



The Spinnaker

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

February 2007



Summer for Evans Bay club members, photos courtesy of Murray Thomas, John Seggie & Deidre McCullough

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

February 24th – 25th

Evans Bay Regatta

March 3rd

Reserve Day for East-West Dash & National Day of Bulgaria

March 10th

Special event due to Power Boat racing

April 6th-9th Easter

No racing at EBYMBC

NAPIER NEW YEAR REGATTA

Why would you go to Napier at New Year? Because its there and because the Napier Yacht Club host a great regatta and have done for years. The Regatta this year had some eight divisions, all but two were for class boats. Graham Rowe and I sailed in the Flying Fifteen fleet on 'Absolutely Fabulous'. The fleet of nine was bolstered by a few boats from Auckland using the regatta as a timely practise event before the Nationals in Nelson mid February.

Napier turned on some nice weather - fortunately as we were camping - with generally light sea breezes (5 to 10 knots) for the first two days. Local boats were difficult to beat and the fleet was usually divided by the second mark on the triangle course. The better placings were not always taken by the newer, carbon boats and one crew in particular, two senior sailors, were particularly dogged (see the note by Graham below). The third day the breeze was up a bit and gave us our best results ending up with a 5th place overall.

The regatta is well organised, leisurely, friendly and attracts good numbers of boats. The benefits of having some good eating and watering holes near to the yacht club and camp ground aren't lost on most visitors either. We weren't the only sailors from Evans Bay, Jane and Remy Thomassen were there in the Paper Tiger fleet.

Douglas Roberts
FF 3243, 'Absolutely Fabulous'

A Great Story from the Napier Sailing Club's, New Year Regatta

During the Napier Regatta we gradually became aware of a very interesting story about the crew of one of the Flying Fifteens competing.

This particular boat was sailed by two blokes who have known each other since they were kids. They lived quite close to one another, have lived, worked and now retired in Napier, and have sailed together most of the 68 years they have known each other. For the last 40 years they have been sailing in the Flying Fifteen class together, firstly in a boat that one of them built in 1968, 'Ffille' (FF868), before they bought their present boat in 1992. Before that they sailed an Idle Along.

They are Bob Thomson (helmsman) and Bob Gunson (for'd hand). They are both 76 years old and now depend on others in the club to lift the mast in and out of their boat, but they compete to win, and do so convincingly with over 150 years of collective wisdom on their boat and a rare mental toughness. They beat us in both races on the second day of the regatta. We managed to beat them on the final day, by a margin of only two seconds in the first race. "The Two Bobs", as they are known, won the Regatta's Flying Fifteen competition of nine boats, on Handicap.

Despite close encounters with health related issues on occasion and a physical disability that has been with Bob T since early teenage years "The Two Bobs" are keen, regular and vigorously competitive sailors. They were voted Napier Sailing Club's 'Personality of the Year' last year.

And their boat's name; 'Two bob' = two shillings = "Fflorin" (FF 3091). Neat, eh?

Graham Rowe
For'd Hand, 'Absolutely Fabulous' FF 3243



Elliot 5.9 Nationals

The Elliot 5.9s held their Nationals in the bay a couple of weeks ago and were led by Neil Gibbons as Race Officer, with Steve Luckin. Neil Curry, aided by Daryl McGee and Brian Taylor looked after the mark laying etc. I myself was in the rubber boat as the back up vessel, helped by Colleen Luckin.

The racing on the first day was postponed because of strong winds. The second day was scheduled for four races

plus one extra allowed by the Sailing Instructions. Five races were sailed and the first three places were separated by only a point each. The third day started with fresh northerlies but we managed to get a race away. Towards the finish of the race the wind increased, postponement was flown. The last day the winds were also strong and it was hoped that a 7th race could be sailed, allowing for a worst place to be dropped. However after testing the conditions the hope of racing was abandoned.

The winner was Simon Manning (still a club member, now of northern location) with his old Tornado crew of Andy Robertson and local Brett Linton were the winners. Second was the defending champion Cam Horne, followed by Sam Edwards. The full results are on www.e59.org.nz

The Class Association was led by Andrew J Dinsdale and Ric Martin. My thanks to them for an excellently run event. My other thanks go to the House workers led by Rory. And thanks to all club members who helped in this event.

