

NAVAL POINT NEWS

MARCH 2006

In this issue:

| | |
|---|---------|
| Commodore's Comment | Page 1 |
| Dinghy News | Page 2 |
| R Class Skiff Leander Trophy 2006 | Page 3 |
| R Class Action Sprints | Page 6 |
| Chathams by Chico 30 | Page 7 |
| CYTS | Page 9 |
| New Members..... | Page 10 |
| Classifieds | Page 11 |
| Notices..... | Page 11 |
| Noggin & Natter | Page 11 |

COMMODORE'S COMMENT

The club has had an active month, with many and varied activities happening. I was lucky to attend the Noggin and Natter featuring Dr Marc Shaw of the Sir Peter Blake Trust who spoke on his time spent on Peter's last trip. He was an enlightening speaker and well received by the large number of people who attended.

The club is looking better with the recent installation of outdoor furniture, many thanks to Graham Moffat (Castle Hill Furniture) for his efforts on this project. This furniture has already received a large amount of positive comment and has been well used already with the club picnic (Plan B), R Class Leander Regatta and the Club Open Day, which was held over the weekend.

I am pleased to announce the appointment of Ross May as Member Services Officer. We were fortunate to have had a number of skilled applicants for this position, however we believe Ross brings the right attributes to the position and will provide the best benefit to the members. I know the committee and Heather are really looking forward to having Ross on board.

Unfortunately I have accepted Sue Stubenvoll's resignation as Vice Commodore and from the General Committee. Sue will be cruising offshore again this year and will not be available for re election at the AGM. I have certainly valued Sue's input over the time she has been with us and thank her for contributions. In the meantime Donald King has accepted the position of interim Vice Commodore.

Dave Anderson
Commodore

DINGHY NEWS

Naval Point Club had two members make the trip to the Nationals at Thames where both Dennis Mowbray and Andrew Macgreger kept the NPCL flag at the top of the Finn tree. All the contestants except the professionals were battling from third down. Our own NPCL members came 3rd (Dennis) 4th (Andrew). Dennis also won the Finn Masters with Andrew 2nd. Congratulations and well done to both of you.

R Class - The 56th Leander Trophy was hosted by NPCL this year and our club members achieved the following results:

2nd (Sean Milner and Dan Leech)
3rd (Dave Penman and Tim Allen)

The Leander this year was decided on the last race on Sunday morning and came down to who beat who, as to who took home the silverware. One of our former members Paul Macintosh won the contest from our

current members above. Sean's boat *Nuplex Davie Norris* is a radical departure from the norm and is worth a look for all members. It illustrates the way this class is heading. Congratulations to all the club members who sailed in and helped run the Leander and the sprint series, as it certainly added to the club open day.

470's - The brothers Keen (Steve and Phillip) won the Nationals sailed in Auckland and are also off to sail in the ISAF worlds in Austria. Congratulations and good luck from the club.

Laser - Gabrielle Cross, made the trip to Nelson for the Laser Radial Nationals where she had her first taste of senior contests and followed this up the next week up at Keri at the Splash Nationals which acted as selection trials to go to the worlds.

R Class Skiff Action Sprint 12th March



The R Class on Sunday 12th March during the Sprint Series

R CLASS SKIFF LEANDER TROPHY 2006

What a contest! We had everything from light southerlies, strong blustery southerlies, shifty (NW influenced) north easterly and good old solid Lyttelton NE, making for an exciting contest. The conditions were varied enough that wins were spread among three boats.

Due to a hectic sailing schedule (Inter-dominions and 18 footers in Australia) the Auckland and Wellington squadrons were down on numbers, but not quality. Top boats with gun crews from each province ensuring a hard fought contest.

It's great to see the resurgence of interest from youth sailors with Jess Hix, Mike Rhodes and Jamie White competing in all races and Chris Carlaw and Joshua and Daniel Hughes sailing on Friday afternoon and the weekend.

Day 1

The blustery SW invitation race was won in fine form by heavy weather specialists from Auckland, Simon Ganley and Rod Chave sailing Dimension Polyant. Race 1, a lighter afternoon race had locals Sean Milner and Dan Leech (*Nuplex* *Davie Norris*) off to a good start with the first of their 4 back to back wins.

