

The Spinnaker

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

June 2006



This is how happy people should look when they're sailing eh! The Club trip to the Marlborough Sounds was a huge success – see page 12-13.

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Calendar

June 17

First race of the Winter Series

June 24

Rock & Roll evening

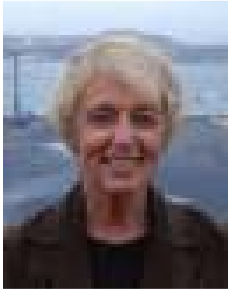
July 8

Black Shed Allocation Day

October 7

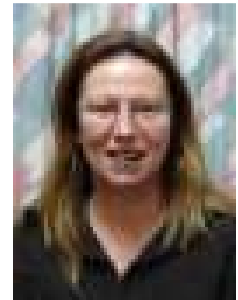
2006-07 Season Opening Day

Meet the new team keeping the club running...



Dale Adams is the new Club Manager. Dale knows her way around the Wellington yachting scheme having spent several years doing volunteer work at RPNYC. She's now in charge of the day-to-day running of the club & is most likely to be the smiling face you'll see if you pop into the office. Dale works Monday to Friday 1-5pm, plus Monday, Thursday, Friday & Saturday mornings. Please remember to introduce yourself.

Now this face should look familiar. Kate O'Brien has been our racing secretary for a couple of years, as well as being active on the House Committee. And she's now the Club's part-time Accounts Officer. Currently Kate is putting in the hours to get the accounts finalised with the auditor, & ready for the upcoming AGM. She's in the office all day Thursday.



Mary Mantel started in February as the Membership Secretary. She's in the office on Wednesday mornings, & you'll also find her around the hardstand occasionally with husband Graham, they're building the large steel yacht in the northwest corner of the yard. The club recently installed a combined membership/yacht database, that, as we build it up, we hope will allow us to find out who our members are, what boats they sail, & how the club can look after both better. Mary's getting it up & running now.

Club office hours are now: Monday, Wednesday, Thursday, Friday - 9am to 5pm, Tuesday - 1pm to 5pm, Saturday - 9am to 1pm

Club Captain's Facilities Report

Having just taken over from Graham Rowe, on a temporary basis, first on my list has been to get up to date with where things are at and to assemble the budget for the coming year. A priority is to finish work on the start box showers. From there we can work out other priorities on the work programme going forward.

Would members who use the sheds please ensure they follow the proper protocols in storing their boat, as set by the Shed Controller. You are allocated space at the Club's discretion. Please help to keep the sheds tidy and be considerate of other users. Thank you to Dorothy Fox for the work you have done, and continue to do, in keeping the area behind the Black Shed in tidy condition as well.

Russell Third
Club Captain

From the Events Team

The Events Subcommittee has a new co-opted member, Ross Davies, who I am sure will strengthen our committee.

The Events Committee this year has been well supported by Alan Osborne's House Committee and we have worked hard to have events that our members would want to participate in and enjoy. As this committee year draws to a close, planning will commence shortly for the 2006 Opening Day which is one of the most important fixture on our club's calendar, and it is a time when the club comes under the scrutiny of our members and important guests.

For a club to be successful the social activities must also be successful, and your committee has worked hard to increase numbers attending club functions. However there is room for improvement, and one negative to improving numbers using our club is the décor which, to put it kindly, is dated. The decision by MANCOM to address this urgently will be welcomed by our members, and hopefully will result in more members frequenting the club. The issue of the level of formality at club functions has also been raised by some members, and certainly since I joined the club in 1995 our club is less formal now than it was then. This may be an area we want to address and get members' feedback on to achieve a good balance.

The Rock & Roll evening is on Saturday 24 June so if you have not purchased your ticket consider doing so now.

If any members have suggestions for functions you would like the Events Committee to consider please contact Dale in the office or myself.

John Seggie
Events Officer

Who owns Banshee? It is a P class yacht number P 122 and is parked in the aisle of The Black Shed. Yacht storage must be arranged with me. Members have no automatic right to storage and no one has rung me about this. A fee is owed for storage, dating from 21st May 2006. Please ring me as soon as possible on number 586-3919 or 021 650 236 to tell me what the situation is. Thanks.

