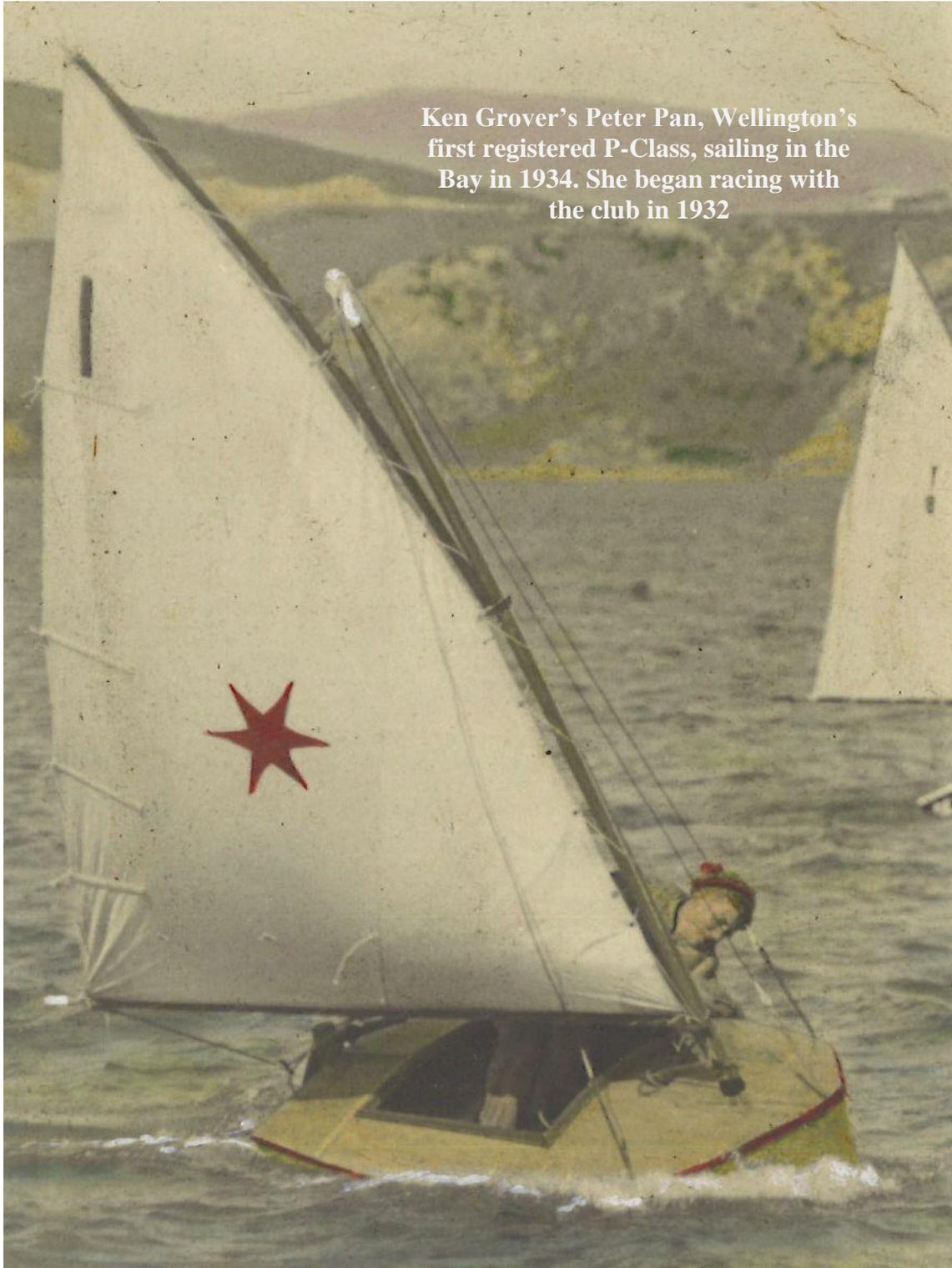




The Spinnaker

The official magazine of the Evans Bay Yacht & Motor Boat Club

December 2018



Ken Grover's Peter Pan, Wellington's first registered P-Class, sailing in the Bay in 1934. She began racing with the club in 1932

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From the manager:

What an incredibly busy and exciting start it has been to our 100th Sailing Season!

For those of you have been stuck in a cave, so far this season we have hosted:

- Labour Weekend Celebrations including: Movie Night; Classics Race; Old Salts Day and our 100th Season Opening Day
- Elliott 5.9 Nationals
- Wellington Tanner Cup Trials
- Spring Series Racing
- Mishmosh Poker Race &
- An MG Composites sponsored Trophy Race Day.

A huge amount of work has gone into all of these events and I would like to say a massive thank you to everyone involved, I'm not going to name anyone as the list is pages long, but you all know who you are!

Many Clubs and people (including myself) would look at the above list and say "Wow – what a massive season", but we aren't even half one through yet and things are most definitely not slowing down.

Still to come before the end of the season we have:

- | | |
|-----------|---|
| 2-8 Jan | P Class Nationals |
| 8-12 Jan | Paper Tiger Nationals |
| 26 Jan | East West Dash |
| 2 Mar | InterClub hosted by EBYMBC |
| 9-11 Mar | Lower North Island Schools Teams Racing Champs |
| 15-17 Mar | Wellington O'pen BIC Regatta |
| 23-24 Mar | Centenary Regatta (including the Wellington Centreboard Champs) |
| 13 April | Centenary Season Champion of Champions |
| 11 May | Centenary Season Prize Giving |
| 8 June | Centenary Dinner (the Club's birthday is 9 June so be prepared for a late night!) |

And while all this is going on, don't forget that we have "normal" Club Sailing every Saturday!!!

So, get on down to the Club and get involved, there is plenty of fun still to be had before the end of the season.

See you all (hopefully) on the water soon

Rowdy

Labour weekend

Jane Thomassen

What a great start Labour Weekend was to the Club's centenary season. The Club was humming the whole weekend with so many members old and new; renewing friendships, reminiscing, putting faces to well-known names and most importantly having fun were all part of the overall experience that made it a weekend to remember. Over 100 people registered their attendance on each of Friday night, Saturday and Sunday, and over 200 on Monday for opening day. They came from far and wide with some members of both the Wagstaff and Williams families travelling from Australia for the occasion.

