



# Naval Point News

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This newsletter is available on-line at [www.navalpoint.co.nz](http://www.navalpoint.co.nz)

October 2007

## Commodores Comment

As we tear another page from the 2007 calendar we can reflect on an exceptionally busy November. A demure start with the P & Starling South Island Champs, but everything broke loose later.

First the P & Starling SI Champs. Entries from around the South Island and our young man, Morgyn Cowan came in a credible 3<sup>rd</sup> in P's and Michael Glassford 3<sup>rd</sup> in Starlings

Then there's the Tanner Cup Trials for P's and our own Morgyn Cowan was in the money here again. Kate Waghorn is to be congratulated for her achievement in reaching Canterbury Representative status for the National Starling Match Racing Regatta.

Trailer Yachts also feature in some of the action with the Ships Wheel Trophy race hosted by our Charteris Bay neighbours earlier in the month, then on Show Day the Peninsula Cup race to Port Levy. This year saw a fleet of 7 and it is gratifying to see the event beginning to grow again. One glaring absentee was the old man nor'wester.....kinda strange having a show weekend without a big puffy nor'west.

The following two days were taken up with the Noelex 22 South Island Champs. In this we again did OK, with Tristin Ornsby in "Hard Core Pawn" taking the big money.

Our Keel Boat fleet had a fair bash at the water over Show Weekend in an event one could describe as the greatest show on surf. Naval Point Club hosted the inaugural Inter Island Challenge for the Canterbury Regatta Cup. We came second under IRC, with Ian Franklin's "Southern Fun" winning the PHRF/handicap section. The social aspect of the club came to the fore and our Wellington guests wended their way home in good spirits [Mainly Mt Gay – Ed], speaking very highly of the hospitality shown them. At the same time we spoke very highly of the competition.

Twilights have also kicked off in great style with an ever expanding fleet of both Keel Boats and Trailer Yachts. Again **Mount Gay Rum** have come to the party with sponsorship in the form of product.

The Commodores Raft up last weekend turned into a landing party. In a change from tradition in an attempt to make the event more accessible to sailors and landlubbers alike the days activities were held on our landing in front of our clubrooms.... We'll try that again!

Many of you would have noticed the Clubs new inflatable darting around the harbour. You'll probably have noticed too she hasn't got a name. The Committee received two suggestions (and we can't even print them!) so it's time we put our thinking caps on.

Our beloved Wardroom has taken on a new lease of life. Our Patron Barry Bowater has been hacking at the corner and we now sport a grander view of our harbour via a new window. There is some additional plumbing on the bar too, so a draught beer is no longer a mere dream.

The month forward Naval Point begins to slowly settle into holiday mode. During the month there is the usual Club racing, but the annual Pint to Pint event is the biggy on the calendar. This precedes the Christmas Party in the Wardroom and our social convener, Dave Munro, has got something up his sleeve, but he ain't telling anybody what it is.....just yet. I know it involves a large red suit and we'd need to go full circle to see who's gonna wear the darned thing.

On a sad note I have received the resignation of our Vice Commodore, Alistair Donaldson. Alistair and family are moving lock stock and barrel to Queensland. While the Committee haven't yet been formally advised I would like to take this opportunity at this early juncture of thanking Alistair and Ryan for their unselfish contribution to the Naval Point activities over many years, and to wish them well in their new endeavours..... Auf wed-ersehen.

Now to all that's left I wish you well for the festive season and for a prosperous new year. Play safe during your break and I look forward to seeing you all back in 2008.

**Take care**  
**Graham Moffat - Commodore**



New Zealand  
Permit No. 1379

Permit

## Coming Up

Dec

Sat 8

Junior coaching  
TY Sprint Series  
Lady Skippers  
Ian Treleven Rose Bow;  
Lady Crew  
Dinghy Series Race2 & 4

Wed 12

Twilight Series

Sat 15

Junior coaching  
Pint to Pint  
Point to Point

January

Sat 5

Junior coach  
National Trailer yacht

Sun 13

National Trailer Yacht

Sat 19

Junior coaching  
Club Cup  
2 Handed Race

Sat 26

Junior coaching  
Aquarius cup  
Canbe Cup  
Spencer park race  
Harbour Race  
Madeline & Elder

## Pint to Pint Race & Christmas Function

*Pint to Pint Briefing at Clubhouse 12.30  
Race from Castlehill landing at 1.pm. ( Keelers will  
require their dinghy.)n  
Festivities continue at clubhouse afterwards.*

*Santa at 4pm with presents for up to 6 year olds.  
Barbeque and party until late.*

## REMEMBER

National Trailer Yacht Champs  
9-12 January.

