

**INSIDE
THIS ISSUE:**

Commodore's Comment	1
Winter Courses	2
Coming Events	3
Prizegiving Pics	4
Comings and Goings	5
The Meltzers	6
in Europe	7
Classifieds	8

Commodore's Comment

Now that "That Cup" is all over we can all get on with the job at hand. I won't mention it again.

Recent events at Naval Point Club confirm your organization is in good heart. Commencing 10th June with the Canterbury Trailer Yacht Squadrons breakfast followed by prize giving. Next it was the Dinghies turn after racing on 17th June, then Keelboat presentations on the 24th following the final race in the Mount Gay Rum Winter Series. A lot of silverware presented to a vast number of achievers, and all arranged by a handful of volunteers. Makes one feel kinda good.

That's not all that's happened either. The Mander Trust Awards were held this year at Naval Point. Attended by a gang of over sixty, and that refers to numbers not age. I was there, and felt proud that we brought home the silverware for Event of the Year (Charity Race), Trailer Yachtie of the Year (Cedric Andrews) and Dinghy sailor of the year (Sean Milner & Dan Leech). Further credit can be taken for nominations for On Water Administrator (Glenda Anderson), and Keelboat Sailor (Stephen Page). This year the Trust made a special award made to Margaret Kennett, acknowledging her extraordinary service to Canterbury Yachting. Margaret has been a stalwart within CYA for many years and her award is richly deserved.

While all this is going on the Annual General Meeting was slotted in on the 27th June. An important event in any club, and gives all members the opportunity to oversee the governance of their own organization. This was followed by the Election of Officers, and at this point I wish to thank those that stood up to be counted last year. People who gave up their free time, forsaken better offers, handicapped their blissful domestic tranquility, all to make our Club better. You know what? It is appreciated.

This year we see an expanded committee and I welcome Alistair Donaldson as Vice Commodore and also the following Rear Commodores; Phil Folter, Kevin Burnett, Wayne Keen, Dave Munro, Shirley Dunick, Ted Roughan, Brian Parker together with John deBoer as Racing Secretary. Not to forget Ken Camp who continues on as Secretary/Treasurer.

The only area not filled this year is Rear Commodore-Development as I see this position reserved for the Motor/Power Boat fraternity. As power boats of varying descriptions are continuing to form a larger proportion of our membership I see it as time they had a voice at committee level.

Of special note this year was the nomination and subsequent presentation of Life Membership to Brian Parker for his services to our Club. Brian, a member since 1992, has been the mainstay of the Club's maintenance and development programme over many years. He was heavily involved with the building of our landing, the erection of the Bowater Jetty, in addition to the numerous other duties that he undertakes. Well done Brian.

What's ahead for us next season? It's probably easier to ask what isn't! We host regattas for every division of the Club ... Trailer Yacht Nationals early January 2008. This will be in conjunction with Noelex 22s and Ross 780s. With luck on our side it may even incorporate Farr 6000s.

The R class will also strut their stuff with the Leander Trophy in early February. But that's not all. There is an inter island challenge for keelboats in the wind that'll blow your socks off. More about that later.

Last but certainly not least is the National Optimist Regatta during Easter 2008 (Good Friday is March 21st). This will be a major event and will require significant assistance from both skilled and unskilled people to make the whole event unforgettable. If you have time or expertise your Club would welcome your help in any area you wish to become involved in.

I didn't want to mention "That Cup" again, but the coming season is shaping up to be just as big an event.

Graham Moffat

Club Gear

CAPS:	\$20.00
T – SHIRTS:	\$20.00
POLOS:	\$35.00
RUGBY JERSEYS:	\$80.00
VESTS:	\$85.00
CLUB TIES:	\$10.00

See Merchandise page on the website for pictures.

NAVAL POINT PIRATES WINE:

\$20.00 A BOTTLE	\$180.00 CASE.
PIRATES BLOOD (Shiraz)	
PIRATES PLONK (Chardonnay)	

The Club Accepts Eftpos & Credit Cards.

