

The Spinnaker

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

FEBRUARY 2006



All hail the conquering heroine

See page 6 for the full story of Cushla's incredible win in Brazil

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Club Sailing information 939 4171

Clubhouse (members) phone 939 4170

Calendar

February 11

East-West Dash

February 18-19

Quantum Sail Design regatta

February 24

Rex Sellers presentation

From the Commodore's log.....

The Café

In the last edition of Spinnaker we advised members that objections from two parties across the road from the clubhouse had been filed. However, after a special hearing, our application to proceed with the café was granted Resource Consent approval by Wellington City Council.

We held our breath throughout December and early January waiting for the expiry time for any appeal against the decision and on the very last day for an appeal to be lodged, 17th January, sure enough they did. That appeal to the Environment Court is against WCC, not the club, but the club is a party to the appeal.

The process now is that the parties, WCC, the club and the two objectors have been offered mediation on the matter, we basically agreed to that process but must now wait for the objectors to also agree before we know when and what the outcome of that process will be. We will not be hiring lawyers or consultants to represent us at the mediation hearing as we feel we are capable of handling this matter internally with help from club member Paul Thomas.

Also while all that has been going on, the other blow to the plan was that George Apostolakis, who was the intended operator of the café, advised the club that he was not able to proceed with the project due to financial and other family matters.

So the big question on the committee and members minds is obviously - where to from here?

The club has essentially put the refurbishment of both downstairs and upstairs of the club rooms on hold pending the outcome of the café proceeding.

The management committee are very aware that we need to move ahead and with the possibility that the resource consent may be declined in the Environment Court we are intending to proceed with an alternative plan so that if the Court does not agree to allow us to proceed with the full café proposal then we are in a position to get Plan B under way.

That plan is to upgrade and modernise the downstairs area, with the kitchen improved and enlarged & bar redesigned, new carpet, windows, new furnishings and decor and basically upgrade the facility for members and function use. We do not require resource consent to proceed down this track.

It may well be that we will contract out the operations of the facility in similar manner to the way Mana Cruising Club and Plimmerton Boating Club do. Hopefully we will have some concept plans to put up for members to comment on within a few weeks and will also look at upgrades and improvements in the upstairs portion of the clubhouse. In the meantime we will pursue the resource consent approval.

Cog Park & other items

There are lots of rumours on the scuttlebutt regarding the occupants of Cog Park, being the Sea Cadets, Kayak Club and Sea Scouts shifting down to join EBYMBC in a new club facility.

Let me scotch all those rumours totally. A concept plan for the redevelopment of Cog Park as a green park area, new seawall and new buildings erected to accommodate the current tenants at the park is before WCC and will no doubt proceed subject to financing.

Currently the club has been holding meetings with senior officers at WCC on the future maintenance and development of facilities both within the club's leased area and also the area from the Trailer Yacht park

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down to Cobham Drive. Top priority on that list is a new launching ramp near the breakwater, rebuilding the seawall along the TY park and to the public launching ramp.

We have also sought their opinions and attitudes towards a new clubhouse being located either over the existing Black Shed or on the reclaimed land near the marina breakwater. These are long term possibilities that need research in the event the club does want to rebuild at some future date.

We are also talking to some of our affiliated members such as the Fishos on ways of closer co-operation and membership initiatives.

Good sailing for the rest of the season

Mike Coupe

Commodore



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 chineplate 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 Camby' for John Wood and prod installation on 'Supergroove' for Graham Rowe.

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22 Toia Street, Seaview, Wellington, New Zealand, tel: +64 (0)4 376 8332

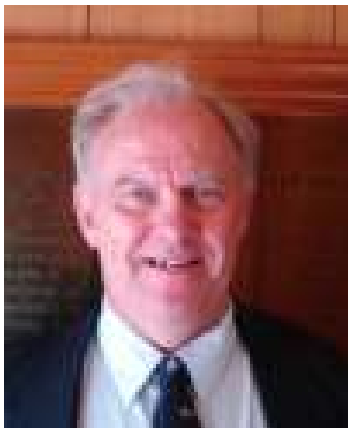
Hakes
marine
Wellington New Zealand

Obituaries

It is with great sadness that I report the passing of two club members, Ron Wallis and Don Oakley. Ron was a relatively recent member of our club, and had been a member of Port Nick for many years. Aged 94, he supported and participated in our club functions and was present - and had a dance - at the Nuts and Bolts function last year!

