



# The Spinnaker

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

September 2007



**Cruising holiday in the Whitsundays, details on Page 4**

## Racing and Events Calendar

Wednesday, 19<sup>th</sup> September  
*Rules Fun Quiz evening*

Saturday, 29<sup>th</sup> September  
*Working Bee*

Sunday, 14<sup>th</sup> October  
*OPENING DAY (see page 3 for the day's programme)*

Saturday, 27<sup>th</sup> October  
*First race of the Spring series*

## Contact Details

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027-240-5109 or  
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04-939-4170

Management committee contact details are on Page 14.

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

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### **Advertising**

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## **From the Commodore's desk...**

As this is my first report as Commodore I wish to take the opportunity to place on record what I would like our new committee to achieve in the forthcoming year.

From my experience as Events Officer, serving on the committee is rewarding but time consuming. If, by the end of 12 months the club is in better shape than when we took over we will have served our club well. I believe that committee members will take responsibility for their duties as stated in the club's constitution, and that we all have the goal of growing the club. If we continue with the same policies we will get the same outcomes, which could well result in less membership participation, and ultimately a loss of membership. Our challenge is to create a vibrant club which attracts members of all ages.

A healthy financial position is very important, but we may have to spend money to improve membership participation in the medium-to-long term. Sailability has close links to our club and the recent Friday night talk by Michael Jones to approximately 70 people indicates that Sailability is growing, as is their participation in our club. We should continue to encourage this relationship. The first step will be to provide toilet facilities in the club which are suitable for people in wheelchairs, and I see this as an urgent priority.

People are members of our club for a number of reasons: some to have reasonable cost parking for their boat, others for our excellent slipping facilities, and what I believe is becoming a minority, for the sailing. The majority of members who participate in weekend racing support the club, particularly through the house takings; however on Friday club nights numbers are low and there is room for significant improvement.

When Friday night guest speakers were introduced this increased numbers, and is only one initiative which was reasonably successful. I would like now to look at a scheme which rewards members for using club facilities, and there a number ways to achieve this goal. I would like to see better utilisation of our club by associated clubs, for instance, the Waka and Fishing groups. I am sure with the right decisions we can grow numbers on club days, and provide an atmosphere to encourage membership participation.

Your management committee aims to celebrate the club's 90<sup>th</sup> year with a special function. While this begins late next year there will be a lot of work involved, and a dedicated magazine to write. If you have an interest in being on a sub committee for your club's 90<sup>th</sup> anniversary, please contact Dale in the club office.

## *The Spinnaker*

There are other issues which we should consider in an effort to hold on to members, young and old alike, who learn to sail at our club. One would be to explore the financial feasibility of purchasing a trailer yacht to be the next step in the process after qualifying from our learn-to-sail courses. We train too many sailors who then leave us for other clubs. Having a trailer yacht would allow for training people to the next stage of sailing, and trainees would be able to sail in a larger group with one of our experienced instructors. I already have received an offer to trial this proposal by one of our members. From there they may take up crewing on trailer or cruising boats.

In addition to this, a number of club training boats are somewhat dated and have given great service over too many years to remember. We should now look at a plan of replacement, and there are a number of options we could consider. Many of the latest designed yachts are constructed of plastic and are more suitable for clubs than fibreglass craft as they are not as susceptible to damage as our present training yachts.

In summary, our club has great potential as a result of our good position and facilities. We have a broad range of boats with very good on-shore facilities and parking. We should make the most of our advantages, and work to make our club a place where members want to spend time.

John Seggie.

### **Evans Bay Yacht & Motor Boat Club 2007-08 Season Opening Day Programme Sunday 14<sup>th</sup> October 2007**

**1100** hours - Kick off, official guests upstairs, peasants downstairs

**1159** hours - Rear Commodore rings the Club bell

**1200** hours - Commodore's welcome

Response by Mayor (council elections are the day before, so this part of the ceremony is a bit iffy)

Commodore's speech (another one) and introduction of Flag Officers (more speeches)

**1230** hours - Official Opening Ceremony

Breaking out of Burgees

Blessing by Chaplain

Racing instructions will be given for the afternoon by the VC

**1300** hours - Light luncheon served for all

**1355** hours - Warning signal for race

**1400** hours - Opening Day racing, all classes

**1645** hours - Prize giving



Saturday 24<sup>th</sup> November is our Xmas social, live music, good food, we will think of a theme later, so book this date on your calendar now, & prepare to let your hair down.

