



The Spinnaker

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

September 2018



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From the manager:

Oh well, another successful AGM for our mighty Club has been and gone. Hosted on the 2nd of August the 99th AGM was a smooth and quick meeting with around 50 members in attendance. A huge thank you to those who have volunteered to sit on committees and hold office during the next 12 months, especially Matt McCullough who has agreed to continue as the interim Club Captain.

It will most definitely be a busy period at the Club as we celebrate our centenary season! There will be plenty going on and we will be asking all members to lend a hand at some stage during the next year. Please let us know if you are available, as the saying goes: many hands make light work!

A special thanks to Mike Appleyard and the centenary committee for all the ground work for what is going to be a magnificent year of celebrations. Please get along to these events and support the hard work that has gone into organising them. Also if bookings, or expressions of interest to attend are asked for, please get in and sign up early! It makes planning these events so much easier if we know how many people and attending!

Further details of all the events that are scheduled to celebrate to centenary are included in this edition of the Spinnaker. However, here is a brief run-down of the events:

- Saturday 20 October 2018 Classics Race
- Sunday 21 October 2018 Old Salts Day
- Monday 22 October 2018 100th Season Opening Day
- 1st – 4th November 2018 Elliott 5.9 Nationals
- 2nd – 8th January 2019 Tanner & Tauranga Cup (P Class Nationals)
- 8th – 12th January 2019 Paper Tiger Nationals
- 15th – 17th March 2019 Wellington O'pen Cup (BIC Regatta)
- 22nd – 23rd March 2019 Centenary Regatta (inc WYA Centreboard Champs)

The Barton Marine Winter Series has just concluded this past weekend with sailing all six weekends we had scheduled. There was a fantastic vibe around the Club throughout the series and it was great to see so many people enjoying themselves both on and off the water. There is a full report on the series included in the depths of this Spinnaker edition.

We have also recently launched a new website for the Club, it includes full details of the events coming up for the Centenary as well as our standard club events (when we get them finalised in the next couple of weeks). It also has the full results from the Barton Marine Winter Series and regular updates of what has been happening around the Club. So get online to ebymbc.org.nz and have a look around.

Finally a push for the annual working bee on Saturday 22 September, it will be great to get everyone down to the Club to give her a spruce up and make her look 100% for the centenary season!

See you all around the Club on 22 September, if not before!

Cheers
Rowdy

Barton Marine Winter Series 2018

Well if that is winter sailing in Wellington, I want it to be winter all year round!

What a magnificent series we had with nearly 92 boats sailing in the biggest and best winter series we have hosted for a long time. The weather played ball and we sailed on all six scheduled race days and only lost one race for the round the cans classes due to the wind dropping to nothing (in windy Wellington). The racing was fierce (but friendly) with many of the overall results being decided on the final sailing day, it was magnificent to see everyone out the enjoying themselves and the camaraderie both on and off the water was great!

Thanks to the magnificent support of Barton Marine we were able to give away overall \$6,000 (yes you read that correctly, six thousand dollars) worth of prizes at the series prize giving. Next time you are in at Barton Marine, please be sure to thank Mike, Elliott & Ginge for their support!

A huge thank you also needs to go out to the sailing committee for making the series such a success and special thanks to the following:

- Mike Appleyard & Neil Currie for running the racing from Pania;
- Roy Kirk, Sarah Williams and Rick Martin for laying to courses from Te Ak (I know it can be darn cold out there on Te Ak, so thank you!);
- Steve Holt, Steve Woolley and Ange Foster on Argo;
- Peter Van Dam and the TRIYA team on Moore Wilsons;
- Derek Baxter on the white RIB;
- The Sailability Team on Trustee;
- David Nalder, Sheena Kilmister, Kate O'Brien & Paul Davies for doing results; &
- Katie Hakes for being parking warden (and doing results)

Thank you also to Alex Paterson from Arrowhead Creative for the absolutely brilliant photos he took each race day, it is awesome to see everyone in action and having fun (even if some of the facial expressions don't look like it's that enjoyable).