Don Oakley was a Friday night regular and had been a member of our club forever. Don, like Ron, had a most interesting life and was a quiet achiever. As a camera man at the New Zealand Film Unit Don reached the top of his field and much of his work will be there for years to come. Don not only was an active Evans Bay member, for many years he was an active member of the Volunteer Sea Rescue Service.

Our sincere condolences go to Lilly Hislop and Pam Oakley and their families.



Events Report

Rex Sellers has agreed to address our club at 6.30pm on Friday 24 February. The subject of his talk will be his History in Yachting.

The presentation will commence at 6.30pm, and following the presentation there will be ample time for questions. The Friday night meal will not be served until 8.00pm. It would be appreciated if members would indicate on the previous Friday if they intend to stay for a meal.

About Rex Sellers

Rex is the President of Yachting New Zealand. He is a commercial fisherman who entered the industry in 1972. He commenced sailing at the young age of eleven at the Nelson Yacht Club. He has a record of success that many can only dream about. His major international sailing achievements were in the Tornado Class, which include the following:

Olympic Gold at the 1984 Los Angeles Olympics.

Olympic Silver 1988 in Seoul

Fourth in Barcelona in 1992.

Rex was picked for the 1980 Moscow Olympic team, however that team withdrew.

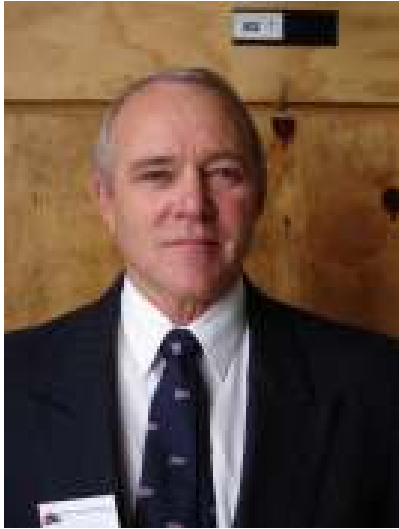
I encourage all our members to attend this function.

What's in the pipeline

We have Bill Brambleby – this will be held on a Friday evening.

Your Events Committee is looking at arranging a ROCK & ROLL EVENING in June.

Regards, John Seggie



The Vice Report

Hi Everyone,

I guess I can say one of my New Year resolutions has been fulfilled, as I have this article in the Spinnaker at long last. As for the rest of the resolutions, chance would be a fine thing.

We are back into racing now, having done more races this year already, than all of Spring combined. For those with a memory like mine (good but short), Spring was a real shocker with limited sailing from boundless wind.

Some nice Wednesday night sails were experienced prior to Xmas which brought out a strange breed of humanoid that are not young, lets say, and they sail boats that are almost as old as they are. I refer of course to the Zephyr sailors Chris Hargreaves and Graham Rowe who have got these fantastic little boats out and seem to be having too much fun. I hear more of this may happen, with old and not so old dinghies being brushed off and readied for Wednesday Night use. Well done guys.