Reunions and tall tales started on Friday evening with film footage and dinner night on Friday evening well before the formal story telling on Sunday at Old Salts. Seeing so many people turn up on Saturday for racing even though it was a dodgy weather forecast for the Classic Boat race was a great buzz – we couldn't have had a weekend long celebration without some traditional Wellington wind! Combining Old Salts and the Classic Race worked out really well and some great sailing was to be seen.

The weather couldn't have been better for Opening Day with all the celebrations being held outside. There were so many highlights throughout the weekend, it is hard to pick some but hearing Spaggs run a kangaroo court after the Classic Race and seeing almost 40 kids out on the water have to be two of them.

None of this could have happened without the help of over 50 volunteers, that helped with a wide variety of activities that all culminated in a highly successful weekend, including (and hopefully not missing anyone):

- The original centenary committee set up a few years ago that initiated the ideas and planning, and the sub-committee set up to focus specifically with arranging everything for Labour Weekend.
- Members who came along for this year's working bee that ensured the Clubhouse was looking its best and everyone who helped put up the bunting that helped the festive spirit.
- The ladies that manned the Information and Registration desk over the whole weekend, and ably took clothing orders and sold commemoration tankards, both of which are still available.
- The house committee and their merry band of volunteers who with the very generous support of Moore Wilson and Elysian foods kept us fed and watered over the four days and our affiliate clubs for their support and help cleaning up
- The team that set up the displays of memorabilia, local museums for providing display cabinets, and all those members and organisations that dug out their treasures to loan for the occasion
- The sailing committee for arranging and running the Classic Race and Opening Day sailing and manning the rescue boats
- The sailing academy for supporting the youth sailing
- The speakers at Old Salts Day
- The office team that co-ordinated and helped with all the administration, designing posters, running off brochures and flyers, managing parking and much more

All this organisation would not have been worth it without you the members, so thanks for turning up!

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Opening Day 2018



Life Members and Commodores from left to right Steve Luckin, Neil Blance, Paul Sara, Darryl McGee, John Seggie, Darren Kingi, Gary Wagstaff, Chris Hargreaves, Ian Craig, David Bale, Neil Gibbons, Mike Usher, Warren Rankin, Neil Currie



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The next generation of EBYMBC sailors being recognised by our President Paul Sara



For more photos of the weekend, check out

<https://drive.google.com/drive/folders/1KrQ6qnEzNAV2SfwU1zGC8JcBJ9TnibdZ?usp=sharing> taken by Alex Paterson of Arrowhead Creative.

Centennial film night footage available at:

https://www.youtube.com/watch?v=IHwPVR_Q5vc

https://www.youtube.com/watch?v=IWV4u8U_Ms8

Also screened was The Hum: <https://www.nzonscreen.com/title/the-hum-1974>



News from the Academy & Youth Desk

Spring has seen a great start to the season; what an Opening Day! A great turnout from youth and academy sailors saw 38 taking part in sailing in some form that day, and what a great 100th opening day it was.

A change in format for adult learn-to-sail to earlier, shorter courses saw thirteen adult beginners across two courses overseen by Phil Williams complete level one, before the season commenced, with eleven of them carrying on sailing at the club at time of writing, six on centreboard boats, and the rest on trailer yachts and keelers. Thanks to Murray Thomas (for coordinating) and several accommodating boat owners/skippers (including Paul Wavish, Geoff Head, Paul Beaumont, Grant Mcnamara, Chris Rea, Martin White, Martin Rigby and probably others), these folk new to sailing get a chance to have more of a taste, and often end up becoming regular crew.

And special mention to two graduates of one of those adult courses, Catherine and Donal Lynch who are now proud owners of Helen Orchard's's beautifully looked after, never-capsized Ziegelmayr 420. Will be great to see them progress in their own boat and give the youth sailors a run for their money!

The October school holidays saw a children's beginners course completed, just! Challenging weather conditions during the week meant the kids only got three actual sails in, one of them being a lively blast around the mill pond just off the southerly ramp in gusty 20 knot conditions; lots of ducking practise and lots of "that's a gybe not a tack - try to remember to push that stick away from you not towards you.. No, push it AWAY from you...DUCK!" etc etc. Can't have been too traumatic for them though as around 8 out of 10 of those complete newbies now turn up most Saturday mornings for Opi 'carry-on' sailing, joining the six club-owned Open Bics that are now being used mornings in addition to afternoons on club days.

Youth Squad numbers are stronger than last season, with their sailing being spread across Saturday mornings, Saturday afternoons and Thursday afternoons, and increased youth sailing numbers has also meant increased numbers of parent helpers which has been great; big thanks to those parents who have been helping out regularly on Saturday mornings and/or afternoons - we can't do it without you! Also great to see is some of or more experienced, older youth sailors helping out, not just with the younger kids but in some cases with adult courses as well. And of course thanks to my ever-present academy stalwarts who continue to put in time and effort.

Also worthy of mention is the departure (although not entirely we hope) from the club of Steve Holt, who has taken up the lower North Island (meaning pretty much everywhere south of the Bombay Hills!) Yachting New Zealand 'Have A Go' role, getting school kids all over the island out sailing. Steve has been an integral part of the junior and youth sailing revival at the club, putting in lots of hours not just running courses and Saturday morning sailing, but also maintaining boats. Steve will be greatly missed (although we're hoping to see him back helping in his down time from time to time).

Post-Christmas will see two more adult learn-to-sail courses and another children's course, bringing around another 22 new members to the club, and we will also be involved again this season with the Titahi Bay Optisail, plus we'll be working to get as many sailors as possible to other Wellington-region clubs' regattas, not to mention our own annual Open Bic regatta being not too far away either...

And last but probably most significant of all, a special shout out to Open Bic sailor Rory Kilmister who heads off prior to Christmas to Manly Yacht Club in Auckland to compete in the Open Bic World Championships - yes the WORLDS! Just to qualify for the worlds is an achievement in itself; we wish Rory the very best of luck, and good work and well done mum Sheena and dad Mike for helping him get this far and getting him to lots of regattas! Give it your best shot Rory, learn lots, and enjoy!

