



The Spinnaker

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

September 2010



Clockwise from top left - Racing underway in the Central Region keelboat regatta (page 9), and at Evans Bay over the winter. Plenty of assistance was at hand when Gordon Cooper's boat, *Breeze*, unexpectedly decided to use the north dinghy ramp. Remy Thomassen doing stalwart work manning the EBYMBC and Sailability Wellington stand at the recent *Boating Fishing and Outdoors* show.

Racing and Events Calendar

Saturday, 11th September
Working Bee No 1

Saturday, 25th September
Opening Day

Saturday, 2nd October
Spring Racing series begins

Sunday, 24th October
Old Salts Reunion

Friday, 29th October
Twilight Series begins

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Management committee contact details are on Page 12.

The Spinnaker is produced bi-monthly, contributions (written and photographic) are welcome.

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Next Issue – November 2010



Commodore's Report

Well, I guess time flies when you are having fun - I write to you now in my 3rd term as Commodore of the club! I am pleased to have Rick, Lynley, Gordon and Jane back on the Management Committee with me and I welcome Kirsty and thank her for putting her hand up for the Events role while still

contributing to the House committee. And thanks to everyone who has volunteered for committee positions this year, we couldn't do it without you. For everyone else, there are plenty of one-off jobs still looking for volunteers as well so don't be shy in coming forward, we have a busy year ahead of us and you all have an opportunity to contribute to the clubs' success.

The AGM in late July had a good turnout and a good discussion about the impacts of the GST increase on the club. You will see in this newsletter the schedule of fees for membership and storage which have been increased to take account of the rise in GST to 15%. You will also see that we have left provision for those who want to make full payment before the end of September to do so at the 12.5% rate. Slipway fees will also be increased to take into account GST increases and the non-members rates will be increased to ensure that there is sufficient benefit for club members. I also draw your attention to the financial terms and conditions that the club runs under – no time payments will be accepted and any current arrangement will conclude on 31 August 2010 and interest will be accrued on overdue accounts.

On to more exciting things, I look forward to welcoming you all to our season Opening Day on 25th September. All members are welcome and encouraged to take part in the formalities, lunch and of course the start of the sailing season. If you aren't up for racing as yet, we would still love to see you and your boat out on the water celebrating the start of spring and warmer weather boating and the same is true of the power boats. Opening Day is a great opportunity to showcase our club to a wide range of people include prospective Council candidates and the more people we have involved, the better it is.

And in preparation for Opening Day, Gordon and the facilities team have a working bee planned for 11th September. We need each and every member to get involved and give up a couple of hours of their time to spruce up the club. It's important that everyone takes part to help reduce maintenance expenditure and I can assure you, there will be a job for everyone! Please don't assume that everyone else will turn up and do your job for you, get involved, get a free lunch and you will probably even enjoy it!

All that remains now is for the temperature to warm up a little, the last minute winter boat maintenance to be completed and there will be no excuses for not being out on the harbour. I look forward to seeing you at Opening Day on the 25th.

Nikki Johnson,
Commodore

Opening Day 2011

September 25th, 11am

In a change from tradition, we won't be sending out invites to absolutely everyone this year, but rest assured, you and your families are all officially invited & we look forward to seeing many faces on the day.

1100 hours Welcome and refreshments for invited guests

1200 hours Official Ceremony

1230 hours Flag raising, cannon, blessing

1300 hours (approx) Light luncheon served for invited guests/Club members

1355 hours Warning signal for race

1400 hours Opening Day racing – all classes

The newest member of Mancom



Hi, my name is Kirsty and I have just been elected as Events Officer for EBYMBC. I have served on the House Committee with Lynley for the last year, so have got a feel for some of the non-sailing life and activities at the club.

My introduction to EBYMBC was through the Sailing Academy. I come from a non-boating background but have always enjoyed being on the water. I decided it was time for a new challenge in my life and I chose sailing. After asking all the seasoned sailing people I knew, it was recommended that I learn to sail at Evans Bay.

After graduating I began sailing with Warren Rankin on Tarantula, wearing my fantastic pink sailing jacket! I do think it needs mentioning here that we have won the last two Spring/Summer series since I have been crewing on Tarantula! Its lots of fun being on the water and I really enjoy my sailing.

The Events Committee this year are Marion Davey, John Tamanui (JT), Milly Morley, Tottie Campbell-Lamerton and myself. We are looking forward to organising events that will encourage our members to participate in the social aspect of EBYMBC with quiz nights, bingo and our Christmas party. Dates will be advertised soon.

"Stupidity is not a handicap. Park elsewhere!"- Unknown

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Tales from the South Pacific

Once upon a time, in a small military dictatorship not so far away, an American yacht quietly arrived in the country. The skipper of the yacht was very naughty & decided not to tell the authorities that he'd arrived, and he & his wife lived there happily ever after, or at least until the American came to an untimely end 18 months later. Meanwhile, the weather gods, in a fit of pique, pushed the American's lovely yacht up over the coral and onto the beach where it got badly damaged.



And the lovely yacht sat on the white sand beach for three-odd months while various people took bits & pieces off it from time to time. Then along came Uncle Brian. Although he already had a lovely yacht of his own called Kyogle, Uncle Brian knew a great opportunity when he saw one, so he began negotiations with the local officials and the American Wife over the purchase of the beached Hunter. Eventually he succeeded for a very reasonable price, and with the kind assistance of his brother David's credit card.

Uncle Brian then enlisted the help of several island locals, who were super hard workers, and actually argued against him paying them what he thought they were worth, because they didn't want to upset their village's delicate financial balance. The locals worked like Trojans and in very trying conditions, but bit by bit they glued the parts of the boat back together, and then they pushed & pulled & heaved & towed until the lovely yacht was back in the water where she should be.



Unfortunately the glue wasn't holding so well & the water kept sneaking inside the lovely yacht. She also had lots of technical problems with her engine and her electrical systems & her rudder was broken, and poor Uncle Brian had so much hard work to do that he barely had time to forward joke emails on to all his friends. He travelled back & forth many times between peaceful Viani Bay where the yacht bobbed on, & sometimes in, the water, and Savusavu, which was a delightful little town a long way from the military dictatorship, where island life continued pretty much the way it always had. He spent lots of money on parts and lots of time emailing friends for suggestions as to how to stop the water getting inside his 41ft Hunter.

After much trial and error & with the assistance of a large tractor inner tube, it was felt that the lovely yacht was safe to travel to Savusavu. Unfortunately her motor broke down soon after leaving Viani Bay, so she had to sail, which was a bit difficult & risky with the extra water ballast inside her hull. Uncle Brian had already taken Kyogle ahead and anchored safely half way in mangrove-y Fawn Harbour, so when it got dark he decided to take the dinghy from the lovely yacht, and get Kyogle to help tow her into the safe harbour. But in the darkness he couldn't find the entrance to the Harbour, and shattered from sleep shortage he couldn't find the lovely yacht either, so he ended up sitting all night in the tiny dinghy, much of it spent thinking what a total plonker he was and the rest of the time deciding to stop calling the lovely yacht the lovely yacht, and refer to her as Viani, the name of the bay where she'd had her unfortunate new start in life.



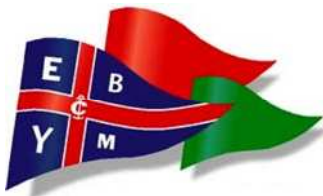
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The next day, with the help of some friends, he got both yachts safely anchored. Much time was spent blowing down fuel lines, and using toilet paper for jobs it's not normally used for, but eventually he got Viani's engine



working again. They also spent a bit more time squirting gooey stuff around the keel so that not so much water would get in, and then pulled up their anchors and continued on to Savusavu. They tied Viani safely to a marina and plugged her into shore power so her bilge pumps could work to their heart's content. And now Uncle Brian had two cold showers to stand under tearing up \$20 notes.

"When I was a kid I used to pray every night for a new bicycle. Then I realised that the Lord doesn't work that way so I stole one and asked Him to forgive me."- Emo Philips



Evans Bay Yacht & Motor Boat Club New Club Clothing Now Available

Navy Blue Polo T Shirts	\$30
Navy Blue Fleece Tops with full zip Male or Female Style	\$50
Additional Embroidery	
- on for front under logo	\$6
- on the back	\$10

Additional items available on request.

We also have beanies, caps & club burgees available any the office is open.

To order, email eb.comms@gmail.com or phone the office on 04 939 4167. Order forms also available at the Club.

Hall Hire

We have some Saturday nights free where people can book for a function. We need a bit of a lead in time to apply for the special license (we are allowed 6 per year, and have a few left). Full price for hire only is \$450, but financial members get 30% discount, so it comes down to \$315. Add on top costs such as Special License, Bar Staff, etc.

Contact is Dale (939-4167 or admin@ebymbc.org.nz) for more details.

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.

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A conversation with Neil Blance

Over a period of time I have submitted a number of articles on Club members who have contributed their time over many years to ensure the ongoing viability of our club. Neil Blance is one of these special people who have had a major impact on determining the direction and growth of Evans Bay. I am sure Neil being referred to as “the Admiral” by Club members indicates the respect members have for him and his input into the success of our Club in the early years. Daryl McGee has assisted me by filling in detail I was unaware of and arranging for an early photograph of Neil supplied by Murray Knowles. A big thank you to Daryl and Murray for their input.

Neil started boating with a power boat in the early 70's, which he owned for approximately two years, during which time he trailered it to other areas, including Bay of Islands and Lake Taupo. Around 1972 Neil became very interested in yachting and sailed as much as he could crewing on any yacht that would take him, mostly trailer yachts. At that time the growth in the trailer yacht fleet was really taking off after the boom and decline of centreboarders in the 60's, and there was much racing on both Saturdays and Sunday mornings. The Hartley 16's fleet was considerable and the other TY fleet was mainly Tasman 20's and a mix of Hartley 18's and 21's and soon, the Noelex 22. When crewing positions became more difficult to get Neil purchased his own yacht, a Venturer 20.

The Wellington Trailer Yacht Squadron was the focus for TY owners, a separate entity from the Club, and comprised members from Evans Bay, Lowry Bay, and Plimmerton. Neil served as Vice Commodore and Commodore of the Squadron, the latter position overlapping his term as Vice Commodore of the Club, the overlap helping cement the position of the EB TY's in the Club calendar. The squadron encouraged the trailering of yachts with a tri series competition where points gained from sailing at all three locations were combined, so a non appearance at an away venue almost certainly meant no show. Such was the mobility of the fleets, that the annual three day regatta at Kapiti, culminating with the around Kapiti Island race which could attract 100 entries, all launching off the beach. The by-product of the squadron activity was a close and social relationship amongst EB TY's. Cruising and picnics occurred most Sundays at Worser Bay, Ward Island or Kau Bay. The squadron also instituted a number of sail training/advanced boat handling/rescue routines during this period, under the guidance of Neil and Daryl. A quest for a racing formula to even out the differences between various makes of TY's saw Neil and Daryl and Arthur Rendle (Plimmerton SC) involved again, and a junior version of an IOC type system was devised and taken to an AGM, where it was decisively dumped. However from the ashes rose the TCF now in use.



All the squadron features were incorporated into Evans Bay's as Neil was linked to both and he and his sailing committee set about restructuring the Evans Bay program. Out went the one season concept and in came the spring /summer/autumn/ season arrangement, and an organised series of long races, usually harbour courses. At this time all racing was controlled from the upstairs Start Box, marks were permanent marks located at Shark Bay/ Fraser Rock/Jerningham Light/Balina Bay/Breakwater red. There were 11 starts covering 14 fleets commencing at 1330hrs, 14 fleet results to calculate and post in Clubhouse by 1700hrs and, in control, two of the greats in recent times - Eric Scholfield (Judge) Charles Graham (Starter). Charles (Dr Dick's father) was ex Army, stood tall, carried his authority impeccably, and told Neil on their first encounter, “We'll get on fine, just do it my way”, and they did! The huge job these two gentlemen did inspired Neil to later institute a trophy “Yachtsperson of the Year” which could, and would be awarded to yachtsmen, both sailing and non sailing.

The “Pub to Pub” from Clyde Quay Tavern to Eastbourne Hotel

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(or vice versa) was a huge event, not strictly a club event as it was owned and run by the Catamaran Squadron, with the Jack Shields and Murray Knowles the organisers. This event even attracted a number of Auckland gun sailors with their fast machines to attempt to carry off the trophy, but none succeeded. The A class cat was the backbone of the fleet, sailing two up on a yacht meant to be sailed single handed, they were very quick indeed. Neil sailed several PubtoPub races with Noel Signal on his A class called *Boadicea* and famously had the trophy within his grasp, first into the Eastbourne Pub, only to choke in the drinking section and finishing third behind Spaggs and Rick Martin. Neil later converted to Flying Fifteens and crewed with Bob Bakker and they added a number of fancy costumes to the day.

Two years later Neil was elected Commodore; quite a contest in those days with multiple candidates and results not obvious until the final count. The club was in a growth phase but a little loose with rules and finance and needed a little treatment in both areas, plus some synchronising of members' interests. Neil says the next bit was so easy, with the brilliant stewardship of Joan Abel, the revenue, accounts and the bank manager all came up smiling; term deposits replaced creditors excuses, and overdue debtors were almost non-existent, all this with 800 or so members. The icing on the cake was the atmosphere in the clubhouse, just totally a Roy Cottle thing - always there, always ready, always a professional, always organised, always a pleasure to be there. (Roy held each of the flags - VC/RC/CC - on not less than three occasions).

Neil says with this team he had very little to do but make sure that everyone on the water or in the clubhouse was a member, or a signed guest, and make sure they had fun. To this end he brought to the club the Kangaroo Courts and other entertainment that seemed to go well into the evening, changed the opening day format to embrace a little more tradition, forced working bee days into everyone's calendar, and membership continued to grow.

Negotiations with the Harbour Board were crucial during this period and Neil seemed to have spent a great deal of his time with their officials attempting to gain a permanent lease/gain ownership of the black shed/ reduce the rental of the trailer park land/ stop the reclamation of Evans Bay for airport extensions, sitting in on Harbour Board meetings in the hope of being called to speak.

The ownership of EB's off shore races were also under siege throughout this period with another club feeling that they should administer all such events. Neil says he couldn't have done better than have John Duurloo as his offshore race officer and, to his credit, we continued with the programme. However a Brothers race did cause a few problems with a number of yachts getting into trouble, but with a little assistance from the Police launch and the rail ferry *Aramoana* and a launch, a long night on the a marine radio, a good outcome resulted. Neil had to attend the marine enquiry following the incident and came away with a very firm idea of how we were to run briefings in the future and conduct future off shore events. Neil sailed the 2x Nelson races during his time as Commodore and was at Nelson YC to assist with the presentation of prizes.

On the hardstand, the first quickslip cradle was purchased - a real innovation at the time. The flagstaff used to be a large keel boat mast set in a garden in front of the Clubhouse and following work at a working bee, the ground anchors pulled. A panic to replace prior to opening day saw Neil and Daryl constructing an aluminium replacement and attaching it to the upstairs balcony as a temporary replacement. It is still there some 32 years later.



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Three years as President followed Neil's two terms as Commodore and he has maintained his special interests in the slipway electrics and the maintenance of the rescue launches under the watchful eye of Neil Currie.

Neil has been involved with several forward planning committees in succeeding years and regrets that the very forward thinking proposals that would have seen a much more complete and self funding enterprise, fell on deaf ears. He feels that the rejection and loss of Club Manager John Taylor was just the dumbest act of the decade and speculates where we might be now if the role had been enshrined. Having said that, Neil says he really enjoys the company and the sailing and has no intention of spending his leisure time anywhere else.

John Seggie
President

A huge **thank you** to regular contributors to the Spinnaker - John Seggie for his club personality write-ups, Ryan Leatham for his racing news, Glen Syman, Rachel Leatham & Dale Adams for regular photos. It's so important that our history of people, events, places, and boats isn't lost to the club. We are hoping to put together an entire book of these sorts of stories for the club's 100th anniversary and need start on this soon. If you have stories about the club and its members, we'd love to hear from you. Contact Alison at kokamo39@actrix.co.nz or 385-7347. I'm happy to help with the writing.

Hi from the House

Your House Committee this year is a team including myself, Kirsty Jennings (our Events Officer this year), Mark Johnson, Steve Hazlewood, Dave Taylor who are all carrying on from last year. We are joined by Tim Hawley who is a long standing Club member and supporter.

Your House Committee is keen to keep the ball rolling this year and are working hard on all sorts of things. Friday evening Clubhouse activities, a few tidy ups around the place, new tills, an upgrade to the alarm system to name a few.

A few people have put their hands up to help in various ways, thank you all! Of course we always need more. We have a few mini-projects coming up and will be roping people in from time to time to assist. (A great example of a mini-project in action the one that Daryl and Wade McGee took on recently - the job of recovering a number of bar stools that had started to look particularly tired. Thank you lads, they look fabulous.) Also – we are looking at rostering duties in the Clubhouse e.g. Friday evenings and Saturdays before and after racing. So please don't be shy.

Next year we have a few regattas coming up which will be a ton of fun to be involved in. It's a great time to host visitors to the club and we hope to show them a good time, and encourage them to come back for future Regattas.

Before that though we have Working Bees and Opening Day zooming up on us. Lots of opportunity to just get amongst it! See you on the water and in the Clubhouse. And bring a friend.

Cheers
Lynley Manning,
Rear Commodore

Central Region Keelboat Regatta

From a raft sailor's perspective...

Well what do you say when our esteemed Vice Commodore offers you the helming position on an MRX for the Central Region Keelboat Regatta (Interclub Challenge)?

You grab the opportunity and run as fast as you can with it!!! Well that is what I did anyway.

Driving an MRX is a little different to the boat I usually drive; to start with it is missing one hull and doesn't have one of those nice soft trampoline things to relax on. To confuse things even more, there are five other guys sitting in front of you relying on your every move.

Having said that, I could probably very easily get used to sitting on the back steering when I have five guys doing all the hard work up front. Especially when it is an expert crew containing Rodger Wilson, Rory Graham, Mike de Ruyter, Chris Carlaw and Peter Robins.

After weeks of nervous energy and wondering if I could actually do the job to the high level expected when representing such a prestigious club as EBYMBC, the weekend of the regatta finally arrived.

All the official stuff happened early Saturday morning and then we were sent out to race. Mission number one for the day... Get the boat out of the marina without causing any damage or making a fool of myself (not sure why I was worried about making a fool of myself when the night before I had turned up at a pirate themed birthday party dressed as a penguin).

Anyway, mission one was accomplished with ease. Next we were on to racing these 10.2 metre, 3 tonne giants (remember I'm used to driving a 4.5m, 50kg Cat). Race one and two came and went and we managed to pick up two 3rd placings. Then it was time for race three...

This was probably the highlight of the regatta, from a perfectly timed start at the boat end of the start line we suddenly found ourselves in a controlling position to windward of the fleet. We then sailed a fantastic race, extending our lead at every mark to take the gun.

Race four and five followed this, I'm not sure what results we managed to extrude from these races, but once the results were tallied (including the Elliot 6 results), Team EBYMBC was declared to have finished the qualifying series in 4th place. Meaning that Sunday would see the team competing in the Gold Fleet (Top half) with Worsler Bay, RPYNC Red and RPYNC Blue to find the overall Wellington interclub champions.

Let's just say that Sunday didn't really go according to plan. Even with the magnificent encouragement offered from the crowd of supporters on Logan Bay (Telfy's Cat), Team EBYMBC finished the series in 4th place overall behind RPNYC Blue, WBBC and RPNYC Red.

As the title suggests, this is a view of the regatta from my perspective and I'm sure there are many other perspectives out there!!

To finish I would like to say thanks to the team on the MRX. Also, thanks to the E6 team consisting of Sean Syman, Alex Pattison, Issac Pattison, Colleen Luckin and Jimmy Finlayson. And most of all, thank you to everyone at EBYMBC for your support and the opportunity we were given to represent such a fantastic club during this regatta.

Thanks again and see you all around the club soon.

Cheers, Rowdy
PT 821 – FLYER



Post GST Increase rates & General Storage Matters

TRAILER PARK \$674.67

CENTREBOARD SHED

Large Dinghies (Lasers, Phase IIs, Sunbursts, 420s, Cherub etc.)	Ground Tier \$533.60, Mid Tier \$288.27, Top Tier \$216.71
Small Dinghies (Optimists, P Class, Starling, Moth etc.)	Ground Tier \$245.33, Mid Tier \$172.76, Top Tier \$158.44
470s	Ground Tier only \$692.04
Catamarans, PT's	Ground Tier \$606.18, Mid Tier \$360.84
Kayaks / Canoes	Top Tier only \$216.71
Outriggers	Top Tier only \$252.49
Windsurfers	Top Tier only \$172.76

MEMBERSHIP

Family	\$368.00
Senior	\$281.75
Veteran	\$117.30
Youth	\$97.75
Associate	\$86.25
Nomination Fee	\$31.05

Invoices

Membership and storage invoices will go out on October 1st but payments at 12.5% GST will be accepted up to 30 September. Time payment will not be accepted in future and interest will be added to overdue accounts.

Slipway Charges

As of 1 October 2010, Slipway charges will be increasing slightly for members to take into account the increase in GST to 15%. Slipway charges for **non-members** are currently under review and will be increased from 1 October 2010. Revised rates will be published on the website at in the office prior to the change being implemented.

Storage licenses

These are being revised to correct some issues and make them clearer. All members will be asked to sign the new storage license - storage shed and trailer park. The revised license will be posted out with invoices. *Because of problems experienced with users of the trailer parks and black shed not paying storage costs &/or membership fees, and not using their boats to participate in Club activities (see below), and because of the growing waiting list for trailer parks & shed spaces, the Terms of Licence have been toughened up to give the Club stronger powers to remove boats, including sale.*

Use and Participation Obligation

The Licensee must use the boat and trailer for active participation in boating and sailing sport in accordance with the purposes and objectives of the EBYMBC and in particular:-

The Licensee must actively utilise the boat for actual boating and/or sailing for no less than the minimum days and/or hours and/or events for participation which may be fixed from time to time by EBYMBC (the "**Specified Participation**").

EBYMBC at its discretion will specify [by notices on the Club noticeboard and/or newsletter and/or such other means as EBYMBC deems fit] the Specified Participation.

In the event that EBYMBC in its discretion considers that the Licensee has failed to achieve the Specified Participation then EBYMBC may give notice to terminate the Licence and require the Licensee to remove the boat within 7 days AND if the Licensee fails to do so, then EBYMBC is entitled without notice to effect removal and/or sale of the boat pursuant to clause 7.2 of this Licence.

The Annual Unofficial AGM Minutes

As bun fights go, this real wasn't one. I for one felt short-changed, I mean what is the point, what is an AGM without a good barny or some honest-to-goodness fisticuffs? All we got was some mildly heated discussion about the upcoming GST change, & really, it left me feeling unfulfilled, AGM-wise.

As most AGMs begin, this one did too. Apologies, moments of silence for members Phil Hartley & Ross Telford who passed away, and an update on the countdown to our 100th centenary (8 years & counting).

Confirmation of last year's minutes & presentation of the Annual Report & Financial Statements were over in the blink of an eye, far faster than it took to put them together I might add. Commodore Nikki made short mention of how the only reason the Profit & Loss looks dire is that it includes depreciation, whereas the club's cash-flow has actually improved by \$20,000, which is pretty impressive given the extent of upgrades and repairs made to club premises & assets this year. We have asked our auditor to review the club's approach to depreciation, & I for one don't know how I'm going to live with the anticipation of it all.

Moving right along...correspondence, done. Major, re-elected as Patron, all other Management Committees had only one nominee, namely the incumbent, except for Events where we welcomed Kirsty Jennings on board, all were accepted as read. Unfortunately no-one's arm could be twisted to take up Sailing Academy Officer, so until this role is filled the Academy will come under the Vice Commodore's umbrella. It's not like Rick has anything else to do. All the sub-committees were filled, although the House committee could do with a few more hands on deck, especially given the regattas we're going to hosting over the summer. Please all rush at once, this sub-committee is such an important one, every extra pair of hand helps.

And so to the substance of the evening. From the club's perspective, the government couldn't have chosen a worse month for the GST rate change, and I think they knew it. Nikki explained the two approaches to GST payment, and why it had been decided to use the payment rather invoice basis. Essentially, if the club invoiced at September 1st as usual, the number of late payers would mean that while we only received 12.5% payment of GST, we would owe the government 15%. So for this year only, invoices will be sent out on October 1st, with the new GST rate of 15%. The highest effect of this increase would be about \$8 on the family membership, all others are less. Storage fees will also be affected.

There were several arguments against this approach - how to deal with people who pay before October 1st, the unfair social justice of making the whole club suffer for the delinquency of a few, why can't we give people two options of paying different rates depending on when they pay. All the arguments had merit, but all ignored the practical realities of life. Gary Wagstaff, who's encyclopedic memory of the Constitution should be hooked up to the internet & so save the club website space, pointed out that constitutionally we have to invoice before October. But former Commodore David Bale made an excellent counter-argument that really brought further debate to a halt. And the upshot of the whole discussion was that the vote was overwhelmingly in favour of the proposal made by Nikki right at the start. Another win for democracy in action.

There being no general business, there was the usual unseemly rush for the bar. And the usual after-match rehash of arguments. A new club committee year begins.

HAVE WE GOT YOUR EMAIL ADDRESS?

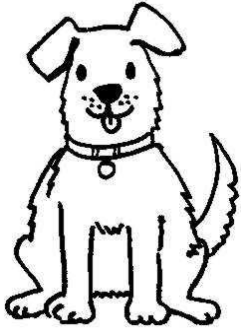


The best way to stay informed of events, racing & general information is via our irregular emails. Often this is our only avenue for issuing last minute information, and we'd hate to think of you missing out. You can unsubscribe at any time, so to stay up with the play, drop Communications a line at eb.comms@gmail.com

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Working Bee – September 11th

9am start rain or shine. There's a lot of rubbish in the back shed (not to be confused with the Black Shed, the back shed is the far end of the Black Shed where the tractor is stored) to be cleaned out as well as some in the Black Shed. Any Members who have sails and spars stored in the back shed to take them away otherwise the Club will dispose of them. There are also some sails in the Black Shed above the cupboard immediately on the left that need to be removed or will be disposed of too.



Yes, we know your dogs are the cutest thing since sliced bread and are unquestionably man's best friend. But we would like to remind Members that to comply with health regulations there are **no dogs allowed** in the clubhouse

We also ask Members to control their dogs in the grounds at all times and to clean up after them. We are now having trouble getting people to maintain the club's limited gardens because they're tired of having to wade through those special little piles.

Old Salts Reunion

As usual, this will be held on Labour Weekend Sunday. Further details will be available around the clubhouse or from the club office closer to time.

2010 - 2011 Management Committee Officers

Commodore	Nikki Johnson		Email eb.commodore@gmail.com
Vice Commodore	Rick Martin	Ph 021 241 7363	Email richard@gaultmitchell.co.nz
Rear Commodore	Lynley Manning	Ph 388 9522	Email lmrw@xtra.co.nz
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Sailing Academy Officer	vacant		
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