Dorothy Fox
Shed Controller

Builders of composite race yachts now offer Wellington an accessible workshop facility for repairs, refits and resprays. With a door height of 6m there is not even a need to come off your keel.

Recent jobs include chainplate and window replacement, and rudder repairs on 'Splash Palace' for Geoff Herd, structural repairs and topside repaint on 'Esprit' for owners Cheryl Ferguson, Phil Bishop and Terry Steven, rudder rebuild on 'Titus Cavdy' for John Wood and prod installation on 'Supergroove' for Graham Rowe.

www.hakesmarine.com

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Sailing Committee Report

Hi All

Now that the Summer Series is over (yes I agree, what Summer Series?), we now have the Winter Series to focus on. The Notice of Race and Sailing Instructions are loaded on the club website.

Last Summer racing for the club produced no winners beyond Cruising division, because the weather conditions didn't allow sufficient racing in Spring, Summer or Autumn. We did send out boats in marginal conditions, mainly due to frustration, only to have lots of gear breakages and not much fun. The cruising division were able to break through the wind barrier and complete their series. This was ably organised by Noel Thompson with back up from John Duurloo and others.

The Winter Series is again sponsored by Altex Resene and we thank them for their support. When you shop at Resene, as I'm sure we all do, make sure you advise the staff so your purchase can be logged against the Club sponsorship. This way the effect of sponsorship can be gauged. See the following page for details of discounts available from Resene.

Racing this winter will start at the earlier time of noon and will contain a mix of harbour racing and round-the-buoys racing over six Saturdays, starting 17th June. We had a maximum fleet of 52 boats on the water last year and great after-race occasion where debriefing normally took the shape of fining those who did things they would rather forget and awarding those who got it right on the day. Lucky punters did well for spot prizes also. The barbeque also works in Winter.

We will be one trailer boat less in the club with the sale of Supergroove to the other side of the world. Graham Rowe has sold to an English buyer and I'm told the boys said their fond farewells to her 2nd June. Lots of patting and hugs (not Graham - the boat sillys). Supergroove, and Graham in particular, performed very well indeed around the country as the results testify. He can now be seen test driving the newest of a line of toys, this one is a Jolly boat. For those not familiar with the class, they are 14 ft Spencer design for normally one person and are hard to keep upright in a blow, or is that in Evans Bay Graham?

I hope the Winter Series brings out the boats again and I look forward to good racing and enjoyable times afterwards, starting Saturday, 17th June

Bye for now
Miles Tremlett, Vice Commodore

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.

It is no coincidence that in no known language does the phrase 'As pretty as an Airport' appear.

Douglas Adams

The Resene discount

When you visit your Resene showroom, present your membership card & state that you are purchasing for the Watersports Evans Bay 'Cash Account'. All goods must be paid for at time of purchase by cash, cheque, credit card or eftpos.

The discounts are as follows:

- Premium paint 250ml to 4l tins 25% discount
- Accessories/brushware 20%
- Protective coatings 15%
- Premium 10lt pails 10%
- Specialist 10lt coatings 10%

Members can also purchase Altex Yacht & Boat Paint at selected Resene Colour Shops at special prices.

ALLOCATION DAY FOR THE BLACK SHED ONLY – Saturday, 8 July

Allocation Day for The Black Shed will be held on the 8th of July 2006 at 9am. If you have a boat in the shed and want to keep your space or want to apply for storage space in the shed, you must turn up on Allocation Day and help with the process.

There will not be an official working bee day in association with Allocation Day. However all boat owners concerned are asked to help with some of the work that is required on this day. This is:

- moving boats out of the shed (ground level only);
- help to sweep out the shed;
- generally tidy it up;
- to return boats to their places, possibly putting ground level boats that are not often used up a tier;
- putting name tags on your own spaces only - a new measure being tried out this time; the Club will supply names and tape or tacks.

Some time in June all people with boats in the shed will receive an invoice or invoices based on their present allocated space(s). Discounts will be documented in the invoices, they will be based on the date the invoice is paid, & a pay-as-you-go system will also be available. It is anticipated that most spaces will continue "as is" but ground level boats that are not used often will be asked to move up a tier - this will change the fee to be paid, as the second tier is cheaper than the ground level.

