



The Spinnaker

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

February 2008



Christmas/New Year 2008 in the Marlborough Sounds, thanks to Rory, Tottie & John Seggie.

Racing and Events Calendar

Saturday, 9th February
East-West Dash

Thursday, 14th February
SGM to discuss the proposed constitution

Saturday, 16th February
Normal racing

Sunday, 17th February
Welcoming of the Queen Victoria

Sat 29th -Sun 30th March
EBYMBC Regatta

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

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Next Issue – April 2008

From the Commodore's Desk

The last few months have been full on and broken only by a holiday for my family and myself in the Sounds.

There are many issues being addressed at the moment, most of which are very important. It was with regret that we accepted Greg White's resignation as Rear Commodore. Greg's new job, which involves shift work, made it most difficult for him to continue, which was disappointing as he was making many positive changes to the operation of the House, which did not go unnoticed by a number of our members.

Bob Mawson has agreed to take on the role of Rear Commodore for at least a month and will continue with the changes introduced by MANCOM. A number of members have questioned the changes, and the necessity for their introduction. MANCOM did not make the changes lightly and, when up and running, our records and systems will comply with what is expected when operating a bar facility.

Racing this year has been good and the introduction of the Island Bay Race was great. There have been glitches with the race results which have now been addressed, and we have at least two volunteers who will assist Gary, starting immediately.

I have been disappointed with the delay in progressing the Sailability Toilet block and MANCOM is working to address this. We called for tenders November/December and to date have received only one quote. We require a minimum of three quotes prior to seeking finance. As soon as finance is raised building can commence. The present facilities are just unacceptable.

I attended the Lowry Bay opening day on Sunday, 27th January, and was most impressed with the club's projects. They have a high standard in all aspects of the club's activities, which includes a motor cycle section. The membership growth is significant, and they could possibly be looking at 700 members in two to three years time. They have introduced dingy sailing and when the youngsters pass the course they will be encouraged to join the Heretaunga Club. It is also proposed to set up regular racing with Port Nick starting at Sommes Island - the finishing line alternating between Port Nick and Lowry Bay.

That's all for now.

John Seggie
Commodore

What's happening at Sailability?

Currently Sailability has about 30 sailors on their books, of whom about 20 are regular users of the boats. The only boats in use at this stage are two 2 metre Access dinghies and two 303 Access dinghies, so obviously this has a limiting factor on how many people can participate at any one time.

In the near future, we are hoping to expand our capacity with the addition of up to three Liberty dinghies, which are also from the Access family. These are speedy little machines, and will hopefully help the our sailors make the move into club racing.



Even further down the line, we hope to be able to purchase a Skud (see photo left), but as these go for around \$40,000, that's still a little way down the track. Wicked looking boat though.

Sailability are looking at changing the format of their sessions, to include racing training and some cruising opportunities, in addition to the regular classes & sailing. We're also hoping to organise racing with Learn-to-sail and the TRIYA academy students.

Sailability are always on the hunt for more volunteers. Currently we run two sessions a week, on Fridays from 3-6pm, and Sundays from 10am-4pm, and we're hoping that with enough helpers, each person may only have to assist once a month. Even if you can't commit to the whole session, just putting in a couple of hours setting up the boats would be much appreciated. Give Russ Drewry a ring on 021-2010-898 if you can help in any way.

It's time for a 'Little Celebration' at Sailability and we'd be honoured if you'd join us on Sunday 24th February 2008 at Evans Bay Yacht Club from 10.30 am. We hold a Season Opening each year and this will be our day for the 2007-2008 season.

We are delighted to now have an Accessible Accessway attached to the wharf at Evans Bay. It's an initiative of the club which has been generously supported by Wellington City Council and the Mayor will conduct the official opening. The new walkway will make launching of our yachts and the sailor's embarking easier and safer and will also be used by club sailors.



EBYMBC Commodore, John Seggie has graciously agreed to name and launch our new Access 303 Dinghy which will bring the fleet number up to five with three of the bigger boats and two of the original smaller ones.

