



The Spinnaker

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

December 2006



Opening Day 2006

Contact Details

Club office: Telephone: 939 4167

Fax: 939 4168

Office open: Mon-Fri 9am-5pm, Sat 9am-1pm

Email address: admin@ebymbc.org.nz

Web Page: www.ebymbc.org.nz

Postal address: PO Box 14-496,

Kilbirnie, Wellington

Physical address: 501 Evans Bay Parade,

Kilbirnie, Wellington 3.

Slip master / Bookings 027 240 5109

or 939 4172

Clubhouse (members) phone 939 4170

Calendar

December 22 – January 12

*No Friday night meals, bar open as normal,
excluding Public holidays*

Christmas – late January

Slipway closed – emergency work only

January 20-22

Wellington Anniversary Regatta

January 27-28

Eliot 5.9 Nationals at EBYMBC

From the Commodore's desk...

Greetings everyone, and a special greeting to all new members.

I wish to thank everyone who worked on the club upgrade for a job very well done, some who spent absolutely huge hours to complete their chosen tasks. To give an idea of the scope of work undertaken.

This work includes:

External	Internal
• Paint north and east walls	• New carpet downstairs
• New ground floor deck	• New vinyl downstairs
• New deck surround	• All downstairs repainted
• New stairs	• Upgrade of toilets
• New disabled ramp	• Dance floor resurfaced
• New surface for the first floor deck	• Major maintenance items completed
• Painting of all decks	• Upgrade of notice board
• New entry door	• Upgrade of carpet upstairs
• Start box cladding replacement	• Upgrade Showers under start box

We have more work ahead of us, however this is now in the direction of providing additional facilities to club. We are in the process of providing disabled toilet facilities and have the approved plans for tendering this work. Other works include a low level deck to be attached to the side of the existing wharf to assist disabled sailing and our members. Both tasks are expected to be fully funded, however the club is providing the necessary in-house effort to enable the works to proceed.

The hardstand has been operating at full capacity for a sustained period and we are looking to seeing if more cradles can be installed into this area to provide higher capacity. It is very rewarding to see this facility now so fully utilised and the new finger jetty and washdown system working well.

A review of all our existing patrol boats is underway. This is to understand the current state of this fleet and the expected repair costs to bring the boats up to full working order. It also includes looking at the overall capabilities of the various boats and any improvements that could be made or if changes to the fleet are required.

There is a lot going on at the club, and we need your support and assistance. If there is any area that you are able to assist please come forward. This includes any item from maintenance, new works, the social scene or just befriending new or intending members.

Miles Tremlett

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.



From the Vice Commodore

We sailed the first race of the season on Wednesday 22nd November and a total of six boats participated. Let's hope that more racing comes soon. Entries and sign on are still the same routine as last year.