Optimist Nationals At Easter

VOLUNTEERS REQUIRED FOR  
RUNNING OF BOTH EVENTS.

## Recreational powerboating

is a growing interest group within the Naval Point Club. Our news letter is full of fun and activities yachties get up to, but I am sure power boaters could add their tuppence worth too! Maybe we could look at one or two activities for the year - a family boating day; ski instruction; children's fishing competition, etc. I am sure whatever we do can only add to the camaraderie of our club. If you are interested in meeting to develop a few ideas, please give me a call on 384 0148 or email war-wickn@clear.net.nz Cheers, Warwick Nicholl (Red Max)

## Welcome New Members

Joel Ornsby	Full Member
David Lowe	Full Member
Ambrose Warburton	U18
Jess Morrison	Full Member
Rom van Stolk	U18
Rick Maurice	Full Boat
MaryEllen Ernst	Family
Gordon Taylor	Full Boat
Andrew Slaven	Powerboat

8 new memberships, including 9 people.

and myself finally departed Tauranga and made our way down the coast mainly motor sailing around East Cape in reasonably calm conditions arriving in Napier just before the next front arrived 50 hours after leaving Tauranga. Back to Christchurch again waiting for some stable weather watching every weather site and TV program. When the weather looked settled Ray, Marg and myself flew to Rotorua and drove to Napier. After an oil and filter change - as the motor was close to being run in; buying a new battery (the old one was so flat even using the hire car battery wouldn't start the engine); filling up with diesel - which took over 3 hours as the pump automatic dispenser broke down for the first time in the technician's memory, we finally left Napier at 9.45 on October 9<sup>th</sup>. We motor sailed around Cape Kidnappers to finally head south again, accompanied by dolphins and albatross. After crossing the eastern side of Cook Strait 20 miles out, we plotted a course for Banks Peninsula.

All went well until north of Kaikoura when we ran head on into a southerly. The wind increased to 30 knots then to 40 + knots with a wave height of 3 meters and occasional 5 meter breaking waves made life interesting. We had in excess of 100 nautical miles to Lyttelton and 53 to Kaikoura, so we headed for shelter on the northern side of Kaikoura arriving at 7pm Thursday evening. We contacted a good friend Wayne who arranged a commercial fishing boat mooring close to the pier. We secured Summer Soul and rowed ashore in the dinghy, although we did have to restrain Marg who had been so seasick she was willing to swim from the time land was sighted. Wayne collected us and fed and put us up for the night as well as arranging for a fisherman to fill Summer Soul with diesel from his mobile tank. Unfortunately because of a huge ground swell the pulpit was slightly modified during this operation. We departed Kaikoura at 9.35am minus Marg who preferred the shuttle bus. We motored all the way to Lyttelton into a dying Southerly and picked up the club mooring in Diamond Harbour at 10.30pm Friday night. The following morning we motored over to Lyttelton and tied up to the floating jetty in front of Naval Point Yacht Club to be greeted by family and friends 3½ months after departing from Gulf Harbour. We were amazed at how many people had followed our progress and could tell within a small area exactly where we were on our trip.

Thank you to all the crew who helped me to get Summer Soul to the mainland. We had fun in the process - even if flying to Tauranga for a party was a bit excessive. It has been a big learning curve for me and I have learnt a lot from everyone who helped. Any further advice on preparing a yacht for travelling overseas will be gladly appreciated. Come and say hello. You will be most welcome.

Happy sailing -Bruce Anderson-Summer Soul

## FAREWELL JOHN HURST.

*John Hurst, was known more recently around Naval Point as the owner of Chocolate Fish, who turned up every sailing day to sit in his car with his binoculars to watch his crew. Indeed he was at Aviemore supporting them when he had the stroke that resulted in his death. He would have appreciated as a fitting tribute that "Chockie Fish" won the regatta in spectacular fashion.*

John was a sailor all his life and went on to win four national titles. He was an enthusiast of the "go fast" Boats. He was also Commodore of the Charteris Bay Yacht club nearby to his family holiday home. More recently he was patron of Naval Point in 2003.

