

NAVAL POINT NEWS

JULY 2006

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COMMODORE'S COMMENT

Well.....The AGM has passed and now the work begins. For those that weren't present at the Annual Meeting your new Committee is made up of the following talents. Donald King has returned and was elected unopposed as Vice Commodore. His past Committee experience brings continuity to a well-rounded team, and while Donald has no portfolio duties he will continue to arrange speakers for the Noggin'n Natter and look after Ecan, Maritime and Council issues. Victoria Murdoch also returns as Keel boat representative and will be handling the important duties of communication and marketing, amongst others. I'm proud to advise Victoria has also accepted nomination for the post of Rear Commodore of the Club and therefore forms part of the Flag Officers of our organisation.

Alistair Donaldson takes up the reins of Rear Commodore Dinghies, standing unopposed, and brings with him a wealth of experience from keel boats to trailer yachts, and of course dinghies where his family actively participates.

Malcolm Ramsay is to handle Development, but ostensibly as Racing Secretary is the on-water Committee's representative on the main Committee. Trailer Yachts are represented by John de Boer, who also holds the Vice Commodore-ship of the Canterbury

Trailer Yacht Squadron. John joins the Committee for the first time but has had extensive experience in on-water sailing committees in past seasons, and last season also worked in the arena of the Charity Yacht Race. Additional duties for John include convenor of the Corporate Yacht Race, the successor to the Charity Race of past seasons. John will be calling on the assistance of a number of people and given time will be calling on you and your boat to assist on the actual day's race.

The role of Secretary/Treasurer is filled following the nomination of Ken Camp. Ken has had many years' experience within our Club and prior to us held posts in Dunedin yachting circles. His past involvement in the commercial and information technology fields will hand the Club a decided depth of experience that to date has eluded us.

Mark Quail was the sole nomination for the Cruising role and this has been combined with "social" responsibilities. Some of you will recall Mark as the barman cum Sherriff. As convenor of a social committee he has already gathered around him a band of merry men and the future looks set to be full of activity off the water also.

Wakas this year are represented by Ted Roughan (pronounced Rowan) and from

his initial report the forthcoming season appears full.

Outside of Committee Brian Parker will carry the responsibilities of Property. Brian is a past Committee member and is well known to us all as a tireless worker and as well as being an organizer of maintenance is physically active looking after our Clubs assets.

Because of a technical hitch it was not possible to present a set of accounts at the AGM. The Club's Auditors have been working on this and hope to have accounts ready by the end of July. The Committee will give the statutory 21 day notice of a Special General Meeting soon, where the accounts will be presented and subscriptions for the season struck.

The Naval Point Club is a large organisation in itself, but when all its diverse activities are considered it is huge. For an organisation like this to survive in the current climate of competition from innumerable sources we become heavily reliant on volunteers. For those that have put their hand up I offer you my heartfelt thanks. For those that have a skill and wish to contribute, please contact the convenor of the area that most interests you. I can assure you your offer will not be spurned.

My objectives for the coming season are to see more of our existing members utilizing the facilities of our own club, whether that be for on-water or social activity. For instance I know there are some of our members who have never set foot inside the Wardroom. With a greater emphasis placed on social involvement over recent times, your

own clubrooms have become a venue for rivalry and friendly banter. Longer term I'd like to think our kitchen could play a greater role in our social development. There may be some constraints here. I refer to what can be done with the existing facilities with regard to Health Department requirements and also from an investment point of view regarding site tenure.

On a more sombre note, our Club Manager, Heather McDonald's resignation has been accepted with regret. Heather leaves us after 10 months service to pursue her own interests and leaves on 19th July. A replacement is being sought, but alas this will go to print too soon to make that announcement here.

Meantime the indomitable Member Services Officer, Ross May will fill this role on a temporary basis. Ross is currently assembling the new season's handbook and details are well in hand. Take note of the courses that Ross has arranged for you over the winter lay-over. A good one is the North Sails one day seminar on 31st July. There are others and you will be notified as they get nearer.

Congratulations to the Canterbury Trailer Yacht Squadron on their 40th anniversary. Celebrations take place in the Wardroom on Sunday 23rd July and include a luncheon followed by prize-giving at 1500 hours.

