

# The Spinnaker

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

September 2005



*Thanks to Remy Thomassen for these photos of progress on the new finger jetties. I am assured that John Duurloo (above right) didn't lay the entire concrete slab by hand, and that the lake in the middle of it is not intended for model boat racing.*



## Contact Details

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Club Sailing information 939 4171

Clubhouse (members) phone 939 4170

## Calendar

October 8

Opening Day Ceremonies & Racing

October 15

First race of the Spring series

October 23

Old Salts Reunion

## Commodore's Notebook

The Altex Resene Winter series is over and was very successful in terms of boats on the water. The club has buzzed with after-match sailing functions combined with the AB and NPC matches which have kept the clubhouse alive and kicking well into the small hours on some occasions.

But what is the most obvious if you walk around the club facilities area is the work that is going on behind the scenes. Teams of people committed to the club who roll their sleeves up and just get on with it. That's what Evans Bay YMBC is all about, we're a committed team of people who give their time to creating a club that is vibrant alive and active. Right now under the supervision of Gary Wagstaff and club captain Graham Rowe the ablution block under the Race Office is being completely rebuilt. New toilets & showers for the men's & ladies, a total overhaul of the sewerage system that didn't exist before and eventually showers and toilets for all our Sailability members. Its hard to mention all the names here but people like Rodger Wilson (plumber extraordinaire) Matt McCulloch, Rory Graham, Bob the builder, Conrad the electrician, and more names than we have space for. Take your hat off to these people and next time you rub shoulders ...buy them a beer.

### The Café

The process to get final consent for the project is lodged at Wellington City Council. Limited Notifications have gone out to those associated land owners who WCC have identified needing to be advised. That process will take 20 working days and if there are no objections the project will proceed forthwith, but if there are objections then WCC will call for hearings. Since the Special General Meeting, which gave the green light to go ahead, a small committee has met with George to advance the project & to ensure integrated activity to bring the club and café together towards future operations.

Also, a small group has been assigned the job of enhancing the upstairs section of the club house to create better facilities and ambience when we use upstairs as the main club activity area after the Café goes ahead. If you have any suggestions as to what would make the upstairs level work better or service club activity, talk to Rear Commodore, Al Osborne. Please be involved, don't wait to tell us after the event.

### New Championship Classes.

We have created 3 new championship class divisions for the coming season - Lasers, 420's & 470's will be awarded Club Championship status with separate results every weekend. The four club 420's are being made available for racing every weekend and we hope the Radford 420 boats will also join in. This will create a new level of competition as the 420 Class heads towards National and World championship opportunities.

The new racing programme developed by Vice Commodore Miles Tremlett will be available in a few days. There are new racing initiatives - longer races, more Mark Foy's and more Twilight races, hope you take part. Good sailing.

*Mike Coupe*, Commodore

### **Committee Details**

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*Vice Commodore* - Miles Tremlett Ph 233-2417 Email [m.tremlett@xtra.co.nz](mailto:m.tremlett@xtra.co.nz)

*Rear Commodore* - Alan Osborne Ph 801-5220 Email [alan.osborne@palantir.co.nz](mailto:alan.osborne@palantir.co.nz)

*Club Captain* - Graham Rowe Ph 475-7189 Email [ghr@orcon.net.nz](mailto:ghr@orcon.net.nz)

*Sailing Academy Co-ordinator* - Ph Remy Thomassen 970-1926 Email [thomassen@paradise.net.nz](mailto:thomassen@paradise.net.nz)

*Events Co-ordinator* - John Seggie Ph 388-6925 Email [stewartmatangi@xtra.co.nz](mailto:stewartmatangi@xtra.co.nz)

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

## **The word from The House**

Well I've been 'on the job' for a couple of months now and the House is working well. Firstly, I would like to thank all House staff for the mighty fine effort they have put in thus far. In particular Rory, Yvonne, Simon and Lynley for doing the shopping and keeping the shelves stocked.