You will also be asked to identify your mast or masts and, at this stage, we will tag masts. Any unclaimed or unidentified masts that are not identified will be advertised on the Club Noticeboard for one month and will then be disposed of.

If you need further information, please ring the office or ring Dorothy Fox on 586-3919.

ALLOCATION DAY FOR THE TRAILER PARK USERS – Saturday, 22 July

This is advance notice that the Trailer Yacht Park will hold their Allocation Day on 22nd July at 9am.

House Report

Hardworking members of the House Committee have been having a bit of a tidy-up around the place, some of which will be easily noticeable, other work, such as a top-to-toe overhaul of the storeroom, less so. You may also have seen carpet & paint samples floating around the place, & while they have been generating much heated debate, I'm sure everyone will agree that the downstairs carpet & lino are in dire need of replacement (so is the upstairs, but one major expenditure at a time). Obviously this work is going to be expensive, so we will be putting the time in to make sure the job is done right, & while the end color scheme may not be everyone's personal taste, we hope it will have sufficient general appeal to start putting more bums on seats, & bring a few of you back to enjoy our new range of Friday evening meals.

In the meantime, on the non-sailing front, here's what's coming up on the big screen.

All Blacks Tri Nation and other tests. All home games will be shown live at the club.

The House Committee will have food and drinks available. The menu will be

Saturday evening games (5:30 & 7:35 games only)

Burger and chips \$5.00

or Irish stew \$5.00

Sunday morning live replay breakfast

scrambled eggs, bacon or sausages and oven baked chips \$7.50

Date	Game	Venue	Time(NZ)
10 Jun	New Zealand v Ireland	Hamilton	7:35 pm
17 Jun	New Zealand v Ireland	Auckland	7:35 pm
24 Jun	New Zealand v Argentina	Buenos Aires	

Date	Game	Venue	Time(NZ)
08 Jul	New Zealand v Australia	Christchurch	7:35 pm
15 Jul	Australia v South Africa	Brisbane	10:00 pm
22 Jul	New Zealand v South Africa	Wellington	7:35 pm
29 Jul	Australia v New Zealand	Brisbane	10:00 pm
05 Aug	Australia v South Africa	Sydney	10:00 pm
19 Aug	New Zealand v Australia	Auckland	5:30 pm
27 Aug	South Africa v New Zealand	Pretoria	2:00 am
03 Sep	South Africa v New Zealand	Rustenberg	2:00 am
10 Sep	South Africa v Australia	TBA	2:00 am

Human beings, who are almost unique in having the ability to learn from the experience of others, are also remarkable for their apparent disinclination to do so.

Douglas Adams,

Profile of Daryl McGee, by John Seggie.

Daryl became a member of our club around 1960, and over the years has been involved in a number of club committees, and also served at one time as Acting Rear Commodore. To this day Daryl continues to be active in the club's racing calendar. Both he and his wife Barbra spent five years on the Wellington Trailer Yacht Committee.



Daryl's sailing goes back to 1949 when he sailed in a wool bale sacking, tee tree mast, 2 ply parcel twine sailing boat. He got serious about sailing when he was 15 years old, at which time he helped to build a Merlin Rocket, and on the boat's completion also crewed on it. Daryl's racing successes includes two 3rd places in the Leander Trophy Race for R Class dinghies in 1961; two 3rd's in the NZ Hartley Trailer Yacht Championships in the 70's; two 3rd's in the Tasman 20 Trailer Yacht Championships; and in 1978 in a Gazelle Mk 1 he won

the NZ Trailer Yacht Champs for that class. More recently Daryl and his crew were 1st in the NZ Trailer Yacht Championships Division Two in 1991 and in 2001 in a Gazelle Mk 2. Daryl also manufactured Gazelles trailer yachts, both the Mk 1 and two.

In 1978 Daryl sailed from Wellington to Auckland in Aztec prior to it going cruising in the Islands, he then did a delivery trip from Auckland-Wellington, which was followed by participation in the Wellington Nelson race of that year.