Day 2 - Canterbury to the fore.

Canterbury's best day! *Nuplex Davie Norris Boats* winning 3 races, *Meridian Energy's* Dave Pairman and Tim Allan with two seconds and a third. Aucklanders Paul MacIntosh sailing with Kenny Fyfe on *Martin Hughes* sailed well to be tied for second with *Meridian* after four races.



Some great performances from Canterbury's *International Rope Braids* sailed by Steve MacIntosh and Doug Gale elevated them to fourth overall, and some smart tactics from *Subwoofer's* Jess Hix helped them to sixth overall by the end of the day. With five Canterbury boats in the top six and *Nuplex Davie Norris* over 100pts clear, things were looking good for the locals.

Day 3 - Custard

Saturday again saw stronger weather conditions with things starting to go awry for Canterbury during the morning race and steadily deteriorated as the day progressed.

Martin Hughes won Race 5, with top Wellington crew and previous

Lyttelton (2003) winners Steve Hogg and Neill Wood sailing *Stagecoach* second, and *Dimension Polyant* coming in third.

Nuplex Davie Norris Boats managed to tear their kite badly, severely limiting their speed downwind. Suffice to say, Canterbury's dominance was starting to crumble.

After lunch the breeze was still in and *Dimension Polyant* were again in their element winning the next two races. Canterbury suffered a rash of retirements in Race 6 with *Subwoofer* ripping their main in half, *International Rope Braids* finally breaking their tiller after Steve inadvertently sat on it during the morning race, and *Liquid* (Mitch Dean and Tony Park) had a trapeze shackle fail.



Bully Hayes and Stagecoach neck and neck

More FM's Rick Chapman also managed to break a tiller in Race 7, with Nellie claiming "Chappie sat on it". *Nuplex Davie Norris's* jib block pulled off the deck resulting in their worst performance (7th) in the contest, as they couldn't point and the boat was filling with water.

Only a good performance by *Bully Hayes* (Danny Folter and Paul MacGibbon) who achieved a 5th place, combined with the consistently solid performances by *Meridian Energy* were keeping the Canterbury campaign afloat.

Things were now very close at the top with *Martin Hughes* leading *Nuplex Davie Norris* by under six points. *Meridian* was a safe third.

Day 4

Another moderate SW greeted the crews in the final race. *Nuplex Davie Norris* had a 20 second lead at the final mark, but *Martin Hughes* was carrying more breeze down from the gate and closing rapidly. As Sean and Dan gybed for the line

metres from the finish the kite out-haul popped out of the cleat allowing Paul MacIntosh and Kenny Fyfe through for the win and the Leander Trophy.

Well done to *Martin Hughes'* Paul MacIntosh and Kenny Fyfe for taking out their 5th Leander together. Kenny has now won 7 Leanders and Paul 10.

Runners up were Sean Milner and Dan Leech on *Nuplex Davie Norris*. *Meridian Energy* sailed by David Pairman and Tim Allan were third overall.

Special mention to the *Crack R* crew, Mike Rhodes and Jamie White from Timaru who finished every race bar 1 in by far the oldest boat.

Thanks to Ross May and his team for again running a fantastic contest.

See www.rclass.org for more details.



Dimension Polyant, Martin Hughes, Nuplex Davie Norris

R Class Action Sprints Lyttelton Sunday 12 March

Big breeze, big spills, extreme action. If you weren't there you missed a fantastic display of speed, skill and spills. The course was set just off the rocks by the club start box and that coupled with an onshore wind allowed little margin for error. Two fleets of boats made for continuous entertainment for the large crowd who were treated to some of the most exciting sailing ever on the harbour. Tight racing and erratic wind gusts meant just about anything could happen and it certainly did.



Martin Hughes gets up close to spectators

Nuplex Davie Norris's Sean Milner and Dan Leech were deserving winners of the coveted short course Super Cup trophy.