This is a day for all the family. If the weather is good you are invited to join us for a sail. For catering purposes, please let us know if you are able to join us by either a phone call to myself (04-567-7868) or an email to donmanning@xtra.co.nz. A light lunch will be served at the end of the formal proceedings.

Don Manning
Chairman - Sailability Wellington

VHF Radio Course

We at Sailability have a number of our volunteers who are to be doing a VHF radio course. It's our intention to employ Terry Bach of Dolphin Sailing academy to conduct a course at EBYMBC in the near future. If any other members of the club would like to attend this course at a cost of \$95.00 please let us know by leaving a message on our phone service - 472 4546 (4SAILING). After we know numbers we will plan a long evening (6.00pm to 9.30 pm) on a date to suit all participants.

Wellington Anniversary Regatta

For once we had perfect weather for sailing over the long weekend to keep in the spirit of the best summer for a long time.

The PT fleet headed off to Heretaunga for the annual regatta accompanied by Carl Syman sailing a Laser. The usual gang of Peter Robins, Glenn Syman, Ryan Leatham, Lynley Manning and myself were joined by Sean Syman on the Paper Tiger Association's boat (currently located in Wellington to encourage new people particularly youth into the class) and three PT sailors from Muritai.

Despite the challenges of launching off Petone beach into a fresh on-shore southerly breeze, the two morning races presented excellent close racing amongst the whole fleet and I was really pleased with my fourth and fifth placings. Some of the reaches were exciting, particularly when the hobbies starting cartwheeling around us and other dinghies were to be found upside down at the marks. Back on shore for lunch, the increasing breeze looked daunting, but wasn't so bad once you were out there away from the beach.



Having received advice to tighten my rig for the heavier conditions, I was thwarted on the first reach when one of my stays went bang – it couldn't cope with the pressure. At the least the mast was still standing and I made it back to shore with no further dramas. My results at the end of the day were therefore not as encouraging as at lunch time, but scores throughout the fleet were still close, and I still had the following day to redeem myself, given I could use Remy's stays while his boat is still under repair.

Well that was the theory, but the following day saw light breezes with huge shifts and holes, neither of which seemed to do me any favours, and I would love to know how in the last race Ryan came in the top half of the fleet after being over the line and going the wrong way up the first beat!

It was a great weekend and our thanks go to the three Neils (Gibbons, Verry and Currie) out on Pania for running some great racing, and to Gary Wagstaff for bringing Te Akautangi across the harbour.

Congratulations go to Evans Bay with 1st, 2nd & 3rd going to Peter, Glenn and Ryan.

I also understand that with Sean sailing the Association boat (which has been assigned to Wellington this season), a lot of interest was shown by the youth sailors in having a go – which is what the boat is all about. If you want to know more, feel free to contact Glenn or any PT sailor.

It would have been nice to have seen Evans Bay better represented at the Regatta, but we had fun and that's the main thing. Hopefully more of you will participate next year.

Jane Thomassen PT2668 Pom Puss

In journalism, there has always been a tension between getting it first and getting it right.
- [Ellen Goodman](#)

Sometimes what's right isn't as important as what's profitable.
- [Trey Parker and Matt Stone](#)



The Vitamin Sea Tale

In the Evans Bay hardstand, you'll see a yacht called Vitamin Sea, who arrived via truck recently. She's looking a bit the worse for wear, & there's a reason for that, the photo left should give you some idea.

Vitamin Sea is a Vagrant design. She was built in Auckland around 40 years ago, and is a miniature of the Whitbread style ocean-racing yacht of the mid-seventies. Steve Crawford acquired the boat three or four months ago.

In previous boats Steve has sailed between Wellington and Auckland five times and has also sailed across to Australia. He's been in serious weather before, including in excess of 70knots in a trimaran on one trip to Wellington down the West coast and in 50knot winds several times.