While talking of events we have the 2 day Regatta coming up on 24-25th February. The other major National will be for the 420's at Easter Time. Helpers in all roles will be needed for these two events. Those willing to help please advise Dale or myself in which area you can help.

Pania and Kokotahi have had painting carried out (see front page photo) and thanks to those who helped Neil Curry thus far. Some additional work is still required and an extra hand to finish the task would be welcomed. Thanks to ALTEX for the paint.

There is a Spring Series result and the Summer Series started on 27th January, with the 2 races scheduled sailed. Let's hope the conditions allow us to fill the races in the programme. Numbers have been low, so let's try and increase the fleets. Results will be posted on the website shortly.

I will be visiting Nelson this week to lead the Protest Committee for the Noelex 25 and Flying Fifteen Nationals and selection trials.

Gary Wagstaff

"If it weren't for my lawyer, I'd still be in prison. It went a lot faster with two people digging." - Joe Martin

Events

2006 was a busy year for the Events Committee. I'm pleased to say all functions were well supported by our members.

The Christmas function was particularly special as we combined it with a fund raiser for Michael Jones, which was very successful. I really appreciated the support I got from all members, particularly Rory's enthusiastic bidding while participating in the auction process. Even when Paul Sara tried to let other club members have a go at bidding for an article Rory generally beat them to it.

What's coming up? First is the Volunteers Evening where the club says a big thank you to all members who put in hours of their time to work around the club. Without the contribution of their time and effort the club would be a poorer place, and we could not provide the club racing or social calendar without their help.

I have spoken to Brian Taylor who has agreed to give a talk on his travels, though we have yet to settle on a date for this. When in Fiji a couple of years ago, I and a number of club members met with Brian. Many of us sailors do more tinkering and work on our boats than sailing, Brian is the exception - he does more sailing and we should have an enjoyable evening hearing about his travels.

John Seggie
For the Events Committee

Around The Black Shed

Please note that the area between the sea and The Black Shed is reclaimed land. In the past it was filled with waste material of one sort or another. As this happened some years ago, it is not known exactly what soil forms the main component of the area; if this was waste material it might contain some old chemicals of some sort. Plants beginning to grow there now are nasturtiums, calendula, parsley, borage, which are often used as herbs. If you want to pick their leaves, that is up to you, but please be aware that the soil that they are growing in is not as good as your garden soil for example, so please be careful. Anything you take is at your own risk.

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.

Sailing Academy Update

There is very little that I can say other than LTS classes started late January, fully booked for juniors on Saturday mornings, ably lead by Steve, and two beginner adult classes on Sunday mornings, lead by Murray Thomas. Monday evenings are run by Warren Rankin. Due to a lack of demand there is no intermediate course. However we are running a catch up course for the Spring LTS students due to the high number of classes cancelled due to bad weather.

Whats happening in the yard?

Normally at this time of year the slipway and yard would be slowed down with everybody having had their holidays and still hoping to get some use out of the boat for the expected good weather (well we all live in hope). But at the time of writing the yard is full with a small queue on the waiting list.

Graham Mantel's boat, under wraps for a long time, has emerged a nice shiny blue, he was long fed up with the dull red.



The movement of boats was put at risk when a sparrow decided that the travel lift pulley mechanism was a handy place to build a nest. We would have had to close for the mating season, but even with the movement of the pulleys and the machine moving around he persisted in his determination that this was his desired castle to attract his loved one (again, we all live in hope). He became a bit confused when he returned with grass in beak to find it had moved to the end of the jetty, or elsewhere around the yard.

An example of the extremes weather we have endured over the past couple of months are shown in the photos, the wind completely flipped a trailer yacht upside down, with trailer attached; a gentle reminder to members to tie down firmly. In contrast, racing in low cloud reduced the fleet to a more gentlemanly pace.



Management Committee Officers

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

"It is not a bad idea to get in the habit of writing down one's thoughts. It saves one having to bother anyone else with them." - Isabel Colegate

The yachts, they are a'changing...

In September 2006 we sold our faithful yacht Kokamo, known, I accept to many, as Ten Gauge, to a really great couple from "down South", who we knew would take her back out into the open ocean, where she should be. At last report they were intending to join the Island Cruising Association regatta later this year.

