



TIMARU YACHT AND POWER BOAT CLUB

Rhumbline

Edition: 16 April 2023

THIS EDITION ...

- [Gran Experiencia SailGP !](#) Nicos' experience at Sail GP
- [Sailing section ...](#)
- [From the history books: ...](#) Where are they now??
- ['i' Did you know ...](#)
- [Buy, Sell and Exchange](#)

[Back to top](#)

GRAN EXPERIENCIA SAILGP !

Nicos' experience at SailGP

Intro:

Hi. For those who don't know me, I'm Nicos Shearer. Some of you probably know my Dad (Al) who's been kicking around the club forever!

I've been sailing with TYPBC for many years, coming up through the juniors learn to sail and mostly recently with Timaru Boys High in the 420s. This year I've left school and just started studying electrical engineering in Dunedin.



The opportunities

I was recently given a couple of great opportunities ... the first was to Kawau Island as part of a training camp with other young sailors for some training on Elliott 7's.

Then more recently the TYPBC supported me to attend SailGP's programme as an intern for a week on the SailGP Tech Site. Wow!

Sail GP Tech Internship

On arrival at Lyttelton we were all given a tour of the Sail GP Tech area where the wings and all the boats were being held. From there we were assigned to a team for the week. I was able to join Sail GP's Spanish team, helping them put together their F50 yacht.

From day 1 was able to meet the Spanish shore crew including Pablo and Kalama who are Spanish sailing legends. These guys have both sailed in the Americas cup multiple times and had been world champions in their own preferred boats. I was also able to meet Nacho but never really got to talk to properly as he mainly spoke Spanish (and I don't). But even with the language barrier they were all still massively friendly and welcoming.



Down to work

As I was now actually part of the team I was put straight to work. This included taping up any gaps or cracks in the boat and then cleaning the rudder bearings. This was unreal as it seemed so casual spending time around and on top of the F50's while also talking to Pablo and Kalama. They had endless stories and knowledge about sailing and took the time to share this with me.



On Tuesday I was put into the hull of the boat to bolt on the bows of each hull. Although slightly cramped it was just cool to think that I was actually inside an F50. The rest of the day continued with odd jobs and busy work ... it all went quickly as working on the F50's was more of a treat than a job.

Connecting with the sailing team

On Wednesday the first Spanish sailor (actually an Aussie named James) showed up and I was able to chat about what it was like sailing the F50's and the actual experience of being aboard the boat when powered up. That all sounded like equal measure of terrifying and fun.



By Thursday most of the sailors had shown up and it was cool to see the tech site come to life as the likes of Peter Burling, and Quentin Delapierre were just casually walking around. Also, luckily the Spanish shore team had started on the boat a day earlier than the other teams so I was able to have a reasonably relaxed day with time to talk to the sailors and shore team when they weren't busy.

And sailing ... and chasing at Full Beans*!

Friday was a massively exciting day. We were able to sail the boat since the Spanish team had a skipper and flight changes giving an extra couple of hours to get used to the new positions. This basically meant I was able to follow full beans* directly behind an F50 for two hours straight. I will never forget the speed of these boats... this really isn't understandable unless you are there trying to keep up with them!

[Ed: Full Beans = really fast]



Saturday was the first day of sailing and I was able to watch the racing from the starting side of the race course ... another unreal experience. The Spanish team were lacking in speed compared to the other teams but were still stoked to have been out there and were super excited for the next day.

Grandstand

On Sunday I wasn't able to go out on the chase boat but it was still an awesome view of the racing next to the grandstands. The Spaniards had a good first race which I was stoked about. Also hearing the grandstand erupt in cheer whenever the kiwi boat sailed past added to the unreal atmosphere.

As I had to get back to Dunedin I wasn't able to stay for the prizegiving, but it had been awesome just seeing the boats race and I was able to finish the week full of new experiences and memories.

So what were the highlights?

"For me it was getting out for a sail on these amazing boats, being able to follow the F50's and the atmosphere there. Everyone was so inviting and welcoming".

Thank you!

Thank you to those in the club who supported my nomination for the SailGP and the Kawau experiences. I am very grateful for these experiences.

- Nicos Shearer

[Back to top](#)

SAILING SECTION

25th March

No Alan in the tower so we decided to keep it simple with a run to the Green mark and back twice in light conditions.



Bill was supposed to gate start [see below] but Robert missed his footing and fell into the hatch. He had to be picked up by a RIB as the tide was too low for Freak Brothers to get to the wharf. Stitches required in the mouth I believe.



So I did the gate start, Bill came back out a couple of minutes late and just 2 up with Paul.

On the first beat, Pete p***ed me off by sailing up to me from leeward and then could tack out in front. So much for my new gib! Pete led at the top from me, with Richard and John right there too.

I followed Pete on a reach towards the cliffs and waited for him to gybe for the bottom, and waited, ... and waited. In the end I gybed anyway about 40m behind. Pete carried on still on starboard, and on ... and on, concentrate Pete you've overlaid by miles.

I had a modest lead at the bottom mark, Bill had run down Richard and John by then. On the way back up I was lucky enough to pick up a flick to the east and really took off as Pete was on the wrong side of it.



I have noticed in the last few weeks sailing in light conditions a slight temperature drop as the wind goes east or rise as it goes back north. Something it might be worth paying attention to in future.

[Artlest's impression of Gordon's wētā on-board weather station]

At the finish I still led by a good margin, Paul (yes, PAUL, ... Bill being relegated to spinnaker hand) had passed Pete on the run for second place.