## Whitsunday Island Holiday – June 2007

Faced with the prospect of Winter in Wellington, we decided to plan something warm for a mid winter break, and a sailing holiday in the Whitsunday (more correctly Cumberland) Islands seemed to be just the thing – not too far to go, tropical...just like the travel brochure. Our first thoughts were to get a cruising monohull, but after a chance discussion we decided on a sailing catamaran. We eventually settled on Latitude Lady – a 10.35 metre catamaran from Cumberland Yacht Charters, launched 2006, with one double, two queen cabins, and three bathrooms.

So come mid June – off we went to Airlie Beach. Although it was winter, we were still expecting average daily highs of 23-24 C, “maybe having to wear jumpers in the evenings”.

We had one night in a motel before picking up the boat at 8am next morning. On a rainy Friday morning Frances & Kristin headed off to the supermarket while Julian & I took all our gear to the boat and started into our briefing. Eventually we were all aboard, and off we headed to show the charter company that we could tack, gybe, reef, and anchor. In zero knots of wind we persuaded them that we looked competent, and we were on our own.

Navigation was easy with all the islands being easily visible, although our first destination – Nara Inlet on Hook Island – disappeared in and out of the rain a few times as we headed towards it. Once we were out in the Whitsunday Passage we had 13-15 knots across the starboard beam, and Latitude Lady swept along nicely. The wind crept up towards 20 knots and we decided to try putting in a reef, and were pleasantly surprised by how easily it was done compared to a 22 ft trailer sailer.

As it turned out the boat sailed best on a beam or broad reach. It did not want sail much closer to the wind, and down wind sailing was not so good either. ( I suppose that lots of people know this already, but it was a voyage of discovery for us.) We had to run the engines for 2-3 hours each day to keep the batteries charged and to heat hot water, but this didn't turn out to be quite the problem that we had anticipated because we ended up doing quite a bit of more motor sailing anyway.

We spent the first couple of days getting used to handling and living on the boat, and then deciding where we were going to go. One of the routines was the twice daily radio “skeds” with the charter centre, when we had to discuss our plans for the day and our intended overnight anchorage. The boat was supplied with a copy of “100 Magic Miles of the Whitsunday Islands” which is a comprehensive reference with detailed information on all the anchorages as well as lots of general information about the history, flora and fauna of the area.



The weather started out being reasonably fine and warm, but within a couple of days the winds stepped up and rain showers became a regular feature of the days.

For our third night we decided to go to Sawmill Bay which provides a sheltered anchorage and has good snorkelling nearby, but by the time we had arrived the wind had come up and snorkelling did not look so attractive.



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On the third day a pulley block on the self tacking headsail broke, but the charter company organised to send a new part to Hamilton Island on the ferry for us, which conveniently fitted in with our plan to spend a night in the marina at the resort.

The trip from Sawmill Bay to Hamilton Is started out pleasantly enough, motoring into 10-15 knot head winds and light rain, but before long we were bouncing around in 20+ knots, a 1.5 metre choppy swell, and driving rain. Not a nice day's sailing, and we arrived cold and wet at Hamilton Island, but we were able to have long hot showers, dinner in a restaurant, and a good look around the resort (in the rain). The ferry brought the new part, and next morning we were ready to go.

We had gone to the Whitsundays with hopes of doing some snorkelling around the reefs, but so far, the southerly winds and cold temperatures had made it a fairly unattractive prospect, so we decided to head to the more sheltered bays at the north end of Hook Island. This took most of a day of sailing and motor sailing to arrive before 4pm – the end of play for charter yachts.



We ended up spending 3 nights in the Butterfly Bay area because the weather had closed down even more with strong, cool southerlies and frequent rain. One of the locals at nearby Manta Bay came to check us out (see left).

