to the Academy Bruce will be a very difficult staff member to replace. We wish him well for the future.

In better news from a staffing point of view we have recently signed up two new part time keelboat instructors, Tom Leask and Kevin Cudby. Both Tom and Kevin have been delivering instruction on Intro courses and have completed a number of casual and corporate sails.



Sailing Instructors Craig Ryburn, Kim den Boon and Matt Wood

We view the Academy as providing a service to the club and it's members. Clearly the Academy is also a good source of potential new members for the club. As mentioned above getting Academy graduates involved in club activities is a strong focus for us here at the Academy. It all begins with Intro participants being given a complementary two month membership which is followed up with a yacht club induction that is given by the instructors to each course. This involves taking the group to the Wardroom and shouting them a drink. Yep it's tough work but someone's got to do it. While the actual number of students that go on to join the club is relatively low, the level of participation is far higher. We at the Academy are grateful to the members for making the graduates feel welcome in the Wardroom, thereby making our job so much easier.

In other developments at the Academy we are very happy to be able to announce that our Sounds based Day Skipper Course that hasn't run for about a year; has been redesigned and is now back up and running. While we have had to increase the cost of the course and remove some of the more expensive features that related to the fact that it is held in the Marlborough Sounds, the changes haven't had an adverse effect on its popularity. In fact the first 2 courses sold out within a week of going online. Dayskipper is equivalent to a level 3 Yachting New Zealand cruising course and equips participants with the skills necessary to skipper their own charter yacht experience.

One big impediment we have faced over the last few months has been the weather. We have had a few dramas here trying to rebook cancelled courses and have had more than our fair share of marginal days out there on the water. Despite this we have also had some great days and as we all know, in Wellington we can get a great day

anytime of the year and of course we can also get a shocker anytime as well. We will certainly be hoping for some more settled weather as we move towards the end of summer.

When reflecting on the year to date it is clear that the new focus at the Academy is starting to bear fruit. Raising the Academy's profile, making more courses available on the website and an emphasis on getting as many people on the water as possible, have all played a part in the significant improvement in performance at the Academy.

We hope to continue with the current trend throughout the year and also hope that the gains made have a flow-on long term beneficial effect at the Club.

YOUTH YACHTING SCHEME

Despite a blustery end to the year the scheme has been busy with coaching programmes at Worser Bay Boating, Muritai and RPNYC and with off the water programmes at the New Zealand Academy of Sport - Central. Dinghy sailors have been involved in weekly coaching programmes when the weather has permitted while 60 sailors have been participating in a series of Friday Night match racing. Clinics have been run for P Class, Starlings and Laser sailors in preparation for a number of national and international regattas.

In November Jonathan Clough, Stephen Ballinger and Josh Porebski made the trip across the Tasman to compete in the Bavaria Cup Youth Match Racing Champs at the Cruising Yacht Club of Australia. The fleet included ten top Australian and New Zealand crews who battled it out over four days. In the end Jonathan's team finished in 9th place with the result not really doing credit to the closeness of many of their matches. Team coach Amanda Hargreaves said, "The boys acquitted themselves very well. They were unlucky to miss out on a couple of races which would have seen them finish further up the fleet overall".

In early December scheme sailors Josh Porebski and Tim Coltman were successful in taking out the selection trials to represent Wellington in the P Class and Starling Interprovincial Championships in Nelson. Josh took a clean sweep winning every race in the P class selection trials. Tim was similarly dominant in the starling match racing trials taking the finals 2-0.

Just prior to Christmas Josh Junior and Matthew Steven made the trip to Australia for the Sydney International Regatta. This is an ISAF grade 1 event for the Olympic single handed men's class. The 60 boat fleet included the current world champion plus sailors ranked 2, 3, 4, and 5 in the world with another group of sailors

ranked in the top 20. Both Matt and Josh made it through to the gold fleet with Josh ending up 14th and Matt 21st overall. Both sailors performed very well with Josh finishing ahead of both the current New Zealand and Australian youth champions.

Over the Christmas break Takapuna yacht club hosted the 420 world championships. Scheme sailors Carl Syman, Jonathan Clough, Josh Porebski (he's been busy!), Leah Moncheur, and James Hakes, along with scheme P Class coach Rowan Swanson, were all selected in the New Zealand team to compete in the championships. Rowan sailed a brilliant regatta, with crew Bruce Kennedy from Tauranga, to place third overall. Another Wellington combination, Sarah and Emma Berry, finished fourth in the women's division which was also a fantastic result.



Students on a recent casual sail

Currently three teams are preparing for the summer series of match racing championships. Two teams will compete in our own CentrePort champs in the first week of February. A third team will travel to Auckland for the Squadron Regatta in the second week of February. Then the focus shifts to preparations for the NZL yachting trust selection trials and New Zealand Youth match racing championships which will be held as part of Youth Sail 07 in Wellington during April.

Off the water the schemes sport science programme has been recognised by Yachting New Zealand as a model that could be replicated nationally. The Port Nicholson Yachting Trust is currently working with the New Zealand Academy of Sport - Central to draft a programme of services for Yachting New Zealand that, if adopted, would introduce sailors to sport science support at a young age and on a regionalised basis.

A HUGE VOTE OF THANKS MUST GO TO VOLUNTEERS

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

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

A big thankyou must also go to those club members who make their boats available for fundraising yacht races and as support boats for other sailing events.

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

Volunteering can be a very rewarding experience.

Brian Budd
Chief Executive Officer

When Gav and I first met with the executive committee prior to our signing of the lease, we were asked what we wanted to achieve with the restaurant.

Our response was that we wished to create a restaurant that would set new standards in New Zealand for clubs, and vitally, to create a restaurant that the members of the Royal Port Nicholson Yacht Club could be truly proud of. It turned out that's exactly what the executive wanted too.

At the end of last year I believe we achieved those goals with the following accolades.

- 2006 Dominion Post Best Restaurant in Wellington
- 2006 Supreme Winner Montana Wow! Edible Arts
- 2006 Cuisine Top 25 New Zealand Restaurants
- 2006 North and South Top 10 Restaurants in New Zealand

It's always nicer when others say good things about you. In 2006 the Lonely Planet bestowed high praise upon us, and The New York Times said "...the best dishes in Wellington. Luscious seafood served in myriad ways from an all round creative menu, service is pleasant and confident, and the waterside location is almost unbeatable".

Well last year was our 5th Anniversary of being the yacht club's restaurant. In an industry where the average lifespan of a business is 18 months, plus the fact that we are an elegant dining experience, this is no mean feat. It was, I felt, time to celebrate and acknowledge the support of the club and those incredibly loyal clients who have supported and encouraged us, from our days of being open exclusively to the members of the yacht club and their guests, to opening to the general public 3 years ago.

I decided we would throw a long lunch to say thank you and suffice to say, it has gone down in history as one of the best long lunches ever! But more importantly, I wanted to find out what exactly our clients thought of us. What they liked, and crucially, what they didn't like and what else could we do to improve their dining experience. So we undertook six months of exhaustive and intensive market research.

We have now made many of the changes that were suggested as a result of that process. For instance we have reduced the number of large round tables to smaller square ones and we have also installed an Argon gas wine preservation system so we can now offer more gorgeous wines by the glass.

But the most important change though is still to come. It was brought to our attention that many people thought we were still exclusively members only (not that we were that surprised by this) that our name was too long and that it created confusion in the identities of club and restaurant. So in March, we will be taking the 'Yacht Club' from our name.

It's not because we are going anywhere else. We are staying right here, in one of the world's most spectacular locations. We remain incredibly proud of our association with the club. Since we have been open to the public, more non-members than ever are visiting the club and seeing for themselves first hand the thrill of yachting in Wellington. All that remains is for that interest to be converted to membership. As a member of the club, we offer you some special additional benefits.

We hope you like our new look, and will come in and see for yourself the other changes we have made as we continue to work towards our vision of creating the best yacht club restaurant in the world.





ZEPELIN

"The only wine is red wine"

Zepelin 2005 Syrah

\$39.90 NZD per bottle

2570 bottles produced

The 2005 Hawkes Bay summer took a while to get underway, but came through with a long spell of warm, dry weather from January through to March.

From Zepelin vineyard we harvested dark, flavoursome fruit showing strong varietal definition.

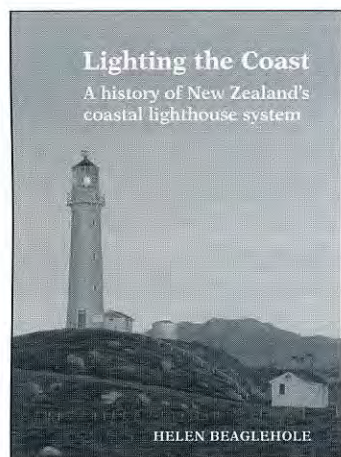
The 2005 Zepelin Syrah has a dark ruby colour and aromas of maraschino cherries and wet leather. There is a wide flavour spectrum that moves from plum to fruitcake to white pepper notes. Medium in weight, the wine has sustained a ripe finish and integrated tannins.

This Syrah would be a great partner for full-flavoured cuisine, particularly Italian dishes, and soft cheeses.

Drink now or cellar until 2010-12.

For more information on Zepelin and its wines,
please visit:

www.zepelin.co.nz



Lighting the Coast by Helen Beaglehole

Book Review author: Dorothy Hannel

Helen Beaglehole's *Lighting the Coast*:

A history of New Zealand's coastal lighthouse system;
is yet another impressive volume from Canterbury University Press.

An impressive depth of research was done to produce such a detailed historical survey of the development and function of New Zealand's lighthouses, and the factual material is presented so clearly that it makes for gripping reading. Years of research were spent by the author not only sifting through a vast amount of documentary evidence, but also sailing with her husband around the coasts of New Zealand, and visiting lighthouse sites by yacht, on foot or on her bike.

Though she wrote only factual material and did not dramatise it, I felt that I was reading maritime history written by someone who felt great respect for the power of the sea – someone who as a sailor had experienced the need to respect the treacherous New Zealand coasts.

This hard-covered volume is also visually impressive. From the front cover with a reproduction of the painting "Lighthouse: Cape Egmont 2002" to the back cover with the photographs of Kaipara North Head Lighthouse and of the author, the text and the wide variety of relevant black and white photographs and colour reproductions of paintings are clearly and artistically presented, as readers have come to expect of Richard King's work.

For this and other impressive titles contact:

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Vamos a Valencia!

By Barbro Scott – Director, Harbour City United Travel

A quick update on travelling to Valencia for the Louis Vuitton and America's Cups.

2007 is shaping up to be a very busy year for all airlines in and out of Europe, therefore early planning and booking is essential. We have in the past been given special deals from airlines that come out in February/March but as at the time of writing we are not certain of what will be on offer this year due to seat availabilities.

Accommodation in and around Valencia for April through to July is filling up with some hotels fully booked since last year. There are still hotel rooms and apartments in or outside of Valencia available, but we have been warned that there is now quite a constant flow of enquiries and new bookings taking place.

Some of our customers are going for the Louis Vuitton Cup and others are solely there in time for the America's Cup. All are using the racing as an excuse to get over and explore Europe further. There are still places available on boats from which to view the action, but the race courses are very close to the coast and with big screens, great sea food dishes, Tapas, Spanish cocktails and vast beaches it could become very easy to witness the racing from shore.

Valencia is an amazing place. There is a mix of very old and very new architecture blending together. It is an ideal city to walk around, and at that time of year the weather is lovely and balmy. Afternoons are for Siesta time and most restaurants don't fire up their stoves for dinner until after 9pm. The atmosphere is vibrant and colourful, and with the variety of attractions available you get to choose how vibrant and colourful you want Valencia to be.



FOOD

Oyster Tagliatelle with Lemon.

The Bluff oyster, with its strong, sweet, flinty taste of the sea and its delicate texture make it the most tender of all sea-foods. Dredged by the Bluffs' oyster fleet from the clean, cold southern waters of the Foveaux Strait, the oysters are regarded as the finest in the world. At least, that's amongst oyster eaters, whose one-eyed fanaticism for this delicacy borders on religious fervor. Each March, at the beginning of the season, helicopters and fast boats whisk the oysters away to restaurants around the country, eager to have the first of the 'Bluffs' on their menus. The phones ring hot, with one question on everyone's lips "Do you have Bluffs?"