The after-race barbeque has proved popular with all sausages going in record time after the first competitors get upstairs. Unfortunately it's first in best feed, if you missed out just ask the bar staff, we try to have all competitors fed and watered.

Wellington Lions and All Black night games will be shown live in the club with food available. The last few games have seen us put on a \$5 meal of steak, salads and healthy baked potatoes. Darn good value I hear.

We have had tremendous support from club members for our special functions that have included some great entertainment and food and beverages, oh and let's not forget the company. Obviously we would like to see more members attending the upcoming functions, All Blacks games in the UK in November, these matches will be replayed "live" on Sunday morning. The House will be putting on breakfast for these matches, a good healthy fry up of bacon, eggs, potatoes, sausages, we might even spoil it with something green, all for just \$5.00.

On the cafe situation, once this has all been finalised we will be looking at what improvements we can make for club members upstairs.

Well that's all from me "Happy and safe sailing from the House Committee"

Al

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## **Academy report**

### **Upcoming Classes**

Classes will start from September 24th and at the moment we are in the process of giving all the academy boats a severe going over to make sure they will be up to the task.

### **Boats for lease**

The 420's and Phase II's will also be available for use by Club members as we like to see as many as possible people on the water. (Opti's \$10/day, Phase II's \$20/day & 420's \$30/day). I have been told that 420's will race under their own division so to be out there with a good number of yachts should be exciting. If you'd like to know what the deal is than talk to me on 970-1926.

### **Sailability**

It was good to see the Sailability sailors Maureen, Alice, Alexander, Jared and Michael enjoying the Winter Series. They weren't all able to make it to every race, but we were able to get both of the 303 access dinghies in the water each race and it was good to see them handle the conditions even when other yachts went home. I am sure that from now on we shall see Sailability members race with us on a permanent basis, and we will see more of them as soon as the club facilities have been upgraded to provide access. I'm glad I don't have to cross my legs while waiting for the results to be read out. If you are keen to help out with Sailability let me know, we are at the club most Sundays from 1:00 to 3:30 and on race days some of the sailors may need a hand to launch and retrieve their yachts.

That's all from me  
Cheers, Remy

## **Opening Day 2005**

The official start of the 2005-06 Summer Racing Season is nigh. As you can imagine, plans for Opening Day are well underway. We understand our esteemed Patron is unable to attend, all the more reason why the rest of us should be there. Cannons, pipers, a few free drinks & nibbly-bits will precede speeches, a race, the blessing, the full nine yards (8.2296 metres).

**October 8<sup>th</sup>, 11am**

### **FROM THE HARD**

Summer is fast approaching and with it some exciting changes within the club. The obvious changes to the character of the club that we can expect with the café development may be seen by the example of improvements already in place in the haul-out area! Since the last Spinnaker there have been the usual maintenance items attended to, but there are also greater plans afoot. Recently plans that Gary Wagstaff drew up to improve our changing facilities were priced and the budget approved for a Club project. The project will mean that we can properly dispose of waste water, sort out the ventilation, improve the shower facilities, relocate toilets to optimise space and tidy up the facilities in our teaching room and for our race officers. Most of this we hoped to achieve during the Working Bee on September 10<sup>th</sup>.

In addition to this are some items for the club that we need to complete, for example the 'Preventative Maintenance Plan and Records' and the 'Health and Safety Plan'. The club is extremely fortunate to have people who are willing and skilled in a great range of activities, as a consequence there are a number of people who have willingly agreed to do a number of tasks that are on-going: Robyn Clearwater has agreed to monitor and maintain the new Crane, Bob Mawson is in charge of monitoring and changing the gas bottles that fuel the hot water heaters in the showers, John Beckett has signed up as Flying Fifteen liaison person and "Shed on the Hard" monitor and Russell Third is looking into placing some Health and Safety signs that will assist in increasing safety around the premises

At the Special General Meeting that was held on Friday 29<sup>th</sup> July, a sub-committee was formed to produce a 5-year plan of developments that the Club wished to make. The plan is now almost complete as a draft, and will be finalised before 1<sup>st</sup> September. It is currently circulating among the sub-committee for comment before being released for wider circulation.