Congratulations to those that sought and achieved office. Well done.

Graham Moffat
Commodore

Noggin n Natter

The next Noggin n Natter will be held on 29 August 7.30 pm at the club, speaker to be advised.

There is no noggin n Natter in July.

MANAGER'S MUSINGS

By the time you read this I will have vacated the Manager's office and be working entirely for my own company, Your Right Hand, providing support services to small businesses. My business has been ticking along in the background for the last year, having been an idea which seemed a bit scary for some time. Being made redundant last year made me view setting up my own business in a whole new light. Rather than being too risky, I realised that committing oneself to one employer for as long as they need you can put one in a vulnerable position, and by managing my customer base prudently, going into business didn't have to be terribly risky at all!

When I came to my interview at Naval Point Club last July it was refreshingly up front – they said to me, we're going through this review process and the hours may reduce next year. I said no problem, because I'm looking to build up my small business and have a few other commitments. Ross is now well on board and doing a great job for member services, but this hasn't resulted in the expected drop in workload for the club manager's position, and my life was busting at the seams... something had to give!

Struggling to fit in law studies at university, Sumner Lifeboat, friends and family, never making it to the

gym... I was living to work and not working to live. I recalled a few bits of advice gleaned over the years. One was that being unhealthy is bad for business. There's no point working yourself into the ground. The other was that you can't cross a chasm in two small steps... sometimes a big leap is called for.

You're a great bunch of people and if I had time for another hobby, I would love to join Naval Point Club and go sailing. The club is in good hands and I look forward to hearing news of your future successes.

One of the things I will miss about the club is the view from the office, and the entertainment provided on the slipway from time to time. There's part of a rainbow outside my window as I write this, but it's quite rare to see the rainbow in its entirety as I did recently.

I have really enjoyed my time here, and I'm sure I'll bump into some of you again – it's a small world after all. Of course I would prefer that it is through my business, and not while I'm on a rescue vessel and you are in distress... Happy and safe boating to you all.

Heather McDonald
Club Manager



AUCKLAND – FIJI OCEAN RACE 2006

By Mike Bayley

On 31 May 1400h 11 yachts started in the Bula and Corinthian Divisions in the Auckland to Fiji Ocean Race. The race was started from HMNZS Kiwi, well known to most Canterbury yachties as the Naval Reserve vessel stationed in Lyttelton until earlier this year and now stationed in Devonport. Among the fleet were two Canterbury yachts, "Kaitorete" skippered by Michael Bayley and "Uncle Arthur" skippered by Graham Perrem. NPCL was well represented through the crew aboard "Kaitorete". As well as Mike Bayley, the crew consisted of John de Boer and Ray Dunick from Noelex 22 "Kahlua" and Mitch Dean from R Class "Liquid" as well as Wendy Riach a prominent Canterbury multi sport kayaker.

The following is the log from Kaitorete.

1-6-06 (0441h)

Hi everyone,
Well at last we are on our way, not with the 10-15 knt. SE we were promised but about 4 knots of NE – you guessed it, right on the bloody nose again! It's very painful slow progress at the moment, only 10 miles in the last 3 hours and they weren't in a straight line! Hopefully we will hook into some SE breezes once we clear the land and make some progress North before an expected NE change of up to 40 knts hits us about Friday. Otherwise all going well, everyone happy and all systems working. Mike

(1930h) Had a fabulous evening meal in dead flat windless conditions motoring thru Whangaparoa channel and are now heading out to find the elusive wind to take us to tropical climes. Heater is now working well after a brain transplant in Auckland.
Until tomorrow night.
Mike and the Team

2-6-06 (1320h)

Is everybody happy? You bet your life we are!! Cruising along here at 33° 41s 176° 21e at 8+ knots on an almost flat ocean with 14-18 knots of ESE wind on a tight reach. It's bliss! We have died and gone to heaven! Just clocked up 99 miles in the last 12 hours with Wendy claiming top spot at 10.5 knts. Even at these speeds we are still falling behind the leaders some 72 miles ahead but have put in a lot of Easting to cope with the expected change to NE tomorrow or the next day. All well and happy on board and very little sign of sea sickness, so should be able to cope well when the proverbial hits the fan.
Mike and Team