Ideally the oysters should be shucked open to order, retaining the precious 'liquor'. Unfortunately we have become so accustomed to already shucked oysters, which are washed to remove grit, that they are too salty for some. While most will eat their oysters raw, simply with a squeeze of lemon, some people prefer a dash of vinegar, or a 'Mignonette' dressing (mix 100 mls excellent quality white wine vinegar, 100mls dry white wine, and 2 finely chopped shallots together and dip your oysters in), some people cannot abide them raw, and can only eat them cooked. A beer-battered oyster can indeed be a thing of beauty, succulent and moist, trapped inside the golden crust of the batter, served with Tartare sauce. One of my favourite recipes is the following Oyster Tagliatelle with Lemon. It's fast and easy to make, delicious to eat, and can be eaten for lunch, dinner or a late supper.



Ingredients

250 grams fresh tagliatelle pasta
2 tablespoons butter
1 cucumber, cut into thin matchsticks
20 fresh oysters
1 lemon, zested and juiced
2 tablespoons cream
2 teaspoons chopped fresh chives

1. Cook the pasta in plenty of rapidly boiling and salted water until soft.
2. Remove the pasta from the water using tongs or a pasta spoon, and place into a deep bowl. Keep the bowl in a warm place.
3. Ladle some of the pasta water (about 100mls) into a saucepan and bring to a simmer. Add the cream.
4. When the cream begins to boil, add the butter. Swirl the pan to melt and emulsify the butter together. Add the lemon zest and a little of the juice.

Lower the heat under the pan and place the oysters into the hot cream and lemon sauce and poach until they lightly tighten up. Correct the seasoning and sprinkle the chives in.

5. Lightly toss the hot pasta to prevent it sticking and add the cucumber sticks. Divide into individual serving bowls and the pour the sauce over, sharing the oysters between each bowl.
6. Serve the pasta

The Saga of *Sagata*



In retrospect 2005 turned out to be a pretty major year for us. Initially we thought that our campaign to do the Fiji race with the delivery to Aussie, via Vanuatu, for the Arlie Beach and Hamilton Island regattas would be pretty awesome, but it wasn't to be the MAJOR. Biking around Lower Hutt, as young lads are wont to do, Phil had always admired the boat being built around the current McDonald site. Years later when he was working on boats down at Seaview, he met up with the owner, Chas Perno, and told him of his admiration for the boat. He asked Chas to let him know if ever he considered selling it. This banter went on for a couple of years, but there hadn't been a lot of movement until about a month after we got back to NZ October 2005. Chas rang and invited him around for chat. Phil took off and I must admit that after 6 hours I was getting anxious.

As it turned out most of the conversation stemmed around everything else, the past, boats, people they knew etc, as the transaction had been agreed on in the first 5mins! Twelfth November 2005 we became the proud owners of Sagata, an Athol Burns 50ft Kauri hulled pilothouse. 'Sagata' is a town in Italy where Chas's family originally came from. We like it and we are keeping her name and her history.

It's been an amazing journey since with so many stories coming out of the woodwork and with people able to pass on so much knowledge about her. We learnt that a good friend Kim McMorran had started his apprenticeship on her, Clive Snow had raced on her and Phil Hartley built the safety lines. A number of the senior members passed on stories from the times when she used to go out more regularly. Certainly in the later years Chas's health was an issue, and although he maintained Sagata beautifully, she hadn't been sailed a great deal. Sadly Chas passed away early in 2006 and we took the family out on a beautiful clear Wellington day, taking Chas and his wife on the last journey, which was really special.

I hadn't actually seen too much of the boat, so when we got the keys we spent a whole weekend discovering, clearing and cleaning her. I know the 70's touches are back in fashion but the squabs had to go, orange, lime green and brown!! That Sunday we had a 'boat warming' and introduced Sagata to friends with the usual tippie. Although there is much we want to do, she is a great old girl as she is.

Of course the first thing to do when buying a boat is to use it, so following an invitation from Tails & Pip to visit Kaiteriteri for New Year, away we went. Phil worked on her for a couple of weeks before Xmas so she was ready to go and we set sail, or should I say motored off, on a perfect still Wellington summer day. We went in convoy with Australis (Al Burtons) across to the Sounds, and as our maiden trip it was great, no hassles and she behaved perfectly. The second night we stopped in Kutu Bay, and settling in for the night with the mooring light on, had another lovely evening. Unfortunately this is when we found out that the electricians were somewhat questionable and we awoke to no power. It was all hands to drag up the massive anchor, which seemed to take 'days' to get on board. That was the first of many 'little issues' that Phil had to deal with. Thank God he's handy!! We made Kaitere the next day, celebrated in style and then came back across to Pelorus and spent another week relaxing with Gordie & Jilly on Nedax and really enjoying the boat.

The winter of 2006 focussed on other things, although we were both planning all the changes we intended to make it perfect for our big 'OE' trip. At the beginning of October Gordie mentioned

to Phil that he didn't have a lot on and perhaps he would like to bring Sagata over to Chaffers to start on the rigging. So on B pier she arrived and B pier she still is, thanks Jilly. Our intention was to do things slowly. However with Phil, and me when I am not working, working on her full time we have done heaps more than we intended. I am kept well informed with details of the conversations about 'work' that is going on down on the boat! We have had heaps of guidance from 'all our friends' but especially those who have been there as advisors and hands on helpers: Kim, who has a wealth of knowledge about her, and the guys from Duffy's, especially Gordie. For those of you who had noticed the rather large mast going through the wall at Duffy's, it was just a bit too big, so alterations took place to accommodate it, as you do of course. The mast was stripped back and rebuilt to work with the new rigging intended, as well as bringing all the halyards back to the cockpit. It was a slow process and at the same time Matt Gottart started on the new hard dodger and late one afternoon Gordie and Phil thought it a good idea to chop a hole in the deck and build the walkway through to the aft cabin. That in turn meant moving the freezer, rebuilding the bed in the back cabin and moving the hanging lockers as you do. Also the old exhaust system was made smaller, to make way for the batteries. We need more than the old 2, now we have 6, so hopefully we never have to pull that anchor up by hand again. It always happens that the small jobs just grow and grow as we see ways of doing it better. The pantry has no doors but Phil's little workroom is finished!

After hours and hours of work and the arrival finally of good weather, we were able to get the mast in before Xmas. It was good to see her looking like a yacht again and not a large launch. I have been amazed at how having the mast back in stops a lot of the rolling. We also managed to get in a slip and we were pleasantly surprised at how clean she was. It was the first time we had seen her out of the water and we had many helpful hands, Jilly, Gordie, Dave and Dean to name a few. That weekend we managed to get her cleaned and a new antifoul coat on. When the weather was right we were able to fill all the holes made by the thousands of 'extras' now removed, and with a new coat of paint she is looking a million dollars!

However down below is another issue! After the mast went in Phil had to start on the wiring to the mast. Once started it turned into complete rewiring of the whole boat. Whilst doing that of course the new stereo and DVD that has MP3 & MP4 with the flat screen and the wind/speed/depth instruments etc. also had to be put in. As you can imagine a mass of wires, to date there's has been over 400 metres! Phil's also decided to bring them up out of the bilges and in places easier to access if he needs to fix things. Of course this meant pulling out all the cupboards/ oven/boards; you name it, it was pulled out to allow for the wiring.

It's now early 2007 and we can see the light at the end of the tunnel but I must admit it's a little faint. We had intended to get it up to Napier for Xmas and then onto the Bay of Islands, but we decided not to rush and instead enjoy a short break. I must admit this has been a good 'no summer' to work on the boat. Our next plan is March 2007, a Fiordland trip as our shake down voyage for going next year. However that's only about 6 weeks away so 'head down' as we race to finish off what is started.

This is stage one as once we have finished the alteration, stage two is getting her ready for sailing off into the sunset. Who knows what will happen next but we are enjoying it all and isn't that the best thing about owning a boat?!!

Sailing West to the East - Alluna in the North West Pacific

By Andrew Kellow

After missing a couple of issues of The Rip due to our hectic lifestyle and lack of email access at suitable times, I'll give you a rundown on our last 4,500 miles.

Vanuatu is a favourite of ours and we spent about 3 months there last year. From the volcano of Tanna, which was spectacular, we worked our way north via Port Vila. In Vila it was great to catch up with the four other Wellington boats – we hadn't seen anyone from home until then.

We worked our way slowly north via, Erromango, Efate, Epi, Malekula, Atchin and Espiritu Santo into new territory in the Torres and Banks Islands. There are fewer yachts visiting these islands despite some great anchorages and life remains very traditional.

The top of the Torres group is at about 13°S and we narrowly missed an early season cyclone, Xavier, which passed 90nm east of us. It was all a bit nervy, but we felt no effects of Xavier at all, so a very lucky escape as we had no good anchorage nearby to hide in. We were in Hayter Bay anchored in about 25 metres of water with coral in all directions!

Our next passage was bought forward by a few days as we just wanted to get north into the cyclone safe zone. So we left for Kosrae in the Federated States of Micronesia (F.S.M), a trip that would take us on our first crossing of the equator.

The passage is about 1,200nm taking in the doldrums. It was very slow and very very hot most of the time. We received some relief from the relentless heat (and calms) with the frequent squalls which brought refreshing rain, great for taking a shower during the day time and a little scary during the night.

Generally it is smart to keep your easting until well north when the wind clocks round from SE to NE. Load of rubbish in reality, as we usually had almost no wind or N-NW and quite light. We in fact motored nearly ½ of the total duration of the 12 day passage. We were endlessly doing the maths, calculating and recalculating the miles versus diesel left in the tanks. At times we felt we would be waiting forever as we didn't have enough fuel to motor the whole way. One night we even dropped the sails and just floated to stop the endless crashing of the main from side to side in the light rolling swell.

We actually sailed over the equator! We crossed the equator at 165°26E just on dusk with the full moon rising and toasted the occasion with champagne. Being the child I am we quickly dropped the sails and motored back to cross it again keeping a good eye on the GPS!

Despite any serious provisioning before we left Vanuatu food was no problem as fishing was plentiful even for us. Tuna and mahi mahi seemed to happen at 2pm on whatever day we needed a fresh catch.



Another factor which contributed to the painfully slow passage was a constant 1-1½ knot east setting current. All the books and charts say that we should have had current with us south of the equator, but not for us. North of the equator to around 7°N you experience the equatorial counter current so at least that was expected.

After 12 days and 19 hours we finally arrived in Kosrae (05°19N and 163°03E). Up to 5 other boats were there during our stay so plenty of company and lies to be told.

In F.S.M everything is imported from the U.S. and the locals grow minimal fruit

and vegetables so we had a very plain diet for the next few months unfortunately. A wonderful family (the Sighrahs) look after all the yachts and assist with anything they can include feeding us! We did all the usual tourist things like visiting WW2 relics, seeing waterfalls, hiring motor scooters, eating and drinking. Many stone walled ruins dating from 1400AD are found close to the anchorage and were quite impressive to walk around.

Ten days later we left for Pohnpei, about 320nm westward. What a shocking passage! We had very wet and windy squalls hitting us every hour, 24 hours a day from all directions. Typically it went from sailing in light to moderate breeze, to a squall hitting at 30-40 knots with a 90° wind shift and 30 metres visibility, then no wind and lots of confused seas and motoring to stop the sails flogging. The radar was great at night for tracking the squalls direction and size – often we could avoid them.



We passed an unlit yacht at 2am one night by 100m with no-one on deck or listening to the VHF, stupid idiots had no idea we existed.

Seventy eight hours of miserable passage was instantly forgotten as we arrived in Pohnpei on a beautiful sunny day. Slight panic negotiating the reefs, after checking in at the wharf, getting to the anchorage as night was rapidly falling. Luckily some local fishermen led the way and we happily dropped the anchor in the pitch black.

Six yachts arrived in Pohnpei within 24 hours and we all stayed through to the New Year enjoying a fantastic Christmas onboard an Aussie 65 footer. Lucky it was a big boat as not everyone could cook turkey and roast vegetables for 15 in the tropics!

Pohnpei is officially on the wettest places on earth so we caught plenty of rainwater to keep the tanks topped up. We have in fact not put a hose into our tanks since leaving Luganville in September and catch rain whenever possible.

We had a great time in Pohnpei visiting all the must see and do tourist things. The highlight being a short trip round the other side of the island to visit Nan Madol. We had a stunning anchorage all to ourselves, so swam and kayaked and rested and read for 4 days. We visited the ancient ruins of Nan Madol by kayak – the idiot that wrote the guide book said that you could go at any tide so we bumped and scraped and dragged our kayaks around at low tide.

Each state of Micronesia has its own local government and you have to officially check in and out of each one. It seems totally pointless if you are a yacht but it gives them a reason to strip you of US dollars at every opportunity.