We did however manage to get some snorkelling done, although I for one would have found it unpleasantly cold if we had not hired lightweight wet suits.

This was my first experience of snorkelling, and it was a wonderful experience. It was just a shame that it was cold and overcast.

On the next to last day we decided to go back across the Whitsunday Passage to spend some time at South Molle Island so that we could do some of the scenic walks on the island and have a leisurely trip back to return the boat by 10 am. This turned out to be another cold, wet, unpleasant trip and we decided against the bush walk because of the rain, and instead played cards and did a stock take of the remaining alcohol onboard. So ended our last full day. Saturday 23<sup>rd</sup> we went back to Airlie Beach to pack up, debrief, have another good marina shower, and return to Proserpine Airport.

Although the weather was disappointing (the coldest winter ever recorded for Queensland, as it turned out) it was a new and interesting experience for us all. The boat was well appointed and very pleasant, so we were able to watch the rain in comfort.

### HAVE WE GOT YOUR EMAIL ADDRESS ?

This is the best way to keep in touch with happenings around the club, it's totally safe, completely painless. Our motto is "We will never let your email address out of our sight". If you haven't been receiving regular updates, drop me a line at [kokamo39@clear.net.nz](mailto:kokamo39@clear.net.nz)

#### Learn-to-Sail Class Dates

Junior – Sunday, September 30<sup>th</sup>, 10 sessions, starting 9am

Adult – Sunday, September 30<sup>th</sup>, 10 sessions, starting 9am

Adult – Wednesday, October 3<sup>rd</sup>, 10 sessions, starting 5:45pm

Registration forms are on the club's website – [www.ebymbc.org.nz](http://www.ebymbc.org.nz)

## **Commodore's Conference**

The first Commodores Conference held at the request of Yachting NZ was held in Auckland on 4th August 2007. The theme of the conference was "Getting Better Together-Renewing our Partnership"

Out of 128 clubs there were 84 clubs represented, of which there were three women attendees. YNZ Board members as well as YNZ Councillors were also there.

Having a cup of tea/coffee was an informal way of getting to know those attending. Order was called for and the days format was introduced, which was divided into three discussion sessions based around eight groupings, each had the use of a flip-over chart and laptop connected up to a central PC. Topics were put up on the board and everyone chose which session they wanted to attend. We also had the chance to move around and participate amongst other groups.

During the evening dinner, where Rod Davis spoke about the recent Americas Cup, a bound set of papers of the day's discussions was handed out to all. A copy of this is being circulated amid Mancom and will be available from Dale shortly for members to read.

Particular Items which I feel the club should explore are listed below (based upon text recorded in the papers).

### *Sponsorship and Fundraising.*

- Coordinate sponsor targets, be bold and ask, have something to offer
- Having a key person to target sponsors gets better results
- Clubs tend to under deliver
- Good Governance structures are important to provide assurance on application of funds
- Gaming Trusts - generally happy to fund \$10-15K
- Establish a Strategic Plan

### *Retaining parents/old members after kids leave town.*

- Make it fun
- Get the women out of the club building and onto the water, i.e. Ladies Racing
- Get sailing in the mornings of major events e.g. rugby

### *Encouraging sailing participation.*

- Fun races (various destinations)
- Poker race( pick up 7 envelopes with playing cards - best hand wins)
- Encourage parents to stay around
- Extra coaching for kids who don't want to race
- Timed Course. Everyone back at the club at same time. Caterers can then cope
- Cluster of four races as a series and have four series in the season

### *Membership retention/growth.*

- LTS participants that have a parent participating have led to a 60% retention
- Make sailing easy
- Encourage mother & daughter sailing programmes

### *Promotion of cruising/launch membership.*

- Launch racing; Log Rally which could involve youth and ladies
- Involve non-active members in Race Management

### *Volunteer retention/recruitment.*

- Roster members to spread the load
- Make them feel valued - prize giving or regional awards recognition
- Seek parents of junior Learn-to-sail participants to assist with tasks

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*How to retain LTS kids after a six week course.*

This paper recorded lots of ideas but the main recurring point was

- Engage the parents - parent ratio of 1:1 seems to have a great retention rate

*Clubs and school relationships.*

- Get into contact with the school and negotiate something that works
- Encourage schools into LTS Programmes
- Keep the kids tied in, make it their seasonal programme not for just a few weeks
- Go to schools with a boat so that a presentation can be given

While the above are just a few items from the day it was felt that the meeting was a success and that another conference should be held at sometime in the future. If anybody wishes to speak with me about anything which they feel the club needs to consider then please contact me by phone or at the club, or speak with another member of Mancom.