I am often asked when the next events are coming up and where this information is kept. A great place is our web page www.ebymbc.org.nz, or our Notice of Race/Sailing Instructions which is the blue book printed by Adprint for the club, or just the notice board. The next lot of sailing is:

Wednesday nights starting at 6pm – A great fleet and often great conditions
EBYMBC regatta 18/19th Feb – 6 races over 2 days + the Volvo Race send-off on Sunday
Racing each Saturday for the Summer series to 4th March

An event that should not be missed is the now famous East-West dash organized by Daryl McGee. This long standing club event (40 years this year!) will occur on 11th February. The basic details are:

Start: Days Bay at 2.00pm (following starters orders) *Need to leave EBYMBC by 11am to get organised*
The Race: Fun start: Then: - Go directly to Evans Bay (Don't collect \$200)
Finish: Clubrooms - Enjoy the hospitality that's provided by the organizers
Details will be posted on the web – see more details on pages 8 & 9 of this Spinnaker

One event I particularly enjoyed prior to Xmas was the Mixed Harbour race. Why mixed you may ask (everyone did on the day). The day was a mixed bag with the emphasis on fun, this was written into the sailing instructions – “you vill have fun!” (*said with a certain European accent*).

First Skill Challenge

Boat handling skills - some displays were pitiful.

Second Skill Challenge

Intellectual – Effective ambiguity in the questionnaire saved the day for most. Some answers were bought (yes bought) after tight bargaining by those destined for great lives in entrepreneurship.

Last skill Challenge

Social skills – tested at several places, ending at the prize-giving at the club. Not many failed this test. Bribery of the judge was acceptable, however this was not offered in sufficient quantity, therefore after much banter was delivered, the worthy winner was the organiser – as it should be.

Hope to see you out on the water.

Miles Tremlett

Vice Commodore

Brazil Laser Radial Open Women's Worlds and Laser Radial Youth Worlds

On the 15th November I left New Zealand for the Laser Radial Open Woman's Worlds and the Laser Radial Youth Worlds. After 28 hours of flying I arrived in Fortaleza, Brazil ready for what was the best experience in my sailing career so far. After meeting the rest of the New Zealand team we then began our weeks training in what was 18-30 knots with a 4-meter swell.

The first three days of the Open Worlds were the qualifying for the gold and silver fleets. The winds were extremely light for what we were expecting, with 5-10 knots I managed to finish with a top ten placing (8th). At the end of the third day the gold and silver fleets were issued. I, along with some ex-Olympians, was placed into the silver fleet. Many of us in the silver were lapping some of the gold fleet as they were having trouble in the windy weather and big seas. On the last day of racing the silver fleet were unable to get two races underway leaving us with one race short of the gold fleet. I ended up finishing 21st in the Silver fleet.

The Youth Worlds, however, on average was 18-28 knots with waves up to 4 meters high. After the first day of racing I was 1st female overall and 1st 15 year old, this stayed the same throughout the regatta until the second to last day when Lucia Reyes from Spain took my 1st place and I dropped down to 2nd 15 year old with a USA male 1st.

The last day was very nerve racking, as I had to make as few mistakes as possible when racing to regain my 1st place back in the womans, but I knew I could do it.

On the last day in the first race I managed to finish 31st with Lucia behind me at 36th, this then took us to be on equal points with one more race to go. That's when I decided that I shouldn't be able to walk after that last race because of all the hard sailing I will endure to win. I finished up 26th with Lucia again behind me at 44th.

In the Laser Radial Youth Worlds I came 1st Youth female, 1st 15 year old female, (2nd 15 year old overall) and then the New Zealand team, including Max Andrews, 17, Blair McLay, 18 and myself, 15, came 1st. Then I went on to compete in the Australian Nationals – 46th overall, 1st under 16 year and 1st under 19 years Female and the Australian Youth Championships - 5th overall, 1st Female Youth.

I would like to thank my parents and sponsors for their support and to all the people who supported me along the way with many emails and everyone who turned up at the airport on my arrival home.

Cushla Hume-Merry

Quantum Sail Design Group (previously Port Nicholson Sails) Regatta

The official Notice of Race is on the Club website. Note that Evans Bay Parade is closed to Round the Bays Road Race Sunday 19th January, 9.00am to 11.30am, so you'll need to get in early that day.