Daryl is of the opinion that the social side of our club needs addressing and believes that the Management Committee should come up with suggestions on how to improve membership participation.



He is passionate about the Pub-to-Pub race, an event he has organised for some 20 years, but which has been going for 40 years. Daryl says that, while well supported, the event is not as successful as was previously the case due to other clubs scheduling sailing on the same day as this historic race.

Daryl would like to see some improvements made to the launching ramp, which he says should be re-built with an extension to the jetties and a floating ramp in the middle. Another area which he feels needs attention is our club house and some five to six years ago Daryl was the instigator of upgrading the club house. However he is of the opinion it is now time for some more work to be carried out. In the medium to long term he would like to see a plan drawn up to build new club rooms by the water, Daryl was involved in having a set of plans drawn up previously which the club at that time did not progress for a number of reasons.

Finally, Daryl says that our club trains and introduces lots of people to sailing, many of whom then leave to join other clubs. Our club supports Learn-to-Sail, the Radford's Sailing Academy, and Disability Sailing and he feels we must strive to have these sailors involved in the social side of our club, and our racing programme. In short, Daryl believes we need to build up membership participation across the board, a view I totally agree with.

2005-2006 Summer series cup winners

Holmes Trophy	<i>Mystic</i>
Vice Commodores Trophy	Kate O'Brien
Marangi Cup	<i>Kotuku</i>
Pet Cup	<i>Mystic</i>
Kelvin Hopkinson Memorial	<i>Moreta of Pern</i>
Hadfield Smith Memorial Cup	<i>Moreta of Pern</i>
Charlotte Cup	<i>Temptation</i>
The Bucholz Cup	<i>Saracen</i>
The Blanche Trophy	<i>Equinox</i>
Rheineck Cup	<i>Seadate</i>
Shiralee Cup	<i>Kiore</i>
Annetta Trophy	<i>Freudian Sloop</i>
The Wales Bank Trophy	<i>Gauntlet IV</i>
The Victory Shield	<i>Iceman</i>
The Mansfield Mug	<i>One Fish Two Fish</i>

Interestingly, RPNYC also has a Pet Cup which is dated 1886 (Evans Bay's cup is dated 1887) and it is on permanent loan to the Maritime Museum here in Wellington. Presumably both after named the yacht *Pet*, that sailed in Wellington in the mid 1800's. The yacht *Marangi* is sitting on the hard at the moment, can anyone confirm that the Marangi Cup is named after her – it was presented first in 1928 by a Scott Ramsey Esq no less!

If anyone has any more information as to the history of some of our incredible collection of silverware, I'd love to hear from you (kokamo39@clear.net.nz). Hopefully next year the weather will allow more of them to come out of the closet & into the loving hands of the engraver.

From the Sailing Academy

Hi people,

Doesn't time fly, half way through the year already and it seems like Christmas was just the other day. Well, we've been busy at the academy in the mean time, we ran 6 learn-to-sail classes during the last four months.

People often comment on how I seem to spend all my time at the club, but even though I am not there as much as that I do enjoy teaching both adults and kids and I get a kick out of seeing them attain their sailing skills while having a good time doing so. Having said that the sailing academy team has dwindled somewhat over the last few years and we can do with extra hands.

YNZ will be running some more Instructors and coaching courses so if you would like to join the team please let me know. If you do not think you are up to instructing others we could still use you as more hands always come in handy. Everyone always has a good time and this gives you a chance to get out more often if you feel that there are too many cancelled sailing days.

Cheers,
Remy

Ph 970-1926, Email thomassen@paradise.net.nz

Sporting Success in Waka Ama

March 2006 brought to New Zealand the IVF World Waka Ama Sprint Championships. This event was held at Lake Karapiro, Cambridge on 21-25 March, 2006. Held every 2 years, this was the 2nd IVF Va'a World Sprint Championships event to have been held in New Zealand and the first time that I had competed in Worlds.



Master Womens W12

New Zealand placed 2nd after Tahiti for Gold medals but we were 1st overall with 63 medals in total out of the 20+ countries competing. I was selected to compete in two grades (Open and Master Womens), entered in 4 events, made 3 finals and won a bronze medal for the W12 (double hull) Master Womens 500m. I also had the privilege of being named captain of a W12 Open Womens team.