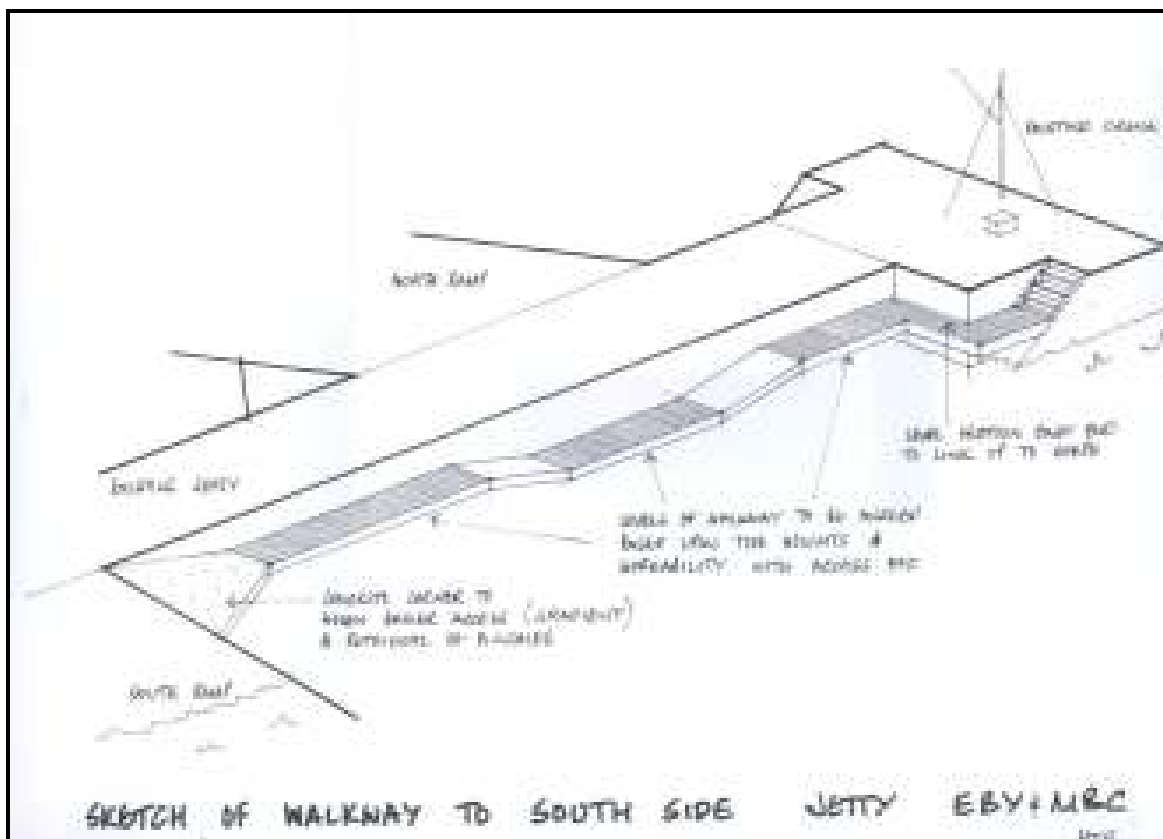
With regard to helpers in and around the start box to do race results etc could you please contact me.

Commencing 28th January 2007 will be the Elliott 5.9 Nationals and helpers in all areas would be welcomed.

From the TY Park Controller

All owners from time to time need to visit their boats and ensure they are securely placed and stored. In the recent high winds blocks under the trailers have become dislodged and in one case the boat and trailer started to be blown into the middle space. Tarpaulins also need to be secured. To those who still owe your membership and park space fee it would be appreciated if payment was made immediately.

(Reportedly in the accompanying photo the VC's son is promising to buy him copious quantities of beer once he buys his first boat, VC states he is still waiting. The diagram below is Gary's draft of the floating jetty which will be developed beside the existing jetty, to assist Sailability, & I'm sure all sailors, with access to the water.)



Gipsy Moth IV



Michael Jones has been granted a trip on the Gipsy Moth IV on its voyage commemorating Sir Francis Chichester's solo Round The World trip 40 years ago. Michael will be sailing from Crete to Malta in April next year.

Michael is 20 years old & sails in Access dinghies, with experience in keelboat sailing in the Marlborough Sounds. Despite his disability he stays remarkable fit and is very active within yachting circles as he has assistant instructor qualification so is able to teach others how to sail. Driving Sailability's support boat he takes those less able than himself sailing in the Access dinghies. Michael's trip will no doubt add to his knowledge gained from his diploma in Tourism and Travel.

Gipsy Moth IV is a key part of Britain's national maritime heritage, and represents a significant milestone in the history of world sailing. Although Sir Francis Chichester was not the first person to sail singlehanded around the world, those that went before him treated their voyages as extended cruises; in contrast Sir Francis' 'wonderful adventure' was more of a merciless test of personal endurance and boat speed. The objective for

Gipsy Moth IV was to beat the times set by the Victorian clipper ships for their journey to Australia - Sir Francis' goal was to be there in 100 days. To put this in context the maximum speed of a yacht is directly related to its wetted length, Gipsy Moth IV is only 53 feet overall, whereas a clipper ship such as the Cutty Sark was 212 feet. In addition, Sir Francis was on his own and would often have to set in excess of 1,500 square feet of sails to keep the yacht making good speed.