2-6-06 (2300h)

Hi everyone, Hey what a great day, 181nm noon to noon! Have caught up on Archon by 4 miles and also some of the other leading big boys but lost out on the 2 leaders who I suspect are motoring from the sound of their radio broadcasts. Now have 20+ knots of Easterly and a fairly lumpy sea of 2m+ so the evening meal was not so salubrious as some members of crew have succumbed to the dreaded sea sickness. From the latest weather fax we may get one more day of favourable conditions but are well placed to make good use of our Easting if it goes to the North. Have a couple of reefs in the main and she is flying at 9-10knts. Helmsmen are just lining up to take over! John holds the current record at 10.8. Otherwise all well and having a fabulous time.

Mike and the team

3-6-06 (2116h)

Hi everyone. We're all abuzz here at race control having moved into 3rd place during the day. Conditions were a little daunting, with about 30-40 knots of Easterly. With 3 reefs in the main

and the number 4 we blasted right on thru with Mitch hitting the record at 13 knts. It has however come at some cost! A large green one rolled down the deck and carried the dodger window away [rotten stitching] and made its way into the aft bunkroom where it swamped the cell phone! First major casualty. All pretty exciting sailing which carried on until lunchtime when suddenly it turned to a 17 knt NW and is now 10 knts so we may lose to those with bigger sails tomorrow. Just trotting along at a quiet 6 knts. The big boys have started behind us but are not giving away their position until the morning sched. Daltons' boat "A Southern Man" did not start as the steering fell off the bulkhead during the start and damage was too great to carry on!! Everyone coming right with the seasickness but still no full passage meals for the last 2 days. Tomorrow will bring us to halfway for mileage and all going well should arrive Maybe Wed. maybe Thurs! Who knows?

There's a good website with daily position report at www.rayc.org.nz. Our position is 28° 38s, 177° 11e heading 357°m @ 6.6 knots.
Mike and the Team

5-6-06 (0252h)

Hi Folks

Well here we are at 25° 23s, 178° 19e trying to steal a march on the rest of the fleet, flying along at 8+ knots in a balmy Westerly breeze of 12-15 knots. We can now lay the mark at Navula passage and in an hour or so should be able to sail a little more free and crack on some speed to catch the 2 motor sailers left ahead of us now. It's a bit of a tall ask as they have about 50 miles on us and there is only about 2+ days to go! Also Pussy Galore is coming up fast from the Premier Div so will need some watching if she gets good winds. Had our first full meal for a few days tonight in very peaceful conditions just before the new wind kicked in so everyone well, happy, full and excited.

Had better send this and then go and kick arse at the helm and catch these guys.

Mike and the Team

5-6-06 (2135h)

Hi Folks, Well we have had everything today, really light bits then SW and 30 knots for a while with rain and showers and a real blast down wind with Mitch clocking up a 13.8 but unfortunately it didn't last and we are now cruising very gently downwind at 7knts in a leftover roly sea with sails slatting. A bit frustrating! However we have put a few miles on the opposition and haven't lost any on the 2 front leaders. It looked as if we might make it by Wed night at one stage but not so hopeful now and Pussy Galore is steaming up the rhum line at 260 miles per day and will finish some time Thurs by the look of it. It's all going to be a bit close and very tense! Had a bit of a bonus today when we hooked a Mahi Mahi at 3.30pm in the wild Southerly blow. All very exciting and very tasty for our evening meal. There has been a bit of pressure to put up the gennaker so that might be tomorrow's task if the wind stays the way it is and we have to hold off the other yachts. Otherwise all going well but batteries are needing a lot of charging and the freezer is acting suspiciously, will have a look in the morning. Looked at the cell phone today after washing out in fresh water and drying but I think she has died! Bye for now

Mike and the team @ 23°17's 177°43'e

7-6-06 (0203h)

Hi Folks, Well it looks like our last night at sea. The countdown clock says between 21 and 24 hrs to go which will mean finishing thru Navula passage between 10pm and midnight tomorrow. Have had an absolutely magnificent day today with the gennaker going up at 7am after a night of motoring in no wind. Still blasting along at 9-10 knots wth 15-20 of breeze at 1.30 am, the rest of the day has been slightly more placid at 8knts. Managed to keep ahead

of the opposition overnight with only Quintessence a threat on evening sched at 14 miles behind and a similar daily run. Nothing on the sixteen mile radar! Had to put more gas in the freezer this morning [can't see the leak], got carried away and overfilled it. The relief valve

160 miles to go, won't catch Tomadachi or Trance but should keep ahead of the rest especially at this speed. May have to kill the gennaker if the wind gets much stronger - now 19-22, we're flying!!