Happy Christmas & Happy Sailing
David Nalder
Academy Officer & Youth Sailing Coordinator



The early days of the P-Class in Wellington and Evans Bay

P-Class started life known as Tauranga class, and the provinces which sailed them generally allocated them the letter "T". That letter was already used in Auckland, so the letter was changed to "P", which was available in all provinces. It has nothing to do with the words "Primer", "Ponsonby" or anything else. For the sake of clarity, they are referred to as Ps throughout this article.

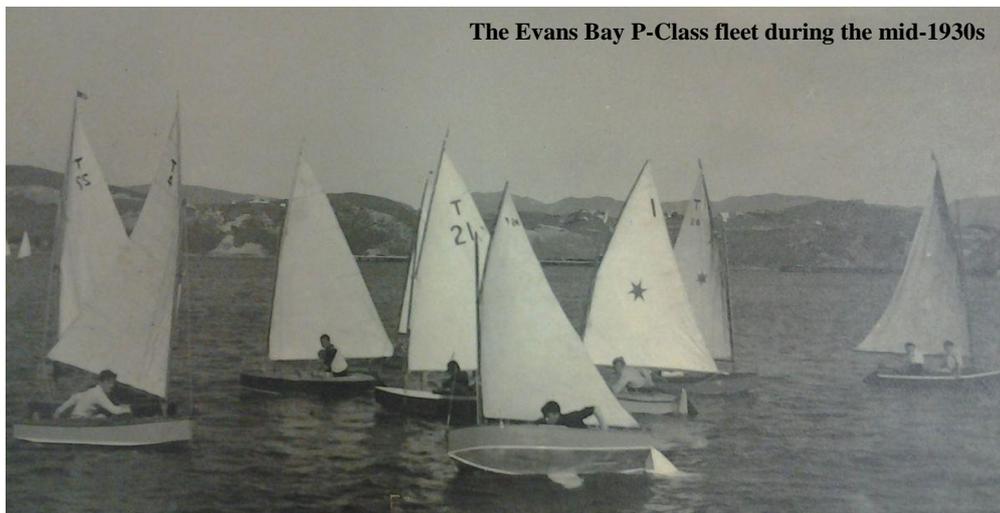
The P-class grew from a series of similar designs first demonstrated in Auckland in 1920 by Evans Bay native Harry Highet, for a friend's son in Tauranga. Highet grew up near the Evans Bay patent slip where his father worked. He and his older brothers had been developing hard-chined racing centreboarders since the 1890s. Since the war Highet had been working his profession as a construction engineer in the north and east of the North Island.

The first P class boats to appear in Wellington were built by Joe Jukes at Balaena Bay and Ted Bailey at Clyde Quay. Jukes was commissioned in March 1925 by a Mr Finch to build 3 for use at Oriental Bay, and another three were commissioned by Sam Silver for use at Karaka Bay. Silver and his sons were members of the swimming club there, and it is probable he encouraged his sons into boating at the planned club at Worsler Bay, which was formed in 1926. Another was built for Bob Prince, and by November there were 10 vessels completed. The first club-sponsored race for the class was organised by the RPNYC and was to take place 14 November 1925, as part of the opening of the 1925/26 season. However, it blew a gale and racing was abandoned. However by January there was regular racing for the class.

Evans Bay began discussing creating a building and sailing programme for the Ps in 1927, but nothing came of it and the club for the next few years lagged behind Worsler Bay, Heretaunga, and RPNYC, which each had about 5 boats apiece. In 1930 the club put a small amateur building programme in place, which evened out the numbers, and put on its own racing programme. Around this time the class was also represented in the programme at the Paremata Easter Regatta.

In 1932 funds were raised by the Wellington Provincial Yacht and Motor Boat Association for an inter-club cup, making Wellington possibly the first region to do so.

The Wellington Association drew up rules and measurement standards for the class in 1933, and for the 1933/34 season, boats were allocated sail numbers. By the next year there were about 20 boats sailing with the Evans Bay club, which now had the largest fleet in the province. Attempts by the Association at handicapping the boats met with strong disapproval from Evans Bay sailors, and the idea was dropped. After a peak in the region mid-decade, the class dropped off precipitously – this yo-yoing of junior sailing numbers continued over the decades to come.



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The yacht clubs knew the class to be essential for developing young sailors; the question was how to do it?

In 1939 the Aurora sailing club in Nelson held an informal inter-provincial contest, won by Hight's nephew Bob Hight.

In 1939 the first inter-provincial competition, along the lines of the X, I, and Z class, was hosted by the Evans Bay Yacht and Motor Boat Club; the trophy was donated by Mrs Blanche Mellish of Tauranga. It was won by the Nelson representative Ron Nalder (the newspaper caption at left is incorrect), with Phil Hartley of Evans Bay runner up.



During the war the structure for competition for the Tauranga Cup was changed to be an inter-club competition.

It fell to Wellington to host the competition in 1945, with Evans Bay as the host. Evans Bay Commodore, George Tanner, donated a cup for a reinstated inter-provincial competition. It was won by Evans Bay sailor Bill Hayman that year in Houdini. Since then the Tauranga and Tanner Cups have been competed for at the same annual regatta.



Two hard-working women for the club Kitty Wagstaff (for whom the 1930s champion X-Class was named) and Mrs Petherick hosting sailing geniuses Graeme (centre) and Peter Mander during the 1945 national P-Class regatta.