Gary Wagstaff  
Vice Commodore

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## ***Rules Night Fun Quiz***

This will be held at the Clubhouse 7pm to 9pm on **Wednesday, 19<sup>th</sup> September**. The bar will be open and there will be light snacks provided by the Club.

We have identified a website with about 20 situation animations, and then a commentary of who was right and wrong and the relevant Rules. We propose to divide people up into teams of 2 to 3 and run this evening as a fun quiz. All teams will answer the questions on a score sheet, and then mark themselves once the answer is revealed. There will be a prize.

Our International and National Judge, Gary Wagstaff has agreed to act as an arbitrator (all bribes accepted of course). It will not be necessary for attendees to have a YNZ Rule book as photocopy sets of those few pages that contain the pertinent Rules will be handed out.

Please note this date in your diaries. We are running this as a fun Club function and not a boring Rules lecture.

Regards  
Brent Frogley,

### **VOLUNTEERS REQUIRED**

- o Race Management on and off the water assisting Neil Gibbons & Mike Appleyard.
- o Crews for Rescue Boats.
- o Computing of Race Results.
- o Assisting with Race Administration.
- o All of the above can be on a part time basis.

For further details contact Gary Wagstaff ph 3872477.

Thanks, Gary

I have enough money to last me the rest of my life, unless I buy something. - [Jackie Mason](#)

## Committee Interviews

The Spinnaker met with newly elected Management Committee members, Greg White (Rear Commodore) & Charlotte "Tottie" Campbell-Lamerton (Communications Co-ordinator). Both are relatively new to EBYMBC, so it was time for some searching questions to be asked.



*Spin: How long have you lived in Wellington?*

GW: Around 20 years.

*Spin: So why's it taken you so long to join EBYMBC?*

GW: I only bought a boat about 3 months ago.

*Spin: What type of yacht have you bought?*

GW: Um...it's a Stabicraft actually, for diving.

*Spin: But what would be your ideal yacht?*

GW: My Stabicraft is my ideal diving boat.

*Spin: Hrumph. Alright, time for the toughy. What are your hopes & dreams for your time on the Management Committee?*

GW: I would like to bring a new approach to having fun on the water, and to provide a welcoming House environment.

*Spin: Who is going to win the Rugby World Cup?*

GW: Hopefully the All Blacks, but I don't watch much rugby.

*Spin: Oooh dear, I won't mention that bit. Moving along, what has been your most exciting experience on the water?*

GW: A trip from Mana to the Sounds in 2003 in the launch *Pamir*, the swells were 4-5metres.

*Spin: If Paris Hilton applied to join the club, would you approve her application?*

GW: No.



*Spin: How long have you been in Wellington?*

C C-L: I came from the UK just over a year ago.

*Spin: How long have you been a member of EBYMBC?*

C C-L: Just over a year. I looked at another club briefly, but if was so unwelcoming I kept on moving & came here.

*Spin: What do you sail?*

C C-L: In the UK I sailed Lasers on the River Trent, & worked on a yacht in Majorca.

*Spin: And here?*

C C-L: I'm more of a galley wench, but am an occasional sailor.

*Spin: What are your hopes & dreams for your time in office?*

C C-L: To improve participation with good clean fun on the water. To reawaken a passion for participation in the club.

*Spin: Who is going to win the RWC?*

C C-L: Manu Samoa

*Spin: How does EBYMBC compare with clubs in the UK?*

C C-L: I have no clubs to compare it with, but sailing in the English Channel often meant having to avoid large container ships heading for Southampton...though the wind there was more reliable.

*Spin: Which is your favourite Spice Girl?*

C C-L: Spice Who?