RACING SCHEDULE

Scheduled time of first warning signal

Trailer Yachts & Centreboarders

Saturday am February 18 th	Race 1	1055hrs
Saturday pm February 18 th	2 back to back races	1325hrs
Sunday am February 19 th	2 back to back races	0955hrs
Sunday pm February 19 th	1 race	1430hrs

Cruising Division

Saturday pm February 18 th	Race 1	1300hrs
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A changing of the guard

After five years of loyal & unquestioning service, the club's administrator Faye Bishop is now moving on and will complete her service with the club on 14th February.

The management committee have spent several months developing a new strategy for the club operations and with Faye's assistance have settled on three job descriptions which we hope will deliver improved services to members.

Kate O'Brien takes up the position of Accounts Officer, responsible for maintaining the reporting and administration of the club accounting operations. This is a part time position which fits in well with Kate's almost full time job as administration manager at The Malthouse Pub. Members will know Kate from her many hours helping at the club bar & her valuable presence on the House Committee and also as the club's Sailing Secretary. We look forward to the experience and fresh approach she brings to the job.

Dale Adams is joining us as the Club Manager and she will be members' main

contact for day to day operations. Dale has worked as a volunteer for many years at Royal Port Nicholson Yacht Club as secretary to the race committee, major event liaison & in management, publicity, promotions and sponsorship. She is very familiar with the workings of a yacht club and also with the who's who & what's where of the Wellington & NZ yachting scenes. Dale will be working 30 hours per week, Monday to Friday and Saturday mornings. We will advise members of the weekday hours that the office will be open & manned. Please make her feel welcome, but also be patient as she gets used to what is a very complex job.

Club member Mary Mantel has taken on the role of membership secretary. We have a newly designed database in which to bring our membership records up-to-date, and with which to build a boat register.

Everyone on the committee, & I'm sure the full club membership, would like to thank Faye for her years of service, we wish her the best with future endeavours, and hope she & Errol will be with us as club members for many years to come.

Black Shed Notices

CHANGED SPACES

There have been some boat removals from The Black Shed recently. Consequently, some spaces have been re-allocated and those people concerned should have received a memorandum to that effect by now. If you do not want to move your boat, please let me know as soon as possible. Some new spaces are dependent on other people moving on. No one is obliged to move their boat or accept the new space, of course.

HELP IS REQUESTED

The next thing that I have to do in The Black Shed is to identify masts in there and the spaces they occupy. I do not know how to do this with the least bother to everyone. I am therefore asking you if you would be willing to write your name on a piece of paper, identify your boat storage space, and relate your mast space to it. Could you please leave this in a box just inside the office door. It is a shoe box and has orange and red paper on it which should make it easy to identify. Please just drop your paper in there and I will pick it up soon. Thank you very much for helping in this way.

2006 East-West Dash

Days Bay to Evans Bay

Saturday 11 February*

Entry fee \$30 Big Boat/ \$10 Small Boat

Registration from 1230 @ Pavilion Bistro (Days Bay)

Cheap drinks & food

Happy hour from 1230 @ Pavilion

Complimentary kegs & food after @ EBYC

Great Prizes

Top 3 in each division (Courtesy DB Breweries)

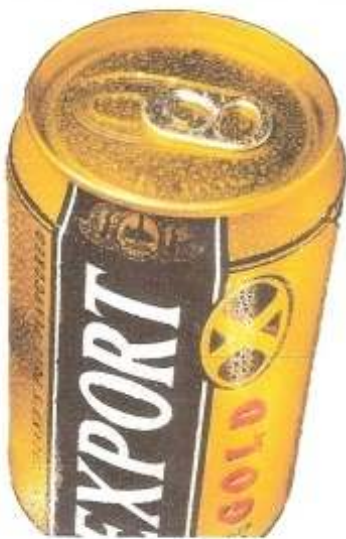
Spot prizes provided by: Solway Park Masterton,

The Malthouse, Harvey Norman (Tory St),

Resene & Altex Coatings, Pak N Save (Petone)

