

The Spinnaker

The official magazine of the Evans Bay Yacht & Motor Boat Club

August 2006



To find out the connection between this picturesque spot in the Mediterranean & Evans Bay Yacht Club, turn to page 2.

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Calendar

August 26

Last race of the Winter Series, Lifejacket testing

September 17

Marine First Aid course

September 15-17

Club instructors course, Kapiti

October 7

2006-07 Season Opening Day

Postcard from the Ionian Islands, Greece

Hi All,

Murray Thomas twisted my arm and suggested that I provide an update of my adventures in Greece, where I am now working for a flotilla charter yacht company.

After a few delays (work, house, visas etc.) accompanied by continual stream of people all asking the same question "When are you going?" (as if they were keen to see the back of me), I finally touched down in London on 29th May looking for work with a UK owned charter company based in Greece. After sending off CV's to about a dozen or so companies, I got an interview within a couple of weeks and was offered a job as the shore based (stand-in) skipper with Sailing Holidays who operate a fleet of 135 flotilla yachts in the Ionian Islands (northwest corner of Greece, on the border with Albania and just across from the southern tip Italy).

The fleet comprises Jaguars, GibSeas, Beneteau's, as well as a few Bavaria's and Dufour's. The Jags are the oldest, and the cheapest to hire, and therefore are a good first time charter yacht, as are the GibSeas and the smaller Bene's. Each one or two week flotilla typically comprises 10-12 boats, with 3-4 people (customers) on board plus the lead boat of Skipper, Engineer and Hostess. The fleet of yachts are well maintained for their age, with an experienced shore crew of diesel mechanics, auto electricians, boat builders, riggers, cleaner's etc. and comprehensive spare parts and stores to support the lead crews on the water.

I'm back at the shore base near Gouvia marina in Corfu for the meantime, after spending the first four weeks on flotilla in the South Ionian. I had a great time on the lead boats, learning the ropes in the first week and (stand-in) skippering the last three weeks. Once the first morning main introduction briefing was out of the way, I lost the nerves and things went pretty smoothly thereafter. Now back on shore, I assist with the weekend boat turnarounds, provide any sail training on the first day of the new flotilla and help with repairs/preparations during the week, with Tuesday afternoon and all of Wednesday off for relaxing and sightseeing. This is a luxury that the lead crews do not have, as they are basically on call 24/7 for the entirety of the season.



On flotilla, a typical day starts with the Skipper giving a 5 minute briefing in the morning in which you inform the flotilla what today's destination port is, how to get there, the weather forecast, hazards along the way, and things to watch out for when leaving and returning to port. Then the Hostess provides extra details of the destination port and its facilities (tavernas/restaurants, showers, mini-markets, money machines etc).

The clients then leave the quay in their own time under the lead crew's general supervision (ie. we help undo warps/ropes and then keep an eye out for problems such as crossed/tangled anchors). If they have problems, the Skipper or Engineer usually jumps in the RIB and races out to their assistance. Then, once all the flotilla boats have left port (sometimes as late as 12noon), the lead boat will usually motor to the destination port in order to meet the first arrival.

Sometimes, when the wind is up and there is spare time, the lead boat will get an hour or so of sailing, but not usually. A typical day for the flotilla boats might involve 10-15Nm sailing, say 4-5 hours sailing time

The Spinnaker

with a lunch stop in a bay on the way. Not too strenuous, remembering it is their holiday!

Then when the lead boat arrives at the destination port, it is the Skipper's job to decide where the boats will be tied up and how e.g. bow-to, stern-to, side-on. If the boats have electric windlasses on the bow anchor, then it's usually stern-to unless the quay is exceptionally high. Mooring the boats up is always a busy and nerve-wracking for all and sundry as the potential for crashes and smashing into the quay is quite high.

Once the boats get within eye shot, I revert from handheld VHF communication to hand signals (I can't shout to save myself, except the word STARBOARD, and the hand signals keep me calm even when a boat is careering towards another berthed boat or the concrete quay). It's also the most amusing time, as clients forget the hand signals, dispute the hand signals (usually amongst themselves), drop the anchor too early or too late, or forget to untie the safety rope on the anchor etc. The lead crew are of course sympathetic to their plight, but record all these little incidents and remind the clients of them at the final evening prize giving, which they take in good heart and jest (usually!).

