

The Spinnaker

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

July 2005



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Calendar

July 16

Winter Series, Race 3

July 29

Special General Meeting
EBYMBC clubrooms

July 30

Winter Series, Race 4

From the Commodore's desk.....

What a great start to the Resene Altex Winter Series with 53 yachts competing in the second race. This augers well for the coming season with new members signing on and new enthusiasm showing right through the club.

The club has some exciting projects ahead for the coming year. Already the new slipway finger jetty project is well under way and should be fully operational ahead of schedule. This facility, with the new washdown pad, will create even greater earning power for the club in view of the new regulations preventing material washed off the bottom of yachts going back into the sea. All material scrapped off will be required to go through a breakdown unit before going into the sewerage system and the new washdown facility caters for this.

In conjunction with the work connected with the finger jetties and washdown pad will be the upgrade of the men's and women's ablution block under the race office, which will connect to the new sewerage system. Already a new shower system has been installed in the mens showers and the upgrade of the toilets, showers and a disabled person's toilet will proceed just as soon as plans and budgets are approved.

You will all be aware of the Special General Meeting the Committee has called for 29th July. The purpose is to ensure all parties are fully informed and can contribute to the café proposal. We also want everyone to be fully aware of revamps taking place within the Wellington Yachting Association and make any suggestions they want taken forward to WYA. Last on the agenda is the opportunity to contribute to the 5-year plan required by Wellington City Council, to be submitted by the club for upgrade and maintenance of our leased facilities.

We are also into an exciting overhaul of the club's Sailing Academy with the recent announcement that Sailing will now be an accredited subject for NCEA credits. More on this will emerge as the new season commences.

The new team on the committee has some interesting plans for events, sailing calendar and upgrade of facilities. We all welcome any communication and suggestion of ideas from members.

I am available at the club house all day most Fridays and available to any member on any subject. We want your input.

Good sailing

Mike Coupe
Commodore

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 386-1926 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 904-9966 or 027-240-5109

An introduction from the Vice-Commodore

Hi everyone, I am a new person to the club, having joined 2 years ago. We have been in Wellington since 2003, having come from the Bay of Plenty. I sail Iceman, an Elliott 7, with a crew mainly made up of family. In the past I have also sailed Javelin, Ross 780, & other Elliotts plus coastal keeler racing.

I am director of a company which develops land and buildings for clients & am a civil engineer. My other hobbies include playing music each week with others and golf, when time permits.

I look forward to a busy year in this role. We are currently programming the summer series, based on previous seasons and discussion from meetings held recently.

Happy sailing
Miles Tremlett

A brief lesson on KITE TRIM by Dave Campaniello

Too many times have I been racing on a boat where someone says "The clews aren't even-raise the pole." Well, yes, this is true - the clews should be even - if you are using the right sail in the right conditions at the optimum wind angle, which is not always the case. When I ask a lot of people how the break looks, more often than not, they are not so sure what I am talking about; the usual response is "fine". The correct response is "even". What that person is not aware of is that I am asking him if the pole height is right. Here are my tips for getting the pole position right when trimming the spinnaker.

Let's start out with a few truths and untruths.

1. The pole position largely affects sail shape - True.
2. The height of the pole is strictly determined by the height of the leeward clew - False.
3. The pole height controls the break of the leech, which helps induce the correct, designed sail shape when set right - True.

Now, let's establish a few important design aspects. Many of you have heard the term "a profile like a beetle's back" when describing spinnaker shape - starting round at the top and getting straight and vertical as you go down. In order to achieve this modern shape, your spinnaker, when folded in half and laid on the loft floor, is cut with a distinct "S" curve along the luffs. Providing the correct pole height enables this curve to 'set' properly when being flown, thus giving us that desired shape.

Excerpt from a story by Dave Campaniello on the UK Sailmakers website, full story:
www.uksailmakers.com/learningcenter/poleheight.html



And now, the all new Club Captain...

I have only been a member for a couple of years and I believe that many at the club will not know me. I thought a short note about who I am may be best. Here goes:

I started sailing when I was about 12, at EBYMBC I had P149 called 'Rowena' that my boatbuilder grandfather made for me. I was such a lightweight that it sailed me, and I didn't enjoy it. I sailed with Britannia Sea Scouts and occasionally sailed on cruising boats in Auckland until my early twenties when I stopped sailing.