**DON'T MISS THE 40th ANNIVERSARY OF
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The
MALTHOUSE

* Reserve Day Saturday 4 March

Note: Cancellation notice on Newstalk ZB

All Competitors enter at their own risk

The Spinnaker

2006 East-West Dash

RULES

- 1.00 – 1.45pm Each **boat** must 'sign on' at the **Pavilion café/bistro** and receive a numbered tag which is then worn around the neck of that boat's nominated runner (every **crew member** must sign on separate sheet to enter in the various spot prize draws)
- 1.55pm At the sound signal all crews (bar the runner) return to their respective boats
- 2.00pm At the next sound signal, each runner must drink a glass of beer (or soft drink) - without any spillage - and then run to their boat and cross the harbour to the Evans Bay Yacht Club. Depending on the weather, a rounding mark may be laid off Balena Bay)

Motors may only be used for 50 metres from the Days Bay beach and 50 metres from the EBYC jetty.

Water pistols, water bombs, grappling hooks, tackling of competitors are all fair game & indeed encouraged.

How to finish At Evans Bay, 'drop' your runner off anywhere from Hataitai Beach onwards & run to finish line

Finish Line Is the downstairs veranda of EBYC where the runner must drink a glass of beer (or juice) - without spillage - and then hand over the numbered tag and have their finish time recorded

This race is 5.5 nautical miles (10.2 kilometres) - so make sure you leave Evans Bay in plenty of time. Leaving after midday often means people miss the start as it takes time to land/secure your boats, get to the Pavilion & register (let alone join in the fun before the start)

Low Tide: 1112hrs (0.6m)
High Tide: 1717hrs (1.7m)

BE SAFE, HAVE FUN & ENJOY YOUR DAY!

("Black Mamba" VHF ch 77 or 027 447 8422)

Classic Boat returns to Evans Bay

Stormy, a Classic style 20ft keeler has recently returned to Evans Bay. She was built in Wellington in the late 60's by the father of current well known local boat builder Kim McMorrin. Designed by club member Bruce Askew, she has spent her recent years in Picton, where she was spotted a year ago by Rowan and Suzanne Hatch. Both fell in love with her on a recent trip to Picton, and in a moment of impulse buying, she is now owned by Rowan and Suzanne and back in her old home port. We look forward to seeing her out on the harbour.

Rowan and Suzanne would like to know as much as possible about Stormy's history. If you can

provide information please contact them on 388-8544 or email hatch@xtra.co.nz.



Facilities Committee

Progress on a number of projects has been steady. The toilet block in the startbox were commissioned before racing started in earnest late last year, a hard-working team are fast completing this work. There have been provisions made to store the large volume of records the Club has accumulated over the years - some of which need to be retained for legal reasons and some for historical reasons. There have been changes made also to the fee structure of the various haul-out facilities that the club operates as the income from the operation was not sufficient to cover the costs of the operation. In addition, the number of boats being slipped has not been as high as predicted when the fee structure was last considered.

Upcoming Racing Options

With the summer almost half over there are still some good events yet to be raced, and I've outlined a few below; for those interested in travelling north to compete in the 100 miler there is a team competition within the event. Four boats from a club are needed to constitute a team, and it would be great to have a team from EBY&MBC take part. We had three boats from the club compete last year and the same three boats - *Iceman*, *Erazer* and *Supergroove* are intending to return this year but we need at least one more boat to make a team. I would be pleased to hear from anyone who wanted to compete, please give me a call on 021-410-201.

- 16 -19 February Line 7 Regatta
(Road closures on Evans Bay Parade from 0900 to 1130)
- Friday -Sunday, 10 - 12 March 100 Mile Gulf Classic, Auckland.
- Friday - Sunday 24 - 26 March Motihue Island Regatta, Auckland
- Easter, April 14 - 17 2006 NZTYA North Island TY Champs, Lake Taupo

Graham Rowe
Club Captain



Debt Recovery Costs

The Management Committee has 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.



Profile of George Baxter

by John Seggie

George Baxter arrived in New Zealand in February 1970, whereupon he was so impressed with Wellington harbour that he decided he wanted a boat. George's wife had a few concerns, one of which was what if they may not like sailing. A fair question I would have thought. George's response was that if it turned out that they did not enjoy sailing they could sell the boat. Twenty five years on they still have the boat and George's wife reckons George would rather sell her than part with his beloved yacht *Lancastrian*.