I have also provided several sessions of sail training over the past 5 weeks, which I have found the most rewarding. Sailing Holidays is quite unique (or mad, depending on your perspective) in the sense that they do not require the clients to have any prerequisite sailing qualification, such as RYA Day Skipper, in order to charter their yachts. Their philosophy is to encourage people into sailing, not restrict their participation. Thus we get clients that literally have never sailed or been on a boat before. This is where my club instructor's qualification and experience teaching Adult Learn to Sail at EBY MBC has really come to the fore – just bigger boats, that don't capsize so easily! And the feedback from both the clients and management has been very good, so it's just a case now of waiting for a permanent position on a lead boat to become available.

As forewarned, the pay is not great, but the lifestyle compensates. I wear shorts and t-shirt everyday (and sometimes my jandals). There is no need for suit and tie here. The weather has been sublime, certainly consistent. Sunny, 36-38C in the middle of the day, cooling to a chilly 30-32C in the evenings, with typically light NW winds in the morning and 15knot NW sailing breezes in the afternoon. Nothing too challenging for the novice sailors.

And the Ionian islands are beautiful, not lush like NZ, but stark and contrasting, with brightly coloured buildings and gardens to offset the oppressive heat. The little harbours, quayside tavernas and associated villages are picturesque to say the least. The pace of island life is generally very relaxed, almost backward, but in a refreshing way. The food is very good, especially the seafood. And the yoghurt is to die for (literally, apparently the fattest in the world). The Greek people are very friendly, although this is based mainly on our contact with the taverna owners and staff who go out of their way to please the lead crews and gain a good endorsement to the clients.

The Adult Learn-to-Sail class of Summer 2002 may seem an unlikely starting point for a career change and venture into flotilla sailing in the Ionian Islands, but these were the humble beginnings for my adventure. From learning to sail, I was then 'encouraged' to assist with the next batch of learn-to-sail (continued over)

Builders of composite race yachts now offer Wellington an accessible workshop facility for repairs, refits and resprays. With a door height of 6m there is not even a need to come off your keel.

Recent jobs include chainplate and window replacement, and rudder repairs on 'Splash Palace' for Geoff Herd, structural repairs and topside repaint on 'Esprit' for owners Cheryl Ferguson, Phil Bishop and Terry Steven, rudder rebuild on 'Titus Canby' for John Wood and prod installation on 'Supergroove' for Graham Rowe.

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classes, followed by a YNZ Club Instructor's course which then saw me lead instructing classes. A few years of club racing in the merciless Evans Bay with a few yacht charters thrown in for good measure and here I am, with further sailing aspirations in my head and opportunities just around the corner. Will I ever return to that office job again? Only the future will tell.

To sailing and especially the good folks at EBYMBC, I am deeply indebted for the opportunities provided at the club. Long may it continue.

Happy sailing
Andrew Cromarty

Cups & Trophies, by John Duurloo

In the June Spinnaker a question was asked concerning the Marangi Cup, presented in 1928 by Mr Scott Ramsey. It is named after the yacht now on the hard. She was owned by Berkley Clark and later sold to Mr Scott Ramsey, and is described in the Club's "50 years of Yachting" as champion keel yacht 1930-31. *Marangi* was sold to Auckland in 1937 and was brought back to Wellington by the late Charlie Mountfort. She is now owned by Carl Jackson.



Interestingly, *Marangi* (pictured) is one of seven yachts built by T. Le Huquet at Devonport in Auckland, and which were owned in Wellington. Of these, *Marangi* and *Galatea* (recently transported from Auckland) are in our yard.

Wairere II, now on Pier 2 in Evans Bay Marina (& also recently on the hard), was owned by Mr Ernst Bucholz and is described by Ronald Carter's Little Ships as the most successful. The Bucholz Cup is another of our trophies.

Wairere I was champion keeler in 1927-28, when owned by Chas Holmes (Holmes Cup). Le Huquet was from Jersey in the Channel Islands, and his yachts were built between 1904 and 1915.