Finally, our Working Bee was an important one for getting the Club ship-shape for Opening Day and for getting a good start to the improvements and changes we need to get done before we tackle the Café development. Personally I look forward to these developments, and I get the general impression that members are quick to see the advantages they will bring to the club. Thanks for the effort put in by all the hard workers.

Graham  
Club Captain

## *A word of warning from our One & Only International Judge, Gary Wagstaff.*

"As Trailer Park Controller, in my walk-arounds, I have noticed that some boats have the top life-line closer to the deck than the regulations. I quote from the YNZ regs:

- 7.17 Lifelines, Stanchions and Pulpits
- (a) Where pulpits are fitted they shall comply with the appropriate regulations for keel yachts (Part II Offshore and Coastal Racing, Clauses 7.25 and 7.26).
  - (b) Where lifelines are fitted, stanchions may not be angled to the hull more than 10° from vertical throughout their length. A top wire life-line (or non-stretch equivalent) attached at the pulpit must pass through or to the top of each stanchion to the aft corner post where it may be connected with a lanyard. Additional life-lines are permitted. Any slack in the top life-lines shall not permit them to come closer to the deck than 250mm at any point.

The regulations cannot be relaxed unless approved by YNZ. It is therefore recommended that all boat owners check their boat for all aspects of the regulations to avoid possible PROTEST action."

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## **From the Black Shed Controller, Dorothy Fox**

### THE NAME OF THE BLACK SHED

The Black Shed was originally made of a material called RPM and it was black! It got very hot in summer. Eventually, the material itself got rather tatty. The Club managed to get some white paint at a reasonable price, and with the help of some caring club members and probably a lot of muscle, the old black shed changed its colour but not its name! Thanks to those with all the knowledge, for sharing these informative little snippets.

### SECURITY

There has been a change to the north entrance, that is the Academy part of The Black Shed. The entrance for the Academy is now from the western side of the building or the northern entrance of the shed only and not through the southern door of The Black Shed any more. This makes it more important than ever before that the southern door of The Black Shed is always locked; this is vitally important on account of security.

There are many people wandering around the waterfront area; people walking their dogs are complete strangers to the club, people loitering with intent are a threat and these days theft seems to be more a fact of life than ever. Please be sure to lock this door at all times in order to protect the property of club members who are storing their boats in this shed. It is not possible to over-emphasise the importance of keeping this shed locked when there is no one in it.

Please make sure that you switch off the lights after use too. They were left on over-night on Saturday, 3<sup>rd</sup> September. As the Club is in need of money, any saving on energy use is appreciated.

### FOUND

A windex, probably for a centreboard, was found on the hard on Saturday afternoon of 23<sup>rd</sup> July. It can be claimed from the office during office hours (for a small handling fee of course).

### WHOSE IS IT?

In The Black Shed there is a laser that has been unused for some time. No one has claimed ownership. It has a membership number on it but that person assures me that it is not his boat. Can anybody help me to identify it please, as there are some serious storage fees outstanding? The only clue I have is a number on the hull which is 123377. If you can give me any information at all, no matter how slight, please ring me on 586-3919 (or 021 650 236 where you can also leave a message). Any information would be greatly appreciated.

## **Part II - 2005 worlds Flying Fifteen worlds, Akarana Yacht club**

*By Graham Brown, NZL3166, Freudian Sloop.*

We pick up the story at the start of the 5<sup>th</sup> race, Freudian Sloop are at about 31<sup>st</sup> overall and Nifty 18<sup>th</sup>.