Sprint Photos will be up on www.rclass.org shortly. If you took

any photos or video of the Sprints or Leander Cup races, we'd be keen to see them.



As Good As It Gets

Other R Class News

The NPCL R Class fleet is looking good with 8-9 boats racing in the lead-up to the Leander, and with the new crews, some new boats and a few boats changing hands over the winter things are looking good.

We've had heaps of interest in a training day for R's, please contact us via 980 6213 or www.rclass.org if you're keen.

We are also having a Wanaka fun weekend over the 25-26th of March and there may be a few spare spots, get in quick!

Paul Roe

CHATHAMS BY CHICO 30

The statue of Tommy Solomon, the “last Moriori” stands on the North Western end of Chatham Island. It is an eerie desolate place overlooking the harbour at Owenga. Although it is a bit of a stretch to call the slight indentation in the coast with off-lying reef that is Owenga a harbour.

But in these isolated parts and to those hardy fishermen who call Owenga home it's a harbour alright. The old 18th century missionary church stands on the promontory seaward from Tommy Solomons' statue. The graveyard is full of headstones recording life lived hard and short.

The locals on Chatham Island reckoned three or four yachts visited annually. Virtually all on their way to someplace else and forced to a diversion through bad weather, equipment failure and sometimes crew refusing to continue.

Local identity Ken Pascoe whose rusty fishing boat lies on a mooring in Port Hutt, as it has for close to ten years now, tells of towing a Vendee Globe Open 60 to Napier. According to local legend, on arrival at Napier Ken threw off the tow line and headed back to the Chathams without so much waiting for a cup of tea or a “see ya later”.

The Chatham Islanders are like that, a fiercely independent population who talk about going to New Zealand. Not the mainland or Christchurch or Napier but New Zealand. NZ is a different country, of course.

Like many adventures, the one that took me to the Chatham Islands on a Chico 30 came about rather serendipitously. I had mentioned to a sailing colleague that the Chathams looked an interesting place to cruise to. Pretty safe speculation seeing as I had sold my 44' cruising yacht the year before. Anyway he got talking to the guy with the Chico 30. A couple of phone calls, a test sail and before I realized it I was on the crew.

About four weeks later the Chico 30 with skipper Al Hay, Colin Dodge and I were exiting Pigeon Bay on Banks Peninsula, destination Chatham Island.

Chatham Island straddles the 44th parallel 450nm due east of Lyttelton. Getting there is easy on the predominant south westerly winds. Getting back was expected to be a bit of a trial. As it turned out we need not have worried. We left as a high pressure system was centred in the Tasman Sea and enjoyed light 5-15 knot south to south west winds. Seventy eight mostly uneventful hours later the low windswept shape of Chatham Island was visible. A few hours later we dropped anchor in Port Hutt in the north eastern corner of Petre Bay.

The two rusting wrecks in Port Hutt gave us some hint that the Chathams' weather is not always so benign.

A fishing line over the side soon had us with cod for dinner while we enjoyed the spectacle of a mob of semi-wild pigs foraging on the shore for whatever was edible. Apparently waste paua guts from the fish factory were a regular part of the porcine diet, which made the meat virtually inedible and ensured the mob's protected status.

One of the locals related a tale about two local workers who left their lodgings open while they went to the pub in Waitangi. The pub visit stretched to a few days and on their return they found their house had been used as a party pad for the mob of pigs. Apparently every cupboard was emptied and every floor covering had been covered in pig mess. They had even rested after the party on the bed. Needless to say the pigs were nowhere to be found and the human residents decided to high tail it before the land lord returned.

With a bit of negotiation we rented a 4x4 from a local for a few days and toured the island. Chatham is about 30nm from north to south and about 15nm east to west. About a third of the land area is occupied by one large and several smaller lagoons.

There are four recognized ports. Waitangi, Port Hutt, Kaingaroa and Owenga. Kaingaroa in particular is spectacular. A horse shoe shaped crescent of white sand protected by off-lying rocks, crystal clear water and a substantial wharf. It faces north and east and is idyllic. The Kaingaroa sports club has a balcony overlooking the beach and the dozen or so houses are snugged tightly into the hill

behind. Unfortunately when it blows from the north or east three and four metre waves can break right over the wharf. The fishing boats have substantial moorings.