I returned to boating about 15 years ago and have had a family Seabird 3.2, a Young 5.7 trailer yacht called "Emily", a Challenge 29 keelboat "Manhattan", and now the Dibley 8, "Supergroove". There's also been a collection of dinghies along the way - I have been restoring Zephyr #173 over the last two years and hope to have it in the water shortly. Since owning 'Manhattan' I have been sailing competitively, and have had a two year period as Cruising Captain at the RPNYC; I've been a member there since 1995.

I have been impressed with this club in the way that it has set and realised some very ambitious objectives, and in the way that it is welcoming of a very diverse cross-section of sailing. I hope to encourage more of the existing Evans Bay fleet onto the water and to encourage competition at other venues, after all being able to compete anywhere in the country is one of the main benefits of owning trailerable boats!

Russell Third has been extremely effective in the role of Club Captain, so getting to know all about what he has had in operation will take some time, please be patient.

Regards,
Graham

Advance Notice

Labour Weekend Sunday will see the annual gathering of the Old Salts. This is proving to be an excellent event, well attended by both the young and the more youthfully challenged alike. As the club approaches its 90th anniversary, Mike Usher is looking to gather photos, memorabilia, and most especially memories, for this important upcoming date. If you have some notable items or recollections from the Club's past, Mike would love to hear from you (904-9966 or 027-240-5109). More details about the Old Salts closer to time.



Once upon a Thursday evening, there was an AGM...

As meetings go, this one was pretty much of the standard format. Our esteemed President was unable to attend due to work commitments, but worse still, our just as esteemed Commodore was laid flat with the lurgie, so we were left in the capable hands of Ric Martin. And what fabulous hands they were.

After dispensing with the usual apologies & minutes of the previous meeting, the financial statements were raised. Ric paraphrased a letter from the auditors, mentioning a couple of minor, minor concerns re the accounts, matters that it is confirmed are to be addressed by the committee. Members raised a few queries re 'Other costs' headings that required a little further explanation but other than that there were no ugly outbursts or wild accusations. It's always nice to get things off to a pleasant start, isn't it.

Several resolutions were raised, each generating its own little discussion, but members obviously recognised the not-inconsiderable amount of time and thought put into the resolutions on Jane Thomassen's part & eventually all were passed. Namely: the club membership year has been changed from 1 April – 31 March to 1 September – 31 August. Members who were financial as at 31 March will continue to be financial until August 31, & although that sounds like you get 5 months for free, its actually only 1 month, a gift, from the club to you. The club's financial year was changed from March 31 to April 30, simply to avoid the unseemly rush at the accountants when every club and their dog is trying to file at the same time.

There was a resolution that formalised the handover between out-going & in-coming Management Committee members, this generated more discussion than expected, but passed nonetheless. The name of the Communications Officer (that's me) & Committee was renamed to Communications & Marketing. I am assured it will look better on my resumé.

At this stage the meeting showed great promise for an early finish, but the ominous heading of "General Business" still lay ahead.

There were most eloquent presentations from both candidates for Commodore, that quite frankly left me feeling a little inadequate, followed by shorted speeches from the two Events prospects. Other, unchallenged, incoming flag officers made brief speeches, particularly so our new Rear Commodore, who, though not normally a man of few words, decided to limit himself to one word of one syllable.

There was some discussion over the setting of the new annual subscriptions, & mention was made that the previously advertised increases to boat storage (70%) had been reduced to a 32% increase.

John Seggie & Murray Thomas gave their heartfelt thanks for the hard work undertaken by outgoing committee members. It was especially recognised what a fine legacy Warren Rankin was leaving behind with the signing of the club's new lease with WCC.

And so we came to General Business...

Gary Wagstaff requested a new copy of the constitution to be made available to members, & further more it was requested it be dated with month & year (continued over...)

There was a collective holding of breaths as it seemed there was nothing further, but alas no, more was to come. The café proposal, queue ominous music. The general discussion conveyed the members' frustration at being kept 'in the dark' regarding details of the clubs plans.

With many present having already dug drinks money from their pockets there was much squirming as the discussion continued, the upshot of which was that members (in addition to the management committee) should be involved in the final decisions on the café.

A query was raised re the protocol for the use of the Unisex showers, varied and inventive responses were not included in the either these or the official minutes.

Spags asked if, the date for the Champion of Champions having passed, does he get to retain his title for another year, but Mr Coupe responded that it was hoped to hold the event in Etchells at Mana in the near future. But of course he's not Vice Commodore now.

It was asked when the new club lease becomes effective, July 1st apparently.