Our departure of 2 January was a day to forget. Motoring to the wharf to check out and pay more fees the bilge alarm started screaming. A quick look and I found the P.S.S. seal on the shaft had slipped. I pumped out the boat and dealt with the P.S.S. seal while Kylie took care of checking out. Off we go down the channel only to be hit by a 45-50 knot squall in the middle of a dog leg about 200m wide. Luckily I could just see a red marker and could hold station under power and watch the sounder carefully at the same time. Once it cleared we headed back to the anchorage to try again the next day.

Next day was beautiful for the short 25nm sail to an uninhabited atoll. We enjoyed a stunning few days of no noise, no people and only turquoise water, white sand and coconuts.

We decided to miss going to Chuuk and keep heading west towards Yap. Chuuk has a terrible reputation for troublesome drunken youths, general lawlessness and is not considered safe for tourists. Unless you are a mad keen diver there is no good reason to stop in Chuuk. The second day out and disaster struck when the autopilot had a major electronic breakdown.

The new powerful ram and motor that we fitted in Australia were still fine, just the existing Cetrek electronic unit had now failed. With 25 knots of wind from the aft it was impossible to lash the helm so we hand steered 2 hours on, 2 hours off. It was very tiring, but there was not much we could do other than keep on going. We were heading to Pulawat Atoll (07°21N 149°11E) about 200 miles further on and hoped we could fix the problem when we stopped there.

It was wonderful to drop the anchor after a very hair raising reef entrance and an exhausting couple of days at the wheel. It pays to choose your friends carefully

and we were cruising with a Swiss couple on a new Oyster 56. Rolf and Yolanda were fantastic and let us have full email and Sat phone use on board their boat.

After contacting the Cetrek people we discovered that the fault was terminal, un-repairable. So we started thinking of replacement options. I contacted Mike at Barton's and we began the process back and forth of sending emails and receiving information. We can't thank Mike enough for his efforts and speed in pushing things along for us. We decided on the Raymarine unit and it was quickly dispatched by D.H.L. to Yap. The package actually arrived in Yap before we did which is amazing since it probably went to Honolulu and Guam on the way from NZ all in 4-5 days. We had friends cancel West Marine orders back in Pohnpei because of time and freight delays so full credit to Mike for outdoing the Big Boys!

Now to enjoying Pulawat – we needed to relax for a few days before another 700nm of hand steering. Pulawat is home to some of the most famous traditional navigators. Using only the stars, moon, wind, waves and bird life they travel hundreds of miles in open canoes with canvas sails. We donated an old Genoa to Theo, one of the most respected navigators and chief of the village. He had a beautifully crafted new canoe but no means to get canvas for its sail.

Our new autopilot is now called Theo. We spent hours talking (through a translator) and asking these old men questions about their knowledge and ways. They have never even seen a chart of their waters and were quite amused when we showed them all the tools we need to navigate.



After a wonderful break, eating lobster and coconut crabs and sharing DVD's it was time to start the long trek west. Next stop was only a 200nm run to another uninhabited atoll to break the long trip. A few more phone calls to Mike checking and confirming final details for the new pilot seemed bizarre from an atoll at 07°42N 145°52E with nothing but seabirds, sand and coconut trees. We enjoyed three wonderful days of R&R in paradise with our Swiss friends before we had to up anchor and face 500nm on to Yap. At least at 07°N the current runs west at 1-1½ knots so passage making is faster. That along with 20-25 knots of NE meant Alluna was sailing record making miles.

It is not particularly fun hand steering 24/7 for 500nm so we "hove-to" a few times for dinner and just to relax. We ended up heaving to for 12 hours on the last night waiting for a daylight approach to Yap because with the west setting current we were just going too fast even when hove-to.

The first priority on arriving in Yap was getting the new pilot set up. First the old pilot was stripped out, then all the new hardware installed before finally running and plugging in all the wiring. A few more phone calls to Mike and Lusty & Blundell for technical help and we were up and running. We did the sea trials in the marked channel and with all systems go and everything calibrated perfectly we finally had time to enjoy our 3rd Micronesian state.

Yap would be our pick of the 3 main F.S.M. capitals. It is friendly, tidy and the people seem very proud of their island and this shows everywhere you visit. The culture is still very traditional and everyone is chewing and spitting betel nut all day, some women are still bare breasted even shopping in town in the supermarket. There are some wonderful restaurants and good cheap food, which was a first for F.S.M. There are many dive operators with professional tours, the manta rays being the highlight.

We went on a tour inland with a local guy to visit his village and some of the nearby sites and in the evening got to see his cultural group performing 2 traditional dances. The dancing was totally unique, but with a definite Pacific feel to it. There were about 80 men and boys from 5-70 years in traditional dress standing in one long line across the school playing field. They perform once a month for people from neighbouring villages to come and see, so we were the only tourists there.

Yap is most famous for being the "Land of Stone Money". Stone Money is as it sounds, large hand carved discs of stone up to 3m across and as small as ½ m. These discs are still in use today as a traditional currency. Instead of being in your wallet it sits outside your house telling everyone how rich you are in basic terms.

We spent 10 days in Yap before our next long passage west to new territory in SE Asia. Landfall would be Cebu City in the Philippines via the Surigao Strait. We sailed at 9° - 10°N all the way with the assistance of 1½ knots of positive current. With the mainsail zipped away we averaged 145 - 150 mile days under Genoa only – pretty impressive for a fat, heavy, steel cruising yacht! Theo the new autopilot drove superbly and went without a single problem from start to finish.

As we got closer to the Philippines we met many container ships and fishing boats. Definitely waters not to doze off on watch in! We spoke on the VHF confirming courses with the ships and altering courses for the small local fishing boats. Some fishing boats were very curious and would head straight for us for a look even at night which was a little disconcerting.

After 5 days of passage we entered the Surigao Strait (10°04N 125°23E) in the morning which made a nice change as we usually arrive at places in the middle of the night. We also managed to fluke a flood tide which is very important to get safely through the strait, as you can get up to 7 knots against you! With a very light aft breeze and the Genoa floating we slipped through the strait at 7 knots (got to love that current).

We had planned to stop overnight and wait for the next tide as we had to weave around islands and reefs for 100nm to Cebu City, but the current stayed with us so we just kept going. We passed hundreds of fishermen in outriggers with a torch as their only light which they flash at you before you run them down. A rather more exciting moment was when we were overtaken by a convoy of US navy ships just after dark: frigate – aircraft carrier – frigate - aircraft carrier – frigate. They were constantly being buzzed by 2 helicopters and we got our photo taken.

The wind in the strait disappears at night so on we motored weaving through the fishing boats until we reached the one place you do need good light for. It was so calm we just turned off the motor and gently drifted for two hours until we could safely move again. One near miss with a coastal freighter got the blood pumping; we had to shine our spotlight on him before he finally saw us.

We finally arrived in Cebu City (10°19N 123°58E) at 3pm in the afternoon. So here we are in SE Asia, safely tied up in a marina stern to a floating pontoon, drinking 50c beer at the Cebu Yacht Club. We have a couple of months in the Philippines as we make our way north with Hong Kong our next major stopping place.

More about the Philippines next time as we have only been here a few days. Besides eating at the wonderful restaurants, the cheap beer and bottles of rum for \$3.00, we haven't done much more than catch up with friends. We are looking forward to visiting lots of islands as we make our way north and making the most of our time in this friendly, chaotic place.





CentrePort Youth Match Racing 2007



Phil Mastyn and Peter Guinero -
CentrePort International Youth Match Racing Judges



RPNYC Red Skippered by Josh Junior on the job of
Skipper Phil Robertson from the Royal New Zealand Yacht Squadron



Cruising Yacht Club of Australia

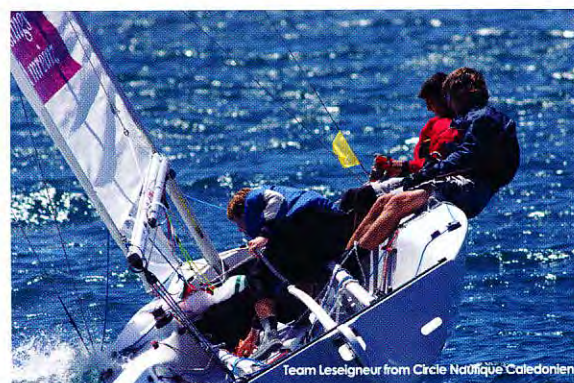
The CentrePort International Youth Match Racing Championships 2007



Team Chapman from Royal Sydney Yacht Squadron



CentrePort International Youth Match Racing Champi -
Royal New Zealand Yacht Squadron skippered by Phil Robertson



Team Lesaigneur from Cercle Nautique Calédonien



Boiling it out on the water!

The Port Nicholson Line 7 Race Week 2007

The Port Nicholson Line 7 Race Week 2007 this year saw over 30 yachts enter the IRC, PHRF, Open Division and the inaugural Classic Yachts Division. This year was also our best turnout of out of town boats in the regatta. We had some fantastic conditions and sailing over the 3 day event.

This years sailing ranged from the CentrePort International Youth Match Racing crews to IRC, PHRF, and the ever strong Open Keelboat division and of course the cut and thrust of Model Boat division.

We were pleased to welcome competitors in our inaugural Classic Yachts Division. The "Rona Trophy", a half model of the recently restored classic yacht 'Rona' was donated to the Royal Port Nicholson Yacht Club by the Rona Preservation Trust and went to the overall winner of the division 'Cantilena' skippered by Godfrey Geismar.

During the week at all hours of the day and night Dave Roberts and Peter Vause finished and welcomed to Wellington all the yachts that were competing in the Round the North Island Fully Crewed Yacht Race 2007. Four of those competing in the Round the North Island Race 2007, Outsider, Pussy Galore, Prawn Broker and Wired also competed in the Port Nicholson Line 7 Race Week 2007.

The Opening event of the Line 7 Race Week was the CentrePort International Youth Match Racing Regatta took place on the Wellington Harbour from Sunday 4th - Thursday 8th February 2007.

Teams from the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Club and Circle Nautique Caledonien competed against New Zealand, represented by teams from the Royal New Zealand Yacht Squadron, Royal Akarana Yacht Club and two teams from Royal Port Nicholson Yacht Club. Royal Port Nicholson Red skippered by Josh Junior and Royal Port Nicholson Blue skippered by Jonathan Clough.

Hot favourite was Phil Robertson from the Royal New Zealand Yacht Squadron who won the regatta overall. Although still a youth, Phil is already ranked 126 in the world. Also highly favoured was last year's event winner Logan Sutherland from the Royal Akarana Yacht Club in Auckland. The top pick from the overseas sailors was Will Ryan from the Cruising Yacht Club of Australia and top pick of the locals was Josh Junior representing Royal Port Nicholson Yacht Club.

Josh Junior went on to win both round robins over the five day event although was just pipped in the final to come in second to Phil Robertson.

Third Place went to skipper Logan Sutherland followed closely by Will Ryan to coming in fourth place.

The Event included support from top International officials. Miguel Allen, an international umpire from Portugal. Later in the year he will be part of the umpire team for the America's Cup, and Paco Quinero from Spain will be second in charge of the racing at the America's Cup, working closely with the America's Cup principal race officer Harold Bennet of New Zealand. Also part of the International team out on the water judging was Phil Mostyn from Perth and David Kamer from Melbourne.

The first day of the Line 7 Regatta on Friday 9th March ended with four good races completed for all keelboat divisions. Pussy Galore and Outsider dominated the Off Shore division, taking out line and handicap honours.

Bayleys (a local MRX) skippered by Peter Vause sailed well in the inshore division with consistently good scores on line, PHRF and IRC.

On a lighter note, that day Flying Boat skippered by Mike Calkoen scored big on the man-overboard having generously ferried out a late Pussy Galore crew member, they were forced to throw him (and his gear bag) overboard next to the committee boat just before the first race. The (wet) sailor swam to the committee boat and made it to Pussy Galore for the second race. After the third race, Flying Boat rescued a Drinks Trolley crew member from the water, only for him to fall in again as he was being transferred to the rescue boat to take him back to Drinks Trolley.

Other notable events of the day included Wired running over its kite (I think the prop did most of the damage) and Titus Canby proving that you don't need to be big to round the bottom mark between two 50 footers.

Saturday dawned cold and cloudy in Wellington. A southerly of 20knots gusting 30knots was predicted for racing, perfect Wellington sailing conditions. Committee Boat, Monowai III was setup west of Somes Island and sent all divisions on short windward-leeward gate courses to get the day going. Pussy Galore skippered by Anatole Masfen put in a strong performance, although she sailed the course alone as the other visiting 50 footers stayed ashore. Once again, Prawn Broker led the Inshore Division home, narrowly beating newcomer Astrusso.