The selection process to represent New Zealand has certainly been a test of character! Over a period of 15 months the Womens squad have had to progress through a series of time trials, fitness tests and training camps mainly held in Rotorua in order to reach final selection. Trying to fit in all elements of life has been a challenge in itself with family commitments, training, work, and travel, but with support and encouragement from family, friends and colleagues the rewards and experience have been invaluable.

See you on the water!!
Chris Fox



Yachting achievement recognised

Four yachties were amongst a long list of New Zealand's high achieving athletes recognised recently by the New Zealand Academy of Sport at a Gala Dinner held at Sky City in Auckland.

Evans Bay's Cushla Hume-Merry, Sharon Ferris and crew, Andrew Murdoch, Blair McLay all achieved a podium result at World Championship level in 2005 with McLay and Hume-Merry both recognised for their top spot at the Youth World Championship level.

The prestigious black tie Gala Dinner, held in association with the New Zealand Olympic Committee and Paralympics New Zealand, was a chance for SPARC to congratulate those athletes who have achieved with distinction - whether at the Commonwealth Games, junior or senior world championships, Winter Paralympics or Winter Olympic Games.

Cushla also featured on the back cover of the June 1st edition of *The Wellingtonian*, highlighting her upcoming trip to the UK to take part in the World Youth Sailing Champs. Currently ranked as fifth best Laser Radial sailor in New Zealand, Cushla's ultimate aim is to win gold at the 2012 Olympics in London.

The Spinnaker

Totara Street
Eastbourne
Wellington

3 April 2006

Mr T Radford

Tutukaka
Whangarei



Dear Mr Radford

Leah Moncheur and I, Nichola Trudgen, are both mad keen 420 sailors. The reason we are writing to you is to say thank you for setting up the Tup Radford Inter-collegiate Yachting Academy which introduced us to the class.

Last season Leah and I started sailing through our respective schools, Queen Margaret College and Hutt Valley High School, in the TRIYA 420 sailing programme. We enjoyed it so much that when Paul Verry announced he was going to put together a squad to train for the Nationals, which were being held in Evans Bay, we both decided to have a go. It was so much fun and such a good experience that after the Nationals we went on to compete as an all girls team in Youth Sail which was held in Auckland.

As we have both been sailing for several years prior to this we know how much effort and expense it takes to have your own boat. What is so fantastic about the Tup Radford sailing programme is that you are able to 'try the class before you buy' which consequently introduces a lot more sailors to the class than would otherwise be the case. Especially as 420's are relatively expensive yachts to purchase.

Last November we purchased our own 420, called Diamonds On The Inside (D.O.T.I. for short) which we sail whenever we can. Just recently we have been selected into the YNZ Youth Development Squad, which is such an honour and we are getting so much out of it. We are also training hard for the 420 Worlds and Youth Trials which are coming up and hopefully we will be good enough to go. The Worlds are in the Canary Islands which would be very exciting.

So thank you for your generosity, as it was because of you we were introduced to the 420 class which we love.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nichola Trudgen'.

A handwritten signature in black ink, appearing to read 'Leah Moncheur'.

Nichola Trudgen and Leah Moncheur



North Sails Race Clinic 'definitely the cheapest way of winning races in 2006'

In July-August 2006 American sailing teacher and author Bill Gladstone will conduct a seminar tour of New Zealand, and will be hosted by Royal Port Nicholson Yacht Club, on Saturday & Sunday, 29-30th July, 9am-5pm.

North Sails Race Clinics, which are produced by sailing website Crew.org.nz, will be both theory and practical based, covering advanced aspects of sail trim, tactics and boat handling for race sailors.

Richard Bicknell, Sales Director at North Sails, believes that while boat owners invest thousands of dollars in improving their equipment and putting bells and whistles on their boat, there is no replacement for knowledge, and knowledge comes cheaply by comparison.