But Vitamin Sea has her own story to tell, in future issues of the Spinnaker the entire tale will be told, but for now, here's how it all began, courtesy of the Whangarei Northern Advocate. Remember, this is only the beginning of the story!

22.01.2008

By SASKIA KONYNENBURG. AS 12-metre waves smashed over his up-turned yacht off the Northland coast, Steve Crawford feared he was down to two options - and both ended in death. "I was incapacitated by fear. I thought I'd either be swept out to sea and drown alone or get trapped in the cabin and go down with the boat."

But instead the Wellington artist, who'd been sailing from Auckland to Cape Brett, was airlifted off his stricken yacht on Saturday evening, January 19th, 20 nautical miles north-east of the Poor Knights.

An experienced yachtsman, Mr Crawford had taken many safety measures, but his 6m keeler, Vitamin Sea, was not prepared for the extreme 50-knot winds. "The sails were up and the boat was just going for it. We were flying down each wave and there was only so much I could handle sitting on deck. I decided the best thing to do was let down the sails and let the boat relax into the weather."

Before the boat could recover, a wave smashed into the side flipping it over and leaving Mr Crawford hanging upside down in the water-filled cockpit. "When the boat turned upright I was in shock. I'd cut my head and there was blood everywhere. I couldn't see out of one of my eyes because blood was pouring over it. I was completely in shock."

Mr Crawford made it into the cabin and lay down on his bed. Suddenly a second wave slammed into the boat flipping it over and filling the cabin with water. "All my belongings were piled on top of me and I was trapped under the water. It was terrifying. I realised this was really serious."

The Rescue Coordination Centre NZ has praised Mr Crawford for his back-up plan which he was forced to use as his radio was now full of water. He raised the alarm by setting off two Emergency Position Indicating Radio Beacons which he attached to himself and the boat. The Northpower Electricity Rescue Helicopter was mobilised, but Mr Crawford said the wait for help seemed like an eternity.

"The boat kept rolling upside down and I was convinced I'd be swept away to sea. I prepared an emergency kit of fresh water and flares and put on my thermal clothes." St John paramedic Mark Going, acting as winch operator, described the waves as "harrowing" and said the yacht was "bobbing up and down like a cork" in the massive swells.

The team decided it was too dangerous to send one of their own into the water so lowered down a harness and winched Mr Crawford to safety. "He was okay but very shocked and anxious about what was happening. There were waves breaking over the yacht as we were lowering the harness," Mr Going said.

Amazingly, after the rescue, the unmanned yacht made its way to Matauri Bay, beaching itself undamaged in soft sands. A tracking device showed the boat travelling at around five knots past Cape Brett and into the Bay of Islands, before heading back out to sea. "I'm thrilled it survived without a scratch. It travelled all the way along the rocky coastline and chose to land on a nice sandy beach. It's very bizarre," Mr Crawford said. Around 50 people gathered and watched as the yacht beached itself. Locals donned wetsuits and rushed into the water to check no one was on board.

"It was a bit like the Marie Celeste - a bit eerie but amazing to watch it coming in,' said eye-witness Ian Dorward. "People were worried there might be a body inside, someone might have had a heart attack or there might be parts of a corpse. When we learned what had happened we were amazed. If it had come ashore anywhere else it would be demolished."

Despite the petrifying experience, Mr Crawford hasn't been put off. He said the experience has changed his life and he now plans to become a volunteer coastguard when he returns to Wellington.

THE BLACK SHED

Over the summer months there has been quite a lot of activity in The Black Shed. At present the shed is nearly full with present members and pending members storing their boats and windsurfers there.

Unfortunately, this also means a good dose of inconsiderate behaviour. Storm damage to boats meant emergency storage of damaged 420s a few months ago. As I was kept informed of this problem, it was possible to deal with the consequences. However, later behaviour from certain Club members was not as considerate. A Club boat was put in the aisle by mutual agreement and with Club approval. Two Club members then chose to leave their boats in the aisle without approval or keeping me informed. Two new members were unable to access their storage space as already paid for. They subsequently withdrew from the Club in every way and expressed marked disapproval of the Club and the way this matter had been handled. They were quite happy with the damaged boats when this was explained to them and patiently waited for the damaged boats to be moved, thus showing their willingness to co-operate with us when a natural event created a problem. The damaged 420s and the Club boat were not a problem.