After three years secondary schooling he left to train in the family trade of paint, wall paper and glass at Smith and Smith, with a break to join the army in the last stages of World War 11 and doing some further work experience in Europe.

He married Beverly Carver when he returned to Christchurch. After his father's death in 1950 he took over the family business of Hurst and Drake, where he oversaw the expansion of the firm with staff numbers going to their peak of 100 about 1980.

John retired from the business in 1992

His other interests included singing, spending time at the family holiday home at Charteris Bay and duck shooting.

His public service was wide ranging - he was a member of the Riccarton Borough council from 1970 to 1980.

That he was made a Fellow of the institute of management attests to his involvement with that organisation and also the Chamber of Commerce and Jaycees. He was also very involved with the Riccarton Rotary Club enthusiastically contributing to many of the projects and being the President in 1979 and Governor of the Top of the South Island in 1984.

John died at Dunedin hospital aged 82 after suffering a stroke at Lake Aviemore where he was, as always, cheering on his crew.

Fair weather and fine sailing John.

**John Holmes Hurst, 1924-2007**  
Predeceased by wife Beverley, survived by sons, Stephen and Peter, daughter Julia and seven grand children.



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## THUS FAR

It all started in 1988 when I purchased my first yacht, a Sunburst sailing dinghy, with the help of a few library books and many hours of frustrating manoeuvres I taught myself the rudiments of sailing.

In 1989 I sold the Sunburst and bought a Noelex 22 called White Wine, so my family could all be on board at the same time. That same year I also became a member of the Canterbury Yacht and Motor Boat Club, now the Naval Point Club. Before I competed in my first race in a trailer yacht I decided to follow the other N22's. I was at the back of the fleet but was keeping up when the yachts around me hoisted their spinnakers, so I decided to do the same. I loosely lashed the helm, ran forward and eventually managed to hoist my spinnaker. As I was making my way back to the cockpit, an unexpected gust of wind hit and I found myself in the water hanging onto a side stay with White Wine sailing itself straight towards the rocks at Godley Head. With great difficulty I managed to haul myself on board, quickly unlash the helm and altered course. After this wake up call I decided maybe I should find some crew to help me, and so began my many years of racing on a trailer yacht.

As my children grew, the N22 became a bit confining especially at holiday time, so in 1991 I purchased a N25 called Wave'n'Go. Along with family and friends we had some great holidays on board in many different locations including Abel Tasman, French Pass, Stewart Island with the most memorable 10 days cruising Doubtful Sound. In 2004 I sold Wave'n'Go and purchased another N25 called Prize. I sailed this for 2 seasons before selling Prize in 2005 to help realize my lifelong dream to buy a keeler and sail overseas. Now all I had to do was find a suitable vessel. This took a lot longer than I anticipated. I started looking in boating magazines, spending countless hours on the internet, 6 flights to Auckland, 1 trip to Tauranga, 3 to Nelson and 2 to Picton, a few more grey hairs later I finally found what I was looking for after approximately 18 months. My poor long suffering partner Marg was ear bashed and forced to watch videos of all the afore mentioned potential vessels. She has since had to wear hearing aids and I'm not sure when she has them turned on as she just nods a lot at me now.