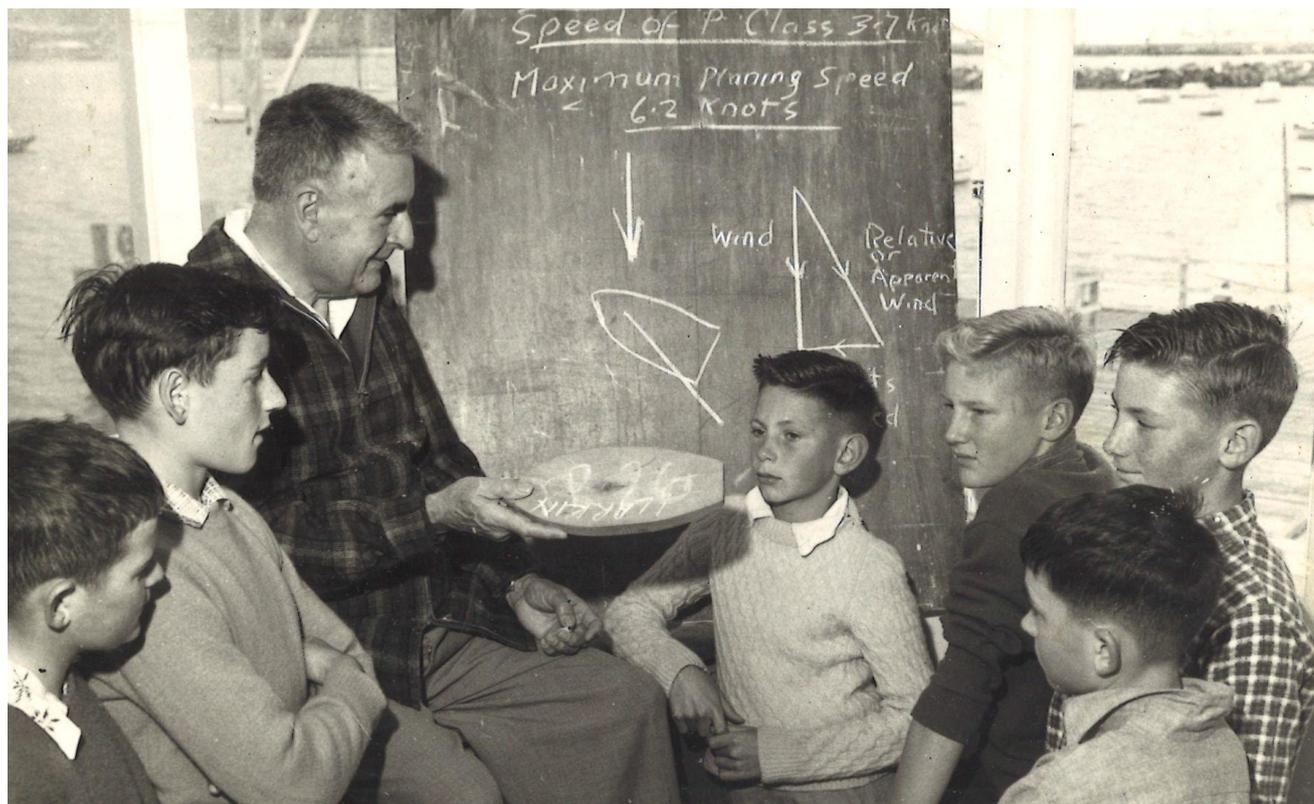
After WWII, despite Wellington's heavy involvement and previous successes with the class, its popularity dwindled alarmingly.

To ensure a future for the club, it was decided to put a concerted effort into developing the class. Led by Col. J. C. Fuller, the club put together a programme of building P-Class boats on-site at the club in 1959. The idea was for parents and their children to build and learn the theory of sailing and racing together. This was complemented by the all-important classes and practice on the water. Though males were in the majority, it was not assumed that it would only be boys, and girls were expressly included and encouraged in the programme.

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Support in the programme came from prominent members, including Jim Bolland, Graeme Hargreaves, Jeff Synnott, Jim Gatland, Barney Scully, N. Watts, W. J. Yeats, and Reg Hayman. The programme was a great success, and continued through the following years, with the club seeing at times almost 100 P-classes on the water.

The P-Class education programme begun in 1959 was a huge success, which produced 28 boats during its first year. It gathered an extraordinary momentum, which resulted in over 100 P-classes on the water in Wellington during the early and mid-1960s – most of them sailing with the Evans Bay. Worser Bay and Muritai also had strong fleets.



F. A. Gibson coaches (from left) Michael Stone, Lloyd Valentine, Chris Hargreaves, Murray Greig, Brendon Roberts, Gary Owen



Girls were also participants in the P-class programme of the early 1960s.

Sue Bryant is pictured at right with her boat Huia. In 1962 she was the first girl to win the "Boys" cup, introduced in 1932 for P-class racing.

Left: Frances Velvin (nee Williams) sailing Twinkle.



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History of Catamaran Sailing at Evans Bay Yacht & Motor Boat Club Inc.

(Written by Ray Manning with input from others, adapted from a speech at the Old Salts day on the centennial weekend)

While the club has reached 100 years, Catamarans have not been at the club all of that time. Creditably though Catamarans have a 60 year history at the club and Cat sailors have achieved a great deal both nationally and internationally representing the Club.

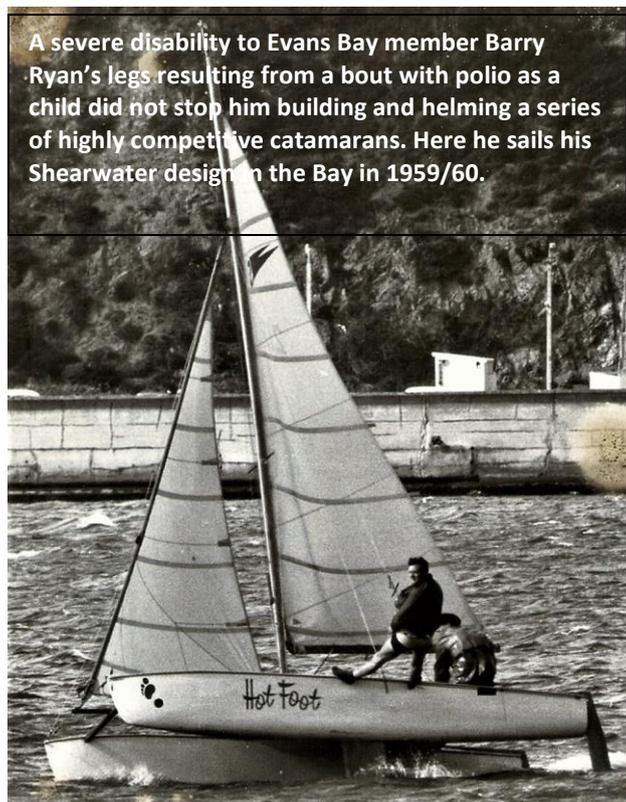
Back-in-the-day Catamaran sailors were not a popular group among traditional yachtsman and while tolerated at the club they had their own Organisation and Trophies and were known as the Wellington Provincial Catamaran Squadron which usually met at the club, and was likely EBYMBC first affiliate group. Slowly as the years passed sailing Catamarans became more “acceptable”, so it was quite funny many years later when Commodore Neil Blance used to refer to Cat sailors as the “schizophrenic” lads.