Winter Courses

Dreaming of warm summer weather and pleasant days on the water?

If so now is the time to brush up on the information and skills you should have to support your summertime boating activities.

Naval Point is offering the following club member opportunities:

Coastguard Boating courses.

If you have ever thought of doing the Coastguard **Day Skipper** or **Boatmaster** course but don't have the time for a regular tutored course, the club can now provide the Coastguard's Home Study packages. You can learn in the comfort of your own home and at your own pace. Ideal for people who cannot attend a course due to a restricted time schedule or geographical location.

The following courses are available through Naval Point Club.

• Day Skipper Home Study.

Includes: Day Skipper Manual, Study Guide, Optional CD-Rom, and Examination Pack. Price: \$85 (includes examination fee)

• Boatmaster Home Study

Includes: Boatmaster Manual, Study Guide, Safety in Small Craft text book, Rules of the Road at Sea reference book, Flash Cards, and Examination Pack. Price: \$180 (includes examination fee) This opportunity is considerably cheaper than the fully tutored courses (by up \$140 including examination fees). The Club will offer a support group to assist members undertaking these courses.

Racing Rules and Judging.

A Yachting New Zealand Judges course will be run at Naval Point on the weekend of August 4 and 5.

This course is essential for those members interested in volunteering as a club judge or those involved with coaching. The course is open to competitive sailors and would provide an opportunity to gain a better understanding of the Racing Rules of Sailing and Protest procedures. With many New Zealand and National Championships being conducted at the Club this season this is a great opportunity to prepare for the tough sailing ahead.

Coach Course

A Yachting New Zealand Regatta Race Coach/Performance Coach course will be held at Naval Point on September 8 and 9. The course presenter is Ian Neely. The course, which is one part of a two part qualification has a cost of \$200.

Marine VHF Operators Course

Due to strong demand the Club is planning to repeat the VHF Radio course run in June. We are able to make a special offer, by arrangement with Peter Marshall of Canterbury Maritime Training, to provide this course (a legal requirement for all users of Marine VHF Radio) at a cost less than that for the equivalent Home Study course. The course is 6 hours and has no prerequisites.

It covers:

1. Principles of maritime radio communications.
2. Distress, Urgency & Safety Communications procedures.
3. Protection of distress frequencies and avoidance of false distress alerts.
4. Obligatory procedures and practices.
5. Certification requirements.

First Aid

A First Aid course is to be run on August 4 and 5. This course has a marine component but covers workplace safety requirements. The course provided by City First Aid has a very reasonable cost of \$107.

Powerboat

A Power boat and Support boat course is being provided for Club volunteers but any members would be welcome at a minimum cost. This course covers basic safety and preparation, launching and powerboat handling. Interest should be registered with the club office.

Trailer Yachts

The first of the Trailer Yacht Clinics for any sailors wishing to improve their skills is to be held on Sunday October 7.

Keelboat

Phil Folter and helpers will be continuing their Keelboat crew sessions starting in October.

Interest in or enquiries about any of these opportunities should be registered with the Club Office
Phone 328 7029 or email membership@navalpoint.co.nz

Coming Events

Noggin 'n Natter Saturday 21st July 7:30pm

Sailors of 41° South: Stories from the Nelson Yacht Club chronicles 150 years of sailing in Nelson: building and racing boats, the tragedies of lives cut short, the political battles and through it all, an intense determination to go sailing. The book features several Canterbury tales, from the Day brothers of the 1860s, who won the coveted Nelson Yacht Club Grand Challenge Cup (held today by the Canterbury Museum), to the 1940 Lyttelton to Wellington Centennial race, and the infamous Wellington to Lyttelton centennial race of 1951. Footage of this event, won by Nelson yacht Tawhiri, is contained in a film that will be screened before a short talk by the book's author, Tracy Neal, a Nelson journalist and contributor to Boating New Zealand magazine.