*Spin: What has been your most exciting boating experience?*

C C-L: Trying to haul up a tourist submarine when I was on the yacht in Majorca, we didn't realise what was attached to the bottom of a buoy.





# OLD SALTS REUNION

Sunday 21<sup>st</sup> October at 1400hrs  
(Labour Weekend)

*Younger-salts and non-members welcome*

Tickets \$20, includes buffet afternoon tea, your first drink & numbered tickets go into raffle. Talks to be arranged. [For catering purposes, please confirm your attendance in advance](#), tickets can be

purchased from Mike Usher (027-240-5109) or from one of the lovely ladies in the club office (04-939-4167).

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## *The Constitution Review*

The process of reviewing the club Constitution continues after the AGM. Every member should have received a copy of the proposed new document in August with the Annual Report (it had a pale green cover).

If you would like to make any submissions, suggestions, contributions or amendments to the document, please submit these in writing to the Club Administrator – [admin@ebymbc.org.nz](mailto:admin@ebymbc.org.nz), or fax 04-939-4168. The submissions received will be reviewed by the Committee and proposed amendments will be discussed with the contributors. An SGM will then be called at the earliest opportunity to adopt the revised constitution.

Like the AGM, this is your chance to have your say, & like Council elections, if you don't vote, you can't grumble afterwards. If you've lost your copy (frown), we have a few spares at the club, so pop in & grab one. *The deadline for submissions is September 15<sup>th</sup>.*

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## **Facilities Update**

I would first to thank my faithful committee member Frank for re-joining me, and also Rory and Steve for coming on board.

We have a busy schedule this year. So far we have got underway the electrical work for the west side of the hard-stand, improving both safety & access to power points. We are going to move the Learn-to-Sail 420s to the other side of the flying fifteen shed, and fence it off - hopefully that will be done during the Working Bee (September 29<sup>th</sup>). Then we will be looking at putting in a disabled toilet downstairs in the clubhouse, the designs for this are still being finalised.

Matt McCullough

## ALTEX/RESENE Winter Series Results

*Note that after much discussing, summer racing will again be on Saturdays. There will be no racing over Labour Weekend, so the first race of the Series will be on Saturday, October 27<sup>th</sup>. All prayers to the weather gods much appreciated.*

### **Cruising: 4 races sailed.**

Wakarere	1st Line and 1st Handicap - Rheineck Cup	Matt McCullough
Saracen	2nd Line and 3rd Handicap	Jan Nauta
Toroa	3rd Line and 2nd Handicap	Andre La Borde

### **Trailer Yachts: 5 races sailed**

Black Mamba	1st Line and 1st Handicap - BNZ Challenge Cup	Daryl McGee
Stinger	2nd Line and 2nd Handicap	Mike De Ruyter
Tarantula	3rd Line and 3rd Handicap	Warren Rankin

### **Paper Tigers: 5 races sailed**

Skytrain	1st OverAll	Peter Robins
One Fish Two Fish	2nd OA	Lynley Manning
Kamikazi Express	3rd OA	Ethan Price

(Peter Robins was awarded the NZ Catamaran Trophy.)



### **Centreboarders, Trapaze: 5 races sailed**

Julian Bishop and crew	1st OA
Helen Orchard and crew	2nd OA
McKenzie Taylor and crew	3rd OA

### **Centreboarders, Non Trapeze : 4 races sailed**

Mark Tucker and crew	1st OA
Matthew Price	2nd OA

**Learn to Sail:** There were a total of nine crews sailing a variety of boats throughout the series and congratulations to those who showed form. The club hopes that those who want to sail in the coming season's racing they will be incorporated into the fold.

The maximum boats that we had on the water on any day was 40. The club wishes to thank ALTEX/RESENE for their sponsorship of what was a successful series.

Gary Wagstaff, Vice Commodore

P.S. The VC of RPNYC has apologized for invading our course area on the last day's racing.

### **It's a hard (stand) life**

The Yard is still full, which is good news for the club, but makes for boring reporting, same old same old. So a friendly reminder to those that want to prepare their boats for the annual exodus to the Sounds. Book your intention to haul out soon.