The Wellington Provincial Catamaran Squadron had strong support and in particular we should mention two people. Jack Shields the patron who organised the Annual Pub to Pub Race (which is now run by the club and called and “The East-West Dash”). We used to start the race using the EBYMBC cannon fired off inside the pub. That practice got outlawed! Jack’s wife knitted booties for every baby born to the Cat Squadron family.

The second person is Bob Garrett who was the Squadron President for many years and always at the forefront of organising things and raising money for people to travel to events locally and overseas. Bob’s favourite fund raisers were the “The Pig-in-the-barrow” (literally) and the 500 club \$5 a ticket – “bang finish”. Things didn’t go so good when the team turn up at the police station to sell tickets and were found to be without a raffle permit, no cover for the pig. Bob Garrett also printed the EBYMBC Almanac for many years, so most people will know him.

Many who initially sailed Catamarans did not come up through the learn to sail in “P Class” route. Catamarans were often the first boats they sailed and people coming out of P class wouldn’t really consider sailing Cats as an option until 1967 Andy Brown and later Peter Brown, Brent Riddell, Dave Wallace and Warren Rankin broke that mould. Also Haddon joined us from the Manawatu after sailing both P Class and Z class.

We have however had some very successful Cat sailors who came directly into Catamarans at Evans Bay. Chris Timms in fact came to the club after falling off a high mountain and John Thomson who started sailing after being a successful and very competitive archer. Chris as we know went on to win a Gold Medal with Rex Sellars in the Tornadoes in 1984 in Los Angeles and a Silver Medal at Pusan in Korea in 1988. John had good successes in Tornado’s and Paper Tigers, winning 7 National titles in PT’s.



A severe disability to Evans Bay member Barry Ryan’s legs resulting from a bout with polio as a child did not stop him building and helming a series of highly competitive catamarans. Here he sails his Shearwater design in the Bay in 1959/60.

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Competitors of the first Rothmans Catamaran Week, hosted by Evans Bay in 1967, pay a visit to NZ Breweries. The Squadrons - Catamaran and R class in particular - regularly factored in free beer and a brewery tour as part of their events. This particular evening led to some strange adventures for some at the notorious Wellington drag and strip club, the Purple Onion. Photo supplied by Ray Manning



Catamaran sailing club members have won many National Titles and have always represented EBYMBC and done the club proud in both National and International Events. I want to mention the people that have achieved the most, but first of all a little history of Catamaran classes' emergence at the club and Internationally.

It wasn't until the mid-50's that competitive Catamarans started sailing anywhere in the world. The Prout Brother's Roland and Francis designed the Shearwater, a 16 foot 6 inches craft in 1954, but things didn't take off for them until 1956 with the Shearwater III. By 1958 there were already 2 Shearwater Cats sailing at Evans Bay - White Wings (Barry Ryan & Roy Cottle) and Cutlass (George Hoerr).

But New Zealand wasn't slow starting up its own designs. In 1958 renowned boat designer Jim Young collaborated with John Peet and came up with the 12 Foot Kitty Cat specifically to compete in the International Australasian 12 Foot Unrestricted Silasec Cup. John sailed the boat with his son David. The Peets won the regatta and Catamarans were immediately banned from all future events.

Kitty Cats were sailing at Evans Bay before 1960, and that fleet grew strongly at the Bay, with boats such as Duet (Dougal & Bruce Campbell), Scat (John Simmons and very youthful Ray Manning), Smokie (Tom and Bob Garrett) and Tom Cat (Arnold Graineey).

In 1964 Rod MacAlpine-Downie designed the 15 foot 6 inch Yachting World Cat and they also started to appear at the Bay by 1966. The first of these was Cougar owned by Gordon and Dave Hudson.

Meanwhile In 1956 the old I.Y.R.U (now World Sailing) reluctantly defined and recognised a number of Open Catamarans classes, among these were the:-

- A Division Catamaran 5.49M X 2.3M, one man and 150SF of Sail
- B Division Catamaran 6.10M X 3.0M, two man with 236SF of Sail
- C Class Catamaran 7.32M long, and D Class etc.

Therefore by name Catamarans were only recognised as being in one of these classes by IYRU. So a Shearwater, a Kitty and a Yachting World were all officially B Division Catamaran as they fitted under the maximums set for that class.

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This suited nobody – not the designers, the sailors nor the IYRU.

So the IYRU decided to regulate and in August 1967 they held a regatta in Sheppey in UK for the purpose of picking a one design boat in each Division. For the B Division Rodney March designed 2 boats Tornado 1 and Tornado 2 in collaboration with Reg White and Terry Pearce. Reg White won the regatta and the Tornado went on to become an Olympic Class from 1976 to 2008.

In the A Division an Australian boat Australis won the regatta but it was a dumb boat and never caught on and nearly killed off the A Division Catamarans. However particularly in New Zealand and Australia development of the A Class continued during the ensuing years and finally in January 1981 an open design A Division Catamaran World Champion was held at Botany Bay at which 8 New Zealand boats competed including 5 from Evans Bay.



Competitors at the 1981 A Class world championships at Botany Bay

Meanwhile back in the jungle in January 1968 the first Paper Tiger the one man 14 foot x 7 foot with 100 SF of sail craft (thus technically an A Division Catamaran) designed by New Zealander Ron Given was put on the beach at Browns Bay Auckland at the 2nd Rothmans Catamaran Week. During 1968 Andy Brown built Snoopy PT58 and won the inaugural Paper Tiger National title at Lake Brunner in Jan 1969. Ray Manning who had been living for a couple of years in Auckland returned to Wellington with PT27 Sharamuta. These were the first 2 Paper Tigers at the Bay.

The first A Cat sailing at the Club was George Hoerr's Falcon. Well actually it started its days as a 14'6" boat and was lengthen to 18 foot for the 1st Rothmans Catamaran Week at the Club in Jan 1967. It was later cut back to 14 foot by John Christie to sail with the emerging Paper Tigers fleet. A Cats were never assumed to be suited to Sailing in the bay but eventually in 1984 the numbers peaked at 18 A Cats at the club.