Finally, congratulations to all those who won prizes, both race prizes and spot prizes (listed elsewhere in this edition of the Spinanker).

Let's see if we can keep this momentum rolling into our 100th sailing season kicking off at Labour Weekend!



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Barton Marine Winter Series 2018
Series Results
Full results can be found at ebymbc.org.nz

Centreboard Non-Trapeze

- 1st Owen Anderson
2nd Phil Williams Dancing with Waves
3rd Simon Beck

Centreboard Trapeze

- 1st Wilbur Stanley
2nd Fergus Baxter
3rd James Bitchener

Hansa Class

- 1st Darrell & Fiona Smith
2nd John Andrews
3rd Laura Stuart & Remy Thomassen

Optimist

- 1st Leo Greenaway
2nd Lola Redshaw-Nalder
3rd Gene McNaughton
4th Max Greenaway

O'pen BIC

- 1st Rory Kilmister
2nd Jack Callear
3rd David Laing-Maguire

Paper Tiger

- 1st Rowdy Leatham The Kraken
2nd Greg Shadbolt K2
3rd John Tattersall If Only

Skiffs

- 1st Alex Mitchell-Barker Thirty Something
2nd Wade McGee Fairy Dust Special Moana
3rd Caleb Baxter

Trailer Yachts

- 1st Mike Dunlop Ghost Train
2nd Daryl McGee Black Mamba
3rd Mike de Ruyter Stinger

Div 3 Trailer Yachts

- 1st Colin Lee Farrouche
2nd David Hogan Farr Sighted

Cruising Division

- 1st Alan Paterson Airlift
2nd John Floyd After Midnight
3rd John Hargreaves Usurper

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HELP!! Do you know??

Research for the club's centennial book is well under way, but there are some glaring holes, particularly for the past 30 years or so, as media coverage of yachting has dropped to pretty much zero. Is anyone able to supply anything on the below. I'm looking for good yarns, stories, photos, who won what and has been where.

Most importantly actually, I need some really basic information as to when the classes mentioned began sailing with the club, who sailed them, etc.

And it's no good just telling me stuff when I'm at the club, as by that stage I'm usually at some level of drunk.

Please email me at gavin.pascoe@gmail.com, or phone 027 3098936.

Javelins
Starlings
Lasers
Elliotts
420s
Optis
Cherub
Cherub Jr
OK Dinghy
Skiffs

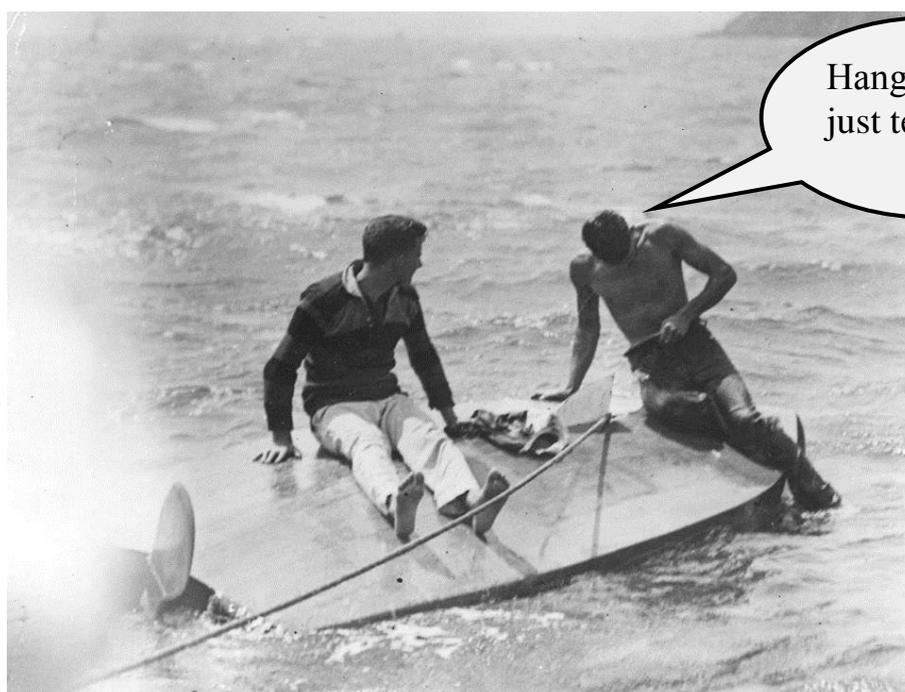
Any other centreboarders classes of the last 20-30 years

