



Naval Point News

Commodore's Comment

Well, here we are. Spring is back as promised and from the activity around the Clubrooms and compounds everyone is pretty well prepped for the new season. There are a number of new boats in the fleet and one of note is a new Young 88 "Full Circle". She's the pride and joy of Phil Folter and a number of us had the pleasure of greeting her on arrival at our landing. A nice ship and no doubt will soon be known as "Phil Circle". This brings the Young 88 Keeler fleet to 8 and promises a keen start to the season's competition.

"CannonBall" is also a new name to be wary of. A Noelex 22 owned and skippered by our own Club Manager, Ken Camp. Other changes to the "22" fleet are "Red Pepper" which has been pirated by Dave Munro and also "Sunseeker" which has a new skipper in John Cullens. Bruce Barlass has purchased "Penny Whistle" from Dunedin. The Noelex 22 fleet is becoming the pride of Lyttelton with most being involved in the racing arena. My hope is that with the number of Noelex 25's stationed here this situation could be replicated.

The season promises much, not only on the water, but from a social perspective as well. Mark Quail and his pirates have a number of events arranged and opening day holds much to look forward to.

By now you will all have received accounts for the new seasons subscriptions. You no doubt will have noted the slight increase in membership rates. This was a result of much discussion at the recent Special General Meeting, but is an attempt to reflect the growing cost of maintaining an organisation of our breadth

with its involvement in learn to sail programmes and youth sail. Rescue and support boats alone are a significant burden, but junior sailing holds the key to our future.

Upon payment of dues the new handbook will be forwarded. Please read this publication and in doing so take note of the sponsors. Without the support of these business houses the task of funding the various responsibilities the Club has become that much more difficult. Sponsors are also involved in races throughout the calendar and it would be to the Club's benefit that they were given the support of members. That's why they do it.

My wife and I recently attended a gathering of Club Volunteers. A humbling experience to think that an organisation of our size is so reliant on the help of unpaid, and in many instances un-thanked people who provide the assistance and facilities so that the rest of us can enjoy our moment on the water.

Our working bee on the 9th turned out to be a day to remember. Not a warm day by any stretch but none the less 35 turned up and promptly became painters, carpenters, electricians, cleaners, firewood merchants and general experts on anything. Thank you to those that made themselves available and to the creator of Rum!

Next month I hope to be able to write about a very successful opening day. Until then I hope all your planned maintenance has gone to schedule, rigging is checked and we can all look forward to fiddling between a different set of sheets.

Graeme Moffat
Commodore

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2006 A Cat World Championships

2nd to 9th August 2006

82 boats 16 nations

The world champs were held in Vastervik Sweden, a medium sized town situated in a sheltered cove about 250km south of Stockholm. The town is protected from the Baltic Sea by hundreds of islands with deep narrow cannels between. Getting out to the course area in the open sea was a long and hazardous sail for the visitors, who had to not only find the correct channel but then unravel the meaning of many navigation marks. We were all pros by the end of the contest. The Yacht Club was considered unsuitable for the storage of the 82 Cats so we were accommodated about half way out of the cove at the local camping ground on a private beach. The majority of the competitors stayed at the camping ground which by NZ standards was huge with an Olympic sized pool, shops and many restaurants. The race committee was housed in the centre of the beach in a large Sauna complex with the pier that led to the plunge area making a perfect jetty for the official boats. The sauna complex was closed for the summer

On the whole the race committee did a great job as did the organising committee. The Swedish A Cat sailors rallied behind the locals to turn on a friendly event that will be well remembered by all.

The racing

Two back to back races a day with 11.00 starts meant leaving the beach between

9.30 and 10.00 the winds were on shore with each day bringing something different. The first day we had rain showers and 4-12 knots in the first race and 12-16 in the second with a short 1m confused chop. A bright and sunny middle day with 3-4 knots and a 1/2m chop with the last day 6-8 and up to a 1m short rolling swell. Something for everyone.

My boat

I was fortunate to secure a new platform for the regatta, this was made in Australia by Geltek to a German design, the sail by Ashby Sails in Australia and a European carbon mast from Fiberfoam in Austria. The items were put together by Ashby Sailcraft who is marketing the complete package. The platform and mast were pre-sold to a guy in the USA and the sail to a Spaniard. I chose these products as I use them here at home and they have proven to be fast on the international stage. All I had to bring along were a few tools, a compass and my sailing gear.

The results

Glen Ashby from Australia finished with a perfect score of 8 first places. An emphatic win, which showed us all how good the best really are.