But lets face it, we're yachties, we couldn't be without a boat for long, although a break from the annual antifoul grind did hold some appeal to me, wimp that I am. Little did I know, Murray already had a boat in mind. "A Beneteau", I shrieked, "Are you completely mad?!? We shall never be able to hold our heads high in the club again. Only charterers use Beneteau's!". But far be it for my Murray to be a sandwich short of a picnic, he'd done his research.

Sure enough, when I started looking into our requirements of a yacht of around 30feet, GRP, sound condition, good headroom (because we're both a tad on the tall side), it turns out that the Beneteau does indeed meet the requirements, with bells on.

To cut a long story short, turned out there were two Beneteau 285s for sale in d'Auckland. We put an offer in on the slightly cheaper one, & wouldn't ya know, there was a reason it was slightly cheaper. \$850 survey fee later, we put an offer on the slightly more expensive one, & it passed with flying colours. "Flying" as it turned out, was the only mode of transport that it was not to use.

While a 29foot yacht is perfectly capable of doing a coastal passage to Wellington, from past experience we knew it wouldn't be a cake walk, so decided to bite the proverbial bullet & truck our new baby to Wellington. Three zillion phone calls & one completely useless trucker later, we found our guy (the excellent Peter Jacobs, for anyone contemplating future yacht deliveries). On December 28th, we were standing in the club yard when we saw "Esprit" come round Greta Point.



For some reason it was absurdly exciting seeing our new yacht on the back of a truck, but how comforting to see the response of the guys in the yard as the truck backed in. No-one stood there & said with dubious optimism "Oh, a Beneteau", they all just jumped in there, & enthusiastically helped unload. Then when we realised that a little touch-up to the keel antifoul was required, Sven was on hand to pop us into a cradle, Steve H was there to advise on paint, & everyone else was handy to stand around & talk boat bottoms. It was a happy day.

Six weeks down the track, & we're sailing. It took a while to get the mast up, a little longer to get the boom & sails on & longer still for the weather to provide the perfect day for our first sail. 10 foot shorter & many tonnes lighter than Kokamo, our new yacht is considerably easier to handle. If we chance to hit a submerged container or a sleepy whale, we'll be wishing we were back in our 10 tonne steel yacht, but when it comes to backing into our south-facing berth, or tacking when the ferry decides to go in front rather than behind, then I'm happy with our new GRP girl. She'll take us comfortably around the harbour, & on holiday to the Sounds, & if we decide to go offshore again one day, then back to steel we shall go.

The name Esprit must go, its already well over-used (officially we're Esprit IV), but we have yet to come up with an improvement. Don't let me get started on the trials & tribulations of changing VHF callsigns), but changing the name should be pretty easy (virgins applying for the "peeing in the bilge" job, please email me). Meanwhile, can someone tell me who was the smart-ass that decided that tillers should be moved in the opposite direction to which you want to go. Wheel steering was so much easier!

Alison Pritchard - Communications Co-ordinator, Editor, Antifouler, Dogsboddy



Affiliated Clubs – Wellington Surfcasting and Angling

The Wellington Surfcasting and Angling Club is Wellington's premier fishing club. Established in 1958 the Club has a strong tradition of competitive fishing throughout the country and has won national titles on many occasions.

The objectives of the Club are to promote and foster sport fishing in the Wellington Region and to this end we have Shore, Boat and Landbased sections in which members can compete at senior and junior levels.

Our Club season runs from 1st July to 30th June in which we hold 12 Shore and 7 Boat competitions. Different points are awarded for the fish caught depending on their specie, weight, and the line size used. Trophies are awarded at our annual social and prize giving night for the best total of accumulated points in each of the competition sections. We also have a number of other trophies and awards for fish caught out of competition, during the season.

As well as competitions we run a number of outings (both shore and boat) which are more social fishing than competitive. These give new members to the Club an opportunity to pick up some tips and ideas to try for themselves. We also have club nights on the first Wednesday in every month. Club nights may feature films, videos or instructional demonstrations on how to improve your fishing.

The Club has a well equipped Fishing Lodge situated on the South Coast near Karori Lighthouse for Club members use. The Lodge has its own power, hot water and heating and can sleep 20 people. Access to the Lodge is a two hour walk around the coast past Red Rocks or an hour walk down the Karori Stream. Four wheel drive access is also available.

The Club also organises an annual fishing trip down to the Marlborough Sounds for 20 Club members. The trip is for four days and on an average 60 Snapper are taken.

