

# the Rip

APRIL 2008

INSIDE

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The Story

LINE7 Race Week

Blue  
Magic Around the  
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Rear Commodore  
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**www.rpnyc.org.nz**

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

#### Office Hours

Monday to Friday: 9am – 5pm

#### Wardroom Hours

Wednesday/Thursday 1700 – 2000 hrs

Friday 1630 – 2130 hrs

Saturday (race day) 0900 – 2130 hrs

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

Sunday 1200 – 1930 hrs

Sunday (winter series  
race days) 0900 – 2130 hrs

*Restricted hours may apply over holiday  
periods.*

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

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

#### RPNYC Sailing Academy hours

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#### at the RPNYC Restaurant Hours

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Reservations recommended

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# Commodore's Report

Peter Vause

**W**e are now well into our 125th season and there is a lot more sailing still to do. As I write this, the resource consent hearing for the redevelopment of the Overseas Passenger Terminal is into the second week. The objectors, many of whom are club members and berth holders are now presenting their case for opposing the development in its current form. While not actively involved, in the hearing, the Club is a very interested party and we fully support the berth holders submissions. The decision on the Overseas Passenger Terminal will set the precedent for the next stage of waterfront development.

The Overseas Passenger Terminal is the second project in a comprehensive plan for the Waitangi Park precinct. The first was the Herd Street Post Office, now called Chaffers Dock. The third phase is the Wardell Building which is planned for the grassed area at the west end of Clyde Quay Boat Harbour. That development proposal will have a major impact on the Clyde Quay Boat Harbour and most significantly, on our ability to access our club, our boats and the water. I encourage members to visit the Wellington Waterfront display space on Queens wharf or visit the website [www.wellingtonwaterfront.co.nz](http://www.wellingtonwaterfront.co.nz) to see just what is proposed and the impact it will have on the Club and the Clyde Quay Boat harbour.

The Club is continuing to work with Wellington City Council to protect and enhance the waters edge and particularly the Clyde Quay Boat Harbour. We are advocating on behalf of all the users of the Boat Harbour to retain the current moorings and boat sheds, with improvements to the breastwork and walkways for the benefit of all users and the public.

This year our Club Members have been doing amazing things and putting RPNYC on the National and International sailing map.

Josh Junior and Matt Stevens finished fifth in the Hardy Cup in Sydney and 2<sup>nd</sup> in the RPNYC / Centreport Youth Match Racing Regatta here in Wellington.


John Meade's canting keel Elliott 50 *Ran Tan* took line honours in the Two handed Round North Island Race and also in the Auckland to Tauranga race.

Paul Hakes was featured in the December 2007 edition of Seahorse magazine, talking about the challenges of custom high end racing yachts. In the last year, Paul has built the Open 60's *Ecover* and *Aviva* and last month the immaculate new TP52 *Silver Surfer* was launched.

I'm always amazed how our sport of Sailing offers new horizons. Each year the club receives Notices of race and invitations to participate in international events such as:

- Edhec Boat Cup at Sables d'Olonne, France
- China Cup, Shenzhen, China
- Royal Hong Kong Yacht Club – China Coast Series (Hong Kong)
- Royal Selanagor Yacht Club – Raja Muda Regatta (Malaysia)
- Phuket yacht Club – Kings Cup (Thailand)
- Island Sailing Club – Cowes Week (United Kingdom)
- Royal Perth Yacht Club – Founders Cup (Perth)
- Tour de France et Voile – The Coastal Classic
- Royal Akarana – White Island Race
- Hamilton Island Race week.

These regattas offer opportunities to enjoy great sailing in new locations, and I'd positively encourage you to get a crew together and travel to some of these regattas. It will broaden your sailing experience and you'll get even more enjoyment out of your sport.

RPNYC, Your Club. Not the biggest but certainly one of the best. 



# Vice Commodore's Report



Dave Roberts

**W**e must now be over half way through the sailing season. What have we done? Well, our cunning plan to make the weather fit the programme seems to be working.

So far we've managed to get four out of four offshore races away. We did postpone The Brothers race to the next day, but I think most were glad that we did. After much gnashing of teeth a small but hardy fleet of four boats went to Akaroa. We then sent ten boats to Nelson on the back of a stiff southerly. For a change, the Ship Cove race sailed on a dying breeze, and as expected the small boats *Esprit* (Terry Steven and Phil Bishop) and *Nedax Racing* (skippered by Gordon McDougall) came out tops in a race which might turn out to be the decider in the Offshore Series. There are stories aplenty from both and off the water, and the odd video (you know who you are), some of which didn't stay on tour. And for the first time in maybe fifty years we also sent a good fleet to Lyttelton – two-handed and short-handed to boot. *Andiamo* (Andrew Taylor) made a clean sweep in the

shorthanded section, taking first on line, IRC, PHRF and General Handicap. A Two-Handed Offshore trophy was presented (Splash Palace, Geoff Herd). Now with the camaraderie of the Wellington stopover of the Round North Island Race still fresh in people's minds, we're planning a two-handed offshore series for next season.

The Lyttelton race was a feeder to the Naval Point Regatta. There, twelve RPNYC boats had fine racing in a fleet of 21, securing the Interprovincial Teams Competition for the Club. *Pretty Boy Floyd* (Brendon Hogg) won line honours in six out of seven races. We're looking forward to making the trip south annually, possibly as part of a three-regatta series.

At home, we just managed to get the Spring Series completed. Then, despite twelve boats being away for the Naval Point Regatta, the Sunday morning series was well attended. We're now back into the Season Championship with the Summer Series completed and the Autumn Series underway.

The South sent three boats (*Southern Fun*, *Forever Young* and *Global*) to our Line 7 Race Week in February. We've tried a number of formats with the Line 7, our premier regatta, but this year I think we hit the nail on the head with thirty entries in a single division providing for some sizzling starts and close racing. *Andiamo* fired, beating *Pretty Boy Floyd* to take the line in the first four races. When PBF retired hurt, there was no holding *Andiamo* out, and she romped home to win the line in all seven races and score 2nd and 3rd on PHRF and IRC respectively. Again

this year the IRC winner was an MRX - *One Red Dog* (Rodney Keenan). Murray Bridge and *The Guarantee* pulled several out of the bag to win best overall performer.

While we can still put between 20 and 30 boats on the start line in a fleet race, Division 2 is looking a bit thin, so here's a challenge to Academy grads (and any crew who reckon they can do a better job) – it's time to get your own boat and join the fleet. It's not that hard, nor necessarily expensive. Form a syndicate. Ask around, it's all been done before and members are always happy to offer encouragement, tips and advice.

With the End of Season Series and a Combined Clubs Winter Series still to come, there's plenty of sailing to be had if you want it.

Just go sailing.



**I think we hit the nail on the head with thirty entries in a single division providing for some sizzling starts and close racing.**



# Rear Commodore's Report



Peter Sandford

**T**he role of Rear Commodore is to provide support for the 'on the land' activities as part of the wider role of being a member of the board. I have focussed on the social events particularly the 125<sup>th</sup> Anniversary of our club and the usual celebrations we provide as the sailing year progresses.

I have been pleased to see the renewed support for the informal raft ups after each of the recent offshore races. These events are open to all club members and recently the offshore fleet has been joined by launches and motor sailers which all added to the atmosphere. Please consider the invitation, we have been having a lot of fun and I can see this entertainment continuing.

In the next *RIP* I will report on the Ships Cove race, we will raft up in Schoolhouse Bay.

We had twelve or so boats in Opuia bay off Tory Channel after the December Cook Strait Classic and it would be fair to say quite a party ensued. The invitation is for all club members and not just the strictly

racing fraternity, so please join in. We will endeavour to post full details of the location on our webpage and in the E-News. We are guided by the prevailing weather but most of the racing has been finished by mid afternoon leaving a few hours for the party.

We have booked July 27<sup>th</sup> in the Wardroom for the Annual Champagne Breakfast – of course I will not announce the guest here – but when tickets go on sale in May we will surely sell out quickly. As a keynote social event I would appreciate your early support for this event that honours the Boat of the Year and the Personality of the Year.


Looking back to the 125<sup>th</sup> celebrations, I offer a huge vote of thanks to all concerned, the function in the Grand Hall of Parliament was well attended and we had an excellent Opening Day race. I offer our special thanks to Shirley Martin who presided over both events and formally opened the season.

At present we have funding applications in for the repainting and staining of the clubhouse, it is important we are successful with this bid as this maintenance is overdue. We have also applied for funding for a new glass trophy cabinet for the entry foyer so we can display more of our history, and I am still on the hunt for display cases for the club memorabilia and books. If anyone can help in this search your assistance would be appreciated.

I am concerned about our storage issues, it is quite wrong that we have magnificent trophies, books and other historical items languishing in cupboards and cartons. I am

determined to remedy this but we need resources in the form of capital and joinery/display units. If you can help with either item please call me.

We have challenges ahead as does any sporting organisation, if your crew races regularly we would appreciate you urging them to apply for membership of the club, after all if they are using the clubhouse they are enjoying free what the members have supported financially. Application forms are in the Wardroom and office, give them a pen and sign them up. To assist we will put \$100 on your card to spend in the bar for each senior member enrolled.

Please let us know if there is anything else you need in the way of 'on the land' activities but in the meantime, see you on the water and in the wardroom. 

*We have been  
having a lot  
of fun and I  
can see this  
entertainment  
continuing.*



# Chief Executive Report



Brian Budd

**A**s I put pen to paper it would appear that the seasons are changing and we are moving into autumn and the start of the Autumn Series.

The Summer has been a stunning one and has brought with it weather which has provided excellent sailing conditions and allowed a full programme of harbour and offshore races to be completed.

## The club's facilities

Over the summer the Club's Facilities have been fully utilised by Club Members and other groups for functions, meetings and social activities.

The Club's management has worked hard to maximize the benefits and opportunities associated with having a wonderful asset on the edge of Wellington Harbour. Being able to generate income from the facilities is crucial to the financial wellbeing of the Club and is what financially underpins the member based activity. It is often difficult to balance the commercial side of the Club's activity with the delivery of benefits to members. Louise and her staff try very hard to deliver members expectations and I believe that on the whole have achieved a good balance. We appreciate members understanding when for what ever reason we don't get it quite right.