Bill Gladstone is the author and creator of the NorthU Racing Seminars on Racing Tactics, Sail Trim and Boat Speed. He was born and raised in New York, learned to sail on Cape Cod in Massachusetts as a child, and currently lives in Connecticut. Graduates of his seminars number in the thousands. They are winning races in IRC, PHRF, IMS, MORC, and One-Design fleets the world over.

Clinics cost \$170 for a full weekend, or \$60 for the evening sessions. Full details, including a synopsis of the program, and online registration are at www.crew.org.nz. Alternatively, call Zoe on 09 376 5100.

The origins of a common phrase; some nautical trivia.

Once upon a time it was necessary to keep a good supply of cannon balls near the cannons on war ships. But preventing them from rolling about the deck was a problem.

The best storage method devised was to stack them as a square-based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to a cannon.

The issue of preventing the bottom layer from sliding/rolling from under the others was overcome by making a metal plate with 16 round indentations, called a Monkey. If this plate was made of iron, the iron balls would quickly rust to it and this problem was in turn solved by making Monkeys from brass.

Brass, as we know, contracts much more than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would be forced out of their indentations and off the monkey. Thus, it was quite literally, cold enough to freeze the balls off a brass monkey

And all this time, you thought that was a vulgar expression, didn't you?

Committee Details

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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 - Russell Third Ph 387-7706 Email troubadour@xtra.co.nz

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

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

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

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

Cruising Paradise – well almost, if you've got a good imagination

By Brent Fragley

Those of us with our bosses under control, meaning we know how to get days off, or even better those with no bosses, except the one at home, boarded the Interislander at 8.30 am on Friday for the annual EBYMBC Learn-to-Sail, Sounds weekend. A warm 20 knot north-easterly, apparent breeze 10 knots north, made standing on the ferry deck an unusually pleasant experience while contemplating 48 hours of fair weather sailing ahead. We managed to meet up with the *Rapport* (a 31ft Jeanneau) team, Alexander & Terry O'Conner with Michael & Gareth Jones, however our Learn-to-Sail leader, Remy on *Alacalufe* (a 43ft Beneteau), with Lainey Cowan were nowhere to be seen. Now Remy assures me that he was conspicuous about the boat, but there may be further investigation required here

Arrival in Picton saw those who drew the short straw off to buy groceries – more about that later - and for the rest of us it was straight to Waikawa for yacht briefings and familiarisation. By about 3.00pm we had all the strings and switches sussed, provisions on board, and it was off for a round-about sail to meet up at Double Cove for the night.

Brent Cleater & William Finch, both being keen fisherman, thought the gentle 10 knots and sun too good an opportunity not to get a line in, and so *Vis a Vis* (35ft Jeanneau) spent most of the afternoon try to tack through a fleet of floating seagulls because Brent was sure that was a sign where the fish was.

Approaching the Double Cove marine reserve Brent was sure that it was the position of his hook, and not the yacht that determined when he had to stop. And as he had at least 300 feet of line out then no worries. Fortunately we caught no fish and no one saw us catch nothing, so “no worries”.

Moored up in Double Cove we were joined by Grant Viggers and team on *Mashava* (a 43ft Beneteau) and rafted up for drinks, dinner and the other stuff you do on yachts where there is no TV and no way ashore. Now Captain Cook was well aware of the benefits of onions in preventing scurvy, as it seems were our grocery shoppers. Perusal of the ingredients for dinner revealed an ample supply of onions, but not much else in the way of veges. Our anxiety was abated however with the call of “permission to come aboard, I've got some vegetables to swap”. The relief was, however, short lived, yep you guessed it – more onions. After dinner Wendy MacDougall, Ross Smith, Jane Thomassen, and the other folks who had been unfortunate to have to work on Friday, joined us by late ferry/plane and water taxi.

Saturday was off to Ship Cove for a barbeque lunch. Unfortunately this is currently a DOC construction site, one with no barbeque. The day was saved as Remy skillfully maneuvered *Alacalufe* alongside the jetty, only going aground once, to take *Alacalufe's* barbeque ashore. Confirming the Sounds Cruising Guide's warning that the holding at Ship Cove is only fair, at least 2 skippers made a hasty retreat back on board as their yachts beckoned the shore. So much food for such a little barbeque and dinner at Punga Cove only hours away...