The Club fees have remained the same for many years, they are Senior \$60, Family \$70, Junior \$20, Colt \$10, Pensioner \$20 and Associate \$20.

Exciting finish in first leg of RNI

Four boats have finished the first leg of the Round North Island yacht race, arriving in Wellington within a few minutes of each other before dawn this morning.

Sara Roberts, sailing manager at the RNZYS, said that she received a text message from Ran Tan II as they entered Wellington Harbour, which is still some distance from the finish. Ran Tan II was matchracing Pussy Galore who was around 200m to leeward of them, and both boats were a couple of miles behind Outsider.

At some point on the course, fortunes changed: Ran Tan II, the only Wellington entry, arrived at 0410am, in a time of 89 hours, 10 minutes and 7 seconds. Just over a minute later, the new Elliott 52, Outsider, arrived in port, and only six minutes behind that was Pussy Galore.

"Ran Tan thought they wouldn't catch them, but somehow they caught Outsider and crossed in front," says Sara. "It's completely local knowledge. Shame it happened at 4am when nobody could go out and see it."

The two boats still at sea are Jive Talkin' (currently leading on IRC, etz 6pm) and the smallest boat, Prawn Broker, tipped to arrive tomorrow and which may still win on PHRF. There is very little breeze on the course.

By www.crew.org.nz.

The V5 Story

It was 'Wired' to the rescue when the yacht 'V5' let off a distress signal after hitting an unknown object off the West Coast of the North Island overnight.

Josh Tucker from North Sails jumped on our forum a few hours after getting ashore:

Just before 2am under the 'B' watch, two massive cracks were followed by a thud which was my bunk collapsing on the port side. All hands on deck, life rafts, life jackets on + grab bags ready to go as the damage was assessed. Quickly established that it was bad and that the keel was hanging from the front pin only and that we had no control over it. A PAN PAN was made with no reply from any boats in the race. The sat phone raised the Maritime Radio in Wellington which requested that we send off a parachute flare. Wired saw the flare and responded immediately, and proceeded to drop sails and spend the next hour motor sailing to our assistance and accompanying us to the entrance to the Hokianga Harbour where we were joined by the Coast Guard. From here Wired re-sched their position and re-joined the race much to our appreciation. The first Coast Guard rib took 6 crew member a shore to make preparations for getting v5 over the Hokianga bar. At 10am the Coast Guard guided v5 over the bar and to the safety of the Opononi wharf. The v5 has since been anchored at a safe anchorage out of Easterly.

Fortunately, the boat was in light conditions when it happened. V5 is now safely in the Hokianga. No comms were received from Jive Talkin, Wired or Prawn Broker at today's 1pm sked but most of the boats are likely to arrive in Wellington on Wednesday and Thursday. Outsider has a comfortable lead.

"It's a small world, but I wouldn't want to paint it."

- [Steven Wright](#)

Important changes to the satellite system



The satellite system that supports 121.5MHz analogue distress beacons is in the process of being replaced. Already it is significantly degraded and it will cease operation altogether in February 2009. If you have a 121.5MHz distress beacon which may also be called an EPIRB, PLB (Personal Locator Beacon) or ELT (Emergency Locator Transmitter) you need to switch to a 406MHz distress beacon.

It has been replaced by a digital 406MHz satellite system and a new range of 406MHz beacons. These newer beacons are much more capable and, if registered and operating correctly, will result in a much faster rescue, should you require it.

When you're in trouble...406Mhz makes you easier to find

New Zealand's rugged landscapes and wild unpredictable weather can be deceptively dangerous. So before you work, play, explore or travel on land, sea or in the air, you should make sure you're prepared. If you get into trouble a correctly registered 406MHz distress beacon could save your life or the life of someone close to you. A registered 406MHz beacon is faster, more accurate and more reliable.

Beware of buying beacons from overseas

If purchasing distress beacons overseas for use in New Zealand, make sure that they will meet New Zealand standards and licence requirements.

Any 406MHz beacon registered with Rescue Coordination Centre New Zealand (RCCNZ) is required to be coded with a Pacific Island country code. There may be beacons manufactured to other national standards that are not compatible with New Zealand standards. You should make sure that any beacon you purchase will comply with the New Zealand and COSPAS-SARSAT requirements, by contacting RCCNZ.