The Board is currently looking at a proposal to carry work on the Board Room to enhance it as a members bar should the Wardroom be unavailable for Member related activity.

## Membership

It is pleasing to report that the membership of the Club continues to increase and currently stands at 778. The numbers are getting back to where they were twelve months ago having dropped to around 700 in June 2006.

Membership of the Club is very important and I continue to urge members to encourage new people to join. If you are a current member there is a \$100 bar tab incentive if you sign up a new Senior Member.

## Corporate membership

The new Corporate Membership package put in place last year resulted in the securing of three new Corporate Members. The new package offers a wide range of on-water and shore based benefits. If you wish to know more please contact me on [ceo@rpnyc.org.nz](mailto:ceo@rpnyc.org.nz)

## 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.

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 worthwhile 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

In January Wellington was visited by *Bostik* a Veolia Oceans 52ft monohull which was on a reconnaissance voyage around the world in preparation for the SolOceans solo round the world race departing from France on Sunday 25<sup>th</sup> October 2009 on the first leg to Wellington where the fleet will spend a month prior to the second leg back to France.


More information on this race can be found on the events website

[www.sailingone.com](http://www.sailingone.com)

## Business House Race 2008

On Friday 28<sup>th</sup> March 18 yachts carrying sponsors crews participated in the Club's Annual Business House Race in ideal sailing conditions on Wellington Harbour.

The Business House Race is a fundraising event for the Club and we thank all those Wellington Businesses who supported the event by putting a crew together and sponsoring a boat. A great time was had on the water and in the Wardroom well into the evening.

We also thank the events sponsors, Line 7, DB Breweries through its Heineken Brand, Nobilo Wines, NZ King Salmon and Amstore. 



# Academy [Update]

By Matt Wood

**T**he great weather that we have experienced over the summer has resulted in several very busy months at the Academy.

We have had few cancellations recently and have been busy midweek with both corporate and school groups and during the weekends with introductory and racing keelboat courses.

## Corporate sailing

During December we had over 14 separate corporate groups out on the water for team building and end year functions. Most corporate sails involve a harbour race around Somes Island or when the wind is lighter, an America's Cup style around the buoy's race. We have found that adding a degree of competition works well with the corporate groups. Several of these groups have also made use of the Academy's complementary BBQ after the sail and really made a day of it. As well as enhancing the overall package, having the corporate groups stay on at the Academy after the sail gives us the opportunity to show the days photos through the data projector and further promote other sailing opportunities.

We see corporate sailing as a key area of activity for the Academy as it is a great entry point for potential learn to sail students, it makes greater use of the boats midweek and it gives us the chance to promote potential corporate sponsorship opportunities.

With the goal in mind of increasing the number of corporate sailing and team building sessions delivered by the Academy we have reduced the cost of sailing from \$500 per boat for a three hour session, to \$125 per boat per hour. This cost reduction recognizes the apparent reduction in the discretionary corporate dollar and rather than looking to 'ping' the Corporates to subsidize the learn to sail programme we hope to gain the follow on benefits that come with have more people through the door, as detailed above.

## School groups

This summer's great weather has also resulted in more school groups getting out on the water. Although we had a similar number of school group bookings last year, we have had far fewer weather cancellations this year. Some of the school groups we have had at the Academy this summer include Wellington Girls College, Samuel Marsden, St Marks School, Scots College, Waterloo School, Chilton Saint James and St Benedicts.

*The Team from Glasstech on a recent corporate sail*







*Students from St Benedicts in action*

Obviously taking school groups out sailing is an important area of activity for the Academy and is in keeping with our main aim of promoting and developing sailing.

It is also worth noting that like corporate sailing the school groups enable us to better utilise the Academy boats midweek and are another good entry point for further sailing courses.

## **NCEA**

One follow on benefit from the number of school groups that we have had out on the water has been the inaugural running of our NCEA Introductory Keelboat course with 15 students from Samuel Marsden Collegiate School. While the NCEA course like the Yachting New Zealand Introductory Keelboat course is 28 hours in duration, the NCEA course covers a greater range of topics including, rowing a dinghy,

navigation and other basic seamanship skills. The additional topics are usually part of the level two cruising course, so it does result in a very busy 4 days on the water.

The inaugural NCEA course involving Marsden Collegiate School ran from 26 to 29 February. Since then we have had a further 17 Students through from Wellington Girls College.


The first group of 12 students from Wellington Girls College completed their course between 10 and 13 March with the further 5 students completing their course on 26 March.

We really hope that the momentum continues to build with the NCEA course and that we are able to run many more of them during the year. We would also like to acknowledge the assistance of Yachting New Zealand's Regional Support Officer

Lynette Merry for her efforts in promoting the NCEA course to local schools.

So in summary we are very pleased with the season that we have had at the Academy. When the final figures for the year are known I expect that we will have had the greatest number of people through the door on record. I am also hopeful that the greater patronage will be reflected positively in financial terms, although the increase in patronage will be somewhat negated by the loss of income from the Worser Bay programme.

All Academy staff are focused on ensuring that the momentum gained is carried forward through 2008 and are committed to seeing the increased number of students at the Academy translated into increased Yacht Club participation and membership.

Finally, the Academy would like to offer a big thank you to all those who continue to assist us with the placing of grads on race boats. As previously stated, we know that we are reliant on the assistance of Yacht Club members in achieving our aim of developing and promoting sailing in Wellington and are very appreciative of all the support we receive. 



*Samuel Marsden Collegiate School on the inaugural running of the NCEA Keelboat Course*



# Youth Scheme Update

By Dean Stanley

**T**he beginning of the year has been a busy time for the youth scheme both in terms of competition and in terms of working on the boats.

## Fleet refit

Each of the boats has had a complete refit over the last three months. Hakes Marine has done a stellar job of fixing five years worth of dings and bumps and repainting each of the hulls. We took the opportunity to update the signage on each of the yachts at the same time so they now sport the NZCT logo, a boat sponsor's logo and the youth scheme logo. They look brand new again.

At the same time the rigs have been removed and serviced as required. The winches have been replaced, running gear has been serviced, and the traveler systems have been strengthened. The boats are now set for another five years of action. Thanks to the New Zealand Community Trust and the family of boat sponsors for supporting this refit.

## National Bank Cup

This year we sent a young combination of Chris Staub, Simon McVeagh and James Hakes to the National Bank Cup at the Royal New Zealand Yacht Squadron in Auckland in January. The idea was to give the crew experience in competing on the youth match racing circuit as none of the sailors had participated previously in an ISAF grade three event.

The regatta included nine teams from New Zealand, Australia and Asia. Our boys learnt a lot during the regatta eventually beating the Royal Selangor Yacht Club for eighth place overall. "We started the regatta with some big losing margins but by the end we were getting much closer to our more experienced opponents, even managing to win a couple of flights along the way", said Chris Staub on returning to Wellington.


## Hardy Cup

Josh Junior, Matthew Steven and Chris Jones received an entry into the Hardy Cup which was held at the Royal Sydney Yacht Squadron in early February. The regatta is recognised as one of the toughest on the tour as it is an under 25 event and attracts teams which are competing semi professionally.

The scheme team started the regatta slowly then really hit their straps to make it into the top six stage, knocking off teams who were over 100 places ahead of them in the world ranking. The quality of this performance was put into perspective when Torvar Mirsky, ranked 12<sup>th</sup> in the world, was unable to make the cut.

The top six then sailed another round robin and the scheme team found themselves tied in third place with two other teams. A complicated tie break was required to split the teams and eventually the Port Nic sailors were placed fifth overall. The local organising committee commented on the quality of our team's performance both on and off the water which stands them in good stead for the future (they are young enough to sail in this event for another 7 years if they like!).

## The next few months

With the refit work completed and the competition phase of the season nearly finished the scheme is now focusing on getting the 'Women on Water' and 'Sailing in Schools' programmes underway. 

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# INTERNATIONAL Youth Match Racing Championship

Story by Dean Stanley

**E**ight teams entered this year's CentrePort International Youth Match Racing Championships. Two teams from came over from Sydney, one each from Royal Sydney Yacht Squadron and the Cruising Yacht Club of Australia. Two teams entered from the Royal New Zealand Yacht Squadron and one team came from the Kerikeri Cruising Club. Royal Port Nicholson Yacht Club had three teams involved in the competition this year.

The weather gods were not on the side of the regatta this season. Day one dawned with a lovely 15 knot southerly so we set up in Evans Bay for what promised to be a great day of sailing in a dying southerly. After two flights the breeze suddenly disappeared completely! After three hours of chasing little zephyrs around the bay the teams returned to the yacht club to wait for a steadier breeze to arrive.

No sooner were we ashore than in came an eight knots breeze form the nor east. Back out we went, set up a track, got a flight away, and...the breeze disappeared again. Day one was over with only three flights completed.

Day two dawned with a promise of a building northerly. Ken Burt and his race

committee team motored around to Point Jerningham and quickly beat a retreat back to the inner harbour. A course was set up off the RPNYC breakwater and racing was back on. Another four flights were completed before the wind got too strong and it was back to shore for the long wait.

Day three and once again the wind was at the higher end of the scale for match racing. This time Ken brought the racing right into the inner harbour off Frank Kitts Park. Everyone was determined to finish the first round robin to give us a regatta. Some spectacular matches ensued with the sailors showing deft skills to complete pre start maneuvers metres from the Chaffer Marina breakwater in 20 knots of breeze.

TOP: Regatta Winners, Scott Burling, Logan Sutherland and Rueben Corbett from Kerikeri Cruising Club

BOTTOM: Downwind action

Photos by Chris Coad





(Check out the CentrePort regatta tab at [www.rpnyc.org.nz](http://www.rpnyc.org.nz) to see a video of this spectacular sailing).

A decision was made to truncate the regatta and go straight to the finals on the last day of the regatta, by using the placings at the end of the round robin stage to determine the finalists. This meant the Royal New Zealand Yacht Squadron teams were set to sail against each other for third and fourth, while the Royal Port Nicholson Yacht Club Red team was set to race the Kerikeri Cruising Club team for the title.

Josh Junior, skipper of the RPNYC red team takes up the story.