After the keelboats returned, and following their own racing programme, the ever so popular AC15 model boat fleet completed a short 'demonstration' series for the benefit of those in the Wardroom. Melly Brooks from Gucci, Baz Parker from Airship and Stephen Parker from Resolve provided commentary for races 1 and 2 while at times model boat sailor Brett Linton talked the crowd through race 3. John Brooks went on to win overall the International 1 metre fleet racing followed closely by John McPherson and Ian Hull-Brown and Con Renner won the AC 15's with 2nd equal going to Colin Anderson and Ian Hull-Brown.

On Sunday 11th March Wellingtonians woke up to a fine clear day with a southerly of 10 knots rising to 15 knots late morning arriving, and easing to 10 knots at night.

Outsider easily beat Pussy Galore and Wired, who after 20 miles of racing were only half a length apart. Approaching the finish, Outsider rounded the final harbour mark and headed to the finish closely followed by Wired and Pussy Galore, although the real news on Sunday was fourth and fifth with Drinks Trolley and The Guarantee beating Pretty Boy Floyd and Andiamo.

The IRC Boat of the Week, Bayleys fought a hard battle against Resolve all weekend and deserved her narrow win. The PHRF Boat of the Week was Pussy Galore from the Offshore Division which dominated the IRC and PHRF Offshore Divisions but had particularly close competition from Outsider and Andiamo for the PHRF prize. The Overall Boat of the Week and winner of the IRC & PHRF Offshore division was Pussy Galore.

The Royal Port Nicholson Yacht Club would like to thank all the volunteers, Club officials, sponsors, organising committees, race management teams, John & Linda Parrish, Ron Legge and owner Richard Downer for the use of Monowai III, Ken Burt, Miguel Allen, Paco Quinero, Ross May, Phil Mostyn, Dave Kamer, Pedro Morgan, Dave Roberts, Peter Vause and especially the Skippers and Crew that entered in this year's Port Nicholson Line 7 Race Week. Without you this would not be possible.

For more information on the regatta or to view the official Port Nicholson Line 7 Race Week results for 2007 please visit www.line7raceweek.org.nz

We look forward to seeing you again at next year's regatta!



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**BOAT BUILDING
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Line 7 IRC Inshore Division Winner Bayleys MRX



Race Officers for the Line 7
John & Linda Parish



My shout! Greg Wilson,
lucky winner of the bar tab



Line 7 Kangaroo caught!



Ron Legge accepting gift from
Commodore Brendon Hogg



Russell Brooking & Anna Roberts
at the Line 7 prize giving



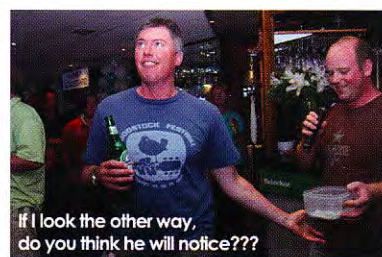
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Cantilena skippered by Godfrey Gesimar,
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do you think he will notice???



Pussy Galore skippered by
Anatole Masters - winners of the
Line 7 IRC & PHRF Offshore division 2007



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Hot Club Sandwich



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Racing on Ran Tan II

By Jim Gordon

I have now done three races on John Meade's new Elliot 50 Ran Tan II. The boat itself is like nothing I have been on before. Its keel both cants and lifts and it flies gennakers only off an extendible rotating prod. It is however, very easy to run as it has minimal controls.

The first race was the Coastal Classic from Auckland to Russell. The start was great (I suspect that all starts on boats as quick as Ran Tan II are fun). I have never seen so many yachts in one area. Apparently 241 boats started, both multi-hulls and keelers, with there being a number of starts. We hoisted the big (and I do mean big) gennaker 30 seconds before the start, crossed most of the fleet on starboard and gybed for North Head. At this stage we were leading the keelers, but that didn't last too long as the race turned into a drag up to Cape Brett in a lightish westerly.

We got caught on the wrong side of a very late Nor-west change and ended up being the 5th keeler in, about 40 minutes behind Wired, the Brett Bakewell White designed boat that took line honours for keelers. Aside from a few minutes at the start we couldn't use gennakers, and the code 0 didn't get a lot of airtime.

The second race was the Royal Port Nicholson Yacht Club's Nelson Race, which got away in 20 to 25 knots of Northerly at 1600 on the Friday of anniversary weekend. It was great to see 12 boats on the start line, a good turn out particularly considering that two usual contenders were up in at the Bay of Islands Regatta. Tony Phillips' team from Nedax provided most of the crew, with two or three Aucklanders and John and I. I was really impressed at how well everyone worked together.



We missed the start but in the conditions the boat is so powerful that we were able to go through underneath the fleet and lead around Point Halswell. The gennaker run down the harbour was memorable; apparently we were doing over 20

knots at one stage. From there the reach through to Karori Light was as usual (apart from being quite quick) and we hardened up to cross Cook Strait. Two tacks behind the Brothers saw us around Cape Koamaru and on up to Cape Jackson where we took the "Lermantov" passage.

As was expected the twelve hours from 10.00pm or so was slow and frustrating, but we were always able to keep moving in the right general direction. The radio sched at midnight caused us to pay attention as we plotted Pretty Boy Floyd's position as being 7 miles behind – it seemed that they were going quite well.

We rounded Stephens Island after mid-night very slowly in the light and shifting wind. From what we heard afterwards everyone took some time here. The start of the run down Tasman Bay was also slow, with the wind moving from Northeast to North. Finally at about 10.00am the wind filled a bit and we enjoyed a gennaker run to Nelson. As we finished at 12.30pm the wind dropped out again with Ross Telford, the hard working timekeeper, reporting from the Nelson Yacht Club's start box that it was down to 3 knots in Tasman Bay.

As can be expected a couple of bottles of rum disappeared very quickly and hot showers were welcome. John was very pleased with the line honours and we even started to think about handicap results, but were not very optimistic as we had taken so much time to start with. The next boat in was almost 6 hours later and Illusions, the last finisher, crossed the line just after midnight.

We were all surprised at the prize giving at the Tasman Bay Cruising Club when it was announced that we had also taken the club handicap with Illusions second. Subsequent confirmed results gave all three handicaps, from memory something that John also achieved in this race in the early 1990's. We would like to thank the Race's sponsors Burnsco for their significant generosity both with spot and winning prizes, and the Tasman Bay Cruising Club for their hospitality.

I also did the first leg of the Round North Island fully crewed race. The race was split into two legs anti-clockwise from Auckland. Five fifty footers started; the new German owned Elliot 52 Outsider, Wired, V5, Pussy Galore and Ran Tan II. As well Jive Talkin and Prawn Broker competed.

The fifty footers were in close proximity up the East Coast and around the top of the North Island, with all five boats taking it in turn to lead. Even at this stage, the race amongst the fifty footers had restarted several times.



The most memorable feature of the first twenty-four hours was the number of sail changes. There was one watch when it felt as if that was all we did. Rounding Cape Maria van Dieman was awkward – the tide had changed, and in the light wind very little progress was made.

Off Hokianga, V5 hit something and suffered significant keel damage. Wired answered the flare, and went back to assist. This left us racing against Outsider and Pussy Galore, who both chose to take the rhumb line to Cape Egmont. Our navigator, Brian Petersen called us inside the rhumb line, so we could take advantage of the forecast south-easterly. This never really eventuated, but it turned out to be a good call, as the other two found it very slow going.

Although we didn't know it, we rounded Cape Egmont in the lead. From there it was hard on to Stephens Island, where the race amongst the fifty footers restarted again, and Outsider got away on us. We crossed Cook Strait as the tide turned against us, and ended up rock hopping around Karori Light in generally light variable winds. The other two had not done well in the tide, and followed us in. Yet again, the race restarted.

Positions swapped coming up the harbour in very light winds. We all parked up at Point Halswell. It took us eight hours to get from Karori Light to the finish, which we won by 1 minute 39 seconds from Outsider, with Pussy Galore a further 7 minutes further back. This finishing order was a bit of a lottery which we were lucky enough to win, but the local knowledge did help. The crew worked right through the race and was very focused. Without this we would not have been in a position to finish as well as we did. Wired was awarded 2nd equal on the line to allow for the time they lost assisting V5.

Ran Tan II's overall results for the race were 2nd on line behind Outsider, 1st on PHRF and 5th on IRC.



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Club Member Profile

BRENT DEWHURST

By Godfrey Geismar

Brent began his adventures on the water around 1974 sailing Moths and Zeddies with his younger brother Mark. They answered an ad in the paper wanting crew to sail on a trimaran called Majando, cruising round the harbour. After some time, the owner, Barry Barry-Martin, decided to build a yacht and sail around the world. He asked Brent if he was interested in joining him in the venture. Brent considered this proposition for a full 10 seconds before saying "YES!" After only 10 months of evenings and weekends solid graft at the old Todd Motors building (now the ten-pin bowling centre in Petone), Majando II was ready.

They set sail in June 1978, sailing across the top of Australia, through the Red Sea and into the Mediterranean for a two year circumnavigation. One of the memorable highlights for Brent was sailing into the Black Sea. But not long after, the owner suffered a heart attack, and after treatment, was flown back to New Zealand. Brent received a very swift promotion "from cabin boy to skipper." He brought the yacht back to NZ from Marseilles, via the Panama Canal, The Galapagos, Tahiti and Rarotonga. He learnt many things on the way back, including the ancient art of celestial navigation (and from time to time I have heard him mention the dusky maidens in The Marquesas).

Back in NZ with no money, he decided he just had to have a boat of his own. He bought the hull of a Nova 28 in Plimmerton and moved it to Murray Roberts shed on the Wellington wharves. It needed a keel, rudder, decks and interior to get it on the water, plus of course mast and rigging. After nearly three years of working on the boat every night and weekend, Brent

took 3 months off work to get the job finished and made himself a solemn promise - "Never again!" Swanny fitted mast and rigging and Kotare Lass was launched in November 1985, ready for the 1986 season.

I joined the crew in 1987 and we started to learn a bit about racing keelers. Brent was a very patient tutor/skipper, as he had to be with us bunch of greenhorns. I had raced Hartley 16 trailer sailers for 10 years but nothing prepared me for my first spinnaker jibe in a gusty northerly screaming down Evans Bay. I watched in open mouthed amazement as Paul, the foredeckie, was swept off the boat and into the tide, hanging desperately onto the sheet. "Get that man back on board!" I could hear the skipper yelling from fantasyland. The poor sod was then hauled back on board and up the mast to untangle the spinnaker halyard and get it off before we hit the airport! I guess he dried out a bit up there.

Did some Sounds cruising and even won an Island Bay Race before Brent sold Kotare Lass and it went off to Australia.

So the search was on for a new boat. It was found in Auckland, a 10.5 metre cedar core Warwick, and in February 1990 Gucci was brought down the West Coast to Wellington in 50 knot gales, a fitting baptism for what was to become a well known Wellington racer.

First big success was winning the 1991 Akaroa race on Club and PHRE, since then winning 2 Nelson races and another Akaroa. She has also been placed in Gisborne and Napier Races. During her 16 years racing with RPNYC, Brent has raced Gucci in 3 different divisions, achieving Division 1 Champion 2003-2004 and 2005-2006.

In 1992 Brent decided we deserved a little time off - no, not a few days in the Sounds, but a two-handed 4 month cruise to Tonga and Fiji, which we began with a 45 knot southerly ride to East Cape. Since then Gucci has raced in the Auckland-Suva 50th Anniversary Regatta, (24 hours with that lovely black spinnaker wrapped around the forestay) then to Vanuatu, New Caledonia and Hog's Breath regatta, coming 8th out of 46 boats. Next came Hamilton Island Race Week, 30th out of 109 boats, then home via Lord Howe Island.

Last season Gucci was named boat of the year, and Brent's winnings included 18 Cups, Bowls and trophies, the Cruising Cup among them. Last words from Brent -

"Great memory: That sail into the Black Sea. Not so great memory: Coming back from a trip away to find the mast torn down after an 'incident' with Blurred Image. Sailing is for fun. Gucci's success has been made possible by a happy consistent crew. Shed 3, the Oriental Bay apartment, is a great party venue and many a passer-by gets roped into pre and post race 'meetings'. Also good for sleepovers! My plans for the future? More of the same. An extended Pacific Cruise sometime perhaps?"