The saying goes that *one swallow does not a summer make*, but judging by the way the sparrows are excitedly checking out the travel lift for nesting places, I believe spring is here.

Mike

## An update on Cushla's progress



Cushla's been busy since the Spinnaker last spoke to her back in June.

First up was the ISAF Open Women Laser Radials in Portugal, this is where countries & individuals qualify for the Olympics (so I learned something new, I thought countries could enter any competition they wanted to). Cushla came 60<sup>th</sup> out of 105 competitors, which she was very happy with, racing against sailors that had many more years experience than herself. At first the competition was divided into different groups every day, meaning different competitors daily, Cushla

ended up 6<sup>th</sup> in the Silver Group, with Gold obviously being the top.

From Portugal she went directly to Lake Ontario in Canada, for the Volvo ISAF Youth Worlds. It turns out I'm not the only one who doesn't know what ISAF stands for, but at least Cushla figured out the S stands for Sailing - brownie points for anyone who can supply me with the 'A'. Here she was not entirely happy with her 10<sup>th</sup> place overall, especially as it included an OCS, on a race when she was in the lead. This was a competition for under 19 year olds, with 34 female sailors in the radial start line. And most frustratingly it was won by an Australian!

For 5 days Cushla returned to Wellington, then it was off to the Netherlands, to challenge for the title she won in Brazil in 2005 - the Laser Radial Youth Worlds. Last year she came 11<sup>th</sup>, and this year was happy with her 7<sup>th</sup> place finish. Sailing at Scheveningen, 45 minutes from Amsterdam by train, she stayed with another Kiwi family who's teenager was also competing. The first few days were light winds, but strongly affected by a current of slightly over 1 knot, obviously locals had an advantage in these conditions. After that the winds picked up more towards the Evans Bay conditions Cushla is used to, around 10-15 knots...Evans Bay on a good day, that is!

After this action-packed schedule, Cushla returned to Wellington in time for her school ball. She fell ill for a while afterwards, but is just now getting back into her training schedule. She gets a few months 'off' to get through the remainder of year 12 (6<sup>th</sup> form), before heading out sailing again in National and International regattas. Mid December she leaves for Sydney to compete in Sail Sydney, then directly to Melbourne for the Australian Laser Radial Nationals, followed by Sail Melbourne, which will include many of the competitors from the previous regatta, plus a few more extra internationals.

Next year is still under debate. Cushla's ideal is to start a degree with the New Zealand Institute of Sport. These are the type of courses that some All Blacks & Silver Ferns have done, they teach sports management, coaching & training techniques, but still give the students time off to compete in their chosen sports. Which is good because she has a busy sailing schedule lined up for 2008.

*Suburbia is where the developer bulldozes out the trees, then names the streets after them. -  
Bill Vaughan*

## The Beerfort Scale

Force 0: Sails hanging limp. Tiller tends itself.

Force 1: Beginning pressure on sails. If sheet is eased out, the tiller still tends itself.

Force 2: Sails flapping in the breeze, and boat drifting to leeward. Sheets must be tightened and one hand put on the tiller. As the wind fills the sails, the boat heels. Case of beer must be placed on cockpit floor.

Force 3: The beer may be knocked over and must be supported or held in hand.

Force 4: Empty bottles rolling against each other on cockpit floor. Must be thrown\* astern.

Force 5: All beer streaming behind boat must be hauled in.

Force 6: Nobody can hold onto more than one beer at a time.

Force 7: The case of beer slides back and forth on cockpit floor. One person must be appointed to sit on it.

Force 8: Bottles can still be opened by one person. Beginning of difficulties pouring into the mouth without spilling.

Force 9: Bottle must be held with two hands. Only experts can get the cap off by themselves.

Force 10: Two people required to open bottles. Empties must be thrown\* to leeward only. Very difficult to find mouth. Some teeth may be knocked loose.

Force 11: The beer tends to foam out of bottle. Very difficult to drink. Lips split and teeth fall out.

Force 12: All open bottles foam. Impossible to drink. Temporary abstinence may be required.