So *Vis a Vis*, with guests, decided to visit Motuara Island for a walk to Cook's Cairn. Contrary to popular opinion, the best way to secure to the jetty is not to hook a stanchion under it. Still, it bent back rather easily with a good kicking & I did own up to Charter Link, and nothing has hit the credit card ...yet.

Dinner at Punga Cove was a sumptuous affair, and then down to the bottom bar to join the skipper of Wellington charter boat, *Sweet Georgia*, and about 20 very lubricated passengers while we watched Canterbury do the right thing. They were heading back to Wellington early the next morning, much to the disquiet of their skipper, into a predicted 30 knot northerly. “I have told them to wait to Sunday” he said “but they are insisting. They'll get hammered by the piss tonight and hammered by the swell tomorrow”. Must have made it though as the boat is now tied up back in Wellington. Back on *Vis a Vis*, Ross found the emergency rum bottle, and then that was gone, so off to bed to the mixture of lapping water and *Sweet Georgia's* 2000 watt stereo system accompanied by the male passenger choir.

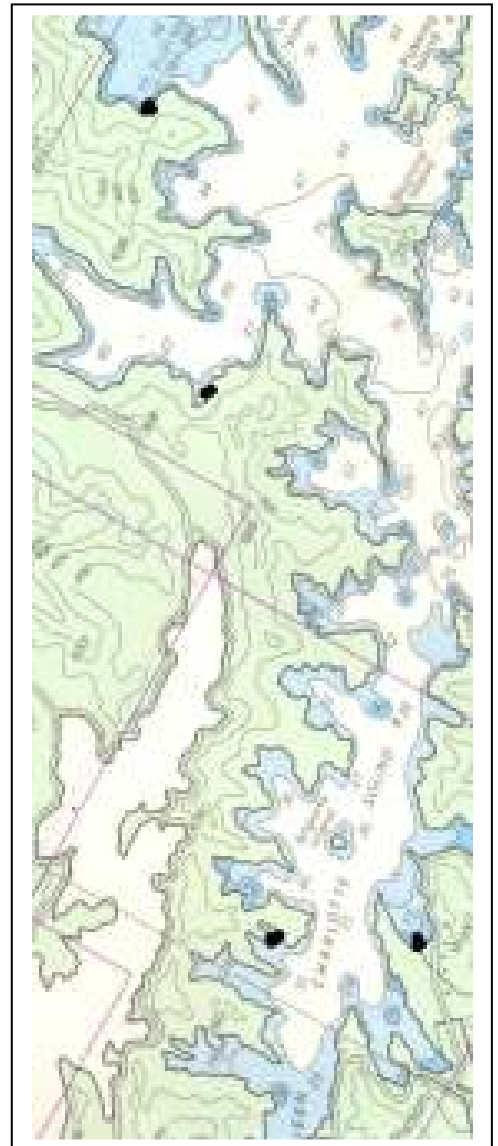
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Sunday morning was bacon and eggs. Remy, being the helpful kinda guy that he is, grabbed the duck for a visit to other boats, checking on supplies. Bit like a grocer in a row boat. Jane, keen to get going, decided to slip moorings and round him up. Valiant effort, Remy, and great to watch, but you should have known a man in a rubber duck trying to hold a bag of uncooked eggs can not out do a 20hp diesel.

Then the call that every skipper dreads. We've put the mooring rope round the prop? No, worse than that. The head's blocked and I need to go. After much problem solving discussion, we decide that the holding tank can only take so much. Deep water and the turn of a handle and all is solved. Thank goodness for that. Thought I might have had to get the tool kit out.

The 30 knots reported at the Brothers failed to get much past 15 in the Sounds before turning to 5 knots from the South with rain as we tacked back to Waikawa. The *Spirit of New Zealand* sail training ship, all sails set, appeared out of the distant mist, and someone, who shall remain nameless, suggested it would be fun to see it tack. A slight course change on starboard for *Vis a Vis* resulted in about 20 poor cadets in yellow jackets in the rain climbing the rigging and she turned to again disappear into the murk. Hope they weren't enjoying their breakfast. Bit mean of us.