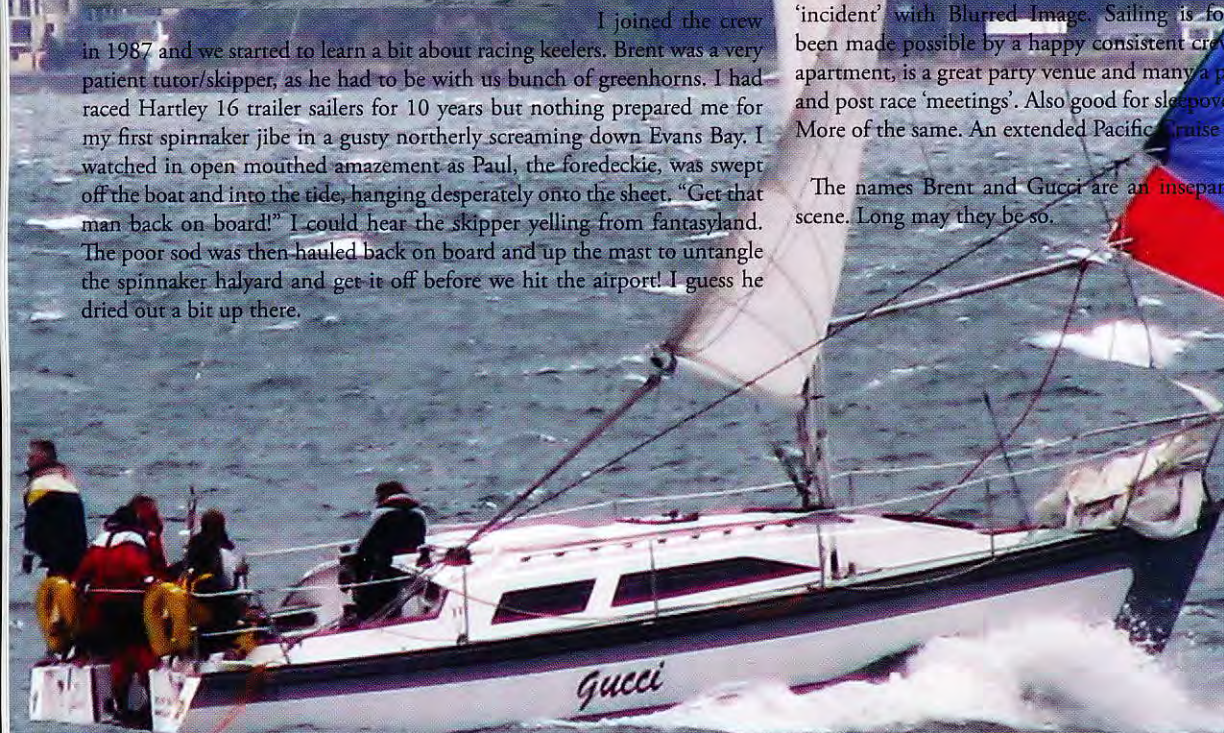
The names Brent and Gucci are an inseparable part of the Port Niche scene. Long may they be so.



Skipper Brent Dewhurst and Deb Watkins Celebrate



The Winner takes it all!



Hang on!

YACHT CLUB'S VALUES REFLECT WELLINGTON STAR'S OWN.

As Wellington's premier Mercedes-Benz passenger vehicle dealership, Wellington Star operates at the top end of the market, offering discerning purchasers the opportunity to buy into one of the world's most prestigious marques.

The Mercedes-Benz epitomises the values of tradition, leadership, excellence and innovation. And it is because of these synergies that Wellington Star recently became a sponsor of the Royal Port Nicholson Yacht Club, acknowledging the club's similar stance within the local sporting community. This support is the latest example of the company's involvement with a long list of high profile event and community-based organisations within the greater Wellington region, including the Trust House Cycle Classic, Dragon Boats, Chinese New Year Parade, Cancer Society, Wearable Arts, Taste Martinborough and the Martinborough Long Lunch, Samuel Marsden Collegiate artist in residence and the Affordable Art Trust.

Like Mercedes-Benz, the Royal Port Nicholson Yacht Club has a rich heritage which dates back more than 120 years. Karl Benz (considered by many to be the father of the modern automobiles) actually conceived of the idea of arranging his own transport in 1881 after feeling restricted by having to follow the direction of the tracks whilst travelling in Russia on a hot, crowded passenger train.

In fact, Karl Benz founded his first company, Benz & Cie in 1883, the same year that RPNYC was established by a group of enthusiastic sailors with Governor of the day, Sir William Jervois, at the helm as Commodore. And the comparisons don't just end there, because the world's first ever car race in 1894 was won by one of Gottlieb's cars about the same time that competitive yacht racing was flourishing at Port Nicholson.

In 1919, Daimler-Motoren-Gesellschaft was approached regarding a possible merger. This association with Gottlieb Daimler and the Mercedes-Benz brand was cemented when the two companies eventually became one in 1926. A symbol was chosen for the combined products of DMG and Benz. The new insignia was a three-



Mercedes-Benz Wellington Star

pointed star wreathed with laurel (which represented land, sea and air) with the word "Mercedes" at the top and "Benz" was at the bottom.

The first two automobiles to sport the Mercedes-Benz name were the Stuttgart and the Mannheim. Then in 1928 the Mercedes SS was introduced by Mercedes-Benz. This graceful body was made possible by a hood line that barely cleared the engine.

The advent of the combustion engine also saw the development and popularity of the motor launch as the driving force to form the Port Nicholson Motor Boat Club.

Today the Royal Port Nicholson Yacht Club boasts around 1,000 members and has over 200 boats on its register. From humble beginnings, the club has eclipsed all expectations due to the commitment and drive of its membership over the years and a lot of innovative thinking all along the way. And it is this kind of dedication and community spirit which makes the association with Wellington Star such a complementary one.

Wellington Star is the approved Mercedes-Benz dealership covering the lower North Island. The company offers an impressive array of both new and pre-owned luxury passenger vehicles. The launch of the Approved Pre-Owned Mercedes-Benz programme in New Zealand in May last year signifies its commitment to not only stand behind its new vehicles upon first sale and registration, but also continue on into their next generation of ownership. The company also offers its clients access to the largest stock of genuine parts in the region, as well as boutique items and vehicle accessories. Utilising the latest computerised links direct to the factory, Wellington Star's Parts Department can accurately supply any item for any Mercedes-Benz passenger car. Finance, leasing and insurance solutions can also be tailored to customers' business or individual requirements too. Often in the case of finance, approvals are normally provided within the hour. And in terms of on-going servicing requirements, the combination of factory-trained technicians and a major investment in diagnostic equipment ensures the highest possible level of customer satisfaction.



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Lady Mink - Home From Pacific Adventure.

By Dave Parsons

Sleepless nights, plenty of boat maintenance and the expense. Was it all worth it? Absolutely!

Six months sailing up around the Fiji Islands, Vanuatu and back home was about the right amount of time. Plenty of islands remain to be explored, but cruising can be tiring and my bank account was well in need of some attention, so back home to work I went.

The following is a quick overview of an experience worth repeating.

After Mark, Dave and Shaun headed home from Fiji following the Auckland-Fiji race, I headed off for a few days by bus around the main island staying at back packers. I enjoyed the break from the boat, sitting back and taking in the scenery through the bus window. It wasn't long before an awaited part arrived from Barton's for the chart plotter and it was time to head NW up through the Yassawas. I had met John Woolf and Wendy Lyons (Beyond), another Wellington boat and we had a 3rd boat join us for 2 magical weeks sailing up the east side of the island group stopping at various islands and villages.

One highlight was being invited for lunch after church on Waya and having turtle, octopus and cassava (root vegetable). We explored many places I had heard and read of, Musket cove, Navandra Island (uninhabited), Blue lagoon and others. The snorkeling was great with a wide variety of fish and coral and water temp. 27 degrees C. Certainly a challenging area to sail by yourself with many coral heads and uncharted reefs to keep you on your toes. This of course required the odd sundowner with fellow boaters at nights to relax. Battery drill at hand made short work of the coconuts, for the contents were a great mixer for the mandatory glass of rum!

So back to Vuda Point Marina to wait for my next crew.

July 27th Carol Love and Amanda Hunt arrived from Wellington for the next leg to Vanuatu.

On Gucci's advice we decided to sail further south to Tanna Island. The passage from there to Vila would be easier with the SE trade winds in our favor. On the 29th July at 0930 we headed off, with a good breeze (20-25knots) and sea. Approximately 3 1/2 days later we sighted Mt Yasur, a live volcano, not far from the entrance to port Resolution on the east side of Tanna. It was a great feeling, as always, to firstly see land, and then to slip into a beautiful bay to anchor. Customs and immigration just happened to be on the opposite side of the island. The following morning we headed off with two other yachties, sitting in the back of a truck and bounced our way over the mountain to Lenakal. We picked up the immigration officer, Mrs. Tabby, on the way, sorted our paper work, then back over the hill home. That night we hired the same truck and headed up to the base of Mt Yasur for a look. OSH certainly doesn't feature in the islands! We wandered up a track with a torch, no guide or safety rails and peered over the rim to see molten lava. Every 10 minutes or so the volcano would erupt sending molten rock into the air rivaling any Guy Fawkes display!

Forty-eight hours after arriving in Tanna we were raising the anchor and heading north for Vila for Amanda to catch her flight home. Carol spent a further week with me exploring Havannah Harbour on the north side of Efate before also heading for home. Another good set of crew been and gone.

23rd August Kathryn (sister) and Bill (father) arrived for what became a month. Bill and I entered the Vila Yacht Club race on a Sunday which was all very humorous with Lady Mink full of cruising gear, bananas and other fruit tied to the coach roof etc. The 3 of us then sailed north catching up with friends I had met elsewhere and meeting many more new and interesting people along the way. Met up with Roger and Julie on "Tradition", John and Wendy "Beyond", Kylie and Andy "Alluna", Ian and Karen, "Ocean Whisper" and many others.

We revisited Havannah harbour then onto Amae Island, Lamen Bay on Epi where we swam with turtles and the resident dugong. Over to Malakula to Port Sandwich where swimming and even paddling along the beach is not recommended due to the number of tiger sharks and their appetites. North to Port Stanley, and across Bougainville Strait to Santo Island catching mahimahi and tuna on the way. Bill and Kathryn flew out from Luganville and I had a relaxing couple of weeks anchored with 10 other yachts in Palakula bay. From here 15o 34'S 167o 15E joined "Beyond" and Australian yacht "Gambit" to sail south down the west coast of Malakula, stopping in at various bays until we reached Melip Bays. Here we met up with another Wellington Yacht "Mawaenga" (Arun and Michelle). The four of us had a very entertaining night at a Nakamal (Cava hut) sampling enough of the local grog to require a guide to the beach in the dark to dinghy home. From Melip Bays we sailed on south to the Mascalyne Islands and had an overnigher to Vila.



Oct. 18th rolled along and Jim Shaw and Gavin Pascoe flew in from Wellington for the trip home.

Oct 21st dawned and we headed out of the bay accompanied by Uncle Arthur" (37'Spencer) who we had raced against from Auckland to Fiji. It was blowing 25knots on the nose and soon after rounding the heads to sail south into short steep seas, I managed to break a toe while demonstrating reefing the main! Mmmmm good start... Gavin, like Jim, proved to be good and reliable at sea and did the reefing when required for the next week at least. We had some beautiful sailing over the next 15 days, hours spent racing along beside Uncle Arthur until finally losing touch with them near New Plymouth.

Due to a leaky engine and a typically interesting Cook Strait forecast, we made for New Plymouth and cleared customs there.

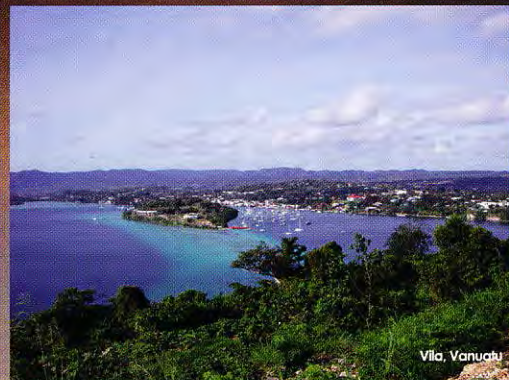
I had mixed feelings seeing the crew off in New Plymouth, had a great trip down and enjoyed their company yet looked forward to some time to myself.

I spent about 2 weeks waiting for that reasonable weather window for the last leg home. A Friday night arrived as did Mark Grieg and Mark Hubbard and we slipped out of New Plymouth Harbour into 25-30knots from the NW with a good following sea. We managed 15knots SOG overnight and Saturday dawned with sunshine and increasing wind. We surfed (Lady Mink!) down through the Strait with some impressive waves chasing us. The wind increased to 40 gusting 45knots and we managed a couple of broaches before noticing a top speed of 17knots on the plotter!

30hrs after leaving New Plymouth we were sailing across Evans Bay for home with "Illusions" coming out to greet us at midnight and Carol, Kevin and Leonie (Border Rings) on the pier to take our lines.