The 5<sup>th</sup> race started in S 6-8 knots and I got a shocker start (DFL). However, two minutes into the race and I picked a 15 degree right shift first and rounded the first mark in 15<sup>th</sup> place. The breeze remained settled and we picked up three more boats on the last beat to finish 12<sup>th</sup>. The Nifty lads had an indifferent day and finished 42<sup>nd</sup>.

Race 6. We had an average pin end start, approached the top mark on port, ended up ducking the sterns of 30 starboard tackers (felt like a million) and rounded in the mid 30's. As every boat ran out to the right side of the course we jibed out to more pressure on the left and with the aid of our very fast PAK N SAVE kite and Alison's usual superb trimming, rounded the bottom mark in 20<sup>th</sup>.

The rest of the race was uneventful; we picked up two places up the last beat to finish a well earned 18<sup>th</sup>. Nifty had appeared to have lost the edge they had in the beginning and placed 27<sup>th</sup>.

So to the last race. With one discard we were in 23<sup>rd</sup> place, 7 points behind Nifty in 21<sup>st</sup> and we hadn't had a good start since the nationals.

Well this was to be our day. Before we set out from the launch ramp I felt for the first time in the regatta things were changing our way and with three better results behind us we discussed being focused and going for a top five finish, with a top 20 overall finish.

The pressure was on for this race with all crews wanting a good performance to jump up the ladder and make sure they didn't carry another poor placing. The breeze was the best of the regatta, steady 15-18 SW with small oscillations of 5-10 degrees and more pressure on the left side. Confident of our boat speed, we got a good conservative pin end start in clear air.

We tacked on to port as soon as we hit the first shift and rounded the top mark in 18<sup>th</sup>. The first 17 boats jibed off to the Rangitoto side of the course, on the run looking for more favourable tide, but we headed right into more pressure and rounded in 10<sup>th</sup> place at the bottom mark. The next beat was a 'hit the left as fast as possible' scenario but 200m from the top mark there was a little right hand oscillation which we picked and took out 2 more boats.

On the reach and next beat we managed to pass two boats, the next run nothing changed, so going into the final beat we were 6<sup>th</sup>, sailed with good speed and by keeping right of the leading boats managed to pass two more boats and finish 4<sup>th</sup>. Nifty couldn't get out of the pack and finished 31<sup>st</sup>.

On inspection of the final placings we had shot up five places to finish 18<sup>th</sup> overall, 5<sup>th</sup> NZ'r, and the best placing by a Wellington FF crew in any world championship ever. We understand this is the best Worlds performance by a club crew/team for the last 15 years, our last four placings produced a 7<sup>th</sup> overall and we beat eight of the nine NZ boats built this year for the worlds. 27 of the top 30 sailors had done two or more World FF champs, and 10 nations sent teams.

Guy and Morrie finished 23<sup>rd</sup> overall, 7<sup>th</sup> New Zealander and when we calculated the regional placings, Wellington (us and Nifty) came first, ahead of Auckland, Christchurch, Napier and Tauranga.

What did we learn...

# The Spinnaker

- Plan well, do your own thing and trust nobody.
- While boat speed can make you a tactical genius, poor tactics can make you look slow. Get both correct!
- Be prepared for all conditions. While we sailed a lot of Auckland regattas, we never had an opportunity to race or practice in 3-5 knot NE breezes until the start of the regatta. Those first three races cost us a top ten finish!
- Keep away from sick people.
- Never underestimate the power of the Indian bhindi, they work.
- Practice hard and eliminate all non productive processes and systems.
- Stick to what you have learnt, planned and trained for. Our exhaustive preparation pulled us through when unexpected issues popped up.
- With only 2 sets of sails allowed to be signed in for the worlds, I made a decision to have identical suits, for tuning and consistency if one sail was damaged. These sets were optimised for the 8-25 knots wind predictions with powerful upper girth shape. In retrospect, maybe a light air set similar to the English 'goacher' sails would have helped in the unusual light NE winds.
- While our boat was fast, especially in breezes over 12 knots, the newer boats with their lighter ends (40kg lighter) had a slight edge in 3-8 knots and choppy/churned up seas (less pitching).