I finished 7th over all and 1st in the masters (over 45, I was told it's a trophy for the old buggers however I didn't feel that old. A 52 year old was in second place so there is hope for the future.

The next worlds are in the Florida Keys in November 2008. Sounds great, the planning has already started.

Murray Philpott NZL232

82 Boats,
16 Nations



Learn to Sail

Is your child wanting to learn to sail?

Classes will be running from Mid October for 6 weeks

Saturday Mornings 9-12

Crew Wanted

Boat - Flying Machine

Owner/Skipper – Craig Edwards Phone 3799551

Looking principally for trimmers, however there would be room for anyone who is fit, keen and willing to adapt. Flying Machine plans to sail the regular Saturday season plus the Young 88 South Islands and Presidents Cup.

The boat is heading to the Marlborough Sounds for Christmas, so a delivery crew will also be sought.

Boat—Full Circle

Owner/Skipper—Phil Folter

Looking principally for a Bowman and Trimmer. Full Circle is a new addition to the Lyttelton fleet, and Phil would like reliable, keen fit crew.

If you are looking for a crew position, please contact the Club office

Situation Vacant

Sail Training Vessel "Fox II"

A Youth Worker position is available throughout the months of October to mid December 2006.

This position would suit an enthusiastic person with a passion for education, water safety and youth development.

Benefits include an opportunity to accumulate "sea time" hours for a maritime qualification

Further information from
Di Monk, Secretary
CanSail Charitable Trust
email: cansail@xtra.co.nz
Telephone: 03 3849-269

Club Courses

A good part of the Club Winter course programme has been successfully completed. The North Sails clinic, First Aid course, Rules evenings, Rescue Boat Training and Seamanship Instructor Course have all attracted good interest and should result in improved Club activity this coming season.

Still to come are:

Race Management

- | | |
|-------------------------|-----------------------------------|
| 1) On Water | September 23 Sat 10.00 hrs @ NPCL |
| 2) Club Instructors YNZ | October @ NPCL |

VHF November @ NPCL

Trailer Yacht Coaching Clinic (Two Day)
November @ NPCL with John Leydon

So you want to go to the Sounds? (Coastal trip preparation) with Geoff Wright in October/November

While some of the courses are designed to help our volunteers provide the services that members need and others provide the skills and information needed for us to enjoy our sport it is hoped that all

Noggin and Natter

When: **Tuesday 26th September**

Graham Charles from Image Masters Photography and Adventure Philosophy.

Recently returned from kayaking around South Georgia Island.

www.adventurephilosophy.com

Full Circle

There is plenty of for and against while considering the purchase and delivery of a yacht from the North Island.

I had just this issue and I decided that truck transport from Auckland to Wellington and sailing from Wellington to Christchurch fitted my budget and time frame. I have no doubt that I could have (apart from my fitness) sailed or the boat could have sailed down no worries if time and weather played its part.

The Plan

Sail Gulf Harbour to Westhaven, load the boat same day. Finally the day came when I flew to Auckland in the afternoon and made my way to Gulf Harbour. Incidentally what a great marina and I believe they are the people behind the plans for our marina. A night with the old owner of the boat. 7.30 in the morning down at the boat in preparation for a sail to Westhaven some fifteen miles away to the south. Weather cleared and wind 10-15 knots westerly after rain for days prior.

We two sailed reached from the marina to north head with a final beat up to Westhaven. By the time we reached North Head the rain and squalls had returned and wind was up to 20 knots with long periods between squalls. We motored up from North Head to Westhaven, giving us time to start pulling ropes in readiness for the mast to be removed. We arrived at the barge to pull the rig out at 11.30 am. We were still on time with the truck arriving at 3.30pm. The rigger popped the mast surprisingly quickly and gave me a chance to inspect the rig. We lashed the rig to the deck then over to the haulout as the truck had arrived early. The boat was lifted, waterblasted and placed on the truck. By 4.30pm the truck was loaded ready for a 5am start.

For Roger and I a final rum and lunch as we didn't have time during the day. I was scheduled to fly to Wellington at 8pm Thursday.

Mana Yacht Club was our destination having spent the previous day in Wellington familiarising myself with the area. Full Circle arrived a bit late as the driver had a little extra to do. We had to wait for the travel lift as they had a large motor launch to pull out at high tide and we had to wait for 1.5 hours. Finally back in the water and the rigger was ready to re-step the mast.

I had arranged to hire a berth for the days before heading south. By 4pm I was in my berth with the boat washed down with some work still to be done on the mast.