"Sunday was finals day and yet again it was very windy. The plan was to race 1 against 2, (Reuben Corbett against us). We had to wait for the New Zealand triathlon nationals to finish. We were ready to rock in roll, but as we were about to leave, we got the call 'just hold 5, its a bit fresh out here' and so the long wait started. We knew we had to race because Reuben would win it on the round robin if we didn't. At 3.00pm we were off. We had our one chance. We got out there and it was seriously windy, too windy. We tried to convince the race officer to sail by flying our kite, and doing some pre start maneuvers, but it didn't work. We were gutted to not have had a chance to win the regatta, but well done to Reuben Corbett, Logan Sutherland and Scott Burling from Kerikeri Cruising Club who sailed a great regatta."

### Final Placings

1st	Corbett – Kerikeri Cruising Club
2nd	Junior – Royal Port Nicholson Yacht Club
3rd	Short – Royal New Zealand Yacht Squadron
4th	Farrand – Royal New Zealand Yacht Squadron
5th	Langford – Cruising Yacht Club of Australia
6th	Reece – Royal Sydney Yacht Squadron
7th	Swanson – Royal Port Nicholson Yacht Club
8th	Staub – Royal Port Nicholson Yacht Club



ABOVE: Youth Scheme sailors returning to base

BELOW: RPNYC Blue - Matthew Clough, Jonathan Clough, Rowan Swanson



ABOVE: RPNYC Green - Chris Staub, Tom Connal, James Hakes

BELOW: RPNYC Red - Josh Junior, Chris Jones, Matthew Steven





# Running out of TONIC in Paradise Bay



Photos and Story by Anne French

This year I took the boat up to the Bay of Islands after Christmas as usual. I do it every year, weather and crew depending. Sometimes, if I have the crew for it, I roar straight up in one go. It's only about 130 miles from Pine Harbour Marina (east of Howick) to Russell, which takes about 24 hours in a Townson 32. But usually I'm sailing two-handed, so we do it in stages. The first day is easy: 30 miles to Kawau, so my crew can get over his jet-lag. He flies in from London, but the sunshine puts him right almost at once. Then we try to stretch our legs, but you never know what the weather is going to do. Last year I ended up going in to Whangaruru Harbour for the first time – and very pleasant it is too. Lots of nice bays, whose attractiveness covers most directions the wind can blow from.

This year we ran out of wind coming up Bream Bay and spent a night at Tutukaka. You just have to call up the marina before 5.30 pm to get your berth number and pay at the office in the morning. We arrived off Tutukaka Head at dusk in poor visibility – but before the lights switched on – and drove round in circles until we could make out the rear leading mark through the gloom. If you've never been into Tutukaka, it's a treat. You steer in on the leading marks/lights, looking neither

to right nor left, because there are reefs all around you. Then, just before you run out of depth, the channel into the marina opens up to your right (marked by QF red/greens), and suddenly you are in. One tip – if your copy of the *Royal Akarana Coastal Cruising Guide* is the 'Millennium Edition' or older, note that the leading lights are now red and *white*, not red and green as the *Guide* would have it – ie the light list in the latest *Nautical Almanac* is correct.

There's still no chandlery at Tutukaka, though there's a rather swept up beauty salon these days, as well as the bar, the pub, and several dive shops. Apparently the locals drive to Whangarei for boat bits but have to get tizzied up locally. (If you understand the economics of that perhaps you can explain it to me.) The showers are still clean and hot, which is about all that matters.

We spent New Year's Eve at Russell (noisy and good-humoured, with fireworks) and eventually fetched up at Paradise Bay on Urupukapuka Island. Paradise Bay is well named. It is open to the North and West, has pretty-good holding on a sandy bottom, and looks gorgeous. If there's weather coming through I'd rather wait it out at Otiao Bay next door. The holding is good, and if a cyclone heads

towards you there's really good shelter in Awaawaroa Bay a couple of miles away.

If Otiao Bay is the girl next door, Paradise is the glamorous floozie you'd like to meet at a party. This year we found ourselves sharing it with about 200 other boats. I managed to sneak into my favourite anchoring spot at the northern end of the bay, close to the cliff. It's undeniably scenic. One morning a few years ago I woke up to hear my crew muttering about sinusoidal curves. I went up on deck to find out what was going on – and looked over the bow, down through the gin-cleat water, to see my anchor, large as life, apparently just lying there, with the chain curving across the white sandy bottom. And I thought I had reversed in a straight line. Spooky!

This time at Paradise the sky wasn't clear enough while the sun was low to see the anchor chain laid out like that. But it was a lovely place to be...until we ran out of tonic.

Now, running out of tonic at Paradise isn't exactly a calamity. For a start, Russell (with all its lovely shops) is only a couple of hours' sail away. Furthermore, if you can persuade a few other boats to come in with you, you can place a grocery order by phone with the Russell Four Square for a mere \$150 delivery fee, and your requirements will be delivered to you. But on 3 January





2008 all we needed was a bottle of tonic. Supplies of everything else were holding well. We had mint for the G&Ts, food for breakfast, lunch, Happy Hour, and dinner, and enough alcohol to last until it was time to head south. But somehow, by cavalier mis-management or lack of self-control (I cannot be certain of the cause), we had managed to run out of tonic.

It was a lovely, hot, sunny afternoon, the perfect end to a perfect day. All around us, fish-murderers on gin palaces where skiting about what they had caught and firing up the barbie. I briefly wondered whether to suggest sailing to Russell, but it was already Gin O'clock. So I looked around the anchorage, thought for a bit, and developed Plan B.


Nine years ago, on New Year's Eve during my first Christmas cruise as owner of *Sir Christopher*, I was anchored at Owhanake at the top end of Waiheke. My teenage son was spending a few days at home in Wellington on his own, and I was quite keen to call him to check he was OK. But my mobile phone was out of charge. I rigged

up a crude but effective connection to the ship's battery, guessed at the polarity, and got it charging. All went well until my sister decided it was in her way and uncoupled it. Next time I hooked it up, I guessed wrongly and blew the fuse in the charger. No spares.

After I'd cooled off by swimming round the boat a couple of times, my sister suggested I get in the dinghy and row round the anchorage to ask if anyone had a spare 5 amp auto fuse. "Try that launch over there," she said. "They'd probably enjoy a visit from a yachtie." She was right. Before I'd had time to explain myself, before they'd even taken my painter, I had a gin in one hand and a freshly charged mobile phone in the other. It was a memorable evening.

So in Paradise Bay, as the sun began to drop in the sky, there was only one thing for it. I grabbed a couple of big bottles of Coke for barter, and started rowing. Before I'd gone 50 yards, I was in conversation with a nice bloke in a dinghy. He was one of the nearby fish-murderers, heading home to his launch to fire up his own barbie,

having finished the skiting part. Yes, he had a bottle of tonic water on board. Yes, it was spare. (No, he didn't want to take my Coke in exchange – he had plenty himself.) Yes, he could let me have it. No, he'd be affronted if I paid him for it.

So I did all that I could under the circumstances. I came back with my camera, and took a picture of my generous benefactor and his lovely launch. And then I went back to *Sir C* and rigged Happy Hour in the cockpit. "Would you care for a gin and tonic?", I said. 

TOP: Paradise Bay  
BOTTOM: The Gallant Launchie

"now,  
running out  
of tonic at  
Paradise isn't  
exactly a  
calamity"







Story by Nicola Hakes

**B**efore Ecover 3 had even been painted work began on Ecover's sister ship Aviva. Construction began in the second week of May 2007, and yet again we were being pushed immediately as the schedule was already three weeks late before we even started.

Extensive alterations and variations to Ecover 3 requested to fully customise the boat to Mike Goldings' personal requirements meant a three week hold to the start of *Aviva*. When work did start it was to an organised, well thought out schedule with a motivated crew that went like clock work. Dee Caffari and her Boat Captain Joff Brown had already visited the yard while *Ecover3* was underway so had made a lot of their decisions prior to *Aviva*'s build starting. This meant no time was wasted and the guys on the floor had clear direction. Some 5½ months later *Aviva* rolled out of the yard and was craned into the water at Seaview Marina, 3 days ahead of schedule. From here on it was a straight forward schedule to get the keel on and get the boat sailing within 7 days. The weather played its part, subcontractors and crane

drivers all stuck to their allocated times, and without any significant delays, each daily milestone was achieved and the boat was sailing. The first days involved formal sea trials and equipment commissioning; this was no small feat as the equipment was everything from desalinators to make fresh water and associated plumbing, to gensets, sophisticated electronics, two different autopilot systems, ten water ballast tanks that inlets, outlets, transfer pipes, drains, vents and level indicators, 6m long asymmetric dagger boards that raise and lower through articulating bearings to finally the all important canting keel.

The keel itself was a major undertaking from its construction to fitting. Standing on her heavy lead bulb (ballast ratios and displacement remain confidential) she stood at over 5m tall and we had to lift



Photos by Chris Coad and  
[www.aviaoceanracing.com](http://www.aviaoceanracing.com)



the yacht itself over the top of this to fit it. Having never been fitted before and with tolerances of less than 1mm it was a nervous time as Jilly from Chaffers Marina hoisted and hoisted \$3m of brand new yacht as high as the straddle lift could go. It was not high enough, with a quick call back to the yard we had chain blocks strung up from the highest reaches of the lift to gain a further 500mm of height. Bingo! The top of the keel literally scraped a tiny piece of antifoul from the bottom the hull as the keel slid beneath the boat. With a crowd of very curious on lookers slowly Jilly lowered the boat millimetre by millimetre as we aligned the two structures together. It fitted, it worked now just the rig and we were there. Being a deck stepped rotating rig this was relatively straight forward and six days after the initial launch at Seaview we were ready to sail.

Nervous riggers, nervous designers, a slightly apprehensive boat captain and a very relaxed boat builder took her for a maiden sail on a calm Wellington day (only blowing 10-15knots). With no problems arising sea trials were completed and the crew left to spend a month getting used to their new racing machine.

Meanwhile 20,000 miles away on the day of *Aviva's* first sail, the skipper Dee Caffari was battling a storm in the Atlantic B 2 B race that saw her loose her rig. She was devastated, tired and scared; yet at the back of her mind and on the screen saver of her navigation computer was her new boat. Once rescued and rested Dee arrived in Wellington in the New Year to find her new boat champing at its mooring lines. The crew spent a further two weeks out in the harbour and Cook Straight with one instruction from me "try and break the boat now, so I can fix it for you, but don't bang into anything". Fortunately all went well and without any repairs needed the crew and Dee gained huge confidence in a very powerful, potent yet very fragile, light weight carbon racer.