Back in 1966 Gipsy Moth IV entered Sydney after 107 days, an amazing achievement. By the end of the voyage Sir Francis had established a number of records:

- Fastest voyage around the world by any small vessel
- Longest non-stop passage that had been made by a small sailing vessel (15,000 miles)
- More than twice the distance of the previous longest passage by a singlehander
- Twice broke the record for a singlehander's weeks run by more than 100 miles
- Established a record for singlehanded speed by sailing 1,400 miles in 8 days

On May 28th 1967 when Gipsy Moth IV returned to Plymouth, there were more than 250,000 people there to witness this historic event, and millions more watching on television. Aside from his technical achievements Sir Francis achieved something much more personal - and personal not alone to him. With a courage and self-discipline that defy description he drove himself to the limits of human endurance, and in doing so he had succeeded in making dreams come true. His efforts inspired a generation to break out and realise their dreams.

Gipsy Moth IV was never sailed again after returning home but took up her concrete dry dock in Greenwich next to *The Cutty Sark*, only to leave it briefly for some restorative work in 1997. After nearly 40 years in dry dock, the ravages of fresh water ingress and a lack of funds to look after this iconic

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yacht, had left her in a sad state of repair. After an initial campaign by Yachting Monthly called 'Stop the Rot', UKSA stepped forward to lead the restoration of this classic yacht. After 5 months of incredible effort, Gipsy Moth IV was once again re-launched at the Camper and Nicholson yard in Gosport on the 20th June 2005.



With Gipsy Moth IV fully restored to her former glory and re-launched, she was ready to embark a second circumnavigation. In contrast to Sir Francis Chichester's original voyage in 1966-67, this time the focus is not setting records, but to change the lives of those involved and provide a window on the world via use of groundbreaking technology as GMIV undertakes this historic voyage. A busy summer culminated with a spectacular send off from Plymouth on September 25th with over 120 boats, HMS Middleton and the original

Gipsy Moth Bi-plane that met Sir Francis on his return, all in attendance. The send off was a very emotional day for all concerned, not least the families of the young adults crewing on this first leg of the voyage.

Taking 22 months, GMIV will again circumnavigate, this time via the trade winds route, incorporating 25 countries and 32 official stopovers, covering over 30,000 nautical miles in the process. The crew will be changed for each leg, with 3 young adults aged between 16-23 from disadvantaged backgrounds or suffering from learning difficulties or cancer, accompanied by a Skipper, 1st & 2nd Mate. The young adults are been selected from schools throughout the UK and in conjunction with the project's charity partners. For many this is a chance of a lifetime, and will provide them with an opportunity to learn new skills and to grow as individuals within the construct of a working crew. GMIV will also be made available to young adults from these countries to give them an opportunity to experience the magic of this iconic yacht.



Last minute Christmas presents



There's a little bit of club clothing tucked away in the office, all logo'd & ready to wear, so if you're having trouble thinking of Chrissie pressies, this could be just the thing. What we have is:

- Shower proof vest, navy - size XL (\$65)
- Heavy duty jumper, navy - size OS (\$80)
- Polo shirt, navy, - size XL (\$25) (two of these)
- Polo shirt, white - size L (\$25)
- T-shirt, white - size L (\$23) (two of these too & one size M)

First come, first serve. We can get more...just as soon as we remember who does the embroidery...

Hot off the Mediterranean press

Hi All,

We finished work today. In the past two weeks we have laid-up about 150 boats ready for winter. Lay-up comprises stripping the boats out of all sails, ropes, dinghies, awnings, bedding, cushions, inventory and winterising the engines (my job). Then the boats get hauled from the water and taken a short distance to our yard where they are stacked up close to each other.

The panoramic photo below was taken a couple of days ago when only about 80 of the boats had been hauled. For the majority of yachts, nothing much will happen over winter except re-vernishing, whereas others are having total refits, or new engines, keel/hull repairs, etc carried out plus anti-fouling for all boats. Then when we return in mid-Feb/early March, the lead crews will undertake a lot of the minor repairs and will reinstall all interior and exterior equipment that was striped out (cleaned, dried and stored) this last week ready for the new season start in late April.



Anyway, that's three months away and I'm ready for a break/holiday starting with my RYA coastal skipper course on Monday. The course is being run here in Corfu and is fairly intensive – 7 days/nights at sea

including a two day exam at the end. I'm looking forward to it though. Then I will take the ferry back to Ancona, Italy and travel up through Italy for about 2 weeks, then briefly through Austria to the Czech Republic to stay with friends for about a week until just before Christmas.