For members who have seen George's yacht you will be aware of the excellent job he made of

building his boat. It took two and half years to complete and was launched at Queens Wharf in June 1980.

George had no experience of sailing and was self taught, spending most Saturdays and Sundays - whatever the weather - on Wellington harbour. George is now 71 years old and has been a member of our club for approximately twenty five years. His other love is competitive cycling, however he now cycles mainly for pleasure.

George has just completed an overhaul of his yacht, and competes in the cruising division racing. *Lancastrian* has crossed Cook Strait more than fifty times with family on board, including his grand children. Other trips undertaken include one from Wellington to Auckland, Gisborne; one from Napier to Wellington, and also one from Auckland to Tauranga.

In Cook's Wake

We are about to commence a circumnavigation of New Zealand in our classic Kauri yacht following in the footsteps of Captain James Cook, and other early, and more recent explorers. During this voyage we will be completing a video production of the voyage, an email log on the website, and a written record for publication.

We will complete the voyage in 17 legs, calling in to places near your yacht club. We are seeking people who are experienced yachties who wish to join us on our exploration voyage. This is a not-for-profit voyage and crew will be asked to contribute funds with the objective of meeting voyage costs only.

We would like to invite your club members to express their interest in joining the voyage for one or more legs, possibly to or from your location. In return, we'd be happy to speak to your members during our voyage, when we visit your location.

Thank you for your time and effort to assist our voyage. If you or your members have any questions, we'd welcome them. A Notice of Voyage is available on our website.

Kind regards

Ray and Linda Shoebridge

Ph 09-576-5432 or mobile 021-253-1933

Email: info@sailauckland.co.nz, Website: www.sailauckland.co.nz

1951 Yachting Disaster

The official weather forecast at 0900 hours on Tuesday, January 23rd, 1951 was "Light to moderate northerlies in the Wellington area; moderate easterlies across Cook Strait; moderate to strong north-easterlies on the Canterbury Coast". A fine day for the start of the Wellington to Lyttelton yacht race, organised by the Banks Peninsula Cruising Club as part of their centennial celebrations.

Lyttelton fisherman George Brasell was skippering the yacht *Joy*, with her owner & family on board. They were at the tail end of the fleet of 29 yachts as they cleared Wellington Heads. Also amongst the fleet was *Wakarere*, these days a regular participant in Evans Bay's cruising division. Hours later, as *Joy* approached Cape Campbell, the weather deteriorated and visibility closed in. A discussion was held aboard *Joy* & the decision made to return to Wellington. They weren't the only boat to head back.

The remainder of the fleet was slammed by southerly winds of 80 knots as a front raced up the South Island. Brasell, realising he might be needed to help with rescue operations, managed to catch a flight back to Lyttelton where his crew had his 58ft trawler, *Tawera*, fuelled and provisioned. There was no shortage of volunteers ready to help. By Friday, January 26th, several boats were missing. *Astral*, with six men on board, skippered by Brian Millar, (Brian's wife Barbara now runs Little Ships); Lyttelton-based yacht *Husky* with four on board; *Argo*, also from Wellington & with six men on board and 22ft *Aurora* from Dunedin, skippered by Neil brown & his two young crew, aged 16 and 17 years.

A search plane spotted *Astral* dismasted off Kaikoura. Having steamed north overnight, but without direct communication with the plane, *Tawera* saw it circling & within 15 minutes could see *Astral* as she occasionally rose to the top of the massive breakers. After a major operation securing a line onto the yacht, 100 fathoms of trawl wire were fed out and a long, slow tow began. *Astral* had been badly damaged, the crew of *Tawera* were keenly aware that a jerk on the tow line could pull the boat to pieces. Some time during the night, the manila line securing line chaffed through and the two boats were separated, but a small light had been fastened to *Astral*'s mast & somehow in the storm-lashed sea, Brasell and his tired crew managed to locate them again. They spent the remainder of the night struggling through the heaving seas, circling the injured yacht.