With the sailing schedule drawing to an end two important jobs reminded; roll the boat up side down and then to take the keel off and pack the boat up for shipping out of Tauranga. For this final chapter saw the arrival of Andrew Roberts (campaign manager) from the UK and Merf Owen the designer. The boys at Hakes Marine had all assembled to witness quite an extraordinary event as the 150ton crane pulled up on *Aviva's* keel bulb until the boat totally inverted. The boys had come down to also present Dee with an *Aviva*




TOP: Dee Caffari

BOTTOM: Bugger...



“try and break  
the boat now,  
so I can fix it  
for you, but  
don't bang into  
anything”

Yellow motorbike crash helmet; despite this was given in jest, Dee didn't muck around and put it straight on knowing this rolls can be quite violent. The 180 degree roll test is witnessed by a measurer or designer and has to be successfully completed by every new Open 60. Once upside down with the skipper and one other inside the massive hydraulic rams that swing the keel from side to side are activated and as the keel moves from its 12 o'clock position it starts to heel the inverted boat until the point of no return is reached and she flicks up right with great velocity. Again all went well and the experience was shared by New Zealand as it was broadcasted over the evening news.

*Aviva's* crew consisted of 4, then there were 2 mast guys and 2 riggers, the designer and campaign manager, all of which enjoyed their time here and the hospitality shown from the yacht club and Wellingtonians in general. They will be missed as they were a dedicated and fun loving crew. Even the folk at Zarbos were sad to learn they were leaving. Great cooperation was shown by both RPNYC, and Evan Bay Motor and Boat Club and of course Chaffers and Seaview Marinas. Launching the boat here was never going to be an easy task with the general lack of infrastructure to handle boats of this size and calibre. Yet with enthusiastic people all wanting to lend a hand and be involved somehow, the campaign was given a stress free launching and some fantastic sailing to kick start the next chapter of Dee Caffari's exciting racing career. Hakes Marine would like to extend many thanks to all those that helped, even if it was just a friendly smile, and I know that I can speak on behalf of Dee to say thanks for another awesome stop over in Wellington. 





# LINE 7 RACE WEEK 2008



**The Line 7 Regatta was sailed under ideal weather conditions from the 8th to 10th February. The regatta this year comprised seven races including a long race to Island Bay and back. All races were sailed without interruption resulting in a very successful on water event.**

Just over 30 boats took part in the regatta including two boats from outside Wellington. We appreciate the effort of skippers and crews from outside Wellington who got themselves and their boats to Wellington for this event. I refer to *Southern Fun*, skipper Ian Franklin, *Forever Young*, skipper David Anderson both from the Naval Point Yacht Club and *Global*, skipper Alistair Turnbull, from Waikawa. *One Red Dog*

skippered by Rodney Keenan sported a crew predominantly from Auckland. It was great to have representation from Auckland in the regatta.

The Club has proved its ability to organise and run regattas of this size. In saying this we will continue to work with Clubs and skippers from outside Wellington and to take opportunities that present themselves to boost the fleet numbers for the event.

The on water proceedings were as usual stunningly run by John and Linda Parrish as Race Officers with the assistance of an able team of Race Assistants and Mark Boat personnel.

From a race management point of view everything ran very well except for a couple of lighter moments where the abandonment flag was displayed instead of the postponement flag on day one and

the second mark boat being temporarily lost from the back of the Committee Boat which had to up-anchor and sail off to find and retrieve it.

There was some confusion observed from the shore during the Island Bay Race as to the position of the Island Bay mark. Tony Philips and *Underworld* (since renamed *Nedax Racing*) had a blinder down-wind run out of the entrance of Wellington Harbour leading *Andiamo* by several boat lengths heading towards the mark. Both yachts sailed past the official mark with *Andiamo* correcting course first followed by *Underworld*. The result being that *Andiamo* rounded the mark fist with *Underworld* rounding in third spot. *Andiamo* went on to take Line Honours.

The only other major on water incident was *Drinks Trolley* losing their mast on the first day.



# Results

## General Handicap Division B

Titus Canby	1st
After Midnight	2nd
Esprit	3rd
Eat My Shorts	4th

## General Handicap Division A

One Red Dog	1st
The Guarantee	2nd
Southern Fun	3rd
Underworld	4th

## PHRF Division

Southern Fun	1st
Andiamo	2nd
The Guarantee	3rd
Underworld	4th

## IRC Division

One Red Dog	1st
Flying Boat	2nd
Andiamo	3rd
Flying Fish	4th

## RDT Pacific IRC Interprovincial Teams Competition

Southern Team (195 points)  
 Southern Fun  
 Forever Young  
 Global

Wellington Team (111 points)  
 Flying Boat  
 Andiamo  
 Esprit

### The winner was the Wellington Team

The organising authority acknowledged the Best Performed Boat over all three rating systems. **The winner was The Guarantee.**

**Line honours for all seven races was taken out by Andiamo.**

Boat of the Week was awarded to the winner of the Division that was most closely contested. **The winner was One Red Dog.**

Full results can be found on the Club's website  
[www.rpnyc.org.nz](http://www.rpnyc.org.nz)

The Social Activities associated with the Regatta went right off with three nights of fun and hilarity in the Wardroom. The Regatta Rage on the Saturday evening was well attended and punters were entertained by Itchykoo Park who banged out tunes from the 60's and 70's.

The Royal Port Nicholson Yacht Club would like to thank the volunteers, club officials, organising committee, race management teams, John and Linda Parrish, skippers and crews that entered this year's regatta and the event sponsors. With out all of you this event would not be possible.











# WI Wardroom Whisper

Well we have finally recharged our batteries after what I believe was a very successful Line 7 Regatta. The Wardroom staff were run off their feet, as there was a lot more work involved from my side this year. We started at 6am to cook breakfasts, provide lunches for crews to take onboard as well as firing up the BBQ after racing. So it became a bit of a marathon affair for us, but from the positive comments received it was definitely worth it. There was a really good feel to the regatta, the weather was great, the entertainment was great and it was great to have the out of towners here to add a different flavour to the event.

On race days we are now continuing with the BBQ after racing which is taking pressure off the inside kitchen while also adding a healthier choice for those that want it.

As you may know we are now doing majority of the catering at the Yacht Club which has meant employing new staff to cater for all of the bookings. On average we do around 10 bookings a week so the demand for catering is certainly significant. I would like to welcome Lucy who worked for us part time before Christmas and has now joined us full time. The feedback from clients has been increasingly positive, so I would like to thank Lucy for all her innovation and hard work in the kitchen.

You may have noticed of late a couple of familiar faces back in the Wardroom, Jess who is now residing in London is back for a few weeks and I captured her back at the Yacht Club while she is back in Wellington. Kim is also between jobs and has been bought in to help out.

Once again thank you to all of my team who appear to be growing by the numbers due to the large amount of functions and club events occurring. I really appreciate all the hard work that you do.

Cheers

**Louise and the team**



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Drylands Marlborough  
Dry Riesling 2007  
GOLD, Air New Zealand  
Wine Awards 2007

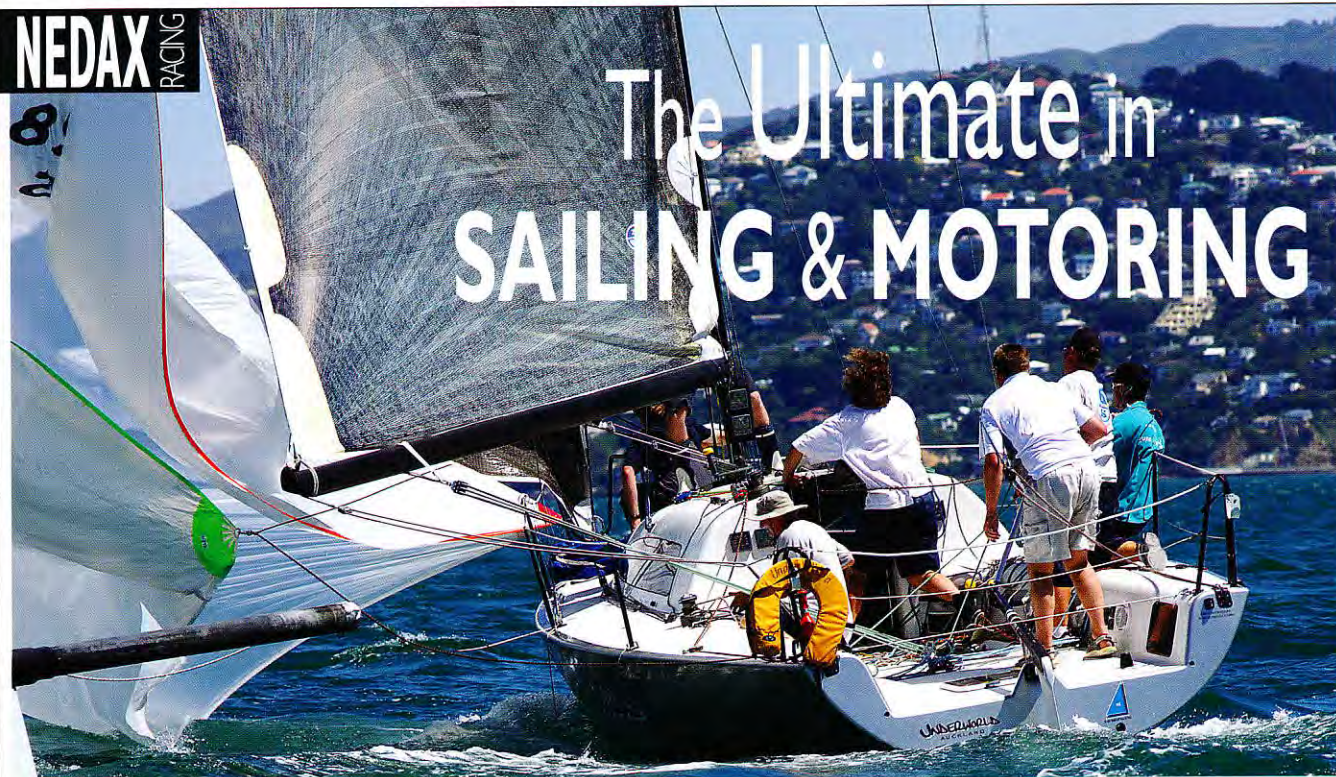
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# The Ultimate in SAILING & MOTORING



Photos by Chris Coad

**W**hen you mention the name 'Tony Phillips' the normal reaction is 'Security' however Tony has a surprising background. Tony has operated a successful Electronic Security Company called Nedax Systems for 20 years and in the last 24 months he has achieved a long time dream to own the fastest accelerating supercar in the world.