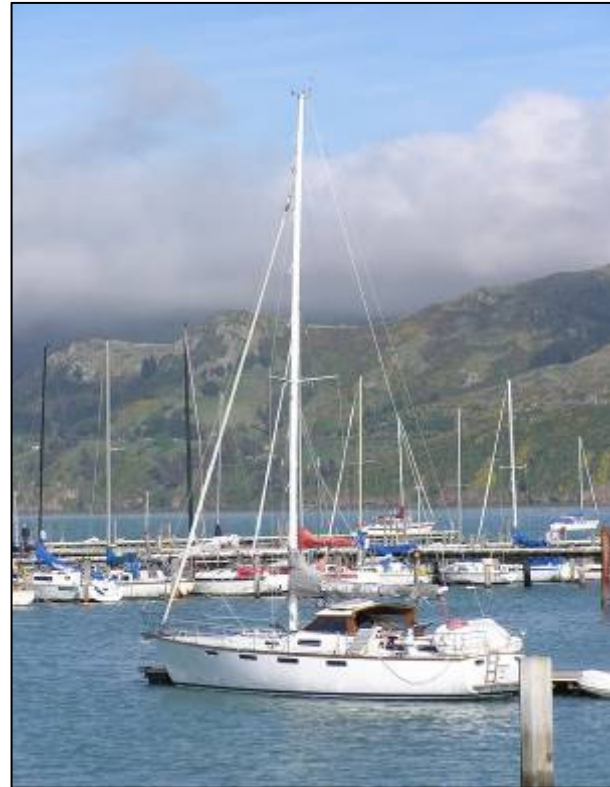
There are a lot of yachts around NZ that sound very good but when you make the effort to travel and have a close look, the reality is often very different. It is amazing what some people's idea of excellent condition is.

Before I purchased my current yacht, a Young 43 named Summer Soul, I had the yacht surveyed in Gulf Harbour. During the survey the surveyor informed me that he suspected the engine had a blown head gasket I also detected a leak at the injector pump. This was confirmed to me by a marine repairer in Gulf Harbour. I signed a contract with the owner that I would purchase Summer Soul when all repairs were completed and the engine was mechanically sound.

Two weeks later, after assurances by the repairer and the owner that the engine was okay I took ownership on Friday 29<sup>th</sup> June. I motored to Westhaven Marina and when crew Ray Dunick, Mitch Dean and Darryl Crocker arrived we departed on Monday evening. We motored away from Auckland to the Northern side of Rangitoto Island, a total of only 4 hours motoring since I departed Gulf Harbour, when the engine malfunctioned??. After a brief discussion on board and because of a very good weather forecast for the next four days, we decided to carry on under sail. We made very good time sailing in up to 30 knots northerlies with full sail and the yacht and crew revelling in the conditions. After clearing Colville channel Darryl plotted a course for East Cape. However off the coast from Tauranga the next day the wind slowly decreased and we decided that we should head to Tauranga to have the engine inspected by a mechanic. Getting to Tauranga took a long time sailing when we could and nursing a sick motor. We finally arrived at Tauranga Bridge Marina on Wednesday morning. I contacted a mechanic and after he removed the cylinder head he informed me that no 1 + 4 cylinders had cracks in the bores and the engine would need a total rebuild !!!!xxx ffff.

So my crew flew back to Christchurch and I stayed on until I ran out of my work holidays. Many thousands of dollars later the repairs were finished and Summer Soul was ready for the high seas again. I flew back to Christchurch and waited for a good weather window to get the yacht to Lyttelton. Eventually the weather looked promising so my partner Marg, Malcolm Ramsey, Ray and John Dunick and myself flew up to Tauranga. Unfortunately the weather changed, and the entrance of the port was closed to all shipping – leaving a large container ship stranded outside. We all waited 2 days and the weather forecast was good once again, however within 3 hours this all changed and we all booked our flights back home. The last night after some subtle hints from John and had one almighty party – leaving the skipper with a huge hangover, older maybe but no wiser. Once more we flew home leaving the yacht behind in the marina at Tauranga.

Again I was waiting for a good weather window. I was developing into a yacht widower, practically living on the net looking up weather sites. Approximately 1 month later a big high covered all of the country so a friend Rob Green (Sparrow)



## The Dinghy Scene

*What a year and we're not even half way there yet.*

What a year and were not even half way there yet.

You will have all seen the next generation of sailors being prepared by Ian Williams and Bruce Anderson both whom are doing a tremendous job. Following on from last years programme we have commenced the "Learn to Race" group and the "Green Fleet" Saturday morning squads. These have been looked after by Ryan Donaldson, Kate Waghorn and Matt Bancroft. Ryan is now heading for the warmer Kangaroo country and Matt's headed home to Queenstown for the University holidays both will be missed and have done a great job supporting our young sailors. This creates an opening for you to develop your sailing to the next level as you Coach others, don't be shy we have a very supportive team.