In 1972 we saw the first Tornado at the club being Laurie Hope and Chris Timms' Iron Butterfly, followed not too much later by Andy Brown's and Murray McLaughlan's Clyde T.



Iron Butterfly Launching day. Chris Timms & Laurie Hope. The woman doing the honours is thought to be a flatmate – can anyone identify her by name?

Chris and Laurie were the first to go off shore and used a chartered boat but the first to take a boat International was Andy and Murray who built new Hulls for Clyde-T in 1974 and took off to Hawaii for the Tornado World Champs. Many other trips followed!

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We could drone on forever with stories but at least I have set the stage of when each of the Catamaran Classes arrived and started sailing at the Bay. The Kitty Cat and the Shearwaters and Yachting World Cat gradually disappeared off the scene, and eventually it became primarily A Division Cats and Paper Tigers and the number regularly sailing at the club climbed to 30 boats in 1984 sailing in 2 Divisions.

The A Cats disappeared and for a while Tornados dominated the scene at the bay and gradually it has become a fleet of Paper Tigers, with quite a few of those who had sailed in other Catamaran Classes have now returned to sailing in the most successful Catamaran design in Australasia, the Paper Tiger.

So who were Evans Bay's most successful Cat sailors? Here is a list of the National Champions we have had - listed in no particular order.

Andy Brown	- 4 times in both A Cats and Paper Tigers
Mal Haddon	- 5 times in A Cats
Norm Codd	- 2 times in A Cats
Laurie Hope & Chris Timms	- 3 times in Shearwaters and Tornados
Dave Hudson & Mal Haddon	- In Yachting World Champs
Alasdair Palmer	- 2 times in Shearwaters
John Thomson	- 7 times in Paper Tigers
Simon Manning	- 8 times in A Cats, Paper Tigers and Tornados
	- Simon sailed with Andy Robertson in his 4 Tornado Titles
Lynley Manning	- 12 times in Paper Tigers Women's Champs
Shirlene Vautier	- 2 times in Paper Tigers Women's Champs
Jane Thomassen	- 2 times in Paper Tiger Women's Champs

That is at least 48 National titles that I have counted but I may have missed the odd one (hopefully not). Every National Title is precious to both the holders and to the club.

However we would not have National Champions if it wasn't for all of the other Catamaran sailors who participated and competed at the club over the 60 years. It would not be possible to mention them all as the list has more than 250 names in it. Some however were real characters and made us laugh so much as their nick names suggest:

Roy **El Saud** Cottle

Ian **Arab** McLaughlan – The club used to receive correspondence just addressed to "Mr. Arab" when he was EBYMBC racing secretary. Ross Telford didn't know Arab's real name when doing his regular radio broadcasts of yachting events.

Terry **the Pom** Mansfield

Fearless Fred McLay

Gary **Banger** Bennett

Murray **Knocka** Knowles

Richard **Spaggs** Watson

Murray **Jocko** McLaughlan – aka **The Happy Hand Braker** of Botany Bay

Colin **Weet-Bix** Peard

Ken **Boot** Hargreaves

Brent **Penguin** Riddell

Graham **Happy** Russell-Smith and so on.

There were many others who competed in the Cat racing. A few of those are still sailing in Paper Tigers today. Sadly we have not been able to record everyone in the detailed Catamaran Sailing at Evans Bay History document we have written. Sadly our memories of so long ago and the sheer volume of information, covering 60 years eludes us. That History document is now in the hands of club Historian,

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Gavin Pascoe, and is a living document. People are invited to access it, update and correct it. Input to the detailed EBYMBC Catamaran history document was provided by Ray Manning, Andy Brown, Mal Haddon, Laurie Hope, Simon Manning, Glenn Syman, Ryan Leatham and others.

We should mention those who built and/or designed a lot of Catamarans. Andy Brown probably built more boats than anybody else, followed by Ray Manning, who also designed 6 versions of his Paopao Catamaran, and Norm Codd. During the A Class Catamaran years 1972 – 1984 these people often built a boat a year to try and stay up with Global developments in the Class. Andy Brown and Noel Swanton also designed A Cats for themselves.



Jane Thomassen sailing her Paper Tiger Pom Puss

There were also many Tornados built by club members. Laurie Hope and Chris Timms built four. Andy Brown and Jocko McLaughlan built two. In more recent years we have had some prolific PT builders.

Today the Catamaran fleet at the club is just Paper Tigers. This design has been sailed at the club for over 50 years. Those sailors have supported the club well and the club in return has helped where possible to ensure club members when selected for the Paper Tiger Inter-dominions against Australia have been able to attend that event and proudly represent the club.

Thank you Evans Bay Yacht & Motor Boat Club for being our host as the main base for sailing Catamarans in Wellington for 60 years!



A Paper Tiger in action during the classics race on the opening weekend of the centennial season

Photo by Alex Paterson
Arrowhead Design

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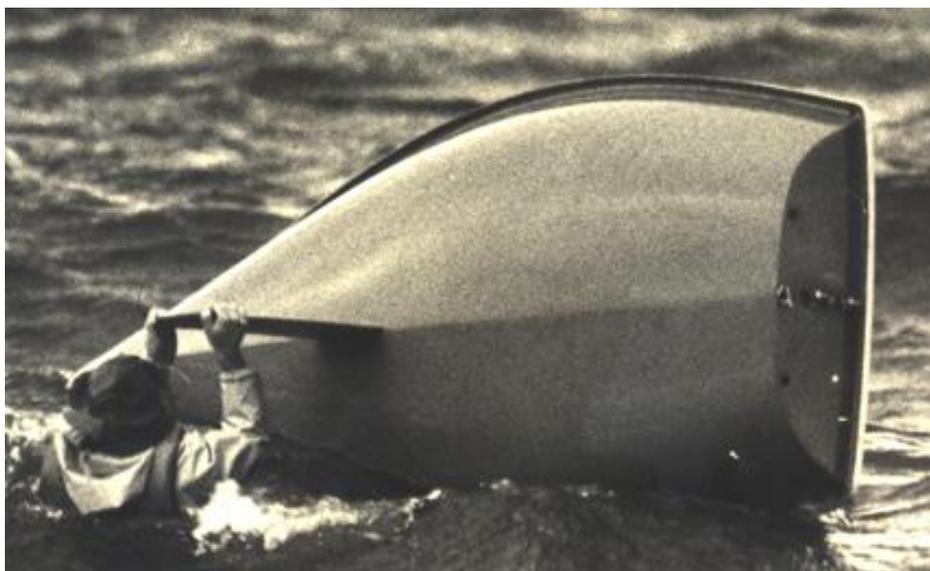
WHISKY 3 NOW TRANSFORMED TO AN ARK. by Paul Beaumont in consultation with Hamish Levack.