Keelers last 20-30 years

Speedboats, motor boats, launches of the last 40 years.

We are organising a display of memorabilia relating to the Club's history: Are there any regatta programmes, etc out there that people have kept as souvenirs and are willing to loan for short period? Please let me know.

Also, who was the first girl to win the Boys Cup, and what year (this is not a quiz, I'd like to know!)



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EVANS BAY YACHT & MOTOR BOAT CLUB LABOUR WEEKEND CENTENNIAL SEASON CELEBRATIONS

MOVIE NIGHT

Come and relive some of the history of the Club watching video footage from days gone by

7pm Friday 19 October 2018

Friday night meals will be available
Memorabilia and Classic displays all weekend

For more information see
www.ebymbc.org.nz

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Club Regatta 1962 Photo by Heather Williams

EVANS BAY YACHT & MOTOR BOAT CLUB LABOUR WEEKEND CENTENNIAL SEASON CELEBRATIONS

CLASSIC YACHTS DAY

Boats on display and racing
- All classes designed 50 years ago or more welcome

Saturday 20 October 2018

Proposed programme

10am: Welcome and boat viewing

11am: Briefing and safety plan

1pm: Classics race start

4pm: Prize giving & Kangaroo court

In the event of bad weather,
racing will be deferred to either
Sunday 21 October or Monday 22 October

Memorabilia and Classic displays all weekend

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For more information see
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Photo - Wellington Classic Yacht Trust - Tony Farr Collection

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EVANS BAY YACHT & MOTOR BOAT CLUB LABOUR WEEKEND CENTENNIAL SEASON CELEBRATIONS



OLD SALTS DAY

A chance to reminisce, catch up with old mates and view memorabilia and displays

Sunday 21 October 2018

Proposed programme
11am: Opening ceremony
12noon: Lunch
1pm: Speakers
2pm: End of formalities, but yarns may continue.....

Resail day for Classics Race if needed
Memorabilia and Classic displays all weekend

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*"You'll be fine with me.
I know these waters like the back of my hand."*

For more information see
www.ebymbc.org.nz

EVANS BAY YACHT & MOTOR BOAT CLUB LABOUR WEEKEND CENTENNIAL SEASON CELEBRATIONS

OPENING DAY OF 100TH SEASON

Monday 22 October 2018

Proposed programme
1000 hrs: Welcome for Invited Guests & Club Members
1130 hrs: Official Ceremony and Race Briefing
1145 hrs: Light luncheon
1310 hrs: Warning Signal for Race
1315 hrs: Opening Day racing for all classes
1600 hrs: Prize Giving

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Memorabilia and Classic displays all weekend

For more information see
www.ebymbc.org.nz

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Wizard to Lizard

Gandalf sails from the Whitsunday Island's to Lizard Is, North Queensland 1977

After working at the Hayman Is Resort in the Whitsunday Islands of the central Queensland coast for 5 months, it was autumn, and a sensible time to sail north towards more tropical climes. *Gandalf*, Fiona, and I would sail 400 miles NW to historic Lizard Island. Lizard is a continental (high) Island. There we could climb to its peak and stand exactly where 207 years previously Cook had looked east at 'the great coral barrier' that had trapped his *Endeavour*. It must have been with immense relief that he saw an escape route to open sea. While sailing in the uncharted waters within the 'barrier reef' *Endeavour* had collided with coral. He had managed to beach and repair his stricken hull in what he named the Endeavour River (Cooktown), and then up the coast a bit he had found his route to 'freedom'. So, from the now commonly named 'Cook's Look', he had gazed on 'his' Cook's (exit) Passage.