The Pet Cup is named after the yacht *Pet*, which was built by Chas Bailey Senior in 1887. She was the first winner of the trophy in 1887. It was presented to EBYMBC by Dick Mout, a well known club member, probably in the 1940's. He had found it in a scrap metal dealer's junk pile, and recognising its value to the club, he retrieved it.

(If you haven't already, have a look at this trophy, it's on the bottom shelf of the right-hand cabinet upstairs & is a truly beautiful piece of silverware).

I am prepared to meet my Maker. Whether my Maker is prepared for the great ordeal of meeting me is another matter.
Winston Churchill

The Spinnaker



Hi All

As the new Commodore, I am honoured to be appointed to the role. I believe the new management committee is a good balance of enthusiasm and experience and I was particularly pleased to see that all positions on the various sub-committees are fully subscribed.

On behalf of the Management Committee and the Club, I would like to thank the outgoing Commodore, Mike Coupe, for his energy and commitment over the last year and wish him well in his upcoming endeavours this year. A special thanks also to Remy Thomassen who has stepped down from the position of Sail Academy Co-ordinator after a number of years

I have been asked to give a brief outline of myself, which I am finding much harder to perform, than if it were for someone else, however here goes:

I am a director of a business that develops land and buildings for people. My partner and I have 4 children, three which have flown the nest. I sail my boat in the club comp and my other hobby is music.

I like to see others take ownership of tasks and to see satisfaction in achieving success in these roles. I am keen to see the slipway area brought up to its full potential by arranging to maximize the holding areas and see this as a priority. The finger jetty, travel lift and capabilities of John and Mike seem to be a winning combination.

The club house has undergone a face lift lately, our thanks to the club members responsible who were named at the AGM. The patrol boats are in need of a similar workover and this is being arranged before the summer season. The extent of work will be known when they are lifted out next month.

I also believe the date of election of club officials and the financial year should be the same. At the moment there is a 3 month difference and the new committee has only a short time to prepare for the next season. The constitution has been identified as requiring a revision, which the new committee is going to look at over the next year.

In the next Mancom meeting or two, our calendar of events will be arranged, as will recommendations for life membership, Opening Day, Summer season racing calendar and much more. I am looking forward to a busy and enjoyable year and trust you will make every endeavour to enjoy the new club facilities, social events and boating over this year as well.

Best Wishes

Miles Tremlett, Commodore

*The **Old Salts Reunion** will again be held on the Sunday of Labour weekend. For catering purposes, please let me know of your intent to attend. All welcome, interest, not your age qualifies.*

Thanks, Mike Usher (027-240-5109)

The Black Shed

This year the allocation day went off reasonably well. Most people stayed with their present spaces and only a few members did not show up. If you have a ground berth or space and you do not need it right now, can you please let me know; there are two people who are very anxious indeed to have a ground space for their boats for the coming summer sailing season and if you are not going to sail this summer, for any reason, could they please have your space. You can ring me on 586-3919 or 021 650 236 to leave a message; I am a little hard to get hold of these days but will respond to your message(s).

My grateful thanks to all those people who so kindly helped on this day. There was a pleasant feeling of working together which is such an important part of any club. It took a short time, comparatively, to move the boats, confirm spaces, get mast information (which I have not acted on just yet but am glad to have), clean the shed and replace the boats. Unfortunately, we were so quick that several members missed out on the free lunch provided by the Galley-on-the Hard!

Dorothy Fox
Black Shed Co-ordinator

House Report

All is good in the hood. A new team of smiley and pleasant House Committee workers have now taken over your clubrooms. Thank you to Kate, Rory, Bob, Colin and Sven for putting up hands to help out this coming year.

There have been a few blustery, wet and cold nights endured by the hardy regulars at the club bar recently. The new main rear entrance to the club rooms seems to be working, we made the change so that all the non-smokers that come down don't have to run the gauntlet of those pesky old smokers that hang around the back door. I don't know about you but I think the new rear entrance way has a much better appeal than the previous entrance. Hopefully we can encourage more patrons to the club rooms over the finer spring and summer months.