Please do NOT leave your boat in the aisle. In the event of an emergency, ADVISE me. My telephone number is (04) 586-3919, and please leave a message if necessary; I will pick it up within a day. My cell phone is erratic at present.

Dorothy Fox
Shed Controller

It takes only one drink to get me drunk. The trouble is, I can't remember if it's the thirteenth or the fourteenth.
- [George Burns](#)

If you're looking for nautical websites, here's a few to get you started...

www.maritimenz.govt.nz/accidents/acc_reports.asp - Full & easy to read accident reports from Maritime New Zealand

www.cargolaw.com/ - Extensive & very entertaining reading about international maritime accidents

crew.net.nz/newForum/ - New Zealand based boatie website, excellent forums for asking nautical questions that other boaties might be able to help with (like who's a good GRP boat surveyor in Auckland, or why might my Raytheon autohelm suddenly veer off course occasionally?)

<http://tsr.mssl.ucl.ac.uk/> - Tropical Storm Risk, international coverage of cyclones & hurricanes, including amazing images of storms taken from satellites.

www.gw.govt.nz/section31.cfm Greater Wellington Council's marine/harbour safety page, information and events related to Wellington harbour

<http://game.finckh.net/indexe.htm> A very clever site for testing your knowledge of racing rules, probably needs broadband

Additional, & very useful, weather websites are provided on the club site – www.ebymbc.org.nz/links

Household tasks are easier and quicker when they are done by somebody else.
- [James Thorpe](#)

Sailing Academy

This year's LTS classes started late January. They are all full with 12 adult beginners in a Wednesday evening course led by Remy and a further 12 in a Sunday morning class led by Milly Morley. The junior class is full with six students led by Amy Carson, and the Intermediate Class led by Mark Hill is also at capacity with six students. In all there are 15 instructors helping out with courses, which is great participation.

We had our Learn-to-Sail prize-giving barbecue/harbour cruise with 35 students, instructors and some partners last Thursday, January 24th. This gave the students a change to socialise with Club's executive and instructors and get to know the Club better.

Special thanks to Eyal Aharoni, from Prime Charters, who donated the use of his vessel *MV Exdreme* for this event. Also to Bill Johnston who manages the vessel, and to Warren Rankin who skippered it for us at no charge. This is a great vessel that can be booked for corporate or social club events.



Twelve students graduated from the Spring courses, the majority of which have since joined the Club. We welcome these new members, please help make these new faces at home when you will see them around the clubhouse and on the water, and thank you to the instructors who give their time to make these courses possible.

The graduates are now keen to sail at the club and are looking for crewing positions. If you can offer a crew position on your boat please contact either Murray Thomas on murmas@paradise.net.nz or Martin White on whites.nz@gmail.com.

(Above) Kirsty Jennings receiving her Level II YNZ Certificate from Brent Frogley

Many thanks to Tottie Campbell-Lamerton, Murray Thomas, Remy Thomassen, and Dale Adams, for the content & photos in this issue.

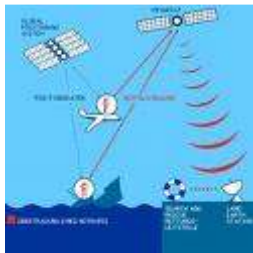
2007 - 2008 Management Committee Officers

Commodore	John Seggie	Ph 388-6925	Email stewartmatangi@xtra.co.nz
Vice Commodore	Gary Wagstaff	Ph 387-2477	Email garywagstaff@xtra.co.nz
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Club Captain	Matt McCullough	Ph 567-2117	Email mdlj@xtra.co.nz
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Communications Officer	Charlotte Campbell-Lamerton	Ph 021 160 3814	Email comms@ebymbc.org.nz
Events Officer	Mike Usher	Ph 027 2405109	Email mikann@paradise.net.nz

Whenever I dwell for any length of time on my own shortcomings, they gradually begin to seem mild, harmless, rather engaging little things, not at all like the glaring defects in other people's characters.