Love to all Mike and the team,



opened with a spectacular burst of refrigerant into the boat, killing the engine instantly!!! Still no harm done and freezer working again. Been a magic day today and if I could guarantee similar conditions think I would just continue sailing around with no particular place to go! Boat going so beautifully with big sail up! Saw a few Mahi Mahi striking our lures and lost one lure but more fish! Yesterday's was delicious! At dusk tonight Wendy and I noticed a booby flying round and round the boat, then he attempted several landings in the rigging, sliding down the backstay at one stage. He eventually managed to slide down one of the cap shrouds to the deck and from there he has climbed up the safety netting and taken up residence on the starboard rail. We now number 6!

7-6-06 (2153h)

Hi Folks, Well here we are running desperately for the finish line only 33 miles away with Quintessence breathing up our arse 6-8 miles back and gaining. Mitch is at the helm and we are flying 9-10 knts in a 20 knt beam wind. Absolutely magic sailing. Should get to the finish around 2am where we will visit the committee boat for compulsory rums and then a 3 hour leisurely cruise up Nadi Waters to Vuda Pt. to clear customs etc. Caught 2 Wahoo earlier today, one quite large one so our freezer is full and so are the crew. Mitch was very upset as we had to slow the boat down to land them, and we might have slipped into 4th place [4th is nothing!]

It's going to be a long, long night
Mike and the team
PS Had the gennaker up for a full 24
hours yesterday. Fabulous

8-6-06 (0542h)

We Did It! 3am 3rd over the line! On
our way to Vuda after multiple rums!
The dream team.

14-6-06

Hi Team, Well all the festivities are over,
the crew have gone their separate ways,
the gennaker is back in its space and
the floor is now covered in toys instead
of wet gear, sleeping bags and armpits!
Well what a race with what a finish! We
were only about 50 mins ahead of
Quintessence to hold our third place in
the Bula Div. Still didn't end up with a
prize but Wendy got a nice trophy for
being first woman crew home. Trance
got arseholes at the prize giving for
using 700 litres of diesel [\$1000 worth]
but Tomadachi played pretty straight
and only motored a few more hours
than us so all in all Kaitorete did us
proud especially in the rough stuff
when many other boats just lost the

plot with one just drifting for a couple
of days. Two went on the reef at the
entrance to the marina at Vuda but
managed to extricate themselves
without damage and Lion NZ took
overall PHRF handicap place after her
handicap was changed after the race
started. Must have known someone on
the committee along with the boys from
Trance!

We have had several stifling days in the
marina waiting for dodger repairs and
our cruising permit etc and at last we
are back in some wind at Musket Cove
with about 30 other boats. Will spend a
couple of days here before moving out
into less populated anchorages and see
some real beaches. Kids are adapting
well but have been very hot, lots of
swims in the hotel pool. Boats back in
cruise mode after a bus trip to Lautoka
this morning and a restock of fruit and
veges at the market. Evening meal of
ratatouille and rice just coming up!

This is last official broadcast so email
list may be modified now that I have
time on my hands.

Mike and the new team, Annabel,
Matthew and Megan.

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NORTH SAILS RACE CLINIC AT NAVAL POINT

6pm Monday 31 July, Naval Point Club Lyttelton

North Sails Race Clinics on advanced sail trim and tactics are hosted by internationally renowned American author and sailor Bill Gladstone, and are visiting Christchurch at the end of July.

Here is the latest information and news:

BILL GLADSTONE'S KNOWLEDGE QUIZ

Take our seven-question quiz, including questions on sail trim, breeze fluctuations, weather, and upwind and downwind sail trim, to see if you will benefit from attending a North Sails Race Clinic. To take the quiz, visit Crew.org.nz and click on 'Race Clinics'.