There hasn't been much happening to report on lately. We are starting to see more inquiries to book the hall for hire, mostly for 21st birthday parties and the like. In the near future I intend to have a new brochure regarding the rates and hall hire available and would hope that all members start advertising, or at the very least mentioning, the clubrooms are for hire to work colleagues. I am aiming to hire the clubrooms during the daytime to companies and corporates to run training seminars, sales seminars, general meetings. We can accommodate up to 150 people seated downstairs.

Hope to see you all at the 'Galley on the Hard' soon. Happy and safe sailing to you all.

Alan Osborne, Rear Commodore

(Ed. Him Indoors & I had dinner at the club yesterday evening, & I have to say, the surroundings are positively salubrious, but when combined with jazz music on the stereo, a new range of fine wines & Yvonne's ever changing menu, its hardly surprising that the only problem we had was finding a seat. It was great to see some non-regulars and their families along, looks like we may have to consider booking a table in future. To whet your appetites, I wangled a sample menu from Yvonne.

Roast of the Day (lamb, beef, corned silverside, chook), accompanied by pumpkin with orange & pinenuts, roast onions in balsamic dressing, fresh greens & Yvonne's yummy rice salad that I have never been able to duplicate at home.)

August 3rd, 2006 Annual General Meeting

This issue of the Spinnaker is slightly later than usual, as I was waiting for the AGM. As usual there was a good turnout of members, but perhaps a slightly lower than normal turnout of heated debate. The following are my to tally unofficial version of the minutes.

Things started out swiftly with a flurry of apologies & the acceptance of the last AGM & two SGM sets of minutes (come on, own up now, how many of you actually read them fully?)

We then moved on to the presentation of the Annual Report & Accounts. The Commodore read out his report (so you didn't have to have read that bit), & then to the surprise of all present, withdrew his nomination for continuing his role, citing overseas work commitments.

Miles Tremlett, Al Osborne, John Seggie & Remy Thomassen all spoke briefly to thank their committees, but I didn't because I'm terribly shy, & besides, Trevor Weaver, our website man, already knows that I think he does a fantastic job. Russell Third, the temporary (but excellent of course) Club Captain, was also surprisingly quiet.

Jane Thomassen raised some queries about the financial statements, which was good because she actually understands what they mean, & not only that, she volunteered to help resolve a few issues, well done Jane. There were a couple of other quick discussions about the financials, but nothing really ugly & then we moved on.

There was no correspondence (nobody loves us), so scurrying right along, we came to the Election of Officers. The Mayor was re-elected as Patron, which we're sure she'll be thrilled to hear & Paul Sara took on the mantle of President. (I must confess I ducked out for a minute, so missed Dorothy Fox's nomination speech, but was informed on my return that she had also withdrawn). So I came back to the uncontested new Commodore, Miles Tremlett, summing up his life in 50 words or less. Congratulations Miles.

No other roles were contested, so Al Osborne, John Seggie & myself just sat quietly in place, while Gary Wagstaff, Brett Frogley & Matt McCullough joined our happy little team. We'd had no prior nominations for the sub-committees, but for the first time I can remember there was no trouble filling the roles, which was really encouraging to see. Without lots of willing volunteers, the club would grind to a halt, so a huge thank you to all of you who put your hands up (or to the people who held them up for you), doubly so to those who are on more than one committee.

Also under the withdrawn category was our Auditor, McKee & Piano (the excitement obviously got too much for them), but a suggested alternative from the outgoing Commodore was uncontested, Kevin Newsome I believe.

There were no changes to the annual subscriptions, but the committee received a collective slap on the hand from Mr G Wagstaff because we shouldn't have printed them if we weren't intending any changes. Now we know. Bob Mawson asked that the definition of Family should be looked at as he felt the subscription fee didn't correctly reflect its worth, but got shot down fast (& rather harshly I felt...to the proper channels with you, Bob) on the grounds that an AGM cannot make those kinds of changes.