And so the meeting ended, there was a collective rush for the bar & much discussion into the wee small hours. A two hour AGM, I'm pretty sure that's close to being a record.

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.

Rules for the use of the new jetty crane

As you will have observed, the long-constructed jetty crane has now been installed in somewhere other than a horizontal position. Note that the Consultants have advised a short set of rules which must be followed, deviation from the following will result in having to face a very angry Facilities committee.

- Maximum safe working load - 600kg
- Maximum safe working load on each sling hook – 500kg
- The crane shall not be used in winds greater than 35 knots
- The jib shall be tied back against the western slewing stop when not in use
- The hoist block **shall not be raised** by the winch when the chains or hooks are attached to any solid fixture. **Not adhering to this condition could wreck the crane.**

Part I - 2005 worlds Flying Fifteen worlds, Akarana Yacht club.

By Graham Brown, NZL3166, Freudian Sloop.

With a solid 18 months of preparation, which included full optimisation of boat, sails, rig, foils, crew work and boat speed, Alison and I headed north for three months of lead-in regattas.

With a solid third placing in the 30-boat Auckland champs, and excellent speed in anything over 8 knots, (thanks to our custom-made sails cut for Auckland's moderate wind and choppy seas), we headed into the nationals confident in our boat and our handling skills.

97 boats (65 overseas entrants) lined up for the pre- worlds and with 11 NZ team places and six others available, our strategy was to cruise through the pre- worlds and peak for the worlds.

The invitation race was in 18 - 25 knots, and with 97 boats, all going for it, spread across a 800-1000m start line, getting clean air at the right end was critical. After three recalls we got the boat end and rounded the top mark in 8th place and maintained this until the last beat where we missed a right hand shift and dropped to 13th (2nd NZ) at the finish, (Guy & Morrie in Nifty 18th, John and Kevin in Gustbuster 53rd).

The second race was similar but we lost eight places on the last reach due to an Irish boat luffing us off the course and finished 20th. With Day One over and seven bleeding blisters (the result of a 1:1, 8mm mainsheet) we realised we really needed to pace ourselves and get some gloves.

Races 3-7 were light air affairs with NE at 3-7 knots (not the typical SW 15-20 our weather gurus advised us of) and 15-20 degree oscillating shifts. With the courses east of Browns Island and under the lee of a nearby island localised wind veers approaching the top mark made racing very difficult.

Guy Dawson and Michael Morris sailing Nifty, showed some good light air speed and tactics to have four top-20 places and finish 17th overall (4th NZ). We (with me wearing plasters & gloves for the first time in 30 years of sailing) cruised into 31st place (10th NZ). John and Kevin 58th.

Having qualified for the NZ team we had two lay days before the worlds with which to mend our bodies and go over the boat. Alison decided that a day of shopping and massages was in order, while I spent some time planning weather and tactics with friend and 3 times national champion, John Weston (John was one place behind us in the trials and had the same 'don't show your cards to early' strategy). I wonder how many others were doing the same thing?

Day One, Race One of the World Champs and disaster! Alison, as a result of her 'well known' 3 kisses of virtually everybody participating at the Worlds had picked up the flu (aching muscles, high temp, sore throat). With the first race only four hours away and Alison refusing to leave her bed (and looking like scurvy had well and truly set in) I made a management decision and loaded the victim into the car, raided the local chemist and hit the water with a druggie victim as crew.

After six hours of waiting for the breeze to come in, and 'the victim' lying and dying in the bottom of the boat, we were finally away at 4pm in a 3-5 knot NE breeze.

We got a pathetic start, were mid 80s at the top mark. Poor Alison, trying her best but with no energy and no voice, put the kite up and we noticed the fleet had split to the sides of the course. I sailed a course with clear air down the middle and we took out 40 boats in one leg. The next beat we picked off three boats, gained nothing on the reaches, picked off another four boats on the final beat and ended up 33rd. Nifty faired a lot better and with a good start powered through to 20th.

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Race 2 was the same scenario as Race 1. Alison half dead, wind light and another 4pm start. Five minutes before the start the digital Tactix compass started going crazy, then died. This piece of equipment was critical to our tactical decisions and made picking 5-10 degree shift easy in the tidal conditions. Without it we missed some critical shifts, it was also our countdown timer.

Anyway, we got away to a great pin end start, sailed half way up the beat in a good lift, hit a 15 (guess) degree left shift, tacked and had the whole fleet to leeward. Three minutes into this port tack the breeze disappeared and a new breeze filled in hard right and we had to watch the whole fleet, bar five boats, sail around us and three others in our exclusive calm patch.