- [Margaret Halsey](#)

It's EPIRB Update Time!



For some classes of vessels, it will be compulsory to carry registered 406MHz EPIRBs from **1 JULY 2008**. In basic terms, If you are currently required to carry a 121.5MHz EPIRB, then you will be required to upgrade it to a 406MHz EPIRB by **1 July 2008**.

Maritime New Zealand Rules

Pleasure vessels:

Offshore pleasure vessels heading overseas are already required to carry a 406MHz EPIRB. Yachts undertaking coastal races where Category 2 or 3 safety rules apply must carry a 406MHz EPIRB from **1 February 2009**. For further advice, contact the recreational boating team at recreationalboating@maritimenz.govt.nz

For more information on the rules, please contact your nearest Maritime New Zealand advisor or visit www.maritimenz.govt.nz/rules/rules_legislation.asp

Where should I keep it?

This depends on the type of EPIRB and where you are installing it.

On Boats:

If your EPIRB comes with a mounting bracket, place it where it is visible and easy to access in an emergency. If the EPIRB and mount have a magnetic activated mounting switch ensure that the two magnets are "face to face". Make sure the EPIRB stays dry and keep it locked away when nobody is onboard. If you are using a PLB, you must keep it on your person.

In the liferaft:

If you have an inflatable liferaft onboard, an additional beacon can be stored inside the raft.

Keep the beacon away from:

- Equipment that may accidentally knock the activation switch
- Magnetic sources, such as microphones and radio speakers (some beacons are activated by a magnetic on/off switch).
- High water pressure
- Children who may accidentally turn it on

Don't buy a foreign 406!

Each country has an individual 406 code. When you purchase a 406MHz distress beacon, make sure it is coded for New Zealand. The New Zealand Country Code is 512. If you buy one from overseas or over the Internet, it could be an expensive mistake. When it is activated the satellite may notify the wrong rescue coordination centre which could mean a long, potentially life-threatening delay in your rescue.

Remember - you must register your new beacon.

This means Search and Rescue can contact you to verify an activation. This can improve search response time and help cut down on false alarms. Once your beacon is registered, you will need to keep your details up to date and notify the register if the beacon changes ownership. Registration is **FREE**.

To register your beacon, call the Rescue Coordination Centre NZ on 0800 406 111 or 0508 406 111.

Facilities & the Club Captain

Loathe as he is to put pen to paper or fingers to keyboard, Mathew was more than happy to rattle off the lengthy list of upcoming events on the Facilities calendar.

- Many of you will be aware of the recent theft of a boat from the trailer park. Making improvements to security in this area is complicated by a number of factors - public drive through access, effects on neighbouring houses, cost & practicality - to name a few, but the process of evaluating what can be done is underway. Options include possible barrier arms preventing general drive through access to the trailer park, a form of CCTV, & improved lighting (which would provide the additional benefit of improving the power supply to the trailer park users). If you have an interest in this area, please contact Matt McCullough, the more constructive assistance we have, the better. *In the meantime, please consider the security of your own boat with the use of wheel clamps & appropriate onboard padlocks, and by not leaving outside any valuable items which could be removed with just a screwdriver.*
- The new doors for the Black Shed have been delivered & await hanging. We have the Star Group and technology students from Weltech to thank the construction & painting of these doors.
- A timer-based heat lamp is to be installed in the outdoor 'smokers lounge', to help reduce the gas bills generated by the brazier, not to mention address the safety issues it created.
- Also for the outdoor comfort of patrons, Facilities are investigating adding extra clear plastic screens to the Southern wall of the upstairs balcony, to further improve the comfort of deck users, hopefully before winter puts in an appearance.
- Inside the House, we will be framing an official Team New Zealand shirt, kindly presented to the club by Paul Sara.