In November we had the South Island P and Starling Class South Island and Congratulations to Michael Glassford finishing Third in the Starlings and Morgyn Cowan Third in the P Class. The Starling match Racing was won by our own Kate Waghorn and Kate will go on to Represent Canterbury at the Interprovincial Match Racing Championship in January at Torbay. Morgyn Cowan finished third in the Tanner Cup Trials and will be competing at the Nationals in January at Torbay along with fellow club members Sam Herron and Daniel Philpott, You will have seen them out training every possible opportunity ably supported by Brent Cowan.

Did any one else notice Murray Philpott's absence, for most doing the Hobie worlds in Fiji would be suffice. Not Murray he has just come back from the A Cat World's in Miami where he finished 8<sup>th</sup> well done and Congratulations.

The old guy in the Red Suit isn't far away so ensure you have a relaxing break and come back recharged ready for the next instalment of the season..

In February NPCL will host the Leander Trophy, Sean Milner and Dan Leach will be looking for back to back titles, not an easy achievement in this competitive class.

Then late February we have the South Island Opti's, a large contingent from the North Island are planning to attend to check out the harbour in preparation for the Nationals at Easter.

So don't forget to book your holidays for the Optimist Nationals at Easter this will be a great event with several international teams attending.

### Remember we need you:

- To develop our junior sailors on Saturday morning's in preparation for Easter
- To help with the Opti South Islands 23 & 24 February
- To help with the Opti Nationals 20 to 24 March

**To reserve your ring side seats at these events Phone Wayne Keen 355 6712**



## COMMODORE'S RAFT UP 24/11/2007



*About 25 people and five boats converged on the floating jetty on Sunday morning for the raft up for a riotous few hours. The wind made it a bit exciting holding the Gazebo down and a few hats had to be retrieved from the harbour. It was nice to see some new members joining in.*



NPCL Youth team for RNZYS Kawau training week seen here before they went out training recently in our Saturday racing on Voodoo Magic.

## Canterbury Regatta Cup

Show weekend saw us hosting 12 yachts from the Royal Port Nicholson Yacht Club to compete for the historic Canterbury Regatta Cup which was first contested in 1871. Ten of the yachts organised a short handed race from Wellington to Lyttelton the previous week. One cruised down and the last one came down courtesy of Pacifica.

Racing was very close with RNPYC winning the Cup and NPCL yachts winning the PHRF prizes.

We witnessed three days of vigorous racing followed each evening by some equally vigorous activity in the wardroom. Despite extra stocks being purchased to ensure thirsts were adequately satisfied, the bar ran out of tap beer on the second night and almost depleted all bottled beer on the final day. We served up three hundred barbeque meals on Saturday evening which must surely be a record for the club. Our Wellington guests went home suitably impressed with our southern hospitality and departed vowing to return in greater numbers next year. There was also some talk of an IRC racing circuit being established to include Auckland, Wellington and Lyttelton, so watch this space next season.

John de Boer



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Plenty of Socialising**

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**2008 - Open New Zealand Trailer Yacht National Championship**  
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**Naval Point Club Lyttelton**  
9-10-11-12 January 2008

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Organising Authority: Naval Point Club in conjunction with CTYS

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**Ross 780** **FARR** **NZTYA**

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Wed. Jan. 9 - Measuring/Registration, afternoon.  
Thur. Jan. 10 - Racing.  
Fri. Jan. 11 - Racing.  
Sat. Jan. 12 - Racing & prizegiving

Notice of race: on YNZ website www.yachtingnz.org.nz

**Contacts:**  
Michael Furdon - secretary@farrtrailerlyachts.org  
Kevin Summitt - 03 322 6401  
Ken Camp - secretary@navalpoint.co.nz

### Annual Charity Race.

This year the Charity race, in conjunction with Smiths City will be held on Friday March 14.

The Club needs as many Keelboats as possible with 2 crew for this fun day.

If you can be available please let Jenny Balogh 376 4447 or Ken at the club know

The charity recipient of the funds raised is still to be advised.

### For Sale

The original Noalex 25 "Grumpys Toy" Hull#501 Sitting on recently rebuilt trailer c/w electric winch, Racing sails, Cruising sails, Dodger, boom tent plus inflatable dingy. Everything goes with it, anchors, tanks, lifejacket  
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