It is ugly when you round the top mark, look back and see only two boats. Well, we dug it in (all one and a half of us), sailed the shifts nicely and clawed our way back to 50th place. This race proved our boat speed was good but our lack of sailing in these NE breezes was hurting, (every lead-up regatta we sailed in was either NW or SW). Nifty had another ripper, started well, picked some nice shifts and placed 12th.

Race Three was a replica of Race One but the drugs were taking effect and after 24 hours of wonderful silence, Alison had her voice back and could actually pull the jib in.

We had a better start, but couldn't manage to get to the favoured right side without passing behind large rows of starboard tackers. We did however, manage to take out 30-odd boats on the run and climb up to 30th by the finish. Guy and Morrie on Nifty sailed like men possessed, leading up the first beat but getting run down by the newer boats and ending up a brilliant 5th. Both Nifty and our boat were the oldest in the fleet, by over 18 years, on the latest Carbon boats and ten years on the rest.

Race 4 was The Turning Point. With Nifty lying about 10th and us back in the late 30's, I thought the last 12 months of work, development and training has to pay off at some time. Nifty's 'leave the boat in the shed all year and turn up for the worlds one week before' program couldn't possibly be right, could it?.

With a new compass on board, the race started in NE 10 knots and we got a good start and rounded the top mark in 15th place. As we approached the wing mark the breeze disappeared and 60 boats sailed up to and passed us, then stopped. The first 12 boats managed to round the mark and sail towards the finish with a 150m lead in the then shortened course. Meanwhile, back at the wing mark I managed to notice a new SW breeze coming down the harbour. We sailed wide of the wing mark congestion, flipped onto starboard tack, passed 50-odd boats and finished 18th. The Nifty boys never broke out of the bunch and finished 51st.

At this stage we were about 31st overall and Nifty 18th.

Race 5 and my pre race pep talk re-inforced with the now well and focussed Alison, the following...

1. We had still half the regatta to go (discarding our 50th)
2. The tide had turned, we had fought back from poor health, broken compass, blisters and average performances and had the knowledge, strength and experience to place well.
3. The flukey light air was forecast to be replaced by steady SW wind.
4. The boat had an Indian good luck Bhindi installed by my partner and team moral/psychology/calmness practitioner Bernie.
5. With the racing so close and a lot of the top 30 boats carrying high 40's and 50's placings, could these sailors cope with the poor performances of the 4th race and come back?
6. Its not what you do at the beginning of the regatta but how you do at the end that counts!

Part II will be in the next issue of the Spinnaker...

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An update from The Black Shed

Have you noticed our new sign on The Black Shed? It was put up on Saturday. Doesn't it look great? It says it all: clear, precise, neat, and to the point. Our thanks go to Russell Third and Alison Pritchard for their efforts to get it made - well done. The naming is an example of an oxymoron, The Black Shed named so when the shed is actually painted white. (Historically, it was painted black; apparently that was only changed about three or four years ago. Someone else will be more accurate about this).

ALLOCATION DAY

Allocation Day was held on 25th June 2005. My apologies for not being as organised as I should have been. I made the very mistakes that I have criticised others for, that is, lack of communication and failure to disseminate information! It is a strange feeling to be "hoist with my own petard"!

More than this, I want to express my heart-felt thanks to those wonderful people who assisted me, some people I rang beforehand and some people just turned up on the day and helped, thanks to all; particular thanks to Faye, Mary, Shirlene, Debbie, Errol, Mark, Gary, Andrew, Remy and Andrew.

Spaces have been allocated much as they were before. However, some spaces will have to be reviewed and some will be subject to change. Owners will be advised as soon as possible if they are affected. The fees paid will take your storage fee through until the 31st August 2005. A new Club financial year will begin on 1st September 2005 til 31st August 2006.

People who did not get a new key for The Black Shed on Saturday and have a boat stored in there can return their old key to the office and get a new one issued to them. If anyone has lost their key and they now have a boat in the shed they can get a new one by paying a \$10 deposit. Only boat owners may have a key and only one key is available per person or per family. Please be very careful NOT to give or lend your key to anyone who is not a Club member, ever.

Some people did not get their red boat sticker to indicate that they have paid their storage fees. I will have these with me on Saturday's and am usually somewhere in or near the shed. Please ask me for your sticker.

*Dorothy Fox
Shed Controller*

Have you changed your contact details for the yacht club? Please ensure you are no longer using any of our old addresses as these will be discontinued later this year. You should have us loaded as admin@ebymbc.org.nz.