The following morning the wind and seas had not lessened, & the men on board both boats were exhausted. A tow line was no longer an option, so it was decided to attempt to get the six yachtsmen on board the *Tawera*. After several unsuccessful attempts, a heavy manila line was pulled on board *Astral*. It was later discovered that the men on board the stricken yacht had decided there was little chance of being hauled aboard *Tawera* alive, so as their skipper had badly injured his face and back so they decided to send him first as he was not much use to them! Brasell's crew had the sense to bring Millar on board only when *Tawera* was rolling down with her gunwale under water.

The operation was repeated for the other five men, the last of whom arriving with a kit bag containing dry clothing and a bottle of rum. Sadly leaving *Astral* to her fate, they put on the kettle and a pot of sags and headed in the general direction of Wellington. (*Astral* drifted north and was eventually towed into Paremata Harbour. Millar sold her and a few years later she was lost in a storm in Cook Strait without loss of life.)

In the days before GPS, *Tawera* had been floundering round for two days with no sight of land or chance to get a position. Although the wind had eased slightly they had problems locating Wellington Heads, eventually discovering themselves approaching Island Bay, before turning for the harbour proper.

Many yachts, including *Wakarere*, took shelter at Kaikoura, an open roadstead at best. Two local fishermen had put to sea in their small launch in an attempt to assist *Astral* 20 miles offshore but were forced to abandon the attempt & were hours fighting their way back to port. They were presented with a brass plaque by Banks Peninsula Cruising Club & the Wellington clubs.

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Wreckage of the yacht *Husky* was later found in Owhiro Bay, she had evidently been forced off her course as had *Tawera* but were unable to beat their way off the shore. *Husky*'s crew were Arthur Clements, Kelvin Hopkinson, Kevin Clark and Harvey Mason. Kevin Clark's, brother Ray was one of the crew on board *Tawera*, news of its disappearance had made things hard for Ray during the rescue efforts.

Nothing was ever found of the yacht *Argo*. Her crew were Jack Young, Alan Baker, Malcolm Mace, Alan Henderson, A Feilding, and CL Pickering. *Argo* had damaged her bobstay in a collision at the start of the race, and it was considered that this may have led to her downfall in the horrific conditions.

The yacht *Aurora* was found hove-to in deep water, well clear of land. While riding to a sea anchor, *Aurora* drifted as far north as Napier. It was later heard that a large vessel approached them with an offer of assistance, but skipper Neil Brown & his two teenage crew waved them on cheerily, saying that they were fine.

George Brasell received a Gold Medal from the Royal Humane Society of New Zealand, and his crew, Archie Childs, Ray Clark, Cecil Welsh, Jim Balfour & Pat Reardon received Bronze Medals, they were made Life Members of BPCC and presented with a plaque by the Wellington Provincial Yachting Association.

Excerpts here were taken from Brasell's book "Boats & Blokes", an excellent tale of seamanship in an era now all but forgotten. Thanks also to Derek Noble for his help with the telling of this story.



Letter to the Editor:

Dear Madam,

I wrote a letter to the Editor of the Spinnaker, printed in the last issue. I made some factual errors in the information that I sent to you. It has since been drawn to my attention that these were errors of fact in what I had written and sent to you.

I withdraw my statements and apologise for causing upset and anger to those who feel that my remarks applied to them.

Regarding the identity of any particular person, I claim my right to silence. Despite my silence in this regard, I apologise unreservedly to one person in particular whom I have upset quite unintentionally.

By way of retraction, the situation is that the question asked was considered answered at the Annual General Meeting.

I apologise to all readers of Spinnaker for my inaccurate facts.