The main settlement at Waitangi is the centre of Chathams Island community. It boasts a pub, general store, fish factory, golf club, race course, takeaway bar, hospital, met station, a couple of garages and about forty houses. The pub always seems to have a few locals in residence keen for a chat with foreign yachties.

Waitangi harbour has a substantial wharf used to offload supplies and backload stock and wool. The area between wharf and the pub is suitable for small boat moorings most of the time but is open to the north west. Again substantial moorings are the preferred solution for the fishing fleet which use Waitangi as a base.

There is a fledgling tourist industry on the Chathams but with return flights by 1960's Convair around NZ\$1,000 ex Napier or Christchurch it is not exactly "EasyJet to Morjorca". The tourists we saw seemed to be elderly hiking types with day packs and gortex jackets.

As most consumables have to be flown or brought in by monthly shipping service, grocery items are fairly expensive. According to Michael King's excellent history "A Land Apart" in the mid 1840s Chatham Island was a major exporter of potatoes to the USA and provided the bulk of fresh vegetables to the whaling fleet which annually converged on the rich whaling waters surrounding the group. In 1840 alone over 50 whalers visited Waitangi.

It sounds like Waitangi at one point had a reputation not unlike a smaller version of Russell at the height of its debauchery. Whaling and sealing ship crews frequented the settlement and entertained themselves in traditional style with copious amounts of grog and riotous behaviour. Although we tried to uphold past traditions the crew of the Chico 30 Delphina found ourselves completely outplayed by the locals in this regard. Surprisingly beer is not too expensive at Waitangi. We thought a micro brewery would do good business.

In 1835 the Chathams were colonized by 900 Maori who had commandeered a French ship, the "Jean Bart" and made two trips from Wellington to Chatham Island.

Unfortunately for the nearly 2000 Moriori who lived on Chatham at that time, and lived by a pacifist doctrine, the arrival of the hostile Maori tribes was the beginning of the end. Immediately almost 300 Moriori were killed with the bulk of the remainder enslaved. Over the next 30 years the Moriori population went into steady decline. The Native Land Court hearings of 1870 recognised the Maori settlers from Ngati Mutunga and Ngati Tama had claims to 97% of Chatham Island as well as all Pitt Island and the offshore Islands, by right of conquest. The "last Moriori", Tommy Solomon, died in 1933.

However, today there is a huge revival in Moriori culture and history on Chatham Island. There are a few well preserved historical sites including dendoglyphs (tree carvings) and a very active Moriori marae near to Waitangi.

After a week of 20-30 knot south westerlies which kept us confined to Port Hutt and later Waitangi, another high pressure system installed itself in mid Tasman and we took the opportunity to scuttle back to Pigeon Bay. Mostly light 5-15 knot southerly with even twelve hours of unseasonal easterly. Seventy nine hours later we were back on mooring congratulating ourselves on a fine adventure.

As a cruising destination Chatham Island is definitely not a tropical idyll. It is low and windswept with definite southern ocean freshness to it. But the harbours are fine if you are prepared to shift with the changing weather and holding seemed good. Watch out for seaweed (indicates rocks) and mostly it is sand bottoms.

The locals are hugely hospitable and everybody seems to have time for a yarn and a drink. Fishing is easy and paua are easy to find wading at low tide. While there are no hire car firms, plenty of locals seemed keen to earn a bit of cash by hiring vehicles. You don't need category one clearance and you won't get a new stamp in your passport.

Probably it will never get overpopulated with yachties nor tourists and for that reason alone those with stout ships and bold spirits should consider it for their next adventure.

Donald King



CANTERBURY TRAILER YACHT SQUADRON (INC)

Doyle Sailmakers Farr 6000 Regatta

The Squadron, in conjunction with the Naval Point Club, were the hosts for the Doyle Sailmakers Farr 6000 Regatta held over Waitangi weekend. A fleet of 14 boats registered for the seven race event, some from as far afield as Dunedin and Wellington.