Well, we planned to go and see what he saw....among other things.

After arriving in Australia in 1975 *Gandalf* had continued to sail up and down the East Coast of the continent for a further seven years until came the itch to return home to NZ in 1983. However in keeping with my perhaps casual attitude, I never kept a permanent record of the action.

Gandalf never had a proper ship's log/record. I just jotted navigation notes on a notepad or whatever was to hand. I never thought beyond notes for immediate, or short term, reference. Very few of my "notes" have survived. The whole cruise tended to be somewhat minimalist. It was

enabled (ie the low cost) by that attitude – from the small boat, the \$26 sextant (plastic- new price), using old swapped charts, a strong DIY approach, and leaving NZ with barely \$50 (the early Pacific sailing was mostly 'paid for' (actually quite adequately) by the \$2/day provided by crew (= about \$15 now?). Occasionally with two crew, and \$4/day, *Gandalf* found that a three crew could enable real treats. Since arriving in Australia there was never a firm itinerary. Many passages were very -sort of 'staggered' - we would point north / south/ wherever, till it seemed time to turn about. We might stay somewhere a week, or much more - if something took the crew's fancy - or perhaps if some work was offered. Consequently, although I well remember events sailing up and down that coast I cannot often place in what particular order/year they occurred ie....was 'that' 1979...or '80? *Gandalf* did have a visitors' book kindly donated by a crewmember in Fiji, and used erratically, but often entries were undated.



Gandalf usually sailed south in late spring to escape the cyclone season and heat of the tropical summer, but also to replenish the kitty....ie find work in cooler, quieter (no cyclones) NSW. But the years...well they just 'flew by'. So... apart from the sail back across the Tasman this Lizard Island 'excursion' is the last actual record of a particular cruise. I SO should have at least kept a crude diary of some sort so that I could now place 'time and tide' better. I had later been advised that a formal ship's log was in fact a legal requirement for a vessel sailing intercountry. No official ever asked to view such a thing of *Gandalf*. SO...just now...I have Googled the subject.

It seems logbooks do not need to be kept for NZ vessels of *Gandalf*'s size even if sailing offshore. (But now, someone will undoubtedly tell me otherwise? - couch checkers...just regulations applying to the 1970s please!). It always intrigued me why when we hear of ships being abandoned that the logbook is always a priority – Perhaps the 'owner' of the boat would like to see it. Perhaps insurance companies require a log?... Well *Gandalf* had no obligations there! Of interest - I did learn from Google that some countries quite like a cruising yacht to have a *Ships Stamp* - like the 'old' school thing that the teacher put on the back of

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your hand for good work? - Well the purpose of the *Ships Stamp* is unclear - except perhaps that it impresses some people (like toddlers?). *Anyhow...* right now I have written "Log" on an exercise book and will have it installed on *Andal* by Saturday. See...this old dog can learn new tricks. But I am holding off on a stamp! I will seriously endeavour to put writing in the new 'log'...

So the trip recounted here is a best memory of 'day sailing' to a destination- Lizard Island. 'Day sailing' - as within the Barrier Reef *Gandalf* did not do a lot of night sailing as it was unnecessary as sheltered island and mainland anchorages were common. The object of the whole experience was fun rather than endurance.

The first 100 or so miles of the trip northwards from the Whitsundays has been already recounted in The Spinnaker.(Mar 2017) - "A Muddle of Wizards".

So after that strange chapter – when Gandalf was chased by the Australian "customs" because of a pretty silly misunderstanding - we had arrived in Townsville and 'partied' with our namesake - the 'other' Gandalf, and the cause of that great search by the Commonwealth of Australia. The state surely spent many thousands of dollars 'employing' coastwatchers, aircraft, and a high speed launch to find *us* on the high seas when the real culprit was all the while moored peacefully just a few hundred metres from their Townsville office. In case the reader might suspect 'real crime' was involved - the 'Other Gandalf' (Canadians Al and Marion), were only guilty of a fairly minor customs and excise muddle. There was no deliberate crime.