Trailer Park use & misuse.

While discussing security of the trailer park, it would also be timely to remind trailer park users that if they are doing major maintenance work on their boats, please consider the effect of your work on boats around you. Work that generates dust, metal particles, paint overspray, excessive noise, should not be undertaken in the park. If the trailer yacht hoist is not required, ask one of the hardstand boys nicely and they should be able to find you a spot to park to do the work required. *The trailer park is not for messy maintenance work!*

HAVE WE GOT YOUR EMAIL ADDRESS ?

This is the best way to keep in touch with happenings around the club, its totally safe, completely painless. One of our mottos is "An informed member is a happy member", other mottos are available on request. If you haven't been receiving regular updates, drop us a line at kokamo39@clear.net.nz

The trouble with jogging is that the ice falls out of your glass. - [Martin Mull](#)

A big event on the Wellington Marine calendar!



On Sunday 17th February Worsley Bay Boating Club (WBBC), will be running a try an Opti day at Frank Kitts Park Lagoon as well as displaying some of its sunbursts on the Taranaki Wharf. If the weather is conducive WBBC may also be offering rides in the sunbursts within the lagoon. This event is part of the celebrations to mark the initial visit to Wellington of the new cruise liner Queen Victoria, and is also being used as a fund raiser for St Johns Ambulance.

Evans Bay Yacht and Motor Boat Club (EBYMBC), has been invited to join with WBBC, and it is our intention to promote the diversity of the centre board yachts we are able to provide to both learn to sail students, and to already competent sailors who may not own a boat, but might wish to join a club where they could hire a boat at a nominal cost to go sailing. We have the largest range of centre board yachts available for hire of any Wellington Club - Optimist, Cadet, Sunburst, Phasell, 420 and Skiff. Because of the absence of suitable ramps/wharfs at the park (in all but a light southerly) our role will be restricted to arranging and manning a fixed display of the above boats as well as general Club promotional material. We will also be collecting names and contact details of persons who would like to be contacted to participate in a later Try-A-Boat day (date to be decided) which we will run at our Club.

With the arrival of Queen Victoria there is expected to be a very big pedestrian count on the wharf area, and this event, in conjunction with a Try-a-Boat day, is one initiative that may assist us gain new members and address the dwindling fleet size on Club race days.

Sunday 17th February coincides with the Round-the-Bays race, with road closures from 6.00am. We have arranged a special permit which will allow access to/from EBYMBC and access to/from the Kilbirnie wharf up to 8.45am latest. We need:

- Club members with trailers who can be at the Club on Saturday afternoon or evening to put boats on to their trailer and then leave them at the Club ready to collect at 8.00am Sunday morning and deliver to Taranaki Wharf
- Club members with trailers to pick up and return to the Club at 4.00pm on Sunday afternoon.
- Members who are prepared to go on a roster to man the display for a couple of hours on Sunday.



Please contact Mike Usher on 0272 405109, or Tottie on 386-4129 if you can help. Without your help this event cannot go ahead and you will not be able to ask ManCom what is being done to address membership and dwindling fleet numbers. ManCom has a responsibility to provide leadership, but we need the support of members.

Informal racing may be organised for Sunday afternoon, weather depending. The Queen Victoria and the Sun Princess both leave Wellington around 6pm, for people who'd like to take their boats out & see them off in style.

The weather over the Christmas-New Year holiday period was particularly good, especially for club members boating in the Marlborough Sounds. For those of us who visit the area regularly, it was a very special New Year's party at St Omer House as the property has been sold, therefore bringing to an end the relationship with the Godsiff family. The yachties attending the New Year function included many people who had heard of the pending sale and wanted to be part of the last party. It was good to see the support for the family and the great turnout.