Thursday 17th

Drive to Picton to catch 10am sailing, 4 hours in car with a bit of time to stretch our legs. It was a great crossing. Over in Wellington a friend picked us up for the thirty minute drive to Mana. We had several little jobs so the crew split up to do all the tasks. 8pm Thursday night we are ready. Time for drinks and a meal. Mana Club is well set up for this even in winter. Bar Open 4pm, restaurant from 6pm.

Friday – High Water 5.03am, 6.30am still dark and Rob wants out of the marina as the tide has a big effect up here. All ready the North West is up - 15 knots plus. Motor out 30mins and start getting sails up. Wind is now 20 knots plus, beam reach we decide that one reef with a blade is the order of the day as it's a bit hard changing sails in the middle of the strait with 30 knots plus.

Surfing waves and getting reasonable speeds on the log. By 3pm we were down from Mana through the Strait round Cape Campbell. Wind dying as it does in this area. By 9pm speed down so on with the iron horse and up goes our average. I think there is a bit of current down the coast against us. By 10 pm light south wester and pitch black. Sleep for some and concentration for a couple of others. I was on deck from 10ish and helmed from 11.30pm to 2.30-3.00am. Once day break came a light northerly pushed us a long. I remember seeing Gore Bay early. Once day light was there we could just make out the Peninsula. Spent the rest for the day seeing it get larger and larger. It seems to take forever. The North Westerly finally arrived mid afternoon 15 knots max so at long last 4.30pm the heads at last. Inside a welcome from a pirate sailing past. I stayed away so they could not jump and take over my boat. At Cashin Quay we flaked our sails to tidy up the boat. We also had a visit from Medium Dry (Brent MacKay) to welcome us and escort us the yacht club. On our arrival at the club jetty Victoria Murdoch blessed us with bubbles and finally we could step on land. Thanks also to Graham Moffat our commodore for taking the trouble to meet us.

Finally thanks to my crew: Daniel Folter, Kyle Brookland, Robbie Gibson and Mitch Dean for their assistance, and thanks for the well wishes from everyone.

PHIL FOLTER

Sir Francis Chichester

I am trying to obtain information about Sir Francis Chichester's time during WWII, life in New Zealand and his early childhood. Any information or contacts who knew Sir Francis personally to give an insight into the character of Sir Francis would be greatly appreciated.

Any photographs, newspaper articles or items of Sir Francis Chichester would be appreciated

I am currently writing a book about Sir Francis Chichester's life and draw a blank when it comes to his military time and childhood.

Email Mel: mel@sharphl.com.au

Full Circle cont.



Full Circle's Arrival at dusk—Mitch Dean on the bow.

Welcome to the Following New Members

Paul Dench	—	Powerboat	Strike 4
Marc Fernandez	—	Boat	Midnite Blue TY
John Thompson	—	Powerboat	Jonty
Bruce Barlass	—	Boat	Penny Whistle Noelex 22
Andrea Ferrar	—	Family	
Michael Ferrar	—	Boat	Clockwork Letttuce Farr 6000
Denis Radford	—	Full	
Martin Thornley	—	Powerboat	

SALE

NAVAL POINT CLOTHING SELLOUT:

GREAT FOR ADDING YOUR BOAT'S NAME ON FOR YOURSELF & CREW.

VEST:	\$110.00	NOW\$85.00
RUGBY JERSEY:	\$99.00	NOW\$79.00
POLO SHIRTS:	\$39.90	NOW\$29.00
CAPS:	\$29.95	NOW\$19.90
CLUB TIES	\$39.95	NOW\$10.00

PLEASE NOTE:

NOT ALL SIZES AVAIALBLE:

Haulout Rubbish Trailer

In recent months the haulout rubbish trailer has become a repository for a lot of Lyttelton household trash that has nothing to do with the users of the haulout compound.

The trailer has now been removed.

Each boat in the yard has been issued with blue rubbish bags which can be returned to Evan or Geoff for disposal.

See Evan or Geoff for extra bags if required.

Air Pacific South Pacific Hobie 16 Championships, Pacific Harbour, Fiji.

On a cold August morning a team of two crews left Christchurch to sail in the Hobie 16 South Pacific Championship to be hosted at Pacific Harbour which is on the Coral Coast near Suva.

The team from Naval Point consisted of Pierce Prendergast / Matt Hannah and Warren Guy / Peter Evrard and their respective wives and partners (aka the trolley dollies).

We were up by 3am on August 17th to depart Christchurch at 6.20am for a direct flight to Nadi Airport. We were temporarily held up while the wings were de-iced. Upon being airborne rum was called for to celebrate the beginning of our journey.