New North Cardinal Marker

The rocks to the north of Mokopuna/Leper Island have now been marked with an unlit north cardinal marker. For full details please see the Greater Wellington Regional Council - Harbours website - www.gw.govt.nz/section31.cfm or talk to Daryl McGee, who's knowledge of this specific area is unsurpassed.

Cleaning staff required

Is anybody interested in cleaning duties at the club of approximately 5 hours per week?

Please contact Dale for more details, 939-3167 or admin@ebymbc.org.nz.



Christmas in the Sounds

As usual, Ann and I spent our Christmas holiday in the Sounds. In past years members of our club would meet up with each other at various times either at the Hopai Sports, over a meal at the New Year's 'do' at St Omer House, or even for a barbeque at our bach in Kenepuru Sound, and a good time was had by all. The St Omer dinner was organised by the late Colin Baylis, and since his passing it does not seem to happen any more. However, having said that, the weather has not been helpful in recent years, making it impossible for many members to make the crossing, so there would not have been too many people who would have been able to attend.

This year we had a visit from our ex-Commodore John Begg and his wife Annette, followed by Matthew and Rory, then Kate and Al, which was great. The Saturday of the Hopai Sports was one of the best days weather-wise during our time in the Sounds this year (see front page photo), and quite a few of the club members who made it across Cook Strait attended. A good time was had by all.

John Seggie

Musings from The House

Happy New Year from your House Committee.

Well Christmas has come and gone and I hope all those members that managed to get away from Paradise (Wellington) for a break have started the New Year more relaxed and rested.

I personally spent 12 days down in Pelorus Sound with Wakarere (Mat, Rory & Kate). What a fantastic part of the world, particularly Tennyson Inlet/Worlds End area, I had never been there before. Went to Hopai sports day for the first time, did the mountain race (not). I think Barry Telfer (Telfy) has the right idea, a launch is the way to go. (Not complaining Mat I thoroughly enjoyed my time on Wakarere).

I was back in Wellington for a couple of days then off to the Bay of Islands for the Bol Regatta Week. Then was a member of the crew delivering the boat, Andiamo, back to Wellington.

My thanks to Rory, Kate, Sven, Nick T, Paul V, Paul S, Colin, Darryl Mc, Lynley, Yvonne and those members that have helped provide excellent service to club members wanting to avail themselves of light refreshments over the past month. It wouldn't be a club without members helping out when necessary and going beyond the call.

The club hosted the Nationals for the Elliot 5.9's last week and from all accounts it was a success. Here again volunteers rolled up their sleeves when the occasion arose. Evidently hiring bar staff worked well.

I have but one request. As fully paid up members you have the right to request or suggest improvements that can be beneficial to the running of the House, please feel free to do so. I will look around for the perennial 'Suggestion Box' and place it strategically in side the club rear entrance.

The House Committee team look forward to seeing you soon. Enjoy the Summer.

Al, Rear Commodore

America's Cup Update



ROUND ROBINS

16 April - 7 May 2007

Eleven teams fight it out for four places in the Semi Finals. As early as 6 May, seven teams are eliminated.

This is the first 'knock-out' stage of the 32nd America's Cup. From this point forward the competition is restricted to Match Races – head-to-head gladiatorial contests between two boats. The Louis Vuitton Cup begins with two Round Robins, where each team races every other team once.

This is the time when the top challengers will be desperate to avoid mistakes and consolidate their position at the top of the table. For the middle group of teams, the fight for the fourth and final spot in the Semi Finals will be an objective from the very first race.

And the bottom group of challengers play an important role here as well. Any upset win that they earn has the potential to send a better team home. Everything is at stake from the very first race.

SEMI FINALS

14-25 May 2007

The pressure intensifies as four teams fight to survive and race another day.

Who is among the final four of the 11 challengers? Have the favourites lived up to their promise or have there been some upsets? Whoever they are, the road does not get any easier, it just gets harder. There are no 'easy' races now.

The team at the top of the table after the Round Robins has won the right to select its opponent for the 'first to five' (best-of-nine) Semi Finals. The other two teams will be paired up as well. The two winners advance to the Final.

Each day there is one race for each pair of Semi Finalists. This phase of the event can last between just five days, in the case of a 5 – 0 sweep, or nine days, if it comes down to the last race.

It was one of those perfect English autumnal days which occur more frequently in memory than in life. - [PD James](#)

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.



Lion Nathan
LIMITED



ADPRINT Ltd