The agenda item of Election of Life Members was really the only contentious issue of the night. The outgoing committee had several intended nominees for this honour, but due to a stuff-up on our part, we hadn't realised that we were supposed to put their names on the Notice of Meeting, so technically we couldn't really progress further. Feelings were running high, so there was much discussion, including a legal opinion from the club's solicitor, but in the end I personally thought that Roger Wilson summed it up best when he said something along the lines of, "The people we want to nominate have been around a long time, so hopefully they're not going to cark it before we get the chance to do this properly at an upcoming SGM, & even though turnout at SGM's is usually lower than AGM's, if people see who we are nominating then they will make the effort to attend in order to honour & support these people". (Did I mention that it had already been raised that an SGM would be needed in the not-too-distant future in order to ratify the revised Constitution, which is in urgent need of a full service & oil change).

Mike Coupe then presented outgoing President, Warren Rankin, with his Yachting New Zealand Honour award. And that was it for General Business. Lynette Hume-Merry did a quick Powerpoint demonstration on Yachting NZ's programme for youth & schools.

So, all done & dusted by about 9:30. After that there was much milling around, drinking, back slapping & general chitchat. Sailing was the winner on the night.

Debt Recovery Costs

The Management Committee agreed that, from 1 March 2005, all new outstanding debts will incur interest and any associated debt recovery costs. Interest will be charged at the rate of 19% per annum.

Introducing the new Club Captain...

Hello everybody, my name is Matthew McCullough. A little bit about myself for those who don't know who I am. I am a builder by trade, I am married with two teenagers, who I am trying to encourage to sail. I sail the yacht Wakarere in the cruising division, on a regular basis. When I am not sailing I am usually to be found down at the boat doing some kind of maintenance or improvements on her, and if not there, having a beer and catching up with the regulars.

As I'm new at this position, I feel I haven't got too much to say until I hold my first meeting with the facilities committee. I am a no nonsense person who likes to call a spade a spade and not muck around when it comes to getting things done, and look forward to my time as Club Captain.

Food for thought. *If one does not know to which port one is sailing, no wind is favourable.*

Lucius Annaeus Seneca

Matthew McCullough

The Spinnaker

Officers and Sub Committees elected AGM 3rd August 2006

Commodore	Miles Tremlett	Ph 233-2417 Email m.tremlett@xtra.co.nz
Vice Commodore	Gary Wagstaff	Ph 387-2477 Email gary.wagstaff@xtra.co.nz
Rear Commodore	Alan Osborne	Ph 801-5220 Email alan.osborne@palantir.co.nz
Club Captain	Matt McCullough	Ph 567-2117 Email mdlj@xtra.co.nz
Sailing Academy Co-ordinator	Brent Frogley	Ph 938-4680 Email brent.frogley@paradise.net.nz
Communications Officer	Alison Pritchard	Ph 385-7347 Email kokamo39@clear.net.nz
Events Officer	John Seggie	Ph 388-6925 Email stewartmatangi@xtra.co.nz

Sub-committees

Sailing	Noel Thompson Rory Graham Demian Dixon Mike Coupe	Sailing Academy	Remy Thomassen Murray Thomas Stephen Luckin Grant Viggars
Facilities	Dorothy Fox Russell Third Deirdre McCullough Nic Toulis Frank Clark	Communications	Trevor Weaver Demian Dixon Murray Thomas
House	Rory Graham Kate O'Brien Bob Mawson Sven Bieringa Collin West	Events	Frances Broatch Ross Davies Grant Viggars Deirdre McCullough

Summer Racing Season

The word according to our new VC, Popeye, is that "Summer's coming & we're going racing." So, a word of warning to any of you who might be weather gods, do not argue with Gary, you will not win. The season calendar has not yet been finalised, so if you'd like to have some input, please contact Gary asap (see contact details above). Once the programme is ready, it will be posted on the website. Obviously I can let lots of you know when this happens, via email, which leads me to my next point...

DO I HAVE YOUR EMAIL ADDRESS?