NORTH SAILS YOUTH SCHOLARSHIPS - CONGRATULATIONS TO OUR WINNERS

The following sailors have received North Sails Youth Scholarships, to attend a Race Clinic of their choice in Auckland, Wellington, Tauranga or Christchurch:

Vaughan England, Christchurch Yacht Club

12-year old Vaughan has recently graduated from optimists to sailing a P-class dinghy. Racing a dinghy built by his grandfather many years ago, he wants to show his grandfather how good the boat still is by sailing it well, and to thank his Dad for all the effort and time he put in. "They have helped me and now I can help me too by doing the North Sails Race Clinic," he said in his application.

Tim Spackman, Naval Point Club Lyttelton

Tim has been sailing for ten years, competing in national and international regattas in his 420. He placed 49th at the last World Champs and wants to continue to improve so he can get a better placing in the 2007 420 Worlds in Auckland.

Phillippa Wood, Nelson Yacht Club

Phillippa's short term goal is to come in the top ten at the Opti Nationals, and represent New Zealand. She needs to travel to regattas around the country to make that happen. Phillippa says that the areas Bill will be discussing at the Race Clinics are the areas she needs to improve on.

WHO IS BILL GLADSTONE?

Bill Gladstone is the author and creator of the North U 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. He started sailing at the age of ten, and teaching sailing in 1973. Bill's racing experience covers the spectrum, including everything from dinghies to Fifties, ponds to oceans, and foredeck to helm. Graduates of his seminars number in the thousands and are winning races in IRC, PHRF, IMS, MORC, and One-Design fleets the world over.

THE PROGRAMME - CHRISTCHURCH

Starting Tactics

- Picking your spot on the line
- Starting Approaches
- Common Pitfalls

Upwind Tactics

- Predicting Wind, Windshifts, and Current
- The Impact of Windshifts
- Windward Mark Rules and Tactics

Downwind Tactics

- Downwind Performance
- Windshift strategy
- Finding the Shifts

Upwind Sail Trim

- Angle of Attack, Depth & Twist
- Total Power Trim and Balance
- Performance Problems & Trim Solutions

Spinnaker Trim

- Symmetric Spinnaker Trim
- Asymmetric Spinnaker Trim

Spinnaker Handling

- Symmetric Set, Jibe, and Douse
- Asymmetric Set, Jibe, and Douse

HOW TO REGISTER

North Sails Race Clinics are coming to Naval Point on the evening of Monday 31 July. For \$60 you receive four hours of intensive seminar training with Bill Gladstone, plus some treats from our sponsors.

The North Sails Race Clinic programme includes:

- Royal Port Nicholson Yacht Club, Wellington, Saturday and Sunday 29-30 July, 9am-5pm - \$170 for two days
- The Royal New Zealand Yacht Squadron, Saturday and Sunday 5-6 August, 9am-5pm - \$170 for two days
- Bucklands Beach Yacht Club, Thursday 3 August, 6-10pm - \$60 (One under-18 free with every adult ticket purchased)
- Tauranga Yacht and Power Boat Club, Wednesday 2 August, 6-10pm - \$60 (One under-18 free with every adult ticket purchased)
- **Naval Point Yacht Club, Christchurch, Monday 31 July, 6-10pm - \$60 (One under-18 free with every adult ticket purchased)**

North Sails Race Clinics are fully sponsored by North Sails New Zealand, organised by sailing website Crew.org.nz and promoted by Trade A Boat magazine.

You can register for the Clinics by visiting Crew.org.nz (click on Race Clinics), by obtaining a paper registration form from the club office, or by calling Zoe on 09 376 5100.

NORTH-U BOOKS AND CDS

Bill Gladstone's books and CDs about performance trim and tactics are a well-used part of many competitive sailor's library, and are available for in New Zealand through North Sails. Visit www.northsails.co.nz for full details and pricing. If you are attending the Clinics, you can order both books and CDs for collection on the evening. Some will be in stock for purchase at the Clinics.

MEASURE-UP

Josh Tucker from North Sails will be available in Christchurch on the afternoon of Monday 31 July if you would like to have a chat with him about your boat's sail inventory or have your boat measured up for a quote. If you'd like to book time to see Josh, let us know when you book for the Clinics, give Norths a call on 09 359 5999, or email josh@nz.northsails.com

QUESTIONS?