\* The management of Evans Bay Yacht & Motor Boat Club in no way condones the throwing overboard of any rubbish, glass or otherwise, this word was retained for the sake of humorous integrity. No correspondence will be entered into.



Photos of the 2007  
Altex/Resene Winter Series  
courtesy of Frank & Diane  
Clark using Murray Thomas's  
camera. These & many more  
are available on the club  
website –





### **The AGM - minute by minute, blow by blow...** *by Alison Pritchard*

Five minutes before kickoff the chances of making a quorum looked slim, but suddenly it was all on, the prospect of an administrative bun fight obviously too strong to resist. Things started off quietly & by the book - apologies & approval of the Minutes of last year's meeting. In a moment of accord not previously seen by this reporter, the Annual Report was accepted without question, query, dispute or dissent. Then things went downhill.

The Management Committee presented the Notice of Motion to accept the draft Constitution that had been sent to all members. There were a number of objections to details in the draft, but these faults, to a large extent, already existed in the current Constitution, they just hadn't been corrected in the draft, so in fact the bulk of the changes were accepted without complaint, which is nice. All those who put in the many hours of effort getting the new document thus far should feel honoured by the attention to detail paid by just one or two club members, who perhaps it might have been wise to include earlier in the lengthy process (please see the request on page 9 for assistance with this continuing process).

And so, as the proposed Constitution draft met a fiery death, a new sub-committee consisting of Mike Appleyard, Jane Thomassen, Warren Rankin, Robin Clearwater & an ever-enthusiastic Rick Martin was put together to continue the redrafting process. An SGM will be called later in the year to approve (or disapprove) of their efforts.

The meeting then continued in a very positive tone. The only Management Committee role requiring a vote was Events Officer. Mike Usher & Dorothy Fox were both standing, Mike was unable to attend much of the meeting as he was attending his daughter's graduation. Dorothy spoke briefly of her intentions for the role, & then it was vote time. While the officials were doing the counting the remainder of the Committee roles went uncontested & all sub-committees were well-filled. Which is not to say that if you couldn't make the meeting but would still like to help, that we don't need you. When it comes to sub-committees there is always room for one, two, three or more.

We then had four speakers, waxing lyrically on four long-standing club members up for Life Membership. Given the extensive history all four have with the club it was not surprising that this section of the evening, full of deeds, misdeeds & amusing anecdotes took up the greatest amount of time. And also not surprising that all four 'passed' with flying colours. Congratulations Gibbo, McGoo, the Admiral & that noisy Rankin fella in the back row.

And so we moved on to General Business. For the large part everyone was pretty positive & constructive in what they had to say.

- Don Manning requested some thought put into bringing affiliated sailing groups into the club's yachting activities (Radfords, Sailability, Vic University sailors, Learn-to-sailors).
- There was some discussion on the change to Sunday racing, & when/if that was likely to be reviewed. It was agreed that the weather would probably have the final word on that matter.

# The Spinnaker

- Roger Kerswill (sorry if I got your name wrong Roger, me & shorthand aren't on speaking terms), who is a club member but also involved with the Britannia Sea Scouts, spoke of how the Sea Scouts were originally started by EBYMBC club members some 80 years ago, & he hoped we would be able to find a way to include their four sunbursts in our racing.
- Murray Thomas queried when the start box facilities for disabled sailors would be completed, (hopefully within the next few months), & requested that the Committee do some serious thinking about how to raise fleet numbers.
- Don Manning (who earlier volunteered for the House Committee) took the floor again briefly to speak of his enthusiasm for improved food & coffee offerings & that 'rules' for running the bar might be tightened slightly.
- Paul Vautier thanked the Committee for all their efforts, which was very much appreciated, sometimes it feels as if warm fuzzies are a little thin on the ground.
- The last speaker was Neil Gibbons, requesting that we endeavour to host more national competitions at the club, what a glutton for punishment he is.

And so proceedings came to an end at 8:45pm, followed nanoseconds later by the usual unseemly rush for the bar. To congratulate the new life members of course.