In 2005, Tony decided to build a supercar after exhausting power and chassis modification on his existing BMW M3. After initial discussions with Brent Douglas of Kenepuru Engineering and Andrew Robertson of Meridian, it was decided to run with the Ultima which was already crowned as the world's fastest supercar. There was intense debate over the motor choice, however Tony had the power of veto and the most powerful Chevy small block available was ordered. Tony also had advice from an Australian Ultima builder who advised not to purchase the 750HP engine under any circumstances as he felt it was uncontrollable and crashed it within an hour and has not been back on the road since. Naturally, Tony to his credit ignored this advice.

The 57 boxes of car parts arrived in May 2006 along with the 750HP Chevy 406 V8 motor. A location to build this amazing machine was located and fitted out with the necessary requirements of a large beer fridge stocked with Heineken. Over the next 18 months the team put together



the jigsaw puzzle of 3000 components mostly toiling late on Tuesday nights. Tony took the opportunity of combining his 20 years in business and his completion of building the ULTIMA750 GTR to host a party where he launched this magnificent machine. While the Ultima is the only one of its kind in New Zealand, what is more of a rarity is that Tony and a small crew spent painstaking hours of hard work and determination building it over a two year period.


The ULTIMA750 GTR was launched at the Royal Port Nicholson Yacht Club at a star studded event in December, where Tony has been a member of the Yacht Club for 20 years.

Talk to Tony about this car and you can see the excitement runs through his veins. Being the perfectionist that he is, a couple of final touches have to be completed before he is ready to make his debut on the racetrack in April. Tony took the Ultima for its maiden outing at Paraparaumu Airport recently and commented that the acceleration took him by surprise. His exact comment was...

*'Terrifying'. "The adrenaline was pumping before I got into the car, but the power I felt as the Ultima accelerated, was like a blood rush to the heart".*

On the yachting front Tony has been sailing the Elliot 10:50 *Nedax Backchat* since 1992 and had maximized its potential given the age and design of the yacht. It was decided in early 2007 that a faster yacht was required. A brand new Thompson 30 was available in Auckland and after a bit of negotiation, *Underworld* was shipped by truck to Wellington with *Nedax Backchat* returning to her Auckland birthplace.

A few modifications were required such as square top 3DL main and new gennaker plus plenty of input from Gordie and Grandad to ensure this new craft maximised its potential. Now renamed *Nedax Racing* the T30 showed glimpses of its blistering speed at the Line 7 regatta consistently mowing down larger yachts on the downhill slide especially when the winds were above 20 knots.

So the next time you see Tony driving round town in his little blue, environmentally friendly Honda Jazz don't be fooled, he's got the world's fastest car in the other garage and on the water his new Thompson 30 is no slouch either. 



AKAROA:

# Gales, pasties and no bloody burgers



Story and Photos by Hilary McWhinnie

TOP: Cocktail Hour

Maybe we won't bother with a kite anymore' said Brent after our second lie down coming out of Wellington – we were off Cape Palliser with a stiff NW on our backs. Good call considering we'd put a large tear in our big one, Lucky, and an even bigger one in the No. 2 heavy. We should have taken note of the non-appearance of the 'Grey Ghost' behind us on *Marangi* as a clue really...Once we'd poled out the jib and reefed the main, we were hauling along with 35 knots to help us and large swell to keep it interesting. The rest of the fleet (such as it was) had disappeared into the rolling seascape, we had to listen to the radio checks to see where they all were.

The Cornish Pasties supplied by Terrance (not his real name) would have to go down as best lunch on the rail, possibly ever. We've since put in a standing order.

The wind dropped off past Cape Campbell and the forecast was a gale warning from the SE – we started to doubt the appearance of Gale as we slopped round in 10 knots. Let's open the bar, someone suggested (okay it might have been me), and still the wind didn't come...dinner, changed watch, changed watch again, and still no Gale (she was coping a fair bit of abuse by that stage)

On the rail,  
soaking  
wet and all  
thinking,  
'why do we  
do this?'

About 3am, with 3 of us on deck, the wind started to build – this was of course after I'd loudly declared that the southerly must have gone up the middle as it does in these parts – shows you what I know, as in the space of 15 minutes, we were all hands on deck, it was 30-40 knots and the swell was getting up – a couple of reefs in and a headsail change later, we were all on the rail, soaking wet and all thinking, 'why do we do this?'. If it wasn't for the promise of burgers being delivered to us on the boat 'no matter what time of the day or night you get in' (from someone who shall remain nameless) there might have been a mutiny.

We spent about 5-6 hours going sideways, luckily we'd headed wide offshore as it gave us a bit of breathing space.

Finally we could see the back of the front and the prospect of getting dry and warm was near. The wind turned to 10-15 knots from the NE and the sun came out – off came the soggy gear (no, not all of it, *Andiamo*)

As we got closer to Pegasus Bay, the wind eased off again but didn't desert us completely, and picked up again later in afternoon – up went the last remaining kite – we were on the home straight. A fast run






TOP: Sleeping it off

BOTTOM: The fashion police arrested these two not long after

all the way to the Akaroa heads, and with the wind staying in and building, tacking up the harbour in the dark (about 2am at this stage) was certainly interesting. We finished just after 3am, not long after *Mrs Jones* and well behind *Reckless*, having played 'Spot the lighthouse' – you'd think the boat would know its own way there after all these years, but apparently not. We crossed the line and opened the bar (technically the bar may have been open first). Being met by a boat baring gifts of rum, wine, local cheese and bread was good for your soul. The efforts the club made to welcome us were truly humbling and bigger clubs should take note. We were taken ashore, to an open bar and hot shower, they even made us toast at 4am and got another club member out of bed to take us back to the boat at 5.30am. They didn't even mind the skipper falling asleep in the bar. The boys in the club were still planning to wait it out and give *Marangi* the same warm welcome. Well done Akaroa, we can't thank you enough. After a bit of shut eye, it was cocktail hour, with our pastie maker excelling himself on the Pina Coladas. We spent the afternoon reacquainting ourselves with Akaroa then a few more hours sleeping it

Perhaps  
our  
reputation  
precedes  
us?

off. Back on shore for prize giving (with the boys from ACC at our beck and call to ferry us) – free barbeque and a round for \$10 – how could you not love this place? First -on IRC for us, the Rothmans Trophy, that's the big one that's attached to the wall. Perhaps our reputation precedes us?

Those burgers finally turned up, 6 weeks late, at the Line 7 regatta – we knew you'd wouldn't forget us Julie! 





SPLENDID adventure

# Blue Magic

## Around the North Island



Story by Andrew Morrison

Photos by Ben Morrison, Kate Robinson & Gary Turkington

**B**lue Magic, a stock Davidson 35, has just completed a splendid adventure sailing around the North Island and charged back through Wellington Heads at 3am on Friday, 29 February to rejoin the fleet. We have enjoyed great racing on Wellington Harbour and Cook Strait in recent years and it seemed a good idea to sail around the North Island.

### Up the East Coast

I prepared our passage plan in great detail and committed each leg to a laminated page, with particulars of course, lights and other navigation features, available shelter, radio channels and pilot book references.

At dawn on 22 November we set forth (Andrew Morrison, Matt Brien, Dave Bowden, Adrian Mullan and Ben Morrison), encountered all sorts of weather, mainly headwinds, and had lots of fun.

We were double reefed in 38 knots of angry norwester outside Wellington Heads. Ferocious gusts exceeding 50 knots had the jib furled at Turakirae Head but we were hurtling downhill. Conditions moderated as we plugged around Cape Palliser then

progressed steadily up the Wairarapa coast on a delightful day; superb venison meatballs for dinner watching a glorious sunset.

Past Cape Turnagain...a long, uneventful day beating up the Hawkes Bay coast. Mahia at dusk. Dawn came with squalls. The



“a spectacular stark cape with a large tooth-like rock some distance out from the towering cliffs; violent and energetic waters”





**BOTTOM:** Dog bowl dinner

wind and seas grew as we approached East Cape...winds 30+; saw a big shark in the grey light on the surface. Dusk at East Cape, awesome and ominous, a spectacular stark cape with a large tooth-like rock some distance out from the towering cliffs; violent and energetic waters. Progress slow.

A southeast breeze sprang up late in the night; dawn had us off Cape Runaway. It was a beautiful day but only a light gradient breeze; nice to get some sun after grey rainy spring weather...spinnaker up. The day grew hotter; the wind grew lighter - a long, long way across the Bay of Plenty - 130 miles from Cape Runaway to Cuvier light.

A southwest gale arrived in the late afternoon, which made for exciting night sailing in confused seas towards Cuvier Island and Colville Channel; we approached the light in complete blackness, *Blue Magic* dancing through the big waves, beautifully balanced, light on the tiller.

Past Channel Island and now straight into the 40-knot southwesterly - double reefs again. In and out, single reef, back to double; the sun was bright but it was a heavy slog all the way to Auckland, arriving at Orakei Marina on 26 November at 9.30pm.

We had lost the wind gear in the heavy seas approaching Cuvier light, the perspex windows suffered badly under the strain, part of the Harken travel system broke in strong winds; everything else functioned perfectly, including the crew, who were wonderful, competent and efficient.

The trip took 5 full days and 4 nights, running 4-hour watches at night (1 hour alternately on the helm) and then 1-hour watches throughout the day, which worked well. The food was great. Our most useful discovery is that dog bowls make the best plates in heavy seas ... and that baby wipes are a miraculous form of personal cleanliness device.

We were amazed at the long, long distances, the remote coastline, and the almost complete absence of houses and habitation along our lengthy coastline.

## The Christmas Phase

We arrived too late for the Coastal Classic due to the volatile spring weather; so treated *Blue Magic* to a summer cruising holiday around the Hauraki Gulf and Bay of Islands, catching snapper; seeing lots of boats, and wondering at the early return so that 95% of all Auckland boats were back on the mooring by 11 January.