On arrival in Nadi we were transported to the Pearl the resort we were staying at and the regatta being sailed from. The three-hour trip along the coastal highway was entertaining to say the least. With the driver taking a number of hell raising overtaking moves. Yes, there were a few near misses.

The weather in Fiji was drizzly but humid. However there was a strong sea breeze blowing which impressed the Christchurch boys.

With the regatta starting on Saturday the 19th we were hoping we could get the use of a boat to sail. However many of the boats had only recently arrived after being shipped to Fiji from NZ and Australia.

The regatta started on Saturday with a round robin series to establish a gold and silver fleet of twenty boats' each. The regatta initially attracted interest from fifty teams. Come regatta time forty teams were entered. This regatta was going to be challenging with current and former world champions competing.

With no real grasp on the quality of the fleet our first goal was to make the gold fleet. For the round robin series Pierce and I were lucky enough to draw a near new boat from Australia. Unfortunately Warren and Peter's boat had holiday sails. Racing began with a solid twenty knot sea breeze which suited us.

Warren and Peter started the regatta with two thirds and a second. Pierce and I had a fourth, ninth and tenth. In the first race we were unlucky not to gain a fourth after a quick tack on to layline to cut in front of the second and third boats resulted in a capsized as we tacked onto a large swell and went over backwards. Not a smart move; as we went from fourth to ninth.

The second day dawned with light and shifty breezes and we were to have our racing in the morning again. The low that had been fuelling the wind had now passed. Pierce and I had an average day with a couple of top 10 finishes and a fourth. This secured us a

place in the gold fleet. Warren and Peter really hurt in the lighter conditions with their holiday sails penalising them. They also had a gooseneck blow out which allowed them redress and a place in the gold fleet.

After racing this evening a cut party was held at the local cultural centre, where a delicious meal was put on for us and the fleets named.

With the fleets now finalised, a new draw for boats was made and Pierce and I unfortunately drew an older boat. Damn we have lost our thoroughbred! Warren was to continue sailing his former boat. The reason we had the older boats was due to the owners who had brought their own boats having first preference. With most of them in the gold fleet, the rest of us were allocated what was left over.

It was decided that the gold fleet would race in the afternoons. The weather gods were not very kind to us on day three, with very little wind. The morning races got away in very light conditions. When the morning sailors came ashore postponement was raised and unknown to us there would be no more racing today. Many of the sailors packed up mid afternoon, as it was unlikely that there would be any more racing. The race committee tried tirelessly to find wind and set a course. All to no avail. Pierce was defiant this afternoon to stay dressed in his wet-suit in the stifling heat. He was determined not to pack up until racing was abandoned for the day.

On rising, day four looked as though it was going to be another one of those hurry up and wait days with very little wind. It had been decided that the gold fleet would be given priority and race in the morning, as it was the last day to get racing in for us.

After a short postponement racing got away in light shifty conditions. With up and down finishes from the Canterbury crews. For us the highlight was a fifth in the last race to round up a top five finish from the kiwis in this race.

The current world champions Arron Worall and Brad Wilson (Australia) won the regatta.

Warren / Peter;
12th overall, 2nd Masters

Pierce / Matt ;
14th overall, 3rd Masters

Air Pacific South Pacific Hobie 16 Championships Cont.....

Prizegiving was held at the resort with the party at the beach bar rocking through to early morning.

The next day Fish who organised the regatta, took the competitors in his cat to an outer reef where we spent a couple of hours snorkelling through the reef. The sea was as blue as the post cards. Just unbelievable! Fish catered the trip with a selection of food and booze for all.

This event was really fun, and I would encourage anybody that gets a chance to take the opportunity to sail in an event such as this. The organisers got the balance right with both competitive racing and good social functions.

While we were in Fiji it was announced that the 2007 Hobie 16 Worlds would be hosted here. A venue is yet to be confirmed, but this will be an awesome event to be part of and I would encourage anybody that is keen to make a real effort to attend.

After the racing was finished I was lucky to be able to finish off the trip with a holiday at Musket Cove, which helped recharge the batteries.

Matthew Hannah

Waka News

Fundraising:

Tickets are available for Brian Gee—Hypnotist on Friday 29th September at 7.30pm. Tickets are \$14.00.

Contact Ted Roughan 3841094 evenings



The Rescue boat team after completing the RYA Support Boat Course



Hawke family's debut with their new craft - "Honey, I shrunk the boat!"

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