If you'd like to try out the latest in new Trailer Yachts, Jon Lynch will have the new "Eclipse 750" at the club for trial sails on 25 and 26 August.

Opening Day 2007 Sat September 29th

Congratulations to all the Trophy winners



Club Fleet Changes

“Swallows & Amazons”, Dave Munro’s addition to the Young 88 Fleet, arrives at the club after motoring most of the way from Wellington. This addition brings the Club 88 fleet to 10. Dave and crew have been making good use of the boat and have already achieved a creditable 2nd place overall in this years Mt Gay Winter Series. Rum racing brings a new dimension to the activities of Swallows and Amazons?



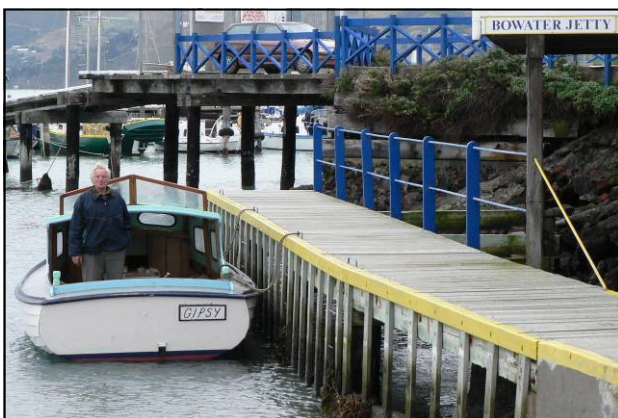
“Gipsy”

Barry Bowater is to be congratulated for his recent election to the position of Club Patron. While Barry’s contribution to the club is well known few members would realise that his Club experience alone totals more than the combined total of our present, very experienced, Committee. We are lucky to have access to the wisdom of dedicated members such as Barry. Recently Barry would be best known around the club for his activities involving “Gipsy”, his little clinker launch. “Gipsy” is well known to the competitive sailors of Lyttelton as a very sailor friendly Committee Boat, having been involved in countless club regattas including some of our largest.

The Dave Richardson cartoon on the right is a very characteristic depiction of the “the Team”, Man and Boat, Race Officer and Committee boat.

“Gipsy” is also well known around the bays and reefs of eastern Banks Peninsula. It is estimated by those who know that more fish have passed over her gunwales than some of Lyttelton’s commercial fishing fleet.

Barry has recently made the decision to sell “Gipsy” and although she will remain in Lyttelton Harbour we will miss her familiar “thump” and “chuckle” on our race course.



Barry and **Gipsy** alongside the Bowater Jetty NPCL

Gipsy (and tender)

Travel experiences from Rudolph and Louise (Sans Pareil)

We are now one month in the Netherlands and about to leave and motor into Belgium.

Not motor by car but by motor-boat. We are on our way to France to make a long wish come true and do some of the French-canals.

The 1st 19 days were spent looking at easily more than 20 boats, so many that it was difficult to make up our mind. The last one we saw became ours. She is a 9.5 meter steel boat with an aft-cabin. Very well laid out inside with a handy kitchen, 4 gas burner, 3-way fridge etc. Has a 250 water and diesel tank and a 62 hp diesel Peugeot engine. She looks a bit rough outside, needs some work done, but it surely will last our time here in Europe (another 5 months).



Also of course in these 19 days our family was very important. Now we have said our goodbyes till September.

The boat had no name so we called her Crusader (even had brought from NZ a Crusader flag as well as the NZ-sea flag which we proudly fly.

We did add a few conveniences e.g. VHF radio, an inverter, battery charger, and digital TV to keep up with the news..



So on the 19th we left "Wilnis" a small town near Amsterdam and followed the river Vecht down. At this beautiful river were many mansions built in Netherlands Golden Age(1700). We went thru some connecting canals to the river Maas on which we still are at the most southern part of Holland in Maastricht and hope to enter Belgium tomorrow.