We had never intended to visit Townsville – Only the interception by the Customs launch, had us at the city at all. When the officials ceased to have any interest in our *Gandalf*, and we had done socialising with Al and Marion (with a 'maid Marion' on board we reckoned that the 'other' *Gandalf* should more properly be named, *Robin* or *Hood* - and left the *wizard's* name for us!), we sailed to Horseshoe Bay, Magnetic Island, just a few miles from the city. The island was somewhat like our Waiheke then – holiday accommodation, some homes, and commuters. I think it is very much more commercial/touristy now – but thankfully only in restricted areas. Much of the Island is hilly boulder-strewn forest – good for nothing except beauty – which is always good. There are impressive defensive emplacements dating from WW2.

The name- Magnetic - derives from an apparent anomaly Captain Cook had with his compass in the area in 1770. Attempts later to locate Cook's particular problem have failed - it seems it was a rare navigation 'error' by the master mariner. A cruising friend of mine had a perhaps similar compass 'problem' just 40 miles southeast of Magnetic Island, at Cape Bowling Green (as 'hinted' by the name -a low flat shore, and easily missed). On a pleasant night sailing north, Graham of *Corsica* had placed his portable TV on the bridgedeck to help pass his watch. But he very nearly did not 'pass' that very low 'easily missed' cape! He was in seriously shallow water before he realised something was wrong. The TV "magnetics" had thrown his compass 'out'! So both sailors had technically, a *deviation* rather than a *variation* problem. So what was Cook watching?

We next anchored off Great Palm Island, about 25 miles north. Palm Island is an aboriginal reserve. We had asked permission to land...it was not particularly encouraged. Early NZ administrations certainly treated our original inhabitants very badly, but many authorities and settlers in Australia behaved very much worse. The famous sailor who had the navigation problem at Magnetic Island had declared just a bit earlier, when he had been down the coast at Botany Bay, that Australia was *terra nullius*. i.e..latin /legalese for 'there were no inhabitants there at all'. A sort of "finders keepers" - or "entirely ours now" attitude. A blatant deceit of course! Two hundred years later, 'Australia' still often did not treat its original inhabitants at all well. Palm Island was at least partly a means of keeping a number of the 'original Australians' 'out of town'. The settlement seemed a quiet and peaceful enough place by day. Come night there could be mischief apparently. Petty crime was 'significant'. There was little gainful employment on the island. Consequently there was a lot of 'hanging around'. About the time we visited a skilled and well-meaning entrepreneur had

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helped establish an oyster farm project which was successful for a while. But when that ex fisherman, and onetime Kokoda Trail veteran of many skills, - Keith Bryson - left control of the enterprise to others, the project stumbled.

Unemployment at Palm was huge - over 80% of the more than 1000 resident adults I think. It seemed an air of 'vacancy' pervaded, but never *terra nullus*, mind! So... a lovely Island (as are they all?) - but Great Palm... did not seem a 'great' or fun place to us...we just gawked around a while and departed.

It seems that the situation may not have improved with time. In 1999, The Guinness Book Of Records listed Great Palm Island '*as the most violent place on earth*' - outside of a combat (war) zone!! We had clearly visited in the comparatively 'good ole days'?