## 2007 - 2008 Management Committee Officers

<b>Commodore</b>	John Seggie	Ph 388-6925 Email <a href="mailto:stewartmatangi@xtra.co.nz">stewartmatangi@xtra.co.nz</a>
<b>Vice Commodore</b>	Gary Wagstaff	Ph 387-2477 Email <a href="mailto:garywagstaff@xtra.co.nz">garywagstaff@xtra.co.nz</a>
<b>Rear Commodore</b>	Greg White	Ph 386-1123 Email <a href="mailto:house@ebymbc.org.nz">house@ebymbc.org.nz</a>
<b>Club Captain</b>	Matt McCullough	Ph 567-2117 Email <a href="mailto:mdlj@xtra.co.nz">mdlj@xtra.co.nz</a>
<b>Sailing Academy Officer</b>	Brent Frogley	Ph 938-4680 Email <a href="mailto:brent.frogley@paradise.net.nz">brent.frogley@paradise.net.nz</a>
<b>Communications Officer</b>	Charlotte Campbell-Lamerton	Ph 386-4129 Email <a href="mailto:comms@ebymbc.org.nz">comms@ebymbc.org.nz</a>
<b>Events Officer</b>	Mike Usher	Ph 027-240-5109 Email <a href="mailto:mikann@paradise.net.nz">mikann@paradise.net.nz</a>

## Sub Committees elected AGM

Sailing	Noel Thompson Rick Martin Grant Viggars Paul Vautier	Sailing Academy	Remy Thomassen Murray Thomas Colin Lee Warren Rankin Stephen Luckin
House	Rory Graham Don Manning Al Osborne Kate O'Brien Steve Hazelwood Bob Mawson Fiona White	Communications	Alison Pritchard Trevor Weaver
Facilities	Frank Clark Rory Graham Steve Hazelwood	Events	Dorothy Fox Anne Usher



## Have you paid your bill yet?

Invoices for membership and boat storage went out in early August, to be paid by September 8<sup>th</sup>. Please be prompt and pay on time, so much office work is wasted following up on people who haven't paid or haven't paid the correct amount.

If you aren't going to renew your membership, we won't be too hurt, but please let the office know in writing, otherwise they have to keep chasing you up, but remember that if you have a boat stored at the club you must maintain your membership. Please don't treat the club like a bank, treat us like your favourite charity.

### **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.

## **New Zealand International 420 National Championship**

### **Easter 2007 – Evans Bay**

A total of 32 boats competed in the 2007 New Zealand International 420 National Championship hosted by the Club over the Easter weekend in April. Eight Evans Bay boats and a total of 15 Wellington region boats took part in the regatta. This was great representation from the Wellington region in making up almost half of the fleet. Evans Bay and TRIYA graduate club members contributed a quarter of the fleet – making this the largest Club representation. This scale of representation can be directly attributed to the growth in popularity of the 420 within the intercollegiate programme.

Thomas and Jason Saunders from Tauranga won the 420 National title from Paul Snow-Hansen and Blair Tuke, Wakatere and Kerikeri, a close second on count back.

The ages of the crew members ranged from 12 to 50 something. However the average age must have been about 15 - 16 so the 4 or 5 oldies were out on their own. The level of competition was high and the results show the close finishes achieved in the light breezes. Some of the crews had only been together for a few months prior to the Worlds in January and hadn't had a lot of training since then. The short time in the 420 for some competitors didn't limit the skills displayed. Full results can be found on the NZ 420 Assoc website at [www.420sailing.org.nz/results/blw17.htm](http://www.420sailing.org.nz/results/blw17.htm)

The Evans Bay Club did a great job of hosting the Nationals. Gary Wagstaff did a fantastic job of managing the race control and on water umpiring. The many helpers on the water and in the Clubhouse ensured a smooth event went off without any problems.

The packed lunches went down really well, although some had been devoured by 11.00am on the late start days. The presentation evening was a great success and the disco was also well received. The oldies went upstairs and "chatted" to avoid the noise and the dry ice smoke machine.

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A well organised and run 2007 New Zealand International 420 National Championship. Well done & thanks to Evans Bay Yacht & Motor Boat Club for hosting the event and making sure all went well for the competitors.

Matt Taylor

*Don't use a big word when a diminutive one would suffice.*