Call Zoe on 09 376 5100 or email zoe@due-north.co.nz

MARINE FIRST AID COURSE

The course is a one day purpose built marine medic environment. Marine Off Shore Course which will be NZQA certified.

The course will entail:

- ABC
- 4 B's (Breathing, Bleeding, Burns & Breaks)
- Stabilisation & Treatment
- Evacuation
- Advanced Trauma Management
- Medical Assessment and Management
- Advanced Wound Care & Suturing
- Drug Administration

Cost \$100 per person (Need about 20 people) take one day, will be run by Scott Hollingshead

History & Experience:

Trained Medic's in all aspects of Pre-Hospital emergency at Sea for the following New Zealand Sailing Challenges.

- Steinlarger One Around Australia Yacht Race.
- Steinlarger Two "Whitbread Around the World Yacht Race."
- Fisher & Paykel "Whitbread Around the World Yacht Race".
- New Zealand Endeavour "Whitbread Around the World Yacht Race".
- Merit Cup "Whitbread around the World Yacht Race."
- 1992 - 95 - 2000 - 2003 America Cup's Medic training.
- On water Paramedic for 2000 & 2003 America's Cup.
- On Water Paramedic for Sydney Olympics Sailing and other events
- On Water Paramedic for Sydney Para Olympic Sailing and other events.

If you would like to attend this course please contact Kate Spackman on 348 9074.

NPCL WINTER COURSES

The Club is offering a range of courses for members and supporters over the winter months. These courses are aimed at helping members enjoy their sailing at Naval Point.

Seamanship

So you want to go to the Sounds? October/November (date TBA)
One evening (Coastal trip preparation) *Geoff Wright*.
Introduction.

Club Volunteers/Supporters

Club Instructors YNZ		August 4 to 6 @ NPCL
Race Management	a) On Shore	September 16 Sat 1000hrs @NPCL
	b) On Water	September 23 Sat 10.00 hrs @NPCL
	c) Sailwave Results	September 9 Sat 10.00 hrs @NPCL
Rescue Boat (RYA Certificate)		September 2 Sat 9.00 @NPCL
Club Coach YNZ		October (date to be advised)

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 club members will take the opportunity to increase their understanding of, and participation in, the opportunities that the Club offers.

The Club would also be interested in organising a range of courses, depending on interest? Some of the courses possible are:

- Boatmaster
- Dayskipper
- Intro to Sail Cruising
- Competent Crew
- Practical Boat Handling
- GPS
- Outboard Maintenance
- Powerboat

If you have an interest in any of the courses listed above please register interest with Ross May at NPCL. Phone 328 7029 (Day) 329 4639 (Evenings)
Or email membership@navalpoint.co.nz subject: NPCL Winter Courses.

Note: a cost recovery fee may be required.

HAULOUT

The queue for the haulout has now been minimised and there are **available spaces** for your launch or yacht. The cradles in some cases have been upgraded and new cradles have been built.

If you want to make a booking please call Evan on 328 8067.

Club First Aid Course

A very successful course was run at the Club over the weekend of July 8 and 9 for Rescue boat personnel and for club members to enable the eleven participants to achieve their First Aid certificates.

The programme, provided by City First Aid of Christchurch, involved the participants in the usual CPR, Bandaging and Gory Story exercises typical of good First Aid courses. The highlight, however, was the final session of practical scenarios which seemed to litter the boats, the marina and the Club surrounds with, thankfully bloodless, carnage.

Not only did the participants achieve their First Aid certificate award but it is rumored that more than one is likely to achieve an Oscar nomination for their part in the accident scenarios.

Overall the weekend was considered to be a very successful and enjoyable event.