Hamish Levack, (not a club member), is preparing for either the next biblical deluge, or the big sea rise that will no doubt occur when global warming reaches its maximum.

The Evans Bay Club slipway crew had to dispose of a Waterwitch design yacht a few months ago. *Whiskey 3* had seen better days but at the time was destined for stripping and dumping. No boat should go that way. Hamish, a white knight, appeared, and saved her from that terrible fate. He took the hull off Peter and Sven's hands. *Whiskey 3* was too long to fit on Tony's Hiab truck, so she had to be cut into two pieces. Tony transported the larger part, and Hamish transported the smaller [rear] part on an overloaded little trailer, to his 'Mt Ararat', aka a forest in the picturesque Mangakotukutuku Valley behind Paraparaumu.

Hamish has some nautical background. During the early 1980s public opinion in New Zealand against visits by nuclear-powered or nuclear-armed ships had been growing. Earlier there had been protests against the USS Truxton coming into port. (I recall a great wall-scrrawl that said 'Truck off Fuxton'). In 1983 Hamish and a friend thought it would be fun to join in the dawn protest flotilla against the USS Texas as she came into Wellington Harbor, however this coincided with freezing gale-force winds.

Media photographers wanted a picture of valiant protesters in action, and being very close to shore when he capsized, Hamish inadvertently provided them with their much-needed imagery. The photo below appeared on the front page of the Dominion and perhaps other newspapers around the world. The reporter either did not know, or did not want to know that it was quite usual for Hamish's spectra, [which is rather like a laser], to roll over, and consequently greatly exaggerated Hamish's heroism/lunacy.



In 1983, Hamish also helped my partner and I to sail Gandalf home from Australia.

The voyage to her new berth at Maungakotukutu was a new experience for *Whiskey 3*. The unusual aerodynamics made the trailer sway as if her stern was trying to steer one last course on it's own. Together with Hamish's car, this provided an ineffective 'wide-load-following' pilot for Tony's heavily-loaded lorry. Fortunately, no traffic came from the opposite direction as the procession crept over the narrow winding Maungakotukutuku saddle road.

Tony skillfully unloaded, and roughly aligned both pieces of *Whiskey 3* at the selected site. Then, Hamish and I spent a day of reconstructive surgery jacking, gluing and screwing the severed prow plus mid-ship to the stern.

Since then Hamish has constructed piles under *Whiskey 3*, sealed and refurbished the decks and interior. She now sports a huge irregular shaped, queen sized, berth for'ard and a large single bed amidships. He has fitted new portholes where the old ones had been, and stocked a locker with liquid restoratives.

Whiskey 3 has not been leveled in order to give the impression that she was still at at sea, plunging and rolling down a gentle swell. Sleepers will need to arrange themselves diagonally on the queen berth if they are to remain stable while they slumber. Couples may have to put up with a significant 'roll together' effect but they may well prefer such intimacy.

The Spinnaker

Hamish has also built a sturdy, medieval-like, glazed, high poop on the stern. This is far too grand to be referred to as just a doghouse.



When, and if, a refloat occurs *Whiskey 3* should sail downwind at speed with the new poop behaving like a mizzen 'box' spinnaker.

A well-pruned pine tree will later be erected as a main mast, but meantime *Whiskey 3* will sport a Christmas tree for the imminent festive season.

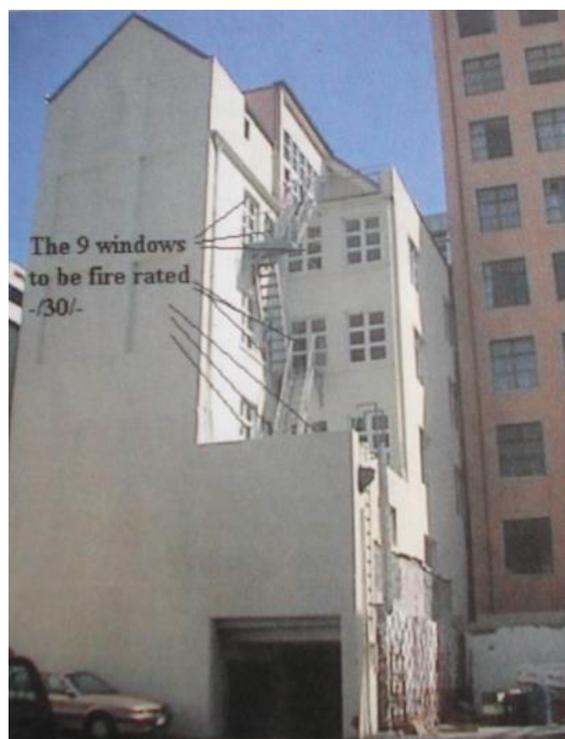
The high poop has an interesting back-story:

Some years ago Hamish owned a commercial building at 185 Willis Street opposite St John's church. In order to obtain the Wellington City Council's consent to do some other renovations he was obliged to replace nine windows, each made up of six, fold-out, wooden-framed panes, with 30-minute-fire-rated steel frame windows that included cross-wire glazing.

This requirement was supposed to reduce the fanciful likelihood of a fire breaking through the windows on a lower floor, and then roasting tenants from the upper floors as they hurried down the external escape ladder.

Sensibly Hamish stored all these wooden-framed windows, [A fellow hoarder - yippee!], and twenty years later they were available to create *Whiskey 3*'s high poop.

If club members involved with *Whiskey 3* make overtures to Hamish, (I can be his agent!), he will invite you to the Ark-warming. You must bring your own Whiskey though!