## Around the top...

We flew to Auckland on 30 January and jumped aboard *Blue Magic*, with her new wind gear and toughened glass windows, renovated traveller; engine checked and serviced, and some new crew. Joining me, Adrian Mullan (now retired, having intelligently left a position as school principal to concentrate on sailing seriously and playing in his rock band 'Reflectionz') and Matt Brien were Kate Robinson, Gary Turkington and Laurie Hope.

We departed at 7.30pm, leaving the brilliant lights of Auckland slowly fading as we headed for Tiri...found Flat Rock (light flashing every two seconds) on the beam... past Cape Rodney...Tutukaka for breakfast in the grey dawn.

Approaching Cape Brett, light winds, motoring - suddenly a terrible clanking noise, engine off. The condenser bracket had fractured raising concern over the loss of refrigeration. We managed to disconnect the condenser and lashed the entire refrigeration unit to the side of the engine box, where it remained for the rest of the trip.

Rounded Cape Brett under spinnaker in a fine southeasterly breeze - bowling along toward Cape Karikari; a huge bang on the lure, and the entire line with bungy snapped off at the boat (80-pound breaking strain)!

Dawn on Friday, 1 February we rounded North Cape, sailing in moderate seas and light breezes towards the spectacular meeting of the seas at Cape Reinga and the huge sand hills of Cape Maria van Diemen. The day settled into hot, calm weather as we motored on past the tumultuous



“Instinctively,  
I jabbed the  
filleting knife  
straight into the  
head”



*TOP: Tuna thief*

*BOTTOM: Turk, Albacore Tuna & Morrison*

waters of Pandora Bank. Later, a pod of orcas surged past, looking like a herd of sea buffalo as their great backs rose out of the water, plunging across our bow. Little wind for two days.

The night was dark and rather too quiet, far out of sight of land. Around midnight the wind crept in and by 5am, the spinnaker was up...we were increasingly aware of the predicted southerly gale developing and moving rapidly north.

The spinnaker was dropped after 10 hours of brilliant sailing, and the jib was on its way out when suddenly the lure was bouncing on the bungy. Gary rushed astern but could

make little progress with the weight on the line. Eventually, the head of a fish appeared... and behind it a shark fin. A great big tuna head emerged from the sea but little else. We gave the head to the shark too.

We did catch two lovely skippies for dinner. I climbed outside the stern lines to fillet the fish on the bait board, which just fitted onto the narrow swim platform. I was just completing the first beautiful fillet when I noticed a large eye with a grey head about six inches from my hand. Instinctively, I jabbed the filleting knife straight into the head, and told it to leave my fillets alone. The crew demanded my return inside the safety lines...sensibly, because within two

minutes the shark, a five-foot Mako, which had dived on being stabbed, was nudging the stern. At all events, fresh tuna made a magnificent dinner that night.

With the storm approaching rapidly - the warning made it clear that the south-easterly would rise to 45 knots - we concluded that we couldn't reach D'Urville or anywhere else to the south before encountering a gale with very high seas, so we headed for New Plymouth, arriving around midnight.

The Taranaki Harbour Board and its Harbour Master, Ray Barlow, were marvellous; we found ourselves in the middle of the night resting against a large black rubber sausage,







tied up to the seawall upon which iridescent crabs scurried, surrounded by tugs and fishing boats.

Next morning we talked to the Master of the *Yo Tide*, a ship serving the Kupe oil rig, and Captain Perkins explained there were short, steep seas in excess of 3 metres, winds in excess of 40 knots with gusts vastly exceeding that, and that it would be extremely unwise to put to sea for several days...so we flew home to our humble occupations.

### And finally...

After nearly 3 weeks, fine weather and crew availability coincided for the final leg of the trip. Our latest crew (Andrew Morrison, Kate Robinson, Gary Turkington, Matt Stechmann, and Andrew Saunders) arrived in New Plymouth at 8pm on Wednesday, 27 February. A wonderful aging sailor, Joe Davison (now aged 82 and who sailed around the world alone in his 33-foot sloop *Sail-Ho* in 1990, and has done three solo trans-Tasman crossings), met us and insisted on rowing each of us and our bags out to the boat. Joe is a legend in New Plymouth, and he had kindly watched over *Blue Magic* throughout the days we had left her on the mooring in Taranaki.

We departed at 10pm into the blackness of a lumpy, slight sea and little wind. We were fooled by a potential 'rural community' that seemed to be in the wrong place; it was a new oil well where the natural gas is burnt off, creating an orange glow across the sea.

We headed out on 323 degrees and then bore away to Cape Egmont for some 30 miles, before turning to port onto a course of around 162 True. We maintained

this course virtually all the way from Cape Egmont, down past Stephens Island, to a point off the Brothers, then to a point off Terawhiti light, hardly veering from the straight line course.

A slow, hot and bright day; motoring until 2pm before a 10-knot northwesterly let us to hoist the gennaker...6 hours later we changed to the spinnaker. We had the most remarkable fishing moment of the trip under spinnaker south of Stephens Island; suddenly our lure was grabbed by a large albacore. It was hoisted aboard into the bottom of the fish box, despatched beneath a large cloth, gutted and cleaned, and deposited (minus tail because it was too big) into our large chilly bin.

The wind was rising, and in a brilliant dusk we hurtled south until we were abeam of the Brothers light at 10pm (where discretion dictated dropping the kite). Then a fast beam reach through the dreaded Rip, remarkably at slack water, winds gusting up to 30 knots, the boat revelling in the running sea.

At 3am we passed Barretts Buoy, dropped the sails, motored quietly into our berth at Chaffers Marina at 4.30am and unceremoniously went home to bed.

### And the aftermath...

Eating fresh tuna was exquisite. The sheer adventure of sailing around the North Island was exhilarating and stimulating.


Our coastal climate is volatile and potentially very dangerous, so that sailing up the east coast in spring can be uncertain and demanding. I was delighted to have experienced, technically competent yachtsmen as crew, who operated superbly,

and who enjoyed a marvellous mental and physical challenge for a few days.

The most illuminating truth is that each of us has such difficulty in extracting ourselves from our daily obligations and lives in order to pursue adventures of any sort. It is difficult for ordinary busy people to overcome the obstacles of daily life, even for a few days to sail around the North Island of New Zealand...no wonder we get little opportunity to exploit our adventurous whims.

The sea is always intriguing, and the sea life is abundant offshore – we enjoyed enormous numbers of dolphins, but also saw sharks of different sizes and shapes, seals, flying fish, orcas, a huge sunfish (which we nearly ran into), albatrosses and many wonderful sea birds. The extraordinary sight of dolphins surging in full phosphorescent glow out of the sea and blackness one night off the northern Taranaki coast was amazing.

The food was easy, especially Kate Robinson's deep frozen casseroles (which stayed remarkably chilled even without functional refrigeration) served with instant rice or pasta. *Blue Magic* performed admirably, and seemed to get better as the seas and wind got bigger.

The New Zealand coast is both beautiful and dangerous. For all that, it is a wonderful coast, and it produced a fine adventure. It was surprising to see virtually no small boats all the way from Wellington to Auckland; and then from Cape Brett until we reached Wellington, we never saw another yacht. At all events, I am quietly pleased that we made the effort. 





# St Lawrence: Trimaran to Wellington

Story by Ken Ormandy, Top photo by John Hardie, Additional photos by Chris Coad

**T**he new *St Lawrence* (previously named *Tri-Fetish*) is a Newick Val 3 racing Trimaran. She is 9.1m long and 8.4m wide. Kyle Radersma, Mike O'Sullivan and I purchased her in April in Auckland. Part of the deal somehow ended up being that I agreed to deliver her down the coast. When we purchased her, she had been sitting untouched on a mooring in Northcote for about 6 months. The first task therefore, was to scrape the muscles and barnacles off the bottom, clean the birdsh\*t off the deck, and take the sails and foils back out to her. It was the next weekend when we managed to finally get her out for a proper sail, only to put the kite up and have the centerboard snap in half. The following weekend while testing her on a trip around Rangitoto in 15-20knots, the rudder linkage sheared off, sending us into an uncontrolled gybe. We managed to lash it together and motorsail home.

We did numerous trips to Auckland to test (and repair) her before being satisfied she was ready to tackle the voyage to Wellington. Modifications before the trip included a new centerboard, rudder + emergency system, fitting new winches into the cockpit, some fibreglassing of the beam

ends, ensuring the reefing systems worked etc etc etc. One of the flights up we took a genneker, new rudder blade, and a new stainless rudder frame and box to go with it, and more than just a few kgs of tools. I thought it was due to my good looks and charm that the girl at the counter let us check in more than 50kg of luggage, but apparently if a full sail bag is wide enough, it will jam between the sides of the scales and weigh in a good 15kg lighter than it should...

## Leg 1 – Auckland to Tauranga

The forecast was promising NW of 15-20 knots all afternoon and night, Kyle and I thought we would get to Tauranga in around 12 hours. Although the nowcast was saying 18-20knots, we left in a rapidly dying breeze. The wind dropped out entirely as we approached Cape Colville and we were forced to motor for an hour or so. After rounding Colville in the dark we had about 5 hours of light breezes and we zigzagged our way downhill, sailing those silly angles multihulls with their prods and asymmetric kites are forced to. After passing Great Mercury Island we finally got some breeze

of around 15knots just aft of the beam. The next few hours we flew along under #2 and 1 reef in the main. By daybreak the wind had dropped again, so it was masthead kite and full main to keep us moving. As we approached the harbour entrance The northerly picked up to around 20 knots again, and with a few knots of tide flowing out it was an exciting entry into Tauranga harbour. We had a beer for morning tea to celebrate our first long voyage on the boat, tidied her up and flew home to Wellington.

## Leg 2 – Tauranga to Gisborne

The following Friday I drove up to Tauranga with a poor unsuspecting mate, Dan. The forecast was for strong wind at East Cape Saturday evening and Southerlies on Sunday, so we had to catch the tide and get away as quickly as possible on Friday night. It was around 2300 when we set off from the marina and headed out. We motored out of the harbour, and into 15 knots and a large swell. After putting up the main, we both fed the fishes with the contents of our stomach. Not a great start.