About once a fortnight I send out emails letting members know what's going on around the club, sometimes these advise of changes of race details, important events, or really valuable free stuff that's being given away, so if you're not on my list you are missing out. I promise your email address is completely safe, I will not give it to anyone, if forced, I will eat my hard drive rather than divulge privileged information. So if you'd like to be kept informed, please drop me a line at kokamo39@clear.net.nz

Cheers, Alison (Communications Co-ordinator, Editor, General Dogsboddy)

Never, never, never believe any war will be smooth and easy, or that anyone who embarks on the strange voyage can measure the tides and hurricanes he will encounter. The statesman who yields to war fever must realize that once the signal is given, he is no longer the master of policy but the slave of unforeseeable and uncontrollable events. Winston Churchill

FROM LEARN-TO-SAIL

The first Learn-to-Sail Committee Meeting for the 2006/2007 year was held on 8 August with, Rodney Adank, Steve Luckin, Glen Syman, Remy Thomassen, Mark Tucker, Warren Rankin, Grant Viggars, Helen Orchard, Grant Nalder, Murray Thomas, Ross Davies, Gary Wagstaff, and Rodger Wilson present. A much appreciated great turn out. Future meetings will be at 6.00pm on the second Thursday each month at the Clubhouse and anyone with an interest in Learn-to-Sail is welcome.

The following courses will be run for Spring 2006

- Junior beginners 9.00am Saturday mornings, 10 sessions starting 7th October
- Adult beginners 9.00am Sunday mornings, 10 sessions starting 8th October
- Adult beginners 5.45pm Monday evenings, 10 sessions starting 9th October
- Adult intermediate 5.45pm Tuesday evenings, 10 sessions starting 10th October

Steve Luckin has kindly agreed to run junior races on some Saturday afternoons, for level 1 graduates. This will be a great step to bridge the gap to full racing for our juniors, and keep them interested. It will also encourage them to stay at the Club and hopefully partake, with their parents, in the usual Saturday after racing prize-giving and socialising.

Adult learn-to-sail participants are a great source of crew for trailer yacht and keeler skippers. By offering a place on your boat you will also help our students retain an interest and stay with the Club. Skippers, please do give me a call if you have a spare space on your boat. Even if it is only a one off.

Grant Nalder will be testing all Learn-to-Sail life jackets from 10.00 am on 26 August. All Club members are also welcome to have their own jackets tested at the same time. Just approach Grant on the day.

**** The two hand held VHF radios have disappeared. They are an important safety item for the Learn-to-Sail rescue boats. If anyone has seen these there will be a suitable reward. ****

Brent Frogley
9384680

September 17, Marine Off Shore Course

NZQA certified covering: ABC, 4 B's (Breathing, Bleeding, Burns & Breaks), Stabilisation & Treatment, Evacuation, Advanced Trauma Management, Medical Assessment and Management, Advanced Wound Care & Suturing, Drug Administration

Cost \$100 pp. Registrations need to be received no later than 14 days prior to course date, please email to: jude@yachtingnz.org.nz

15-17 September - Wellington, Kapiti Yacht Club, Club Instructor Courses

We take a maximum of 12 people on each course and to secure a place you need to make sure you complete the application form and either email or post back to YNZ as early as possible. The cost of the course is \$110.00 and registration forms can be downloaded on the YNZ website through the link below ****.

The Spinnaker

It's a hard life...

The opening of the jetties, to enable the travel-lift to remove boats directly from the water, in October 2005 is changing the historical nature of movements on the hard; we have had a full yard for the last 3 months. The ex-Auckland Police boat Deodar is one example of the type of boat we wouldn't have been able to handle previously, another change is the ability to send and receive deliveries to and from other centres by road delivery.



Pictured also is Sven, demonstrating another way to remove boats from the yard, that has given us thoughts on late & non-payer's long term boats (don't take that too seriously).



Regards , Mike Usher

History will be kind to me for I intend to write it.
Winston Churchill

The Spinnaker

The Resene discount

When you visit your Resene showroom, present your membership card & state that you are purchasing for the Watersports Evans Bay 'Cash Account'. All goods must be paid for at time of purchase by cash, cheque, credit card or eftpos.

The discounts are as follows:

- Premium paint 250ml to 4l tins 25% discount
- Accessories/brushware 20%
- Protective coatings 15%
- Premium 10lt pails 10%
- Specialist 10lt coatings 10%

Members can also purchase Altex Yacht & Boat Paint at selected Resene Colour Shops at special prices.

Sponsors

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