The Spinnaker

Kingklip's Cruise to Golden Bay February 2018

Paul Jackman

My little yacht, Kingklip, is an oddity, at least for Wellington – she's a bilge keeler. This means Kingklip has two fin keels, each splayed slightly outwards from their mounts on each side of the hull. Also, at the back there's a skeg rudder. The effect of this is that Kingklip can sit free standing on a flat surface, like in a muddy estuary when the tide is out. Each of the two keels is ballasted with internal lead, so she's self-righting, but her draft is shallow at 0.8 metres (hull length 7 meters).

So what are the advantages and disadvantages of that?

There certainly are disadvantages. Kingklip has more wetted surface area than a fin keeler, which means going slower in the light. In a blow she's slow to windward, not because of the two keels but because of the shallow draft. So racing in the Evans Bay Cruising Division, on the wind I have to depower my sails before the other boats do.

So what's the upside and why have such a thing at all?

Bilge keelers were invented in the UK, reflecting their huge tides, muddy waterways and shortages of places to moor a deep draft boat. The key attribute is being able to dry out free standing.

I bought Kingklip because someday I would like to live somewhere warm and keep her up an estuary in amongst the mangroves, with mooring costs of zero. That's the sort of bohemian boating I dream about.

But meantime Kingklip did a great job last February when I sailed her to Golden Bay. I had long service leave, so I just took off. The first part of the cruise was pretty normal. I got to Nelson and went into the Marina there for hot showers and some minor repairs. When I advised the Marina Manager that I was about to depart he took me aside and said: "Do you know there's foul weather coming – there's going to be serious wind?" I did not, but he showed me all sorts of scary weather maps on his PC, and indeed it did not look pretty.

This was Cyclone Gita, still up in the Pacific but forecast to come down the Tasman Sea and then cross over the central parts of New Zealand, as indeed it did.

Of course, the song in my head was "Do I stay or do I go"? I decided go, and sailed first to Motueka and then as quickly as I could to Torrent Bay. By now the remains of Cyclone Gita were being talked about in the marine forecasts and she was in the mid-Tasman.

This was the time for bilge keelers (and trailer-sailers and multihulls) to get undercover. So first I anchored in Torrent Bay, and using my canoe went into the estuary to reconnoitre. Then at high tide I motored in and one hour after high tide beached her as you can see in the photo. In an advanced state of paranoia, I tied two stout lines to trees on the shore and laid out two anchors.



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That night Gita arrived. Another boat in the estuary had modern instruments and told me it was blowing 60 knots. It would have been much stronger out in the Torrent Bay anchorage and not a fun night.

Kingklip was held side on to the wind and heeled as the gusts came through, but it wasn't alarming. Then as the tide went out she sat upright. One odd thing was that when the hull sitting on the keels was just above the water there was an awful racket of wavelets slapping the bottom of the boat, but that soon ended. After that I had a nice meal, read for a while and then got a good night's sleep. Hooray for bilge keelers.

After a few happy days exploring Torrent Bay I sailed around to Golden Bay and anchored just outside Tata Beach. Again I used the canoe to go into the estuary there and find a nice spot. After high tide, once more I motored in and laid Kingklip on the sand.



Soon I was adopted by the locals and some very pleasant days followed. Wherever the sea meets the land there always seem to be amiable folk who have lost interest in the trappings of civilisation. In that area, the only anchorages for conventional boats are inside Ngawhiti Island and inside the Pohara artificial harbour originally built for the cement works there. A few days after I arrived, a very strong Nor'Wester came through. Climbing to a bluff I could see a keeler inside Ngawhiti Island bucking and rolling as if possessed. It would have been a miserable business in a dinghy to get ashore from there. The Pohara Harbour was no better, with violent gusts and waves giving the boats in there an awful thrashing – the wind was from exactly the wrong direction.

Meantime, in complete comfort, I was sharing cups of tea with the hippies in the estuary.

When the weather cleared, it was time to head home and some very easy and enjoyable sailing got me back to Wellington with no particular dramas, aside from once again Cape Jackson being a turbulent stinker.

So that was Kingklip's summer cruise for 2018 and great fun it was.

I don't think there is ever a perfect boat, but it does seem to me that if a boat can be taken into a muddy corner of an estuary or harbour and left free standing, for cruising that's a great thing.



The Spinnaker

Centenary greeting from champion U.K. yachtswoman, Dame Ellen MacArthur

Britain's most successful yachswoman, Dame Ellen MacArthur, has sent a message of centenary congratulations to EBYMBC – written on the flag of her local yacht club, at Cowes on the Isle of Wight.

Dame Ellen penned the greeting on a pennant flag of the Island Yacht Club, founded in 1889, at the request of EBYMBC member Stephen Harris, who visited Cowes in November to discuss their shared mission to rid the world's oceans of plastic pollution.

Dame Ellen racked up a string of solo titles early this century, chief among them breaking the record for sailing a Sydney-built, 23-metre trimaran, *Mobi*, around the world solo, non-stop. She completed this achievement on 7 February 2005 in 71 days, 14 hours, 18 minutes and 33 seconds. A damehood was announced the next day.

But Dame Ellen's focus went beyond racing, including founding the Ellen MacArthur Trust in 2003 to give child cancer patients a taste of the thrill of sailing. And then in 2009 she stunned the sailing world by announcing she was to give up competitive yachting and devote her life to sustainability, founding the Ellen MacArthur Foundation the following year. Its goal is to unite governments, business, NGOs and the wider community around a 'circular economy' model that reduces the consumption of plastic through better design of products and packaging, greater reuse, more efficient recycling and a more informed valuation of what it costs to produce plastic, how the materials used in its production (mainly oil) can be kept in circulation longer and how waste can be minimised and contained so it doesn't clog up the waterways and oceans.

Stephen is working closely with the Foundation in a role he took up in September, leading the international engagement of the Commonwealth Clean Oceans Alliance, which aims to lift efforts across the 53-nation grouping to address the causes and consequences of marine plastic pollution. The photo shows them together at the global 'Our Ocean' Conference in Bali in late October.

Dame Ellen knows New Zealand well and has a healthy respect not just for its sailing prowess, but also its craft: the yacht in which she came second in the 2001 Vendée Globe race, *Kingfisher*, was built in Auckland, and she sailed it back from there to Britain to start the race.



Dame Ellen with Stephen Harris

The signed pennant flag will be on display at the EBYMBC premises.

The Spinnaker