HAKU II CAPTAIN'S LOG

Sue Stubenvoll & Ken Livingston

21 June 2006

Aneytioum 20 14.35S, 169 45.76E

After 8 days with the fleet in Port Resolution, Tanna, our crew dispersed and the weatherfax yesterday showed an easterly so we made an early 0530 start and sailed 100 km SE to the southernmost island, Aneytioum. It started well with E 10-15 but after 3 hours moved to a squally SE 5-20 which was hard work being dead on the nose. We pinched and motor sailed to avoid being detoured via New Caledonia and reached the lay line around 1430, worked our way in between the reefs and dropped anchor around 1600. We've just scoffed baked beans on toast having felt queasy at lunch and have now slumped due to the early start, hard sailing into the wind and rain squalls. Few people sail to this island (we can understand why) so we hope it's interesting and at least the anchorage is good. A few cruise ships visit nearby Mystery island every 6 weeks or so to see the petroglyphs and snorkel the reefs but the locals believe it to be haunted so won't live there. We'll go ashore tomorrow morning to pay our respects and hand over a couple of boxes of school books donated by NZ schools as an intro. The island has been inhabited for over 2000 years, is renowned for its turtles and its unique flora apparently includes over 50 species of orchid. Sounds interesting.

Love from us two S&K

26 June 2006

Port Patrick, 20 08.03 S, 169 49.66E

Hi

Today we exchanged gifts & said goodbye to our village hosts, then sailed to a village with a turtle sanctuary at the north of Aneytioum. We took a local girl as passenger/reef guide & tried a shortcut but reached a dead end & had

to backtrack and go outside the reef - a bit fraught & could have been nasty with falling tide & 1m rollers but she helped us safely through the reefs at her home village so 'earned' her passage. Anelcauhat seemed to be pretty well endowed - a primary school with kids running around armed with wicked looking machetes half their height, and a nicely sloping soccer pitch with penalty sand traps dotted around. The pitch didn't seem to slow the boys on a 3-day Presbyterian Yoof Camp from kicking hell out of the ball, bare feet and all.

Here at Port Patrick things are more sparse - the village seems quite run-down and few adults are around, but the cows look good. We went to pay our respects to the chief but all the brass are away. We hope to see turtles, rock carvings and old caves when they return, meanwhile the anchorage is clear, protected from the trade winds & warmer - we were getting quite chilly in 20 degrees!

In an odd irony, although the whole island is about 2.5 miles east of where it is shown on the charts, GPS positions seem to be pretty much spot on (i.e. the GPS and computer charts show us as anchored where we actually are, rather than the usual 'dry land anchorage'!)

Hugs from S&K

6 July 2006

Back in Tanna

Hi

We loved Aneytioum & spent 2 wks there. The south is prosperous from 6-wkly tour ship visits to Mystery Is, with DVDs in many houses, and has ancient kauri trees in the montane forest. The north has nothing but untouched reef & abundant gardens. We got to know two main families up north who took us snorkelling for lobsters & walking up to

see the ancient stone carvings (petroglyphs) from >1000 yrs ago. I got speared in the leg by a cut fern & it poured blood (hit a vein) so am still hobbling but coming right. Saw only one turtle (apparently the tabu has been lifted so they're fair game again). Ken mended the village generator & outboard motor & we were given, bought & traded for lush veg & fruit (peppercorns, chillis, ginger, spring onions, yams, taro, watercress, island cabbage (like silverbeet), huge grapefruit, mandarins & oranges & lots of papaya). Another kiwi boat arrived with 2 huge tuna so we all pigged out including the whole village. We lost our entire line & lure when something big just kept heading south. At 80 lb breaking strain we probably didn't want it on board anyway.

Now back in Tanna en route to islands N. Had a mean cross sea on the way back & got broached by a mushrooming wave - knocked over to 65-70 deg but felt like 90. Stuff everywhere & the pc thrown from the nav station right across & forward to the port saloon bunk. Water poured through the gap between the weatherboard & companionway cover from the breaking wave & surged in via the dorade from leeward so the galley got well washed. Ken felt queasy but just managed to clear up without throwing up!

We're between highs so the weather was muggy yesterday. We walked a couple of hrs to a nearby idyllic cove with a tiny french/native resort - stunning breakers, azure sea & waving palms, just like the brochures. Saw heaps of new birds including a grey & white goshawk, palm lorikeets, an emerald dove, cardinal myomela & a fat robin thing with a red head & shoulders. We even found 6 tomatoes & 6 eggs in the tiny market so had french toast for breakfast this am. Yum. We needed something after sharing a brew of local kava last night with another kiwi boat heading to Valencia (via Tonga, Fiji, Vanuatu & New Cal). It's remarkably strong for muddy water. I gave up after a tiny taste but the 3 lads

managed 3/4 of the brew before retiring to good old Fiji bitter.