Yours faithfully,

Dorothy Fox

A quick quiz to fill a gap

1. What was the name of the British naval ship that hit rocks off Lord Howe Island in 2002?
2. In 1996 which British yachtsman was rescued from the Southern Ocean by the Australian navy while competing in the Vendee Globe?
3. What are the names of Wellington's three tugs?
4. Which famous kiwi (accompanied by his wife & two young daughters) was first to circumnavigate the world in a catamaran?
5. Glass-bottomed tankards were once commonly used in British pubs to thwart which naval 'tradition'?

You'll have to email me if you want the answers, I haven't got room to squeeze them in.

Committee Details

Commodore - Mike Coupe Ph 0274-746-106 Email pegasus1@xtra.co.nz

Vice Commodore – Miles Tremlett Ph 233-2417 Email m.tremlett@xtra.co.nz

Rear Commodore – Alan Osborne Ph 801-5220 Email alan.osborne@palantir.co.nz

Club Captain – Graham Rowe Ph 475-7189 Email ghr@orcon.net.nz

Sailing Academy Co-ordinator – Ph Remy Thomassen 970-1926 Email thomassen@paradise.net.nz

Events Co-ordinator – John Seggie Ph 388-6925 Email stewartmatangi@xtra.co.nz

Communications Co-ordinator Alison Pritchard Ph 385-7347 or kokamo39@clear.net.nz

Slipway - Mike Usher Ph 04-904-9966 or 027-240-5109

Sailing faster by sailing smarter...

So you can upgrade your boat easily enough, but do you have what it takes to sail smarter? In Part II of our series about turbo boating, Cameron Thorpe reckons that is the hardest thing to achieve and that sometimes the biggest gains can be had without spending a cent.

Have you ever noticed that quite often you can keep up with one of the “quick” boats in your fleet on a given leg, but every now and then they make a sudden jump away from you? Do you explain this at the bar after the race by saying that yacht XYZ is just so much quicker...that they always beat you? If so that is the WRONG answer on two counts.

Firstly psychologically you are conditioning yourself to get beaten...telling yourself it's ok, you did your best. Hardly the mindset needed to attack the opposition and relentlessly try to improve and learn.

Secondly, there is a strong chance that XYZ isn't faster, just smarter (and we all hate to admit that!)

So what do you do? During your racing take note where particular boats make their jump... Is it after a few tacks? a mark rounding? a windshift? a change in windspeed? on passing a point i.e. Greta Point? Pretty quickly a pattern should emerge with certain scenario's often resulting in you losing distance. If it's tacks, gybes, hoists, drops or mark rounding's the fix is simple....

- LOOK at what the competition are doing
- COPY AND PRACTICE, organise a training session
- REFINE AND IMPROVE, don't be happy just to match the opposition aim to be even better!

But if it's not the general mechanics of sailing then maybe it's the tactics and strategy? Firstly consider if you think it's your understanding of wind or tide that is your weakness. Read books, ask the experts, consider allocating one person the job of tactics and doing nothing else but sitting behind the helmsman and discussing where to put the boat. Maybe try following one of the good boats in a race, but rather than following blindly try to work out the reasons why they tack/gybe when they do, try to understand what thoughts are running through their mind.

Leverage...Have you ever found that when you let another boat split away from your course they often gain on you, and often the more distance between you the bigger the gain?

Try sit at home with some graph paper, a ruler and a protractor and make up a table of the gains and losses if you split tacks for x boatlengths and then the wind shifts y degrees. Very quickly you will get a good understanding of leverage as well as the effects of lifts and knocks. Think about how to apply to your racing. A good simple rule is to always try place your boat on the favoured side relative to your competition but the distance between you and your competition should be relative to your confidence in your prediction coming true. Also try not to get too greedy, take a gain when you can, BUT try to keep in touch in case the next shift doesn't go your way.

Finally if you find you make the biggest losses when the conditions change, think about what you are doing with sail trim. Do you adjust the control lines throughout the race? Do you understand what they all do, and their effect on sail shape? Try concentrating on adjusting one extra control more often in your next race. As you learn more about the effect add another control to your regular adjustments.

This article comes from www.crew.org.nz, news, forums & a great source of New Zealand boating info.

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