Back at Waikawa all too soon, then on the ferry for a few rounds of rum and home. A great weekend and great company. Special thanks to Remy for all the organisation.



From the Commodore's Log

After many months of submissions, resource consent hearings at Wellington City Council and a hearing in the Environment Court, the club finally has the Resource Consent to enable us to operate or lease-to-operate a 7 day a week café/restaurant available to the public.

Despite the fact that the original operator withdrew from the arrangement, a decision was made to pursue obtaining the Resource Consent, which has a 5 year time frame to allow the club to set up the whole facility.

The club now has many options available to it and has the time to either go ahead in its own right or find a new operator to set up the restaurant. This is a valuable asset for the future and allows time to thoroughly investigate the best options

In the meantime the committee has decided to upgrade the downstairs portion of the club house and work will commence soon on painting, laying new carpet & lino, upgrading the toilet areas and new furnishings for downstairs.

Quotes and costings for these items are being obtained at the moment, but we do not intend delaying the work, which hopefully should all be finished before Opening Day on 7th October.

As mention in the Vice Commodore's report, the season just completed was badly affected by weather, to the extent that no division series had any championship results. It is time for the club to give careful consideration as to how it sets up the racing programme for the new season.

Week after week sailing was cancelled on a Saturday only to have good weather on the Sunday, so perhaps we need to give thought to setting up the Notice of Race & Sailing Instructions to allow the Race Committee to transfer division championship racing from Saturday to Sunday.

During the winter series we intend calling a meeting of all competitors to hear opinions on what is best for all.

The date of the Annual General Meeting will be notified in the next few weeks and we need volunteers to stand for all committees in the club's operations. Facilities, Sailing, Academy, Events, and House committees all need volunteers. Please consider putting your name forward. Your club needs you.

Hope you all have a great winter racing series and will participate in the many club activities in the new season.

Happy sailing.

***Mike Coupe
Commodore***

- Reminders:
- * For anyone with an insomnia problem, minutes from the monthly Mancom meetings will now be posted on the downstairs noticeboard
 - * There's a few pieces of club logon clothing available in the office, t-shirts, caps, a jumper too I think. The price list is on the website.
 - * This line intentionally left blank.



Coastguard Launches NowCasting in Central Region

Coastguard has introduced a VHF radio based weather reporting system, aptly named NowCasting. The service provides up to the minute weather conditions at certain locations within the VHF radio coverage area.

The service, which is now operational at Wellington, obtains data from five weather sites operated by MetService and one operated by Coastguard. This information is then turned into a voice message and broadcast in marine VHF along with relevant local weather forecasts, tides and Weather Warnings. The information is continually updated so that what you hear on the VHF radio is up to the minute, which provides excellent up to date information for sound decision making for those planning to put to sea.

The information includes:

- The strongest three second gust over the last minute
- The average wind speed over the last minute
- The average wind direction (degrees true) over the last minute.

As wind is a critical factor in sea conditions, this information provides a very good picture of what the actual weather is at the following sites which are used in this area:

- Wellington Airport
- Karori Rock
- Cape Campbell
- The Brothers
- Stephens Island
- Mana Island

While the broadcast provides what is happening at those specific areas, it also gives us a clue as to what can be expected in regard to local conditions and what can be expected in Cook Strait.

It is envisaged that the broadcast site should will a large coverage area; into The Marlborough Sounds, beyond The Brothers and Cape Campbell in the South Island and Wellington's south coast, into Wellington Harbour, and beyond Foxton on the west coast in the North Island.

To assist in future broadcasting site locations for NowCasting we would appreciate any feedback in regard to where you hear the broadcast. This information will help in obtaining a 'footprint' of the coverage area which will have some effect on further installations which may to a degree, overlap into this area. Feed back can be emailed to Phil at: philp.ccr@nzcoastguard.org.nz

And finally, where can you find this service on your marine VHF radio? :

Channel 23.

He hoped and prayed that there wasn't an afterlife. Then he realized there was a contradiction involved here and merely hoped that there wasn't an afterlife.

Douglas Adams

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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.



Cook Strait Ferry.

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