What a great adventure and how fortunate to have shared it with such capable and easy going crew.

Send instant messages to your online friends <http://au.messenger.yahoo.com>



Vila, Vanuatu



The local backpackers in Vanuatu



Dave Parsons With Crew and friends relaxing



Finally Home!

Lady Mink sailing off into the sunset!

White Island on a Whiting Half-Tonner

By Deb Watkins

If you want a good push towards madness, try the White Island race. Believe me, Auckland to White Island is a long way in one weekend, particularly in a small boat like Candu II!

We (Carol Love, Ned Davies, Brent Dewhurst, Deb Watkins, Russell Brooking, Dave Roberts, and Joss Debreceeny) set off to Auckland on the Thursday with plenty of time for preparation, plenty of time to study the weather, charts and talk tactics.



From left: Russell, Dave, Carol, Joss, Deb, Ned, Brent

With 309 miles to go the biggest task was how to get food for 7 people on a smaller boat with not much room for storage. However, we finally managed to squeeze it all on, under bunks that we, incidentally, could not get to later on!

The race started at 6pm – Friday, the wind was approx 15 knots from the South West and a fleet of 18 boats lined up.

The whole fleet, except us, went to the south of Rangitoto Island. We followed the advice of a specially prepared forecast, took a punt and went north of Rangitoto. Due to this we sailed alone and never saw a boat until Channel Island. During this time a large pod of 200 dolphins came to play with us (not one jumped aboard)! We match raced Kirsten J for the rest of the race with the lead changing, on a final count up, 9 times!

All during Saturday we expected to see the bigger boats coming back from White Island but it wasn't until we were getting close that we spotted Pussy Galore. When we finally sighted White Island we counted 10 boats that had just gone around the island (having been in a wind hole for several hours) and were heading off towards Tauranga.



At this point (approx 10 miles out from White Island our boat speed with the code 7 (every boat should have one) had dropped to 1 – 2 knots. This was a bit different from the ride through Colville Channel where Brent and Dave had been competing to see who could get the best speed surfing the waves – Brent won by a whisker!

It took several hours to reach the island and get around with the code 7 poled out on the spinnaker pole, gull-winged. It must have looked a bit odd but we managed to pull away from Kirsten J. The sun set as we circumnavigated White Island and it really was quite magical.

At about this stage of the game, the realisation that we were only half way through the race (Sat night), took our focus for a bit and discussion centred on whether we would make it back in time to catch our flights on Monday night. Luckily, away from the island the wind picked up again and we set off back to Auckland still under code 7.



Still match racing Kirsten J as we approached Cuvier Island we put the storm jib on in 50 knots for a short period. After a long, slow slog back through Colville Channel and across the Firth of Thames we ran into lighter airs again behind Waiheke Island.

Again, the decision whether to go north or south of Rangitoto. We went north again and Kirsten J went south. This time it paid off and we finished the race at 4.43am Monday morning, ½ an hour ahead of Kirsten J. A marathon race!

On arrival at Westhaven some wet, cold, worn out bodies climbed off Candu II and decided to come back later in the day to clean the boat. We called for a taxi to take us back to our accommodation and a long awaited hot shower.

Next day we found groceries we never realised we had! And the jet planes that Carol had searched the boat for finally turned up! (Russell had been ordered to get at least 6 bags!) We hosed down everything, including the squabs, and emptied the many buckets of water from the bilges that had come down below with every sail change, not to mention wet people.



After cleaning the boat we treated ourselves to a lunch and a few well-deserved drinks at Swashbucklers Restaurant (steak that melts in your mouth where they tell you if you need a steak knife they will replace your steak). If you're ever at Westhaven you should go there.

All in all a great adventure over 3 days with fantastic team mates who put a lot of sea miles under the keel in a short time and got back to Auckland safe and sound. Candu II is a gutsy little boat that has provided us with memories that will long outlive any sail on the boat! Thank you Carol and Candu II!

The Tour So Far...

By Hayden Swanson

As I write this I have been away nearly 5 months, so time seems to be going really quickly. The last 2 months have been spent trying to recoup the funds that were spent while travelling through Italy for 4 weeks and sailing in St Tropez, where rum and coke was far more expensive than back at home (\$18 N.Z.). We learnt to bend over pretty hard in St Tropez.

Sailing in St Tropez was a completely different experience from anything I have ever done before. Sailing on a 160ft classic schooner where we were hoisting sails called Fisherman and Queen was a real eye opener and a complete blast. Sailing in 25-30 knots of breeze on the last day of the regatta and seeing the boat at its full potential was awesome. You soon realise how tide is created in the Med; these boats push a lot of water but it just added to the experience of the whole week.

Having completed our time in France we headed for Palma, Mallorca where Gerry "Maguire" Booth had kindly lined up some work for Locky and myself on "Song of the Sea". After 4 weeks



Up the rig on "Song of the Sea"

on the boat we had gained extensive knowledge in the arts of sanding and varnishing, not to forget polishing, and by the time we had finished there was hardly a piece of the boat that hadn't felt our expert touch. The 4 weeks that we spent on the boat were a heap of fun and I can't thank Gerry enough for helping us out.

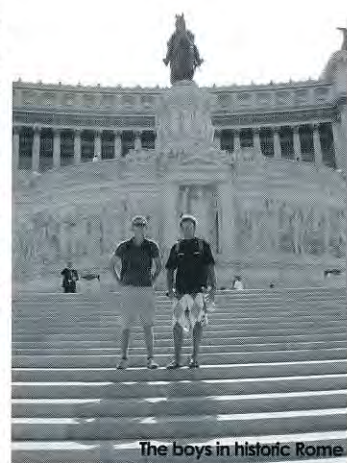
The goal for Locky and myself while we were in Palma was to try and find a delivery across

to the Caribbean. We had been told it wouldn't be too hard, but after being there a month we came to the conclusion that it wasn't to be. The way the season is working over here and with the America's Cup starting early next year, a lot of boats have decided to stay on this side and prepare for the long season ahead, which wasn't so good for us. But as of November 28th Locky was no longer in Palma but on his way across the pond, so it was good news for him.

As for myself, I know I have work in Palma for the winter, if I choose to stay here that long, aboard Hetarios, the boat that Locky and I sailed on in the Maxi Worlds. I've come to the conclusion that there are probably worse places to be, the weather is great, still in the mid 20's and its winter, so I can't complain. The Corner Bar is like my second home. The owners know my name and while I don't think this is necessarily a good thing, it's a whole heap of fun. As the saying goes, "Make hay while the sun shines", so I'll continue on the saving programme for a bit longer, so when the next opportunity arrives I'll be in a position to take advantage of it.

Hasta luego!

Hayden Swanson



The boys in historic Rome

We lead, others follow



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32nd America's Cup – A brief history

During the late 1840s, an American named John Cox Stephens and friends built a schooner that was different to most yacht designs at the time and which would lead his team to victory 11 years later. A challenge was issued to the Royal Yacht Squadron in England by the Americans. The Royal Yacht Squadron accepted the challenge and ran the race around the Isle of Wight which was its island base. The Prize at the time was 100 guineas and a silver trophy that stands at 27 inches (68 centimeters) high and weighs in at 138 ounces (approximately 3.8 kilograms).

Appointed in 1843 by Queen Victoria as the official Crown Jeweller, Robert Garrard of Garrard & Sons in London designed the Cup itself in 1848 as a stock item. It was later purchased by the first Marquess of Anglesey, who then presented it to the Royal Yacht Squadron as a racing trophy.

In 1887 the Deed of Gift was presented to the New York Yacht Club with the cup.

On 22nd August 1851 the yacht 'America' sailed across the finish line at the Isle of Wight to win what was to be the first of many America's Cup Challenges. There have since been 31 editions of the regatta which is raced every three years. Its rich heritage and tradition dates back to 1851, so the America's Cup is often called the oldest trophy in sport.

In the summer of 2000 'Alinghi' was formed and charged with the task of winning the America's Cup. On the 2nd March 2003, after 3 and a half weeks of gruelling competition the mission was complete with 'Alinghi' skippered by Russell Coutts making yachting history and defeating Team New Zealand skippered by Dean Barker to win the 31st edition of the America's Cup and take the 'Auld Mug' to Europe for the first time in 156 years.

With 156 years of history behind it the next America's Cup will be raced this June on the waters of the Mediterranean. Almost completely enclosed by land: in the north by Europe, in the south by Africa and in the east by Asia, it was announced in November 2003 by AC Management (a company established in The Protocol as the event authority for the 32nd America's Cup), that the Swiss team 'Alinghi' would defend the America's Cup this year on the warm sunny waters off the coast of Valencia, Spain.

Valencia was chosen for its reliable weather patterns, which will help ensure racing starts on time. Its central location in the Mediterranean means that this prestigious and historical yachting event will be easily accessible to over 300 million Europeans.

This will be the first time that the America's Cup has been held in Europe in over 150 years. It has been raced in the USA, Australia, and New Zealand and once in Great Britain back in 1851.

Sailing under auspices of the Société Nautique de Genève, 'Alinghi' will go up against the world's best with 11 teams from 10 countries and 5 continents to defend the fabled Cup.

The first defence campaign of the America's Cup for Team New Zealand back in 2000 saw Russell Coutts win 4 out of 5 races over Prada before handing over the wheel to his understudy Dean Baker to complete the sweep. Shortly after the successful defence of the Cup in 2000 Russell Coutts along with others left Team New Zealand for a new challenge with 'Alinghi'.

With just over 100 team members including shore crew, Emirates Team New Zealand has already made their way back to Spain to take on the Swiss and try and bring the 'Auld Mug' home to NZ.

The recipe for any America's Cup campaign needs three crucial ingredients: a fast boat, a skilled and experienced crew and reliable equipment. With the unfortunate events of the 2003 campaign for the Cup, Emirates Team New Zealand's campaign for 2007 has a strong focus on reliability, and as you all know, without the reliability of equipment, a sail that tears or a rope that breaks could result in a race being lost. It is the job of Andrew Nottage and his shore crew to ensure that gear failures are eliminated as much as possible.

Director of Sailing and Operations Kevin Shoebridge will manage the team's day-to-day activities - pulling together all the strands that make up a successful team.

Design Coordinator Andrew Cloughton joined Team New Zealand for the 2003 campaign and for 2007 will manage the design team's programme.

Emirates Team New Zealand Director and Challengers Commission representative is Jim Farmer QC.

The job of the AC 32 Challenger Commission is to represent all challengers. Where a commission is not established due to lack of entries the challenger of record (first accepted entry for the regatta) and the defender decide upon governing rules for the regatta.

The first race of the 32nd America's Cup Match Racing Regatta will be held on 23rd June and the event will go through to the 7th July 2007, where in just over three and a half weeks crew will be tested on their skills, knowledge and the ability to work together as a team to sail to victory, as did John Cox Stephens and his crew back in 1851, and win the most coveted prize in yachting, the Americas Cup.

Go Emirates Team New Zealand!

Defender: Alinghi
Société Nautique de Genève - SUI

Challengers (in order of acceptance)

BMW Oracle Racing
Golden Gate Yacht Club - USA

+39 Challenge
Circolo Vela Gargnano - ITA

Team Shosholoz
Royal Cape Yacht Club - RSA

Emirates Team New Zealand
Royal New Zealand Yacht Squadron - NZL

Luna Rossa Challenge
Yacht Club Italiano - ITA

Arreva Challenge
Cercle de la Voile de Paris - FRA

Victory Challenge
Gamla Stans Yacht Sällskap - SWE

Desafío Espanol 2007
Real Federacion Española de Vela - ESP

Mascalzone Latino Capitalia Team
Reale Yacht Club Canottieri Savoia - ITA

United Internet Team Germany
Deutscher Challenger Yacht Club - GER

China Team
Qingdao International Yacht Club - CHN



On The High Seas With Resolve

By Stephen Parker

The crew of Resolve knew they were sailing through testing conditions. Gale force southerlies and four to six metre swells made for an uncomfortable ride as we sailed about 20 miles off the Wairarapa coastline on a Saturday afternoon.

And just to emphasise it one heavy broach on the starboard side saw a wave swamp the cockpit, drenching Rhys's head and ripping off our danbuoy.



At least it worked. The two metre high wand inflated, but it looked pathetically small as it disappeared within seconds amid the large swells.

Resolve was being taken from Wellington to Tauranga as part of a delivery voyage to Auckland. The boat travelled north for the IRC Nationals in Auckland in mid-March. Skipper Tapio Sorsa, with a crew of Grant Smith, Rhys Head, and Stephen Parker received a taste of some East Coast conditions on their leg from Wellington to Tauranga.