Hope the great skiing is making up for the appalling weather in NZ. We're not jealous.

Love from Sue & Ken

14 July 2006
Last night in Vila

Hi

We left Port Resolution with regret and sailed gently up the east coast of Tanna, trolling for fish and admiring the view when we spotted a whale spouting just 300 m away. He spouted twice, big vertical blows, then dived without fluking. It may have been a humpback as the blow shape was right & it's the right time to see them heading north to calve. Joe Bennett may, rightly, say that every species has an equal right to respect but we always feel more privileged to see whales than wetas.

The north coast of Tanna gave us great sailing: flat water with 15-20 knots of wind under craggy volcanic cliffs topped with lush green forest and green (grazed?) sward on the hilltops. We tried to reach a new mooring that had been installed by a small resort on the east coast but, though we could see the buoys, we spent an hour trying to find a way in through the coral to reach them. Finally the light started to fade and soon after 4 pm we pulled the pin and sailed north towards Dillon's Bay on Erromango but decided that, since we were by then committed to an overnight sail, we might as well head straight up to Port Vila on Efate. We had an easy sail, caught a lovely tuna on the way in and have a secluded mooring backing on to a small island.

The first morning we were woken by bird song and spent a wonderful, relaxed day catching up with old friends who have recently settled and taken over a boat repair business here, and investigating the patisserie, coffee

shops, post office and a couple of handy waterside bars.

The locals are fanatic soccer fans, which became very obvious when the Italians won the World Cup because Port Vila just went off at 0740 when the game finished - a huge roar erupted across the town, and the following hour was a continuous procession of cars with horns blaring, carrying huge Italian flags and overloaded with hooting, hollering locals. Apparently the French here had set up a huge victory celebration, which was abruptly cancelled as soon as the result came across. Not much work was done that day because not many people actually turned up to work. Having said that, the locals seem to be pretty motivated and the construction site right behind us seems to be fairly typical with lots of sound of industry, but also lots of banter and hoots of laughter all day long. The place seems to be pretty business-friendly, with a fairly light tax regime, although some of the prices of stuff in the supermarkets are breathtaking, so I'd guess the cost of living would be unusually high for the Pacific.

While the game was in progress, the first boat of the Melbourne-Vila Race (the former dJuice around-the-world boat) snuck through the finish line about 6 hours ahead of schedule and were a bit peeved to find no-one on the finish line to record their time - a new race record. We had a quick look on board and it's a real stripped-out race machine - kevlar everything and not a scrap of excess anywhere. Oh, except for the fishing line - they caught a mahimahi during a 'slow patch', when they were doing just 11-12 knots. At the other end of the scale, another boat in the harbour here is Tiny Bubbles - a 24 foot double ender with no engine, fridge or other things we'd consider essential to life as we know it. The young couple on board have spent the last 2 years sailing it out from Hawaii at an average of 2 knots and make the rest of us look like a pack of unresourceful squeamish wimps.

On Monday night we ran with the PV Hash House Harriers - a short, dull run but interesting people. Lots of expats who have been here for >20 years or born here (including a plumber who said he makes better money in the 6 months of the year he's here, than in the rest of the time he spends in UK where his ni-Van wife & 3 kids live). Since then we've met up with other boats from the rally, indulged in french coffee & patisserie every day, spent millions at le bon marche, and visited the excellent museum where we spent a fascinating couple of hours with a guide. It turned out he was from Pentecost and was, himself, enjoying learning about the cultural differences on all the other islands. We extended our cruising permit & even managed to meet the State Financial Controller & First Secretary of Finance. We'd promised the Tourism officer at Aneytioum that we'd lobby for ratification of their status as an official Port of Entry - they may ignore our request but they sounded interested during our 3rd visit, especially as we had copies of the relevant acts and showed the value for Vanuatu to support our case.

We're now at one of the outer anchorages ready to leave. It's the Vila Cup (horse racing) tomorrow, the Big Social Event of the year, but we'll slip away towards Havanna Harbour, 18 miles round the corner.

Cheers, Sue & Ken.