On our way we went through many locks and many

bridges had to open for us, though we are only 2.4 meter above the water. With one small bridge we had only 10 cm to spare at each side and a bridge keeper did need to open it. Most of the time these services are free but in this instance a kind of fishing rod came out a clog attached at the line and swung to me. I had to put 1 Euro in (for us approx \$ 2.--).

Many bridges bigger ones are automatic and with sensors lights are going from red to green at green the bridge is open and one is allowed thru..

With locks it works nearly the same, one can with the big locks call up the lock-keeper on VHF who then will advise where to go. On the smaller locks there is a push button on the waiting quay to alert the keeper and the process starts. In the middle from the Netherlands the locks only had a rise of fall from 1 to 2 meter. The further south we went the higher it got. Today we went through 2 locks both nearing 12 meter. Tomorrow we get one from more than 13 meter. In the side walls of the lock are floating bollards so once attached to these, the boat rises with the bollard. First lock today went perfect and we thought it was easier than changing ropes all the time but we got into a bit of trouble in the 2nd lock we were attached and the water was rising but the lock keeper did it too fast at the end .

There was a Danish motor-boat in front of us on which a lady was holding the ropes and she could just in time tie one off as the churning water pushed the nose of their boat to the middle of the lock Rudolph yelled hold on Louise but Louise couldn't, nearly landed herself in the water which would have been terrible,

Because I let the rope go Crusader swung right around and was back to front in the lock. Rudolph thank goodness could just secure his rope but lost in the process his watch scraped off by the rope, his strap was still on his arm the watch on the bottom of the lock. We got him a new one in Maastricht.

All together we are having a marvelous time, see lots of water birds in the beautiful Dutch landscape, despite the many motorways and many towns all with lots of people.

An amazing thing to tell is that a few days ago in a small marine in the village Grave we met couple from Sumner doing very much the same what we are doing on their way to France in quite a beautiful boat called River Queen. They used to have a boat in Lyttelton before that storm a few year ago destroyed the marina and their boat sank. Their names are Bruce and Sally. We didn't have a chance to talk much but we may meet them again.

The weather has been just marvelous The Netherlands had the warmest and driest April EVER. We haven't had a drop of rain since our arrival with average temperatures 20 or over. A few cold nights but these should come to an end as well as we are going further south.

What happened since Maastricht at the Dutch-Belgium border?

A lot and The Naval Point Newsletter would be TOO fat and my time behind the computer would be TOO long.

Belgium we weren't very impressed with. A big ugly bit was around Charleroi (Sambre) but there still were a few highlight as well. Namur was very beautiful and we stayed a couple of days. Walked for hours through a fort built strategically very clever to defend in the old days. In the fork of the river Meuse and Sambre and on top of a hill. As The Meuse up from Namur was not usable, 3 locks were in repair, we had to take The Sambre, leaving this dirty river again for The Canal of the Centre. Which was better than The Sambre. The old canal which had 4 lifts and 4 locks was closed and replaced by a new section in which is a boat lift which takes boats to a different level of 73 meters it was awesome to see big freighters in a big tub being lifted. I did count the cables, 48 of a diameter of approx. 80 mm at each side of the tub. We were in the same tub with a 100 meter long 12 meter wide Dutch freighter. It was an unforgettable experience. I will try to include a photo.

After this canal we went onto L' Escaut and were on the 11th of May in France. It all became much prettier Vallencien and Cambrai nice little townships. The river up till Cambrai very busy with freight traffic. We were looking forward to Canal Saint Quentin it is 26 km and has up till the tunnel at St. Quentin 17 locks. The good thing is these locks are very easy. We got a remote at the beginning so a lock keeper is not needed and we could do it all at our own pace. Approaching the lock we could activate it with the remote. Lock doors opened when water was at our level. In the lock there were some pipes, green and red. The green one had to be lifted when we were ready, and we would go up to the new river height. And the lock doors at the other side of the lock would than open. The red pipe we thank goodness never touched for that would be a sort of panic button.