Special thanks go to...

1. John Weston, Southern Ocean ropes. When we obtained the boat 18 months ago, we realised we needed to get up to speed very fast. John was considered the guru of the class and he did not hesitate to share his knowledge when asked.
2. Fitness Life magazine, as main boat sponsor and sponsor of our racing upwind sails. They believed in us and what we were doing, without them our race sails would not have been built.
3. PAK N SAVE Petone, as sponsor of our super fast, racing spinnaker. A gain they believed in what we were doing, and gave us the fastest kite in the fleet.
4. Prime Property Management, as sponsor of our first development sails, they helped start our sail program.
5. C3 composites. Boogie was the builder of the fastest, lightest, stiffest and thinnest rudder ever built. His contribution spanned every aspect of our boat, rig, and foils.
6. Port Nicholson sails (now Quantum) for designing and building very fast upwind sails and the quickest Flying Fifteen spinnakers in the world. Greg and Neil's input was a determining factor in our boat speed.
7. Mike O'Sullivan for all the coffees and help when we spent endless cold evenings/mornings working on the boat in the ff shed.
8. My partner Bernie and my sons, Aaron & Michael for never complaining when they didn't see much of me.
9. The numerous people who offered support and advice.

Finally, Alison for believing and backing the idea, for her determination in overcoming the following barriers...

- Building her strength to pull in the jib and kite without ratchet blocks. Most fit men would struggle with this.
- For being the best spinnaker trimmer I have ever seen.
- For putting up with my exhaustive Worlds program and for putting up with me.
- For hiking her ass off and making most of the men look like amateurs.
- For digging deep when she looked like death on the morning of the 1st race.

GB

Always remember to pillage BEFORE you burn.

**Evans Bay Yacht & Motor Boat Club  
Presents**

# **OLD SALTS REUNION**

(friends and not-so-old-salts very welcome)

**Sunday 23rd October at 1400hrs**  
(Labour Weekend)

\$15 includes buffet tea  
first drink free  
numbered tickets go into raffle

**Talks presented by** Mr Bill Brambleby & Mr Bob McDougal  
on The History of Wellington Marine Scene

and

Mr Warren Rankin  
On Recent and Future Developments at EBYMBC

Please bring along any Photos, Memorabilia & stories as we are attempting to get information for the club's 95<sup>th</sup> anniversary

## **To book tickets**

call the club 939-4167  
or Mike Usher 027-240-5109

*Due to renovations in both the upstairs & downstairs areas of the Start Box, the Race office loos are out of action until further notice...please use the Club house facilities. The good news for the gals is, that grotty toilet is going, there's a proper flush one on the way. We're being positively spoilt aren't we? Finally.*

### ***Lets hear it for...the Events Report***

The Nuts and Bolts social was a success on two counts: firstly, our members who attended had a great time, and, secondly, it made money for our club. Thanks to all members who supported the function. A special acknowledgement to Big Al's team - Yvonne, Helen and Francis, without their efforts the function would not have been possible. As a result of the positive feed back and the interest in having another similar social, the Events Committee are considering having a Christmas function late November or early December, dependent on whether or not work has commenced on the new café.

The next event on the calendar is Opening Day, October 8<sup>th</sup>, and arrangements have already commenced for this important occasion for our club. On Opening Day you have the opportunity to meet local dignitaries, life members, club sponsors, and our members who put in so much voluntary time to ensure our club prospers and has the financial resources to support all things boating, particularly our excellent learn-to-sail programme.

Any member who wishes to assist on Opening Day should contact me, John Seggie. Weather permitting, our guests may be offered the opportunity to view the racing from the water, so can any member with a cruiser who would be willing to take out a couple of our guests, please let me know. Opening Day is the ideal opportunity to promote our Club and everything we offer.