Richard and John had got lost in the light shifty winds and failed to complete the course. Don't let your Weta stop in the light! Even if you have to sail in the wrong direction to keep moving, because they take forever to get going again.

Maybe Paul has found a new role as down-wind helmsman. That's a bit of a promotion from ballast!

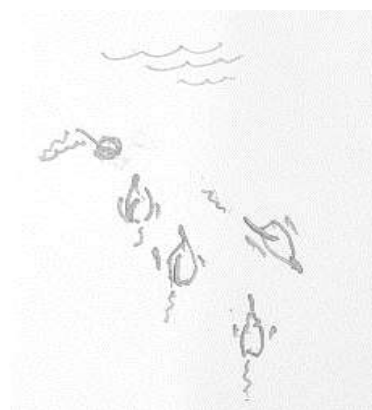
Cheers. - Gordon (Past Commodore)

Footnote: The Gate start:

This is where the nominated start boat sails down the length of the start line on a port tack. Other boats start by passing astern of the start boat on a starboard tack.



This isn't what Gordon meant...



Is more like this...

14th April

Very light conditions and only two boats took to the water, ... Bill in Freak Brothers and me (Gordon) with a course to the Red mark and back, and with two starts.

Bill got away from me first time but not by much.

Race 2: I had detected a Northerly wind shift further out in the first race and used it in the second to get well ahead. But then I got becalmed half way back. Bill fired up the motor and towed me in. Not very exciting but still all quite interesting. Bill had been stuck in the channel and the tug was hanging around looking grumpy and a small freighter had tooted at me earlier. And typical that just as we got in the wind picked up again.

- Gordon (Past Commodore)



[Back to top](#)

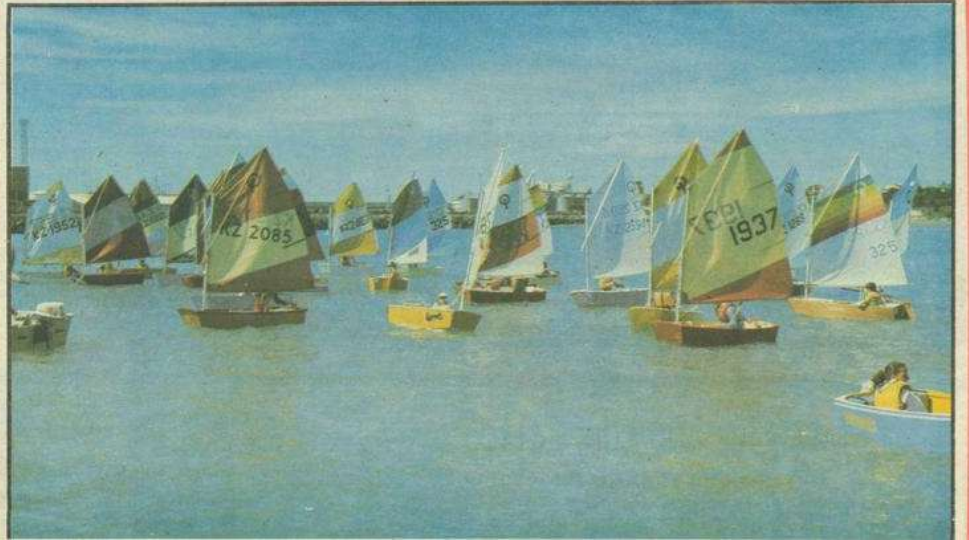
FROM THE HISTORY BOOKS

Where are Gavin Calvert and Gavin Brady now? (Class of 1984)

Photo News: South Canterbury's Photographic Newspaper Issue No.11 May 1984

1 of 16 Automatic Zoom

South Canterbury's Photographic Newspaper
Extra Copies \$1.00
Circulation 17,000 Copies. Registered as a Newspaper, Published by Photograph Newspapers LTD, P.O. Box 270 Timaru. Phone 83-987



Author [Ron Bishop](#)

Date of Pub May 1984

Place of Pul Timaru

Subject [Sport](#) [Events and Music](#) [Social Life](#)

Access to O Bv request .

DECORATING THE HARBOUR LIKE BUTTERFLIES OVER A POND . . . these Optimist class yachts have added colour to Timaru's seaside over the summer months. Somewhere in this cluster of yachts are two of Timaru's leading exponents in the Optimist class. Gavin Calvert is the top Optimist class skipper in the South Island at present and Gavin Brady has just won the club championship for the 9 - 16 year-olds. Many young people are being attracted to this sport with the overall level of skill growing each year. Photo by Gus Bishop and sponsored by Dominion Breweries Ltd.

- Martin Kane (Commodore)

[Back to top](#)



Did you know? *This edition's sailing trivia. [Believe it... or not?]*...

Trade was named after the trade winds, not the other way around

Our ancestors found that the Atlantic had very reliable wind roads. These roads were called trade winds, trade being the Middle English word for 'track' or 'path'. The trade winds were so important for the English fleet and economy that the name 'trade' became generally accepted to mean (foreign) commerce'.

Feeling blue is originally a sailing term

If a ship lost its captain during a voyage, the sailors would sail blue flags, indicating their loss. So if you're feeling blue, you're actually referring to the blue flags that used to sign the ship's crew is in mourning.

Sailing has been a part of the Olympics from 1896 onwards

Sailing has been part of all modern Olympic games except the 1904 Summer Games in Louisiana. This makes it one of the