Another highlight meant to be The tunnel of Saint Quentin. It is 5.6 km long and boats are not allowed to go through this on there own power. We together with another 8 boats were pulled through. This service happens twice daily at 10 AM upstream and at 2PM the downstream pull. We had to be there at 8.30 and we were told who would be at front behind the pull boat etc. The biggest first. So there were 4 freighters, than an small freighter turned in an house-boat, than a big motor cruiser, than Crusader and the last boat slightly smaller than us. We were tied together with two 30 meter long ropes crossed.

We found it quite badly organized, and once we were moving it was difficult to stay straight once those 4 big ones at the front decided on there track there was little we could do at the beginning there was quite a bent and Crusader was scraped against the wall badly, now a scratch more or less on her isn't so bad but the lovely motor cruiser in front of us was badly damaged as well. The trip through the tunnel took 2 hours. It was an experience but I would hate to take a nice boat through it.

The canal was quite nice though And we had a few lovely days in Saint Quentin. Bought a "Vignet" which is a permit to travel the French Canals for whatever number of weeks or month one wants. We took one for 4 month, 3 would have been sufficient but it didn't come in that package. It goes by size, we paid 104 euro's so roughly \$ 208.--.

From Canal St. Quentin we went onto canal lateral The L'Oise which is wide and has a real big river look. Lovely rolling country at the sides with farms and forests. The sad bit was of this canal that we saw quite a few drowned dear whom had fallen in and couldn't get back on the side. We stayed a few days at Compiègne, which city has a lot of history from, Jeanne d'Arc to Napoleon and in the 1st and 2nd World War treaties were signed in its nearby forest. We cycled to this area and were moved by the displays of history of these times.

We also had decided that we would try and park our boat at Port Cergy a small marina situated just before we would turn onto The Seine(2 days from Paris)

From Compiègne we made one more stop before arriving there at Creill were I saw a kind of Otter swim in the river. It was a Musk-Rat about 30 cm long. When we walked along the river a bit we noticed quite a few more. Apparently they are brought to French rivers from America for their fur, though this up till now is the only place we have seen them.

The Marina at Port Cergy is lovely and Crusader will be safe for our time in Spain. We hired a Ford Fiesta so Team New Zealand here we come.

Louise and Rudolph Meltzer

Naval Point Club Lyttelton Inc

PO Box 19-733
Christchurch

Classifieds

For Sale

Noelex 22 "Red Pepper"

To a good Canterbury home.
Phone Dave Munro 980 0573

Hartley RORC 32 "Aroma" for sale most gear renewed last 6 to 7 years SSB, VHF Yanmar engine
reluctant sale \$28,000

Coil of 20 mm nylon rope as new 150mtrs long \$700 ono
Spinnaker pole 3.8 mtrs long works well \$180 ono
Warren Price 03 9421069 0274913440
aroma@snap.net.nz

Merlin 6.1 Trailer Yacht

4 sails—new stove—new water tank
Sail cover, boom tent VHF
4 berths—new windows—new deck paint
Boat in ex cond - \$9000 ono
Ph 352 6898

Jim Young 350 sailing dinghy - New

3 sails - trolley etc \$1750 ono
Ph 352 6898

Mooring 135W in Cass Bay

2000KG Block
Resource consent expires 16.11.2029
Inspected 23.05.07 this mooring is like new and we have many photos.
BUY NOW \$3750
Phone Blair 0274 331 080 or 3287585

Farr 1020 "Crazy Horse" for definite sale: well set up local boat that is in great condition. Please contact Alastair on 03 9813818 or 027 4913966

Lost/borrowed from the inner harbour dinghy rack a 7-foot cream coloured fibreglass dinghy in rough condition. If you have any information regarding this please phone Alastair on 03 9813818 or 027 4913966