We have to acknowledge the effort the House Committee has put in to encourage members & affiliates to use our club, the rugby evenings have been a huge success, and the co-operation between the House and Events Committees has been great.

Finally, please support Opening Day- you can do so simply by attending this important date on our club's calendar (October 8<sup>th</sup>).

Interested in advertising your business in The Spinnaker? We are an important niche market publication offering a captive audience to would-be advertisers, and our rates are incredibly reasonable.

\$30 for business card sized ads, \$50 for a quarter page, \$100 for a half page & \$150 for a full page, with a 20% discount for 2 ads, 25% for 3 - 5 and 30% for a 6 insertion annual contract!

Contact Alison Pritchard [kokamo39@clear.net.nz](mailto:kokamo39@clear.net.nz) or Andrew Watson

[whitecloud@xtra.co.nz](mailto:whitecloud@xtra.co.nz) if you'd like to promote your business to your fellow yachties.

*The following article and more can be read on [www.crew.org.nz](http://www.crew.org.nz) – the online home of NZ yachting...*

## **Going Faster - Stage by Stage and Dollar by Dollar**

Jono Gravit lets us in on a few secrets when it comes to getting the most out of our boats. What does it boil down to? Well, dollars and sense mostly, but the art of getting ultimate speed out of your boat is as much about 'not going slow' as it is about getting out your credit card. Most of us would love to go faster than we currently do in our boats. And given that building or buying a new yacht isn't an option, there are a number of options that can be explored to improve your position of the fleet.

Our focus will be on monohull yachts of 8 - 11 metres, and those that probably sail extended coastal as well as windward leeward races. Otherwise we start introducing too many variables. And while crew is always an important component, we'll leave that part of the equation out of these articles.

### **Nil Cost Options**

#### **Watch More Racing**

Head out and watch the Young 88 Nationals or Match Racing. See how the good boats position themselves pre-start or go through a kite hoist. Observe the crew positioning in various wind strengths or directions. Check out the starts before yours on a twilight or winter series race.

#### **Sail With Others**

Open your eyes to other people's methods. Occasionally sail with the opposition or the local legend. Try another class or style of yacht. If you can't learn a new trick, crew routine, or observe different sail trim, you haven't been concentrating.

#### **Practise**

Get out early, or try to schedule a dedicated training session. This is particularly useful before windward leewards or a major regatta. On a Wednesday night go out and do a few tacks and a spinnaker hoist. You can then relax and discuss the day's events before your start.

#### **Boat Diet**

While for harbour racing it isn't essential to remove all the cruising gear, leave the third box of tools at home or in the lock up. Ensure anchors are stored in the middle of the boat and as low as possible. When coastal racing ensure lockers are labelled for easy access.

### **Now we start getting into your boat fit-out**

#### **Halyards and Sheets**

Nearly every yacht has lines far thicker than they need. Halyard sizing is restricted by stretch requirements. Normally your main halyard can be thinner than your jib halyard, particularly if you go to 2:1. Tapered or core only halyards are lighter but can be less reliable in sheaves, plus are more expensive. Ensure your halyards are long enough. A spinnaker halyard and sheets need to be long enough to be able to stay connected with the spinnaker on the cabin floor. Plus you can shorten the tails as they wear. Mark all sheets and lines for standard positions.

#### **Control Lines**

Similarly control lines also can be shrunk. Light is fast, and light runs freely.

#### **Deck Gear**

- Nothing helps on the corners or when changing gears than good deck gear. How many times have you heard the foredeck yell for someone to untie the spinnaker sheets? Add a cleat. At the top mark who holds the genoa sheet when setting up for the hoist? Add a cleat.