And have you advised me of your email address. Let's face it, if I haven't got your email address, you're simply out of the loop. All addresses are held in strict confidentiality, in fact I won't even give them to the rest of the committee, so if you'd like to be kept informed, please drop me a line at kokamo39@clear.net.nz. Cheers, Alison

And from the Events department...

Following my election to the position Events Coordinator, I approached three club members to assist me in the role and be part of my committee. That committee is Grant Viggars, Frances Broatch & Helen Orchard.

It's early days yet but it is my intention to continue with events which have been traditional and held annually. **Mike Usher** has agreed to assist in the organising of the **Old Salts** function and Murray Thomas with the New Members function.

The first major function which is planned is a **NUTS & BOLTS** social evening possibly in August. **Errol Crosland** will be organising this event with the assistance of the Events committee. Many of our members will recall the great success of Errol's **Ship Wreck Dance**.

For events to be successful, both fun-wise and financially they need the support of club members. It has been suggested that we restrict the numbers of the NUTS & BOLTS social to 200 and that tickets are purchased in advance. It is the intention to have a meal and a band, so I look forward to members support.

Your committee wishes to arrange events that members want and would therefore support, and I would appreciate hearing from you.

John Seggie
Events Coordinator

A possible sailing programme for January 2006

By design or co-incidence there is a very nice grouping of events in January that deserves some publicity among trailer yacht owners and crews. As I understand it the January 2006 sailing programme works out as follows:

- 7 January Waikawa regatta
- 14 January Lake Brunner 24 hour race
- 4 February Trailer Yacht National Champs, Waikawa

The 21st & 28th of January are unlikely to be part of a series at EBYMBC, so it is no special problem as far as the sailing season is concerned to leave boats in Waikawa to compete in the Nationals. If the programme is unlikely to change and the Waikawa and Lake Brunner Clubs are able to provide details of how boats and vehicles may be securely stored, the idea of promoting the three events as a feature of the season could see craft from as far away as New Plymouth competing – boats from New Plymouth were strongly represented at the National TY champs in Wellington this year – especially if shipping across the Strait was available at favourable rates.

Not too many North Island boats have sailed at Waikawa, even less on Lake Brunner, but the pulling power of these three significant events and appropriate publicity could change that.

If you're interested in attending these events, please contact me, Graham Rowe (475-7189 or email ghr@orcon.net.nz), & I will investigate a bulk shipping rate with Strait Shipping.

Cheers, Graham

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Upcoming Coastguard Courses

Boatmaster

Thursday 6-9pm July 21st –
September 29th (\$200 with a \$40
discount to current EBYMBC
members)

VHF

Sunday 8-12noon - August 28th
(\$35)

Diesel Maintenance Wednesday
6-9pm August 17th – September
14th (\$95)

*Contact John Piercy on 388-1667 if
you're interested in any of the
above*

Day Skipper

Courses are run on demand
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contact Rowan Hatch on 388-8544
or 027-447-2209



Hello

I have a standard boat "Raven 26" , name "Picaron" in Tahiti, (French Polynesia) and I seek contacts for exchanges of information on the boat. Owners, associations of owners, suppliers of parts...

Thank you, Olivier (e-mail : olivier@oliviercreations.com or website <http://oliviergiraud.com>)

Remember, your relatives had no choice in the matter either.

Here is the "News from the Academy"

Well, actually there isn't that much as we don't have any classes running right now but we are organising for the next set of courses, which will start in September. We are expecting another busy year, and are looking at ways we can get more people sailing out of Evans Bay and continue to improve the current format. At this stage, we are planning to run at least 2 beginners and 2 Intermediate courses for Adults, 1 if not 2 beginners courses for juniors and a youth intermediate course.

Having done an Intermediate class does seem to help people become involved in racing, and there is a fair bit of demand for that class. I will have some more qualified Instructors soon to help make this possible. However, if anyone else is interested in helping out, please let me know. I often run short of volunteers, especially where the junior classes are concerned.

In the mean time you may have noticed a number of new faces down the club during race days, quite a few of them have come into the Club via the Learn to Sail programme, lets make them feel like they belong. Also, apart from their Sunday Sailing, some of the Sailability Sailors are now also racing with us on Saturdays, which is good for them as we have had the last 5 Sundays blown out.

Happy sailing, Remy

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. I don't have a logo for AdPrint, but they certainly credit for the excellent job they do with every issue of this magazine.



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