We smoked across the bay of plenty, averaging an estimated 10-12 knots, and surfing at significantly more than that. White Island went past at about 4am, but we never saw it in the dark. Blasting along during the night under 1 reef and #2 jib, we had an increase in breeze with a few extra large waves. The boat started to surf at uncomfortably fast speeds, and I later learnt (during daylight), the really high pitch hum was caused not by the centerboard, but by the side stays for the prod as they went under water at high speed. 2 waves of that was enough for me to bang on the hatch and yell to Dan, "Get up – we are taking

these sails down NOW". We dropped the jib and put in 3 reefs, to leave us with little more than ½ the hoist on the main. It was much more comfortable, and not a whole lot slower. It was about 10am that found us a few miles north of East Cape.

The waves around East Cape were big. Very very big. Although we were not paying much attention to speeds I noticed whilst plotting out position that we were doing 19.4 knots in one of the typical surfs (on the GPS) with some of the faster surfs easily above the 20 knot mark. This was still under triple reefed main and no jib.

The Northerly breeze started dropping out as we headed south, until we were becalmed, and motored for about 5 hours, heading towards the Mahia peninsula. About midnight Saturday the southerly started to blow and after a few hours of bashing into it, we were down to #3 jib and a fully reefed main again. I noticed the frame holding the rudder and outboard was coming loose and dropping sails to investigate we had lost a critical bolt holding the rudder frame on the back of the boat. We had no spare of the correct size (every other size of course), so some threaded rod, some lashing and interesting use of the



vice grips got us mostly back on track. With the damaged rudder setup and the strong southerly we decided to play it safe and head back to Gisborne, rather than bash our brains out going round to Hawke Bay and south to Napier (the original target). We motored back to reduce loads on the rudder and tied up in Gisborne around 9am on Sunday, both pretty exhausted, and ready for a decent rest. We packed the boat up, and headed to the club for beers and burgers while waiting for Dan's father to drive up from Napier to pick us up.

### **Leg 3 – Down the Wairarapa from Gisborne to Wellington**

Finding crew brave (stupid?) enough to sail with me was proving difficult, so I was glad when Barbie (AKA Rebecca) agreed to join me on the last leg south to Wellington. We got up there Friday evening, did a few minor repairs after the previous weekends sail, and again scrubbed the bottom clean.

The forecast was for light winds on Saturday morning, followed by NW the rest of the weekend, getting up to 30 at Castlepoint on Saturday night, then easing all round by Sunday afternoon. Sounded good...

We headed off at 6am Saturday morning, and after a brief period of sailing, the wind dropped out and we ended up motoring all the way to the Mahia peninsula. Around lunchtime the breeze started to build from the NE (great forecasting...) and we put up the masthead kite to get us moving. We had a few hours of moving along nicely, just not quite in the direction I wanted. As it got dark, we dropped the kite and gybed. The wind started to slowly build, and slowly head us. After a few hours, we had 1 reef in, and were making good pace, hard on the breeze but running parallel to the coast, and further out than was the original plan. Around midnight we decided to reef



further when Barbie was getting airborne whilst trying to sleep in the bunk, as the boat launched off the bigger waves

Due to having a relatively untested boat and the now rough sea, we decided to put in 3 reefs to slowed the boat right down as launching a 28' wide boat off waves at odd angles was not what I wanted to do. It blew all night, and we were moving south at about 4-5 knots gradually getting further away from the coast. We attempted to tack in closer to calm water, but the angles we were sailing meant it was a waste of time.

I was looking around on Sunday morning, and noticed the leeward rigging screw was showing too many threads. I got Barbie up on deck as quick as possible, but not in time to get to the screw before it came completely undone. Due to the constant shaking of the rig, the grub screw had come loose, then the rigging screw had unwound. There was now nothing supporting the mast on the leeward side. We powered up on to a reach to keep the pressure on the windward side, while I attempted to catch the stay and screw it back in place. Eventually the job was done, and I was now completely wet through, my boots were full from the water that had been pouring over my head as we tore along at 12+ knots with the leeward ama partially submerged. I lay down later on for a rest, and water came pouring out of my nose, as though I had been dumped in the surf.

Late on Sunday morning the wind had dropped to around 20 knots, so we motor sailed for 3 hours in toward the coast to get into calmer water. Hearing from Kyle after our arrival, it seems we were lucky to have been 12 miles out to sea, as Castlepoint was apparently blowing 50+ knots during the night. I'm sure we didn't see that much, but the sea conditions were very rough.

I put in a report to maritime radio as my original ETA of Sunday night was not looking very likely anymore, and we knew there would be a few worried friends and family checking on our whereabouts. The wind then dropped right out and we were motoring south again. We had light variable winds all the way down to Palliser, with lots of motoring, a little sailing, and fair bit of drifting along.

Cape Palliser was glassy calm as we went round at about midnight Sunday night. We had a bit of breeze across Palliser bay, at one stage having to reef again. But about 5 miles short of Baring head the breeze dropped right out, and we motored the rest of the way to the marina. As we got to the marina entrance, I suddenly thought to check the tote tank, which I hadn't topped up for a while. The tank was dry, and the motor started to cough. The motor stopped just inside chaffers and we drifted to the end of B pier, the boat coming to a dead stop leaping distance from the pontoon. We did

have another 20L of fuel aboard, but it was stored in the front locker.

It was a 48 hour trip from Gisborne to Wellington. The biggest problem we had was the cold. It took until Tuesday night for my finger tips to get back to normal, and we suspect Barbie was suffering mild hypothermia on Monday.

All in all, it was a big adventure, and the boat handled things very well.

Since getting the boat to Wellington, we have been making constant modifications to try and increase her speed and make her easier to handle. We have installed rudder number 3, fitted running backstays, put adjustable topmast backstays to handle the masthead kite, broken and replaced the prod, redone the mainsheet system and added large skiff style tiller extensions. Hopefully over winter we can repaint the boat to make her look as pretty as she is fast, and continue to develop the systems aboard her.

We would like to thank Matt Stechman and Gordie for building the rudder box and supports in very short order, and Maritime Radio for monitoring our progress down the coast and passing the information on to others during the last leg of the trip. Thanks also to Geoff Herd and Mike Calkoen for the loan of some safety gear for the trip. 







Story by Geoff Herd & Deborah Williams  
Photos by Ken Ormandy

Once every 3 years a bunch of unusual sailors descend on Wellington. What's so unusual about that?

Well they race around the North Island with only 2 people on board. Ably assisted by their support crew and race management, they party hard at every stopover and Wellington was no exception. The Short-handed Sailing Association of New Zealand (SSANZ) runs this race every 3 years, after it was originally created by Sir Peter Blake and the Devonport Yacht Club. A number of Wellington boats and crews have entered over the years including *Young Nicholson* and *42nd Street*.

This year's race saw 24 starters leave Devonport Wharf on Sunday 24 February after a 20 hour delay due to weather

**“saw the largest  
number of  
Auckand boats  
with reefs in...”**

conditions. A quick sprint to *Mangonui* saw the first boats finish in 24 hours. The second and longest leg saw 23 boats head round North Cape and down the west coast into Wellington. Along the way they encountered every condition from drifting down past New Plymouth to 45 – 50 knots in Cook Strait.

The first boat in was *Ran Tan 11* at 0550 on Saturday morning and a few more boats followed it in before the rain and wind worsened. The boats that came in through the morning had a slow trip in places, but missed the worst of the weather in Cook Strait.

*Waka*, the smallest boat in the fleet with none other than Booboo, aka Josh Tucker onboard was 4<sup>th</sup> over the line. This was a great effort from Jonty and Booboo. Another yacht that was in early and sailing well above its class was *Akatea*. This was the first time *Akatea* had been back to Wellington since its two Line 7 regatta appearances.

Throughout the afternoon the yachts kept arriving. The rain settled in towards early evening and the wind lightened causing the boats to slow. This became miserable to work in for both the sailors trying to finish and the RPNYC volunteers going out to greet them.

The crews really appreciated the effort that RPNYC went to. After three to four days at sea with little sleep to be greeted by someone with beer, food, and a hand to help them get sails down and safely into a berth was much appreciated. Some couldn't believe that as night came with more rain our volunteers just kept going meeting and greeting. Many thanks to Jim Gordon and Paul Davies for their help to bring boats in.

*Oracle* was one of the yachts to arrive nearer midnight after they had shredded their mainsail coming through the Strait. They had dropped the mainsail and put up a trysail. Coming up the harbour they ran out of wind, so the call was made to put the mainsail back up. Crossing their fingers and hoping that the rips didn't get any worse, they were lucky to make it in especially with rudder problems as well.

*Insight* was the yacht you had to feel sorry for. They picked up a couple of places through the strait to then come up the harbour only to be becalmed at Point Jerningham, and then passed. The stretch of water from the White Lady to the finish took them an hour.

With a long morning in front of the race finishing team, they retired to the start box at the club with two yachts still at sea - *Nevenka* and *Topflight*. Enduring a





## “it was decided to go to Andiamo for a couple of quiet drinks”

second night trying to sleep on the floor of the start box they waited for these boats to finish and talking to them on VHF radio when required. *Top Flight* radioed at 4:30am to say they were coming up the harbour under storm jib alone, and having a real hard time of it. They radioed again at 5:30am to say they had put the motor on and were struggling to make way getting around Point Gordon. *Te Ruru* went out to help and meet them and escorted them from Kau Bay to the marina.

The last boat *Nevenka* finished just before 9:00am. *Nevenka* had caused a few headaches earlier in the leg as they were not responding to any of the twice daily radio scheds. After 36 hours Maritime Ops escalated this to the National Rescue Co-ordination Centre. The NRCC then got an Air Force Orion to divert from a patrol over by Great Barrier Island to search for them on the west coast. As they didn't spot *Nevenka*, another Orion was sent from Ohakea to search again which did find them. Also there was a fishing boat in the area that spotted the yacht.

The SSANZ race management team of David Cooke and Steve Ashley went with the RPNYC team out to Avalon to the NRCC and Maritime Ops for a visit. They

were there for the evening sched where *Nevenka* didn't respond again. However the NRCC had received a status update that *Nevenka* was okay and the visit was very interesting and rewarding for the team.

Sunday morning saw the sail makers from Doyles and Norths start work early in the morning on the sail repairs. To have five sail makers supporting the fleet was great and much needed as they spent twenty hours repairing sails to make sure the fleet was ready to restart on Monday afternoon. A great effort guys.