# The Spinnaker

- Ball bearing blocks give less friction, and can be added progressively. Read the manufacturers specifications, and take time to look at the latest boats launched or refitted. As you get lighter on gear, be prepared to replace blocks on a regular cycle. Heavy and friction usually equals longevity – not speed. What condition are your winches in? Treat them nice, and put on pretty covers, they vastly reduce servicing. Upgrade to self tailers where needed, and always go up a size.
- Adjustable jib cars are great when used wisely, but can be a trap with inexperienced crews. Ensure all tracks and halyards are numbered for tuning. Reflective tape is good for night sailing.
- Consider a mix of jammers and cleats for the keyboards. The jib halyard jammer can be bigger than the other halyards. Vang, Cunningham and pole lines can be in cleats. Harken alloy 150s still cannot be beaten in this area, as plastic wears in uv.
- Spinnaker halyards should lead to starboard and jib to port for windward leeward racing.
- Reef lines are often forgotten. If you can reef and change gear easily, you will.
- Consider a deck cover for when the boat is moored. It will reduce uv wear, and stop the lines going hard so quickly.

## Helm Position

This sounds obvious but is often neglected. Adjustable tiller extensions are worth every penny, particularly on beamier boats. Foot chocks are essential, especially when sailing in waves. The helm needs a good line of sight to the compass and instruments for easy reference.

## Recuts and Battens

Sails get tired. Send them in for regular tickle ups. With the advent of digital cameras, take photos to show your sailmaker, or get them out for a look. Make sure battens in the main and blade jib are shaped correctly, and are the correct length. Always carry a spare length of batten material on board for running repairs

## Spinnakers and Gennakers

- It is relatively simple to upsize area using current equipment. This assists in the light and when running. When buying, also consider cloth weight. Lighter will set easier than heavier cloth. There are also better cloths for windward leeward racing, compared with offshore.
- Adding a gennaker will assist in reaching, particularly for up and down the harbour or coastal racing.
- Ensure you have a range of options. Having a forepeak of sails is nice, but having sails that can cover a range of angles and strengths is more useful and cost effective

## Prods and Poles

Extending your current pole will project the sail further and assist speed. Alloy tube is relatively inexpensive. Often poles are far heavier than they need to be, so consider the wall thickness you really can get by with. Going to carbon will be lighter and easier for your crew to use, and reliability isn't an issue these days.

I love rotating retractable prods, particularly on smaller boats, but they can take up a lot of space in the forepeak. It is also important to ensure water tightness when conducting any retrofits.

***The above items can be actioned with little or no disruption to your current sailing programme. Any of them on an individual basis will make little difference to your results, but if you can tick them all off as reviewed and actioned where needed, you should find you boat both easier to sail, and faster.***

If a man is talking in the woods, and there is no woman there to hear him, is he still wrong?

## The Spinnaker

*I've said it before, & somewhat annoyingly, I'll say it again, (& probably again next issue too). Do I have your email address? I'm aware that some of you are holding out on me, but you can't last forever you know. It has become my raison d'être to track you down, so please make life easy for us both & drop me a line at [kokamo39@clear.net.nz](mailto:kokamo39@clear.net.nz).*

*Cheers, Alison*

### There's Rugby in them tha hills

With the Tri-Nations and the Bledisloe Cup safely under our belts (that's the Royal Our), next up is the UK tour in November. 35 players, four tests, one grand slam (& hopefully one Daniel Carter). Obviously the games are being played at some ungodly hour of the middle of the night, when all good yachties are tucked up tight, but they'll be replayed 'live' at the club on the BIG SCREEN the following morning.

From experience, having been on the receiving end of the last breakie served up by Al & his Team for the All Blacks vs Boks game, I cannot recommend the experience highly enough. Come on down, have a morning beer & fry up (yum), the atmosphere of the game & the rest of the day to recover, what a treat!!!

First up All Blacks (yay) vs Wales – November 5<sup>th</sup>, probably about 9am (details via email). The other three games are each weekend following.

### 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.



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