In 1975, *Gandalf* departed NZ on what became her near 7 year cruise (was only planned to be 6 months) from barely a few metres from the remains of my great great grandfather's old command- ie *Buffalo*. You might wonder how *Gandalf* 'properly' departed from such a minor 'port'! Well it was not quite proper! *Gandalf* had first, very correctly, departed NZ from Admiralty Steps, Auckland, but had a mishap a little north of the Moko Hinau Islands, when my crewmember's camera bag was dumped on by a wave. He needed quiet time to dismantle/clean his valuable



equipment (Don was a semi-professional photographer). So we changed course and sailed down the east coast of Great Barrier Island, then close west of Cuvier light, towards 'The Coromandel' where we felt that the best, easily accessed 'quiet' anchorage, where Don could attend to his photographic gear, was Whitianga. I thought it was a great idea... I slept most of the time -after having worked near 24/7 to get the boat ready for the adventure... well maybe more like 15/7. *Gandalf* had been late leaving NZ (well, late in the South Pacific 'cruising season'!) – just blame the habitually late skipper.

We sailed north from Great Palm to Orpheus Island, with its small resort. An OK anchorage, but we tried to avoid such places. They just tended to be expensive (too convenient for drinks/meals, etc), ...and consequently sabotaged the 'freedom sailing' kitty. Close south of Orpheus was Fantome Island - a leper colony till 1974 ..deserted now ... apparently the buildings were 'razed to the ground' by scrupulously conscientious authorities. Stops squatters I suppose....some of the aborigines from nearby 'Great Palm' might have moved in! Shock / horror!

The sailing was almost always great. A more or less regular southeast trade wind...broadreaching heaven. When there was insufficient or too much breeze we would just hang out in magnificent and sheltered anchorages..then socialise with other sailors, or snorkel, fish, beachcomb, poke into the bush, whatever ...life was good indeed. With fairly reliable trade winds the possibility of ever being caught on a lee shore was unlikely. So unlike NZ, where the weather forecast needs to be constantly in mind.

We were approaching a large Island...Hinchinbrook. Its interior displayed some of the most rugged mountains on the whole coast. Craggy and steep...almost like parts of NZ. Of course the mountains were low though. All Australia is! I had been a student in Canberra 10 or so years earlier, when there were two West Australians who had driven their FJ Holdens from Perth across the vast Nullabor Plain and then via the Snowy Mountains of the NSW/Victoria border. They never tired of telling how they drove their FJs to the top of Mt Kosiosko - ie the Mt Cook of the 'big country'!! I think it is not allowed now, ie - to drive over the top of Australia! At the time I had found it hard to believe that Noel and Ross had motored their

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beloved FJ's to the top of their land. But they were Aussies....maybe it was just a tall tale - for the kiwi – a bit like their 'live' snake in a hat trick – when they made that roadkill wriggle with their fingers to alarm the new Kiwi.

We anchored a while (not overnight) in truly beautiful Zoe Bay on Hinchinbrook's east coast. The wind had dropped out. Fiona and I explored a stream with the dinghy. Magnificent deserted country with Kiwilike Mountains above – but sadly no 'tui song' - some screeching though – Aussie birds, perhaps in keeping with the national character, are inclined to be raucus! Zoe Bay was a lee shore, but the SEerlys were just a zephyr that afternoon.... magnificent.

There was an inner passage past Hinchinbrook but much of it was mangrove lined – not so interesting. Sailing the inner passage required first passing the great length of the then new Lucinda Wharf - seemed like near a kilometre long -over a very shoal area. Large quantities of sugar were/are exported from the single purpose wharf.

Keith Williams - the developer of the Hamilton Island resort complex in the Whitsunday Islands - later developed a resort on that inner passage on the west side of Hinchinbrook Is.... but in 2011, destructive cyclone Yasi did huge damage and the luxurious wilderness resort was reported as having been abandoned and taken over by wildlife – apparently many thousands of cane toads were 'in residence'. In 2015, after a period of looting, the derelict resort was razed by fire. A large Williams marina and coastal residential development across the passage, at Cardwell also suffered huge damage in the same cyclone. Spectacular photos of piled up luxury craft are best forgotten. The massive storm surge (predicted by experts as possible in the narrowing passage, but disregarded by the regulating authorities), has resulted in plummeting property values and ongoing legal wrangles.



But in 1977, much before all this drama, Fiona and I were just blissfully sailing *wee Gandalf* North, to 'The Lizard', in idyllic conditions.



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