Anyway, thought you might be interested in the photos of the yachts being hauled. Hope you are enjoying the warmer spring weather back in NZ. Watched the All Blacks hammer the Poms at the rugby the other day in a pub surrounded by several ex-pat English people. Very satisfying! Let's just say I was very, very vocal and loved it!

Take care and happy sailing. Andrew Cromarty

THE BLACK SHED

There are two unidentified windsurfers that have been in The Black Shed in space 76 for some time now and have not been claimed or paid for. These have been moved to another area. Would the owners please claim them from Matthew McCullough (ph 027-269-1610) or Dorothy Fox (ph 586-3919).

It is difficult to produce a television documentary that is both incisive and probing when every twelve minutes one is interrupted by twelve dancing rabbits singing about toilet paper. - Rod Serling

RECREATION AREA TO THE EAST OF THE BLACK SHED

There is an area of the Club that has grass growing on soil where there was a pile of rubble that came from installing the sewerage pipes. Once upon a time this area was part of a marina and a small shed housed dinghies for that marina on what is now a concrete slab. Later, it became an area where some boats and an old shed were put. One working bee day, the area was cleared, cleaned and top soil was spread over it. Robin Clearwater kept this area mowed and therefore tidy for quite some time. The area is now presentable again; the sleepers have been moved to the concrete slab along with some tree stumps for members to sit on, relax and watch boats in Evans Bay. Against the back of the container is - or will be - a fish-smoking facility which is the responsibility of Nick Toulis, a new Facilities Committee member, and it is intended to be for the benefit of all Club members without extra cost - make sure you get your share! There is also a walkway to stroll along, to exercise, muse or meditate! There is no special design, it is just for convenience.

I was given permission to tidy the area; I had asked, in fact begged, for this permission and was given six months or more in which to do it. My grateful thanks to Graham Rowe, then Club Captain, for allowing me to do this and to do it at my own pace; I have really enjoyed doing it. Thanks also to Gary Wagstaff for moving the sleepers to make way for a path; to Alex Paterson for making a sieve to sort out stones and soil, and to his mother Deborah for helping; and to Deirdre and Matt McCullough for advice and support. Thank you to all those people who have talked to me and given me information about the area as they walked passed; this friendliness has been a real bonus for me...and thanks to Russell Third for pouring oil on troubled waters & who has supported those who are working, adjusting to changes and new ideas, & made a good job of being fair to everyone involved.

On the 9th December the Club held its Christmas function. This small area next to The Black Shed and the Start Box was officially declared open for everyone to use to relax in. Our little park is not completely tidied up yet but it is getting there, thanks to help from many quarters. It is definitely a team effort now and a Club facility.

To all Club members, please enjoy this area to sit and watch the boats or to just relax - it is part of your Club.

Dorothy Fox



Who said that First Aid can't be fun?

We had topless models, (in fact bottomless as well) and with cries like, "get the bra off you can't see what your doing with it on" from our St John instructor its no wonder we all had a good time.

Unfortunately, or perhaps fortunately, the models were in fact mannequins, and the only bottomless thing about them was that they simply did not exist below the waist. And as our St John instructor said, CPR is hard work and needs to be done properly, topless or not.

Pictured are Grant Viggars, Brent Frogley, Murray Thomas, Warren Rankin, Steve Luckin, Colin Lee, Rodney Adank and Douglas Roberts, being presented with their graduation certificates by St John instructor Kaitlin Patchett (standing, centre).

Flying Fifteens

In the past 6 months there has been a lot of movement in the Flying Fifteen shed.

- Graham Brown has on sold Freudian Sloop to Auckland,
- Graham Rowe has purchased Fat Lady,
- John Beckett has purchased another Flying Fifteen called Ffinistere. This boat previously sailed at EBYC by Martyn Spencer, Ian Bond and Chris Lee and
- We have had the occasional visit from Colin Cashmore who resides in Wanganui and purchased Goodtime 3 months ago.

A number of people have also shown interest in the class over the last 2 months, which is hardly surprising given the facilities that are in place for the Fifteens at Evans Bay, including the shed and the crane which takes the stress out of trying to launch a keel boat off a ramp.