Sunday evening was the prize giving and barbeque. This was originally planned for Saturday night but had to be moved to Sunday. Thanks to Louise and Katy for making sure the bar was open and operating. A big thank you to the board members and partners that got stuck in and gave the barbeque and evening a great atmosphere. The staff and volunteers pulled off a great night at short notice.

After Booboo had filled the trophy a couple of times, and the evening was coming to a



close it was decide to go to Andiamo for a couple of quiet drinks. Yeah Right! Pete and the boys from *Akatea* introduced us all to buckets of rum and coke. A great night with sore heads in the morning.


Monday saw the briefing for the leg three to Napier at 9:00am in the Sailing Academy. After this the crews continued getting ready for the next leg. With the wind dropping from a forty knot southerly to thirty knots gusting forty, *Te Ruru* was used to help get the big boats out of the marina berths. The crews were battening down everything for a wet and wild night getting to Cape Palliser.

The start at 5:00pm saw the largest number of Auckland boats in one place with reefs in that anyone would have thought possible. The start was clean, but *Waka* had a couple of problems. The tack clip on the jib let go. This jammed the luff of the sail above the feeder. To sort this out it required both crew on the foredeck. There was not much freeboard left at the bow with both Booboo and Jonty up there! They got this sorted, only to find the battery had not accepted the charge and was flat yet the charger had been running the whole time they were in the marina. So they had to come back and get a spare which Geoff raced out to them in the small rib. This still put them 34 minutes behind the fleet.

The leg to Napier turned out to be on the nose most of the way and a hard slog for most boats. After a tour of a winery or two, the final leg from Napier to Auckland started off very slowly. The fleet did not like the look of the forecasts that looked like they were going to drift across the Bay of Plenty.

*Ran Tan II* took line honours in Auckland just before dawn on Tuesday 11 March. The rest of the fleet came in through the next twenty four hours with all glad to be finished. The overall winner on PHRF and IRC handicap was *Sunstone*, a S&S 39 that is home to Tom and Vicky Jackson and the winner on ORC was *Danaide*.

We would like to thank the organizations that helped RPNYC make the Wellington stopover such a success; Wellington Waterfront, Chaffers Marina, Duffy Rigging, Dale Adams and Evans Bay Yacht & Motor Boat Club.

And we look forward to the next race in three years time! 





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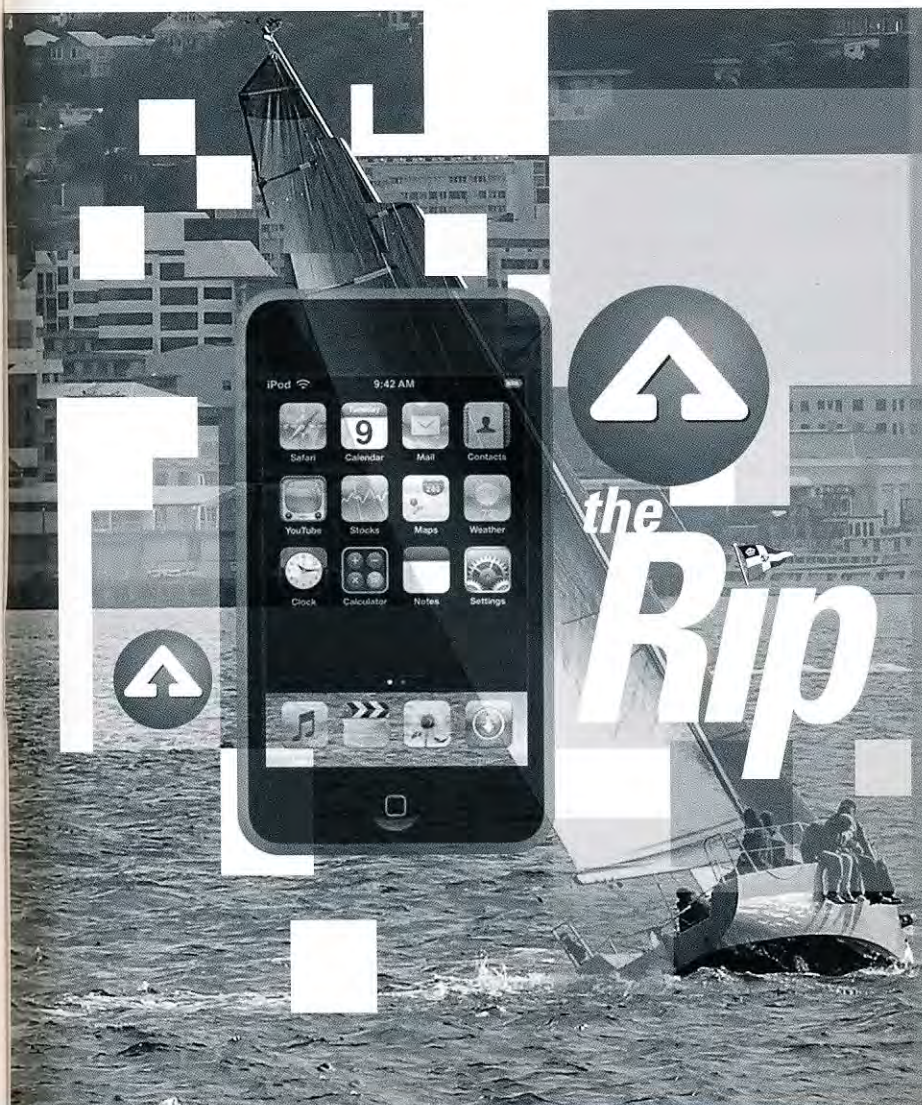
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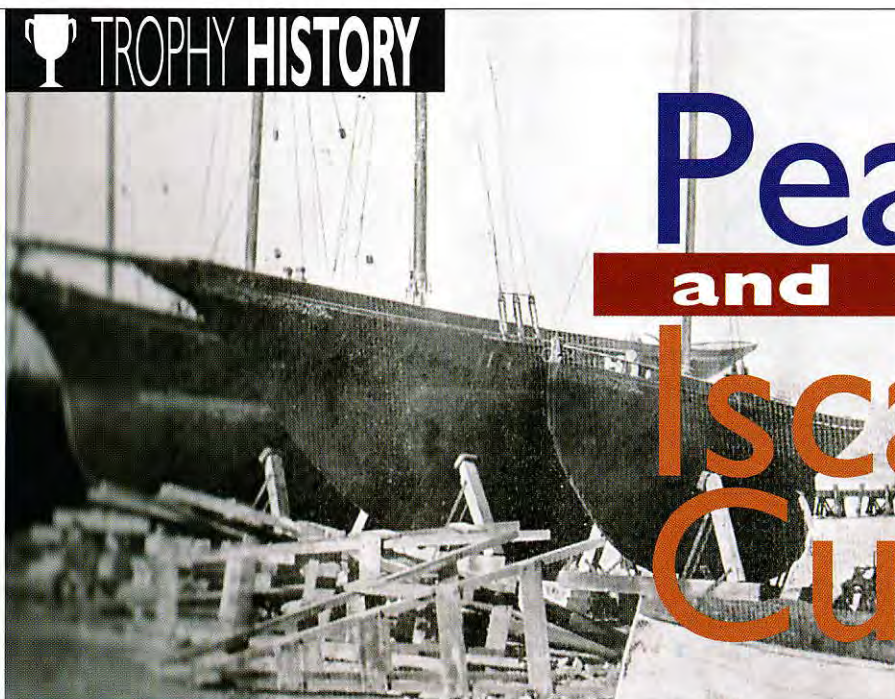
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# Pearce and Isca Cups



By Bill Brambley and Bruce Askew



We can not provide much information about the donors of these 2 trophies but comments on the original yacht *Isca* will provide some interest for the readers.

The first *Isca* was constructed in Wellington about 1880 by a boat-builder, Mr Taylor; presumably for his own use. She was built from a plan by a well known English designer; Dixon Kemp. The principle dimensions quoted as 42 Feet (12.8m) overall and 6ft 6 in (1.98m) beam and a rating of 7 tons. Handicapping in those days was based on a measurement system similar to the Thames Tonnage Rule.

Kemp was the Yachting & Boating correspondent for the well known magazine "Field and Stream" but eventually boat designing won the day. It is interesting just how quickly design trends and even yacht names reached the new world.

*Isca* was before 1883 so she would be a founding name in the clubs register. A list of her early owners mentions several of the clubs original members: Osborne, Scott, Jack, Pearce, Batkins, Witt and Cochrane.

The lines plan depicted were copied from another drawing but they show an over all length of 37 feet. In August 1883 she was purchased by Mr Scott. He proposed to fit new sails and spars and also to fit an extra two tons of lead to her keel. At this time Cochrane and Pearce may have also been part owners. Mr Scott became a Professor of Engineering at Canterbury University. He was an associate of Professor Cull who later owned the yacht *Mana* and was responsible for Cockle Cove being saved from Farming. Professor Scott designed the yacht *Wylo*

owned at a later stage by Charlie Neale and later by the Martin family (AD Martin).

The lines copy of the drawing was possibly prepared by Professor Scott for his rebuilding of the *Isca* in 1883, it is easy to imagine her slicing her way to windward. Perhaps that is why they were termed cutters.

In February 1886 *Isca* was the only starter in a race in a south east gale and she claimed the prize.

In January 30<sup>th</sup> 1885 she won a first class race which greatly pleased her original owner. Her rig, typical of the day was based on a sturdy lower rig of mainsail and staysail but had the facility to extend this with larger light sails. See photograph

In 1891 she was sold for £175 to Osborne and Witt. Then to the Osborne Brothers then to EC Batkin and JH Jack. It was reported that she was fast in light winds.

In 1898 in a howling gale (what is new?) she beat the near new *Rona* by seventeen seconds but unfortunately she was so badly strained that it was decided to dismantle her. Her ballast and other equipment was used in the building of the yacht *Kotiri* by the Petheric Brothers, one of the first "spoon" bow yachts in Wellington.

Presumably the Pearce family inherited the now Pearce Cup which was presented to the family of AE Pearce in 1958 by Mrs T Duncan Stout.

The Isca Cup was presented by Mrs V Morris and originally won by Robt Julian Scott presumably owning the yacht *Isca* in 1884-85.





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