This year Ann & I had visits from members and their friends at our bach - the crew of Starlight, Bittersweet, Mystic and Gaffer - Bob was both captain and crew. Noel and Ruby Thompson from Miichico also paid us a visit on Anniversary weekend, and we shared a few cold ones. The other main attraction was the Hopai sports day, which is held on the first Saturday of every year. Again Evans Bay was well represented - Telfie turned up in his cat Logan Bay, Bob Mawson, Mike Warnock and Nobby, Bruce Campbell, as well as Tottie and Rory who flew over for the day.

John Seggie

The Spinnaker

Barking & Howling Creek Yacht Club
North Yorkshire

12 June 2005

Dear Home Secretary,

I thought I would send you a signal to let you know how the members of B&HCYC have responded to the Terrorist Threat to the UK.

We have established a guard-boat piquet under the command of the Vice-Commodore, E.H. Throg-Hartly, that patrols nightly between 18.30 and 21.00 hours and for extended periods at weekends. For this purpose the trot boat has been fitted with 5mm steel plate armour, a ramming spike and anti-torpedo nets by Mr Judkins of Judkins Marine Engineers. Refunds have been offered to members with boats on trot moorings who are no longer able to reach their vessels because of these modifications.

We have applied 'racial profiling' techniques, and so far have had to stop and board only one yacht carrying a dark skinned person. Fortunately this was one of the employees of a local estate agents who had just returned from a holiday in the Algarve. The damage to his vessel from the accidental deployment of the Ramming Spike did not result in permanent total constructive loss in our opinion and, once raised, the boat will be repaired by Mr Judkins.

The club's safety RIB has been modified to carry the club's small starting cannon, now mounted on a swivel in the bows. We think this provides an exceptionally stable fire platform when loaded with old nuts and bolts etc and will prove a savage deterrent should Johnny Terrorist decide to make an attack on our stretch of water.

Mr Patel who runs the Post Office is being kept under surveillance by a three-man team consisting of Mrs E.H. Throg-Hartly, Mrs Judkins and our plumber Mr Kosciusko (from Ongar). We have so far observed three breaches of the Waste Regulations, viz. putting his cardboard boxes in the public recycling bin. Col. Bleake is standing by on permanent alert with his .410 (Tuesdays and Friday pms excepted) should Mr Patel give the observation team reason to believe a 'de Menezes' option should be exercised.

Our next move is to install a boom-net across the mouth of the creek to forestall attacks by fanatical suicide-PWCs on our marine infrastructure, i.e. the club's visitor pontoon.

I trust our measures meet with the government's approval. I am asked to enquire if the Minister of Defence can see his way clear to lending the B&HCYC the following:

4 x General Purpose Machine Guns, bipod mounted, with 2,000 rds for each
16 x FN SLR rifles with 200 rds for each
4 x 3" mortars with 200 rds of mixed HE, AP and starshell
1 x 155mm Howitzer, 100 rds as above.

Mr Judkins will be able to take delivery most weekday afternoons.

Your Obedient Servant

Sir Herbert Gusset
Commodore
Barking & Howling Creek Yacht Club

The Spinnaker

Revolving Aviva

Ace reporter, Dale Adams, was on hand to capture the action as the Vendee Globe yacht, Aviva, was put through its paces a couple of weeks ago. Gary Wagstaff, skippering our own Te Akautangi, assisted with the rollover, but was well out of reach when the boat righted itself at lightning speed.



Final preparations are made



Angles you do not want to see your boat on



Even more unfavourable positions for boats



And back to rights

34 year old British sailor, Dee Caffari, will be sailing Aviva in the 2008 Vendee Globe, an around-the-world, non-stop, single-handed, without assistance race, departing from France in November this year. Dee's boat was built by Hakes Marine in Seaview, and many of you will have seen her undergoing sea trials around the harbour over the last few weeks. Part of the trialling includes a rollover test, which was undertaken in Chaffers Marina recently.

Aviva is now on a ship on her way to Portugal for further testing. A generous donation will be made to the club for Gary's time and the Club's expenses.