Andrew Clarke has revamped the New Zealand Flying Fifteen website, which is consistently updated and holds a wealth of information about the Flying Fifteens in New Zealand. The website is <http://flying15.port5.com>

The National Champs this year are being held in Nelson (beginning 5th Feb 2006) with a number of other regattas also being in Napier and Auckland. These are all listed on the website.

Given all this activity we thought it might be a good idea to put something together that explains a bit more about what the class is all about.

Firstly the class has been around for quite sometime, 1945 in fact, and has grown into the largest keelboat class in the world. Over this time the class has seen many changes in terms of construction and design to the point that the latest boats are now utilising carbon fibre in the hull construction.

Given the spread of ages of the boats, to ensure competitive racing the class has been divided into three divisions which is based on sail numbers

- Classic 2700 – below
- Silver 2701 – 3200 Evans Bay boats include (Nifty, Ffat lady and previously Freudian Sloop)
- Open 3201 – above Evans Bay boats include (Absolutely Fabulous, Ffinistere, Gustbuster, Pretty n Pink)

These divisions do not exclude boats in the lower divisions from competing in the higher divisions.

Although the later (higher sail number) boats have an obvious advantage, older boats can compete very well. Two Wellington boats, Freudian Sloop (3166) and Nifty (3089), finished 18th and 23rd respectively in a fleet of 80 boats at the 2005 Worlds held in Auckland. Nifty also managed 17th out of 85 in the Pre-Worlds. These boats are now some 15+ years old but still competitive and there is still excellent racing to be had between these less technically advanced boats.

The boats themselves are restricted by hull, sail, rig restrictions, as well as restrictions around the number of crew etc. Their minimum weight must be 305kg, of which the keel should weigh between 169kg and 193kg (181kg +/- 12kg), with the hull making up the remainder. The set up of the control lines is completely up to the individual, and the boats are set up with a mainsail, furling jib and a spinnaker. In most boats the spinnaker is retrieved and launched using a spinnaker chute.

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Most boats run the following controls over and above the sheets and halyards.

- Boom vang
- Mast Ram
- Barber Hauler/ Jib tracks
- Cunningham
- Main Outhaul
- Spinnaker topping lift
- Rig tension

From personal experience coming from sailing skiffs this sounded like a lot to control, but by using marks for each control I was able to easily replicate settings and gain more control over the boat. Another advantage of having all these adjustable is that I have learnt more about the effects of each on the performance of the boat, and if all else failed there was always someone to ask. Graham Brown has written an excellent article on the set up of “Freudian Sloop” that has been placed on the New Zealand internet site.



Nifty in action at the 2005 worlds, leading the way around the top mark

The attraction of these boats is

- That racing is close, and more tactical than speed focused (although the faster the boat is going the better you become tactically),
- You only require two crew (not a rugby team), the boat can be sailed by an experienced sailor and a novice (you don't need two experienced sailors to do well)
- The crew is as active and as critical as the skipper (so the crew becomes more than just ballast)
- They are able to handle the higher winds that Wellington is prone to
- They go fast and are exciting to sail yet easy to handle, and safe. Auckland man, Bill Hursthouse was still sailing his beloved Ffantail at the age of 92 years!
- There is no shortage of people in the class willing to help out with setting up your Flying Fifteen.

There are currently a number of boats around for sale at a variety of prices, some are listed on the website but there are others that are not used and if the owners are asked will more than likely sell.

If you are interested in finding out what these boats can do, contact Doug Roberts (04) 977 2065 to organise a sail.