Measuring and scrutineering began on the Friday afternoon and threw up no surprises apart from the occasional sail trim. Mitch Dean of Oborns was on hand to put things right in that area.

Racing began in pristine conditions as scheduled on the Saturday and enabled the completion of four back to back races. Winners of the day reads like a veritable lottery in as much as no one boat commanded the line more than once. The day ended, as had the Friday, at the wardroom with good banter, the odd rum and a hot meal.

Sunday dawned a punchy southerly, but undeterred, all boats took part. A bit of gear bent, the odd sail ripped, but all boats completed a further two short races and the long harbour Farr invitation event.

The Sandbar (Ferrymead) was the venue for the prize-giving and dinner, and if any one thing could indicate

the success of the whole regatta it could be summarized in the attendance here. A hoped for 45, maybe 50, turned out to be 83!!

The winner of the Farr 6000 Trophy was "Aphrodite" (Rob English) of Dunedin. Overall handicap winner was our own "Athena" (Kevin Burnett).

Congratulations to the winners, and also to the organizers who have done a magnificent job in attending to all the detail associated with arranging a national event.

Thank you to the sponsors, without whose help this event would not have been as successful.

Those sponsors are.....

Doyle Sailmakers

Gourocks

Oborns Nautical, Castle Hill Furniture

Donaghys

Powerboat Centre

The Sandbar, Nautical Insurance,

Cadburys

Dave McWhinnie Outboards

Lisa Hurley Interior Design



Farr 6000 – Start, Day 1



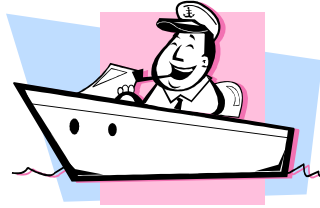
Farr 6000 Finish, Race 2



Farr 6000 - Kostalott

OUR PEOPLE WELCOME TO THE FOLOWING NEW MEMBERS

| Name | Category | Vessel |
|-------------------------------|------------------|-------------------------------------|
| Stuart McConnel | Full with boat | TY Cirrus 6000 <i>Aorangi</i> |
| Franz & Elisabeth Resl | Family with boat | Keeler H28 <i>Sabina</i> |
| David Thompson | Full with boat | TY Bonito Aquarius <i>R Humblin</i> |
| Craig Buist | Full | |
| Karen Clark Cherilyn Clark | Family | |
| Gerry Bourne | Full | |
| Anthony Hawes | Full with boat | TY Macgregor 26 <i>Proteus</i> |
| John Sellwood | Full with boat | Keeler Seabird <i>Sea Wanderer</i> |
| Dan Leech | Full | |
| Andrew Reid | Full with boat | Dinghy Phase II <i>Unphased</i> |



FOR SALE

Merlin 6.1m

Nice yacht to sail with good trailer, Sails – Main, No 1 Gib, Genoa & spinnaker with poles. Cockpit sun cover, Evenude 8hp two stroke. Sleeps 3. Stove, Fire extinguisher, stereo, Nav & Night lights. Currently parked in the compound.
\$8,500

Contact Mike Okey 3288858 or 021 22 777 55

WANTED

Bonito Aquarius Ph: Ian Corson 029 4899235 ian.corson@agresearch.co.nz

Noalex 25 Please leave a message for Gerry at the club office if you know of one for sale. NPCL phone 328 7029 or email secretary@navalpoint.co.nz

Photos of R Class If you had your video or still camera busy during the Leander Cup or Sprint Series, Paul Roe is keen to get pics for the website, email paul@rclass.org

NOTICES

Note for Racing Skippers

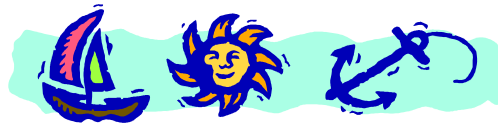
When entering races you must have:

Sail No

Boat Name

Skipper's Name

If these are not registered then you will not get a result.



Noggin N Natter

March 28th 7.30pm at Club Rooms

Speaker: Al Hay

Topic: Cruising the Chathams