THURSDAY 8 FEBRUARY: A combination of jamming in work commitments and the need to deliver the boat sees Resolve departing Thursday the 8th of February. Rhys had just flown in from Christchurch at 6.30pm, Grant arrived from his office at 5.30pm, and Tapio escaped work at 4pm. Stephen had the day off allowing some of the prep chores to get done. A last minute GPS aerial replacement (thanks Mike@Barton Marine!) allowed the new chartplotter to be up and running and would prove to be a handy piece of kit. We get underway with White Lady slipping past our beam at 7.30pm.

As dusk starts to fall we clear the Wellington heads. A solid southerly swell is rolling through, but there's little in the way of wind. The forecast promises "good" southerlies over the next few days. Our dinner for the night - working through a stack of Domino's pizzas. Initially we decide on watch system of three hours on, three hours off. All of us are looking forward to turning left at the heads for a change instead of right hand turns for the RPNYC Cook Strait races.

FRIDAY 9 FEBRUARY: 00:01: Watch hand-over, Tapio and Steve on deck motoring at about six knots. Sails are up but very little in the way of wind. We pass the lights of Ngawi, spotting the odd car driving down the Coast Road. Cape Palliser light is very obvious and navigation straight forward with the chart plotter being put into use as the waypoints call for another left hand turn.

0300: Grant and Rhys are shaken for watch change and the early shift. Chilly night, but stars are out as we start to track up the Wairarapa coast. A still night under motor. Seas start to get a little sloppy.

0600: Watch change. Steve and Tapio manage a couple of hours sleep as sea starts to pick-up. Looking back south reveals a long thick band of dark frontal cloud. Tapio and Steve brew up a coffee and have some muesli for

breakfast. Get the food down in the nick of time as initial frontal winds of 20 knots arrive. The day brings building seas and winds. By 7.30 am we had covered 70 nautical miles in our first 12 hours.

0900: Grant and Rhys back on deck. The genoa is taken down and a jib is hanked on. Grant at the helms starts to enjoy some good speeds as he surfs down waves. Mid morning, as conditions worsen, the boat broaches and proves more difficult to handle. All hands on deck to help with putting the first reef in the main. A 10 knot average boat speed through the water is easy; surfs of 12 to 14 knots become common. Plenty of sail remains up. We are pleased with the conditions, it means a faster trip and our goal of reaching Tauranga by Sunday is looking realistic. The boat rounds up occasionally in the cross swell but nothing serious.

1200: Tapio and Steve back up on deck, officially on watch. The swells have definitely picked-up in size. Grant says he's been getting some good speeds going down waves. Up to 14 then 15 knots in the two to three metre swells. 15.4 knots declared as the best speed. Back at the helm Tapio starts to get some exciting speeds surfing down the faces of waves.

By early afternoon the wind picks up further and sea state is getting worse. 30 to 35 knots consistently and the southerly is peaking at 40 knots. There's more breaking surf at the top of the swells. We put in the second reef in the main.



Tapio eventually records the top speed for the day, peaking 19.2 knots on the face of a monster wave. Rhys struggles a little with seasickness, and has thrown up over the side several times; the chocolate muffins have been emptied out of the tip-top ice-cream container to prepare its use for other purposes...

Unfortunately for him Rhys is lying down on the starboard side of the cockpit when the boat broaches. A breaking wave swamps the cockpit, completely drenching Rhys. More alarming the sea has ripped out our danbuoy on the starboard quarter railing. It deploys and floats away. Tapio quickly rejects any thought of trying to retrieve it. We catch glimpses of it for about 30 seconds but then it's permanently lost.

1600: Headsail change is made for the night with a storm jib going on. This makes the boat easy to handle. Also alter tack. Put in a granny tack instead of a gybe. Sailing on starboard seems to give more stable control as the direction of the swell is different from the wind direction.

1800: Crew have a brief discussion about Friday night drinks, but the topic is quickly dropped. By 1930, our first 24 hours, we have travelled 185 nm. It means we've covered 115 nm in our last 12 hours. Yet it was going to be a long night for everyone. Rhys has been temporarily knocked about with seasickness.

Tapio and Grant need to do all the helming for the night with Stephen not sufficiently experienced for the conditions. Gale force winds, very rough seas, and zero visibility makes it difficult work in the dark.

Settle on a new watch system. Tapio and Grant do three hour rotations on the helm. Steve is up most of the night providing second man cover.

SATURDAY 10 FEBRUARY: 12.01 It's a difficult night for the guys on the tiller. They have to concentrate in the testing conditions. Steering is done solely by instruments, true wind angle (TWA) providing feedback. If they go too low they gybe the boat, if they come up too high it's a broach in heavy seas. You can't see the waves, but you can hear them breaking all around the boat. Thick cloud cover means no moon or stars. Both Tapio and Grant have seen over 50 knots on the wind dial.



Skipper of Resolve
Tapio Sorsa

When we do snatch a couple of hours sleep below we keep most of the wet weather gear on. It's very much a case of going down below and shutting you eyes as quickly as possible, ignoring the pitch and roll in the cabin. Lee cloths are a must! At about 0400 the lights fade on the chartplotter and then the instruments beep. The house battery has run out of charge. Quickly restart the engine to get the instruments going again.

0600: Its been a long night, and every body is pleased to see daylight. Seems to make everything easier. Forecast is for the southerlies and very rough seas to start abating, but there is no sign of this yet. Plenty of big rollers peeling through though. Nobody is much interested in food. Stay with two reefs in the main and storm jib. We're a long way out at sea so no sightings of land, but we are abeam of Gisborne and Mahia. Plenty of sea birds about and a small pilot whale is seen travelling past us.

1200: Winds beginning to ease. No longer getting the 40 knots, although consistently in 30s. Approximately 50 nm to get around East Cape, then another 100 nm through to Tauranga, we've covered 350 nm so far. Rhys in much better shape and back on his feet

1500: Tapio slaps two pieces of pizza into each other to make a cold dominos pizza sandwich. Looks as though he's regretting it. Seas are beginning to abate, still some big rollers and generally confused seas but a definite improvement.

1800: As we gradually approach the mainland, the dusk settles in as we head towards East Cape. We can now make out the eroded cliff faces, and the sun streaming through the odd cloud break - a welcome sight. We are certain once we get around the Cape we are going to receive some flat seas. As the track brings us into land we start to wonder about what the sea state will do. Moving relatively quickly from depths of 300 metres to 200 metres, 100 and then 50 metres. Waves seem a little shorter but nothing severe compared to the swells over last 24 hours.

As we edge around the corner and track up the coastline the seas immediately ease. The challenging conditions are behind and we feel we've broken the back of the journey. Decide to go back to the four hour watch cycle.

Tapio and Steve were back on watch. Have passed Hicks Bay and as we reach Matakaoa Point set a track of 247 degrees. A straight line across the Bay of Plenty, heading past White Island through to Tauranga. The sea is flat, and we are briefly worried what a large dark frontal cloud will do to us, but it seems to be pushed out to sea. We're enjoying a steady 20 knots of wind. The Genoa is back on and we have neat spell of beam reaching in flat seas.

SATURDAY 11 FEBRUARY 00.0: Rhys and Grant back on deck. Both have slept well. Start the engine in the course of the night. Winds die. 4am to 8am: Grant wakes Tapio and Steve and provides them with hot noodles in a cup. Cold on deck but clear skies and plenty of stars. Orange glow heralds a beautiful dawn and day. While motoring past White Island, it emits a small puff of volcanic plume. Tapio (he is from Finland after all) is surprised to learn he's staring at an active volcano. Late that day we discover the crater lake has dramatically risen in temperature, a warning that some form of eruption may be brewing.

Steve is eating an apple when a small flying fish lands on the palm of his hand and then flops on the cockpit floor. It's only small thing but beautiful with blue colour. Tapio spots a pod of dolphins swimming past across our bow headed in the White Island direction. They don't stop to play. Temperature starts to shoot up. Before long it's shirts off for everyone to enjoy some sun. All wet gear is brought up from below and laid across the cabin top for a decent airing.



Sun tans and cold beer
this is the life!

It's a gorgeous day. A parapunter is gliding happily off Mount Maunganui as we enter the harbour at 1330. A clean-up of the boat, empty the bilges, a quick shower at the home of Grant's parents, and in a car borrowed from his brother we hit the road for Wellington. Home by 1130 pm. It was a very full, long weekend but it was a good one.



Port Nicholson Line 7 Race Week 2007

Cup History

By Bill Brambleby and Bruce Askew



Waterhouse Trophy

We have very little information about the origin of this Trophy, and there is possibly some conflict in what we have. There is on file a Club newsletter dated July 1949 where the writer lists the Club's principal trophies and short commentaries on their origin. The Waterhouse Trophy is attributed to a Wellington yachtsman and a member of the firm of Barristers, Hadfield and Moorehouse. He eventually lived in Paremata. We have since discovered a letter dated July 1945. As below.



In this letter the Cup's actual donor, FA Waterhouse, congratulates the Trophy's first winner, Norman Thomas with his yacht 'Ilex'. In this letter he also reminds us that there was still some military training being undertaken at that time. Perhaps F.A. Waterhouse was related to the Barrister? To add a little interest to this article a brief description of the 'Ilex' and some comment on Norman Thomas and his family's exploits seems in order.

The 'Ilex' was a Logan designed and built yacht, some 52ft (16 metres) on deck. She had many Logan characteristics, namely just plain classy although



The Ilex

she had a clipper bow and more displacement than her thoroughbred sisters.

Norman, guided and assisted by Athol Burns a well respected designer of the day and Carl Johnson (the mate and a Norwegian) re-fitted the Ilex as a ketch with a gaff mainsail and Bermudan Mizzen. She retained her bowsprit with jib and staysail and a substantial but appropriate deck house was fitted.

She completed several coastal cruises, one to Onehunga

and return and also a South Island circumnavigation. In November 1946 she sailed to Sydney and became New Zealand's first entry in the Sydney - Hobart Classic. This inaugural race was won by John Illingworth in his yacht, 'Rani'. Illingworth went on to become one of the world's ocean race pioneers. He sailed, wrote about and designed yachts.

The Waterhouse Trophy, the Ilex and Norman Thomas

Ilex was later sold to a missionary group in Tonga. For some years she did service work in the Pacific Islands. This all came to a sad end when on a voyage to Auckland with a group of Tongan sportsman on board traveling to attend a Boxing Championship, she struck the Minerva Reef and became a total loss. All aboard were rescued.

After selling the Ilex, Norman purchased the Topsail schooner 'Huia'. She was well known around New Zealand and across the Tasman. She was some 35metres on deck and approximately 300 tonnes. Huia is credited



The Huia

with the fastest Trans Tasman trip for a commercial sailing vessel. Norman sailed as a mate under Captain D.S. McLeod. They made voyages to Kadavu, Papeete, Rarotonga, Pitcairn and Henderson Islands. Huia struck the Komekame reef while leaving Noumea under difficult tidal conditions and became a total loss.

Norman returned to New Zealand, later purchasing "Coongoola", an Australian "motor sailer" approximately 22metres long. She was moored in Evans Bay - opposite Thomas's boat shed which is still the northern most one in Evans Bay.

Norman decided to settle in Australia. He loaded "Coongoola" with his possessions. These included many new household items, plumbing fittings etc. that he proposed to install in a property in Sydney. On arrival the Australian customs fined Norman for importing undeclared items such as the plumbing fittings. This was considered a funny joke around the boat harbour population. At a yacht Club function Norman's son Roydon sang a song accompanied with his banjo, 'My Old Man's a Smuggler', much to everyone's delight!

It is difficult to put some of these following notes in proper context. In his early days in Wellington

Norman established a business that produced basic building equipment, engineering and springs in lower Ghuznee Street. These products wore the label "Samson"

He later rejuvenated the Balena Bay Boat Yard forming the company "Craft Construction". They built some fine vessels. He also found some time to serve as an engineer on one of the Union Co's Tugs.

Bill McQueen and Roydon Thomas served apprenticeships at Craft Construction. Apart from obtaining solid instruction from the proper boat builders like Jock McKay and Garner Hazelwood these apprentices received a good general insight into boat draughting and design philosophy from Athol Burns, the resident designer.

Roydon took these skills further later designing and building several smaller yachts and motor launches. He was based in the Thomas's boat shed in Evans Bay. One yacht was sailed by Roydon's younger brother Neal to the Kermadec Islands.

Later as a Crew member on a small coastal vessel, Roydon when returning aboard slipped off the vessel's gangway unnoticed and was found drowned later that evening.



(Image of the Waddilove Trophy that was unfortunately omitted from the October 2006 edition)

The Racing Game Part 2 of 3

by Senior Instructor Matt Wood

In the last article we discussed how to fine tune your boat against another yacht in training. Let's now take a look at sizing up the race course.

The second very effective application of two boat training that we are going to look at relates to analysing and assessing a race course prior to the start. There are just as many variables on the course itself as there are in the set up and fine tuning of our equipment and just like fine tuning the boat, two boats are able to remove a large amount of the guess work.

With any luck you already make a practice of making a preliminary assessment of the race course prior to the start, obtaining such details as the weather forecast, current conditions, course number, start time and sequence. As you head out towards the start line you would usually survey the course and start to form opinions relating to which side of the course looks favoured, whether there is any significant current and ascertaining the likely wind range that will be encountered. At this point it is a good idea to compare what you are observing to the conditions forecast, and try to work out what is likely to occur next. As we know, if you can pick the first significant shift correctly you are well on the way to recording a good performance. One example of this in practice would be if the forecast wind was a 15 knot northerly changing to a 20 knot north westerly and upon arrival on the course it was still blowing 15 knots from the north. Clearly the most likely occurrence would be the wind backing to the west sometime during the race and you therefore want to position yourself to the left side of the course in order to take maximum advantage of the potential significant shift in wind direction.

Once you have made an assessment of all of the above mentioned variables it's time to make your way onto the course and find out with more certainty what's going on out there using the two boat method. In sailing we have the advantage of being able to sail on the actual patch of water that we will race on prior to the race (with a few exceptions). This is not a luxury extended to other sports such as cricket and golf for instance where the first ball faced or the first putt made is on an untested surface. We have no excuse for not having a really good handle on the course conditions prior to the start.

The best place to begin is the start line and first beat, as this is where the race is often won or lost. If the start line is in place then both boats should be positioned near the middle of the line on opposite tacks. If the line is not set then an estimate will have to do. The two boats then head off on a close hauled course in opposite directions, one on starboard tack and the other on port. Ideally by this stage both boats will already be tuned up and sailing at near optimum speed. The boats continue on for a set period of time usually 5 minutes. While sailing you need to make note of information such as the boats magnetic heading, wind strength and if possible the time between wind shifts. After 5 minutes both boats tack and begin to converge back together. As the next 5 minutes elapse the boats will cross. As they do it will be come apparent if one or other of the boats has a significant advantage or if the difference is negligible. In order to confirm if one side of the course or other is indeed favoured both boats then return to the start line, swap tacks and repeat the exercise.

Often by the time you have completed two small upwind beats it will become very apparent which side of the course is favoured. Sometimes ascertaining the reason why one side of the course is better than the other is fairly easy, as there might be appreciably stronger wind there or a geographical feature that gives a permanent lift at a certain point on the course. Other times it can be less apparent, such as is the case when a tidal stream or back eddy enters a part of the course. In this scenario the course as a whole might look very similar but yet there will be a big gain to be made by going to one side or the other.

When considering tidal flow and currents it is important to remember that when the wind opposes the tide it presents as a shorter, steeper wave. When both tide and wind are heading in the same direction the waves tend to be flatter and longer. It therefore follows that in the absence of other variables

you would tend to head for the areas of shorter, steeper waves when heading to windward and head for the flatter areas when sailing to leeward. This particular situation is often observed when racing in the vicinity of such areas as Falcon Shoal or Point Halswell where tide is flowing around headlands or in a channel type situation where back eddies form closer to the shore.



Senior Sailing Instructor Matt Wood on Bayleys MRX

Here is one example of how effective assessing the course with a second boat prior to a race can be. It occurred when I was involved in National Championships held at Plimmerton several years ago. The course had been set between the reef and Mana Island and winds were out of the northwest at about 15 knots. About 45 minutes before the start another boat joined us and we performed the exercise exactly as described earlier. It turned out that whoever set off on starboard tack first gained a huge advantage. I was quite taken by surprise by this as neither side of the course appeared appreciably different to look at, yet one side was definitely favoured. As no significant wind shifts were experienced the only explanation appeared to be a strong northerly current on the port side of the course. Had we not taken the 20 or so minutes required to test the course we would have found out (probably the hard way) at the top mark, for the first time, that one side of the course was significantly favoured. As it was on that occasion I managed to round the top mark first in a fleet that contained many competitors who were faster than me.

As is the case with the training exercise outlined in the last Rip magazine, this particular method of sizing up the race course using a second boat will also develop the skills required to constantly monitor your progress during the actual race relative to other competitors. You should then become more and more proficient at continually assessing and amending your race plan to suit the ever changing wind conditions experienced. It is one thing to know that you have good speed and height, information that can be obtained from the various readouts that most race boats have. However the next step forward in performance is being able to combine that knowledge with observations of the race course and other competitors, then decide upon the best course of action in any given circumstance.

In the next edition of the Rip we will conclude the series on two boat training, so between now and then get out on the water and "do it to them before they do it to you!!"



Boats positioned on the start line prior to assessing the first beat



Let's Race!

420 WORLDS 2007 - TAKAPUNA

By Rowan Swanson

After arriving back from the 2006 Worlds a number of crews split on their return due to incompatibility, including myself and Bruce Kennedy who also split from his crew. Bruce and I got on very well when we were at the Canary Islands Worlds and became good friends and after being back for a short time decided we would pair up and have a shot at the worlds being held in Takapuna.

One of the more difficult parts of the campaign was trying to find a Zeiglemeyer 420 in New Zealand that we could charter, as most them had already been chartered to overseas competitors and those that weren't were being used. We particularly wanted to use a Zeiglemeyer as it was the same type of boat we had both sailed in at the previous worlds. After much ringing and enquiring right around New Zealand we finally found a boat in New Plymouth owned by Nyal Simpkin, who very generously let us use/charter the boat. This made it all possible, although we didn't pick up the boat until sometime in November and we still had to set it up for racing which also ate into our time.

From mid September until towards the end of November, until NCEA exams were over, I spent most weekends either in Tauranga (which is where Bruce comes from) or Auckland. Once the exams were over we were in Auckland full time trying to get as much practice as we could.

Competing in only one regatta before the first New Zealand Selection Trials (which was the Sir Peter Blake Regatta), we felt we could have had a little more time sailing together. But luckily it all came together when it mattered, and we qualified 3rd overall behind Peter Burling & Carl Evans and Simon Cooke & Scott Illingworth which meant automatic entry into the Worlds. The third regatta we entered before

the Worlds was the Pre-Worlds which was the second New Zealand Qualifying Regatta for the last seven spots in the NZ Team (total of 14 NZ Teams in Open Worlds).

We used the pre worlds to try new sails and new rig settings and only finished 15th which was not a good result but was a good way of learning which side was favoured in different wind directions etc.

Coming into the Worlds we were hoping for a top 10 placing. The Worlds consisted of 17 races. The first six races were used for qualifying where the open fleet is split into four fleets, each fleet racing each other twice with the top half of the fleet going into the Gold fleet and the bottom half into Silver fleet. You carry your placing through to the final eleven races. Bruce and I qualified 4th which meant we carried a 4th into the finals as a race (making the finals 12 races).

Throughout the finals we had a roller coaster ride of results falling between 2nd and 4th at the end of each days racing. Our best day of racing consisted of two 1st and a 2nd.

Coming into the last day of the regatta we were three points ahead of the Brazilians. We had to beat them in at least one of the races. After the first race we had put another 5 points on them so we only had to be within 8 in the last race. They beat us by only 1 point, leaving us in 3rd place overall for the regatta.

We were very pleased with our overall result and so were our parents. The hard work had paid off and we had a very enjoyable time with all of the competitors.

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Volvo Ocean Race 2006

By Daryl Wislang

Many of you may have seen the Volvo Ocean Race when it came through Wellington in January 2006.

Taking part were Wellingtonians Matt Stechman, Andy Walker with ABN Amro, Stu Bannatyne, Harry Lynskey, Jess Lynskey, Jessica Boyce and myself with Movistar.



Wellington restart of the Volvo Ocean Race 2005-2006

From Wellington things really began to happen for me in the race with the head sail making role being offered to me by the team, one which I took and gave my all to. In Baltimore, the first port of call for the race in the USA, a place on the boat became available and was offered to me for the import race. To compete in the Volvo Ocean Race had been a dream of mine, (even though it was only racing around the buoys for the day) but this was the only import race that we won and I was proud to be part of the team.

I have my sights set on competing in the next race starting in 2008.

After the unfortunate event where Movistar sank, I helped pack everything up to be shipped back to Spain and set about trying to find work in the sailing scene that is the Mediterranean. My first adventure was in fact not in the Med at all, but the New Port to Bermuda race onboard Andrew Pindar's Volvo 60 (sponsor of Mike Sanderson's new Open 60), along with Campbell Field our shore manager from Movistar. It was a long very light race, all upwind and the code O was the sail of choice, but this had seen better days and I spent a lot of time keeping it going.

From Bermuda, lovely place that it is, I headed back to Europe, Palma to be exact. I headed there on the chance of picking up some work with the TP 52 circuit, where the best in the world were competing; Russell Coutts, Dean Barker and Gavin Brady to name a few. Oh, I forgot to mention, Juan Carlos the King of Spain sails on the Jose Cusi boat "Bribon". This is the boat that I managed to get a job on when the skipper of Movistar Bouwe Bekking put my name forward to be involved. My first regatta was Copa del Rey as mast man. In the first race it was blowing around 22-25knots. What an introduction to the TP52 fleet, big waves, 18 to 20 knots of boats speed with about twenty boats flying around the short course. Needless to say that there was a lot

of close racing and often the difference between 1st and 5th was a matter of a few boat lengths.

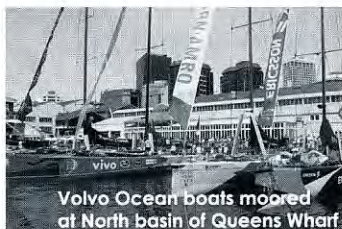
We finished the series on a bad note when we were involved in a T-bone at the top mark. We were hit while on starboard tack just in front of the chain plate. You could see sunlight through the side of the boat, and it was the most sickening blow I have ever heard.

After competing in some of the sailing world's best regattas, the opportunity arose to sail on the maxi Magic Carpet, a Wally 95. The boat won the Wally Worlds with two Wellingtonians, myself and Matt McDowell, on board. The boat had competed in the two previous regattas but had retired early with mast failure. So for owner Sir Lindsey Owen Jones, CEO of L'Oreal, the victory was sweet and a long time coming.

I then went on to join the team on Morning Glory, a very well known Z86 Maxi owned by German businessman Hasso Platner. I was helping to maintain the sails before during and after the regattas to make sure they weren't going to let us down while also making small refinements. My position on the boat was trimming

along with Spike Dorian.

The boat had just finished 2nd at the Maxi Worlds behind Shockwave when I joined. We went on to do the St Tropez regatta, then moved to Malta for the Rolex Middle Sea Race.



Volvo Ocean boats moored at North basin of Queens Wharf

This race starts in Malta and heads up through the straits of Massena and around two active volcanoes that at night show their fiery red lava flows. We came in 3rd on line behind Shockwave and Maximus, but managed to take the overall prize and collect the Rolex Middle Sea Trophy.



I am now in Valencia working for the German Americas Cup team in the sail department. I'm hoping that this season of sailing will be every bit as good as last year.



Movistar and ABN AMRO One in a nail biting finish of the 3rd Leg into Wellington 2006



The James Cook Hotel Grand Chancellor is Wellington's hotel with a heart. Located in the centre of Wellington city there is direct access from the Hotel to the major shopping precinct of Lambton Quay and the Central Business District. Parliament Buildings, Wellington Convention Centre, Westpac Stadium, Te Papa, TSB Bank Arena, The Cable Car and The Botanical Gardens are all within 10 minutes walk of the Hotel.

The James Cook Hotel Grand Chancellor is one of Wellington's largest hotels, comprising 260 air-conditioned guest rooms and suites with a range of facilities available for business and leisure travellers alike. 24-hour reception and room service, covered valet parking, fully equipped business centre, mobile hairdresser, spa and Café Net (a wireless internet connection which can be accessed from all public areas) are also available to hotel guests. Whitby's Restaurant & Bar offers its patrons a delicious array of choices from buffet, to a la carte and light. Sojourn Café Bar is the café and bar located in the lobby with an exciting menu of innovative international cuisine, friendly service and contemporary ambience.

The James Cook Hotel Grand Chancellor has a four star Qualmark Rating and is an absolutely positive experience.

The Hotel is proud to be associated with The Royal Port Nicholson Yacht Club and offers Port Nic members discounted room rates and meeting/conference rates subject to availability.

For more information contact:
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Cathay Pacific Travel Photographer of the Year

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