Doug Roberts

Bits & Bobs

- ☞ Our own Paper Tiger sailor, Peter Robins, received an Honours Award at the recent Yachting Excellence Awards Ceremony in Auckland. Cushla Hume-Merry missed out on the Young Sailor of the Year award in an incredibly competitive field this year, but most deservingly received a Merit Award for her efforts as Female Laser Radial Youth World Champion 2005.
- ☞ Brian Taylor has returned from the Islands, with Kyogle, & is currently in Opuia, but intending to come further South. Nobody knows why...
- ☞ Rumour also has it that a possible visit from Brian Boddington is on the cards over the Christmas period.
- ☞ Mooring buoys are available for fair weather use off the Matiu/Somes Island Wharf, pull up & attach to the heavy line.
- ☞ Burnsco Marine has opened on Te Puni St in Petone, just in case the odd one or two of you don't already know.
- ☞ If you've a bit of time on your hands over Christmas, have a gander at this website www.sailauckland.co.nz & click on the Circumnavigation of NZ - the Story so far. Ray & Linda Shoebriidge are circumnavigating the country in their 1962 kauri yacht, Manutara, their adventures make for a very entertaining read.
- ☞ Graham Rowe has spoken highly of the work done by Perry's Galvanisers when he recently re-galvanised "FFat Lady's" trailer. He has pinned some information about their services on the club 'noticeboard'.

December 9th – Christmas Party

Greetings to you all. This is just to let you know that we raised **\$2115.00 for the Gypsy Moth Project and Michael Jones** at the Saturday evening function at EBYMBC. John Seggie and his 'Events' team, with the help of the Al Osborne and the crew, did an excellent job of organising the evening. Paul Sara was a wonderful auctioneer and it was a delight to work with him. We are indebted to them all.

I will undertake to let everyone who sponsored prizes know how well we did. Thanks to **Jennifer Loader, Neil Verry, Murray Thomas, Terence and Frances Pholen, David Taylor, Charlotte**, and all the others who twisted arms up people's backs to have the prizes donated. We were supported by **Speights, Café Express, Dilmah Tea, Resene, Bob Schollom Books, Capital Books, Mitre 10, The Mill, Petone Pac'N Save** and others.

All the best to you all,

Don Manning
Chairman – Sailability Wellington

I thought it was about time to introduce some of our Affiliated clubs...

Wellington Branch of the New Zealand Deerstalkers Assoc.

The N.Z.D.A. was formed in 1937 by Dr. Geoffrey Orbell M.B.E., also known for rediscovering the Takahe on an expedition to the Murchison Mountains in 1948. The Wellington Branch was formed in 1950 and incorporated in 1959.

Our objects are the formation, encouragement and advancement of the sport of deerstalking, bush craft, shooting, photography and the like; and the fostering of ideals leading to the preservation and protection of all native flora and fauna.

CLUBNIGHT

Club night is 8.00pm, 2nd Tuesday in each month except January and April at the Evans Bay Yacht and Motor Boat Clubhouse. Typically we have a guest speaker, followed by an opportunity where members show recent photographs using our paxiscope.

HUNTING

We hunt deer, chamois, thar, goat, pig, etc (& private trips for wallaby). We run Club Hunts to local State Forest Parks and other hunting areas in the North, South and Stewart Islands. These Hunts cater to various levels of interest and fitness, with access by foot, vehicle, aircraft or boat, dependent on location.

PHOTOGRAPHY

Colour slide and print film are typically expended far more often than hunting ammunition by the NZ hunter and Branch members are no exception, with regular contributions to outdoor magazines and books. Video is also becoming popular, although it comes with attendant challenges of battery weight, cold and damp.

CONSERVATION

Wellington Branch supports the Tararua Weka Rescue Trust, founded in 1996 by Steve Collings. The Trust reintroduced Weka to Tararua Forest Park in 1996 and initiated an aggressive possum control programme employing up-to-date poisoning technology that would minimise any risk to native fauna. The Trust has also set up a 4 kilometre stoat line in the Tauherenikau valley with 40 traps at 100m spacing.

A notable increase in bird life is now apparent with large numbers of wood pigeons feeding in the valley in the Spring. Wellington Branch also supports the Rakiura Hunter Camps Charitable Trust and the National Wildlife Centre at Mount Bruce.

NZ MOUNTAIN SAFETY COUNCIL / NZ LAND SEARCH AND RESCUE

Wellington Branch Members serve as Mountain Safety Council Instructors and Advisors for Firearms and Bushcraft; and as Search and Rescue Controllers.

In theory, there is no difference between theory and practice; In practice, there is.

[Chuck Reid](#)

Sponsors

Evans Bay Yacht & Motor Boat Club would very much like to thank our generous Sponsors, without whom many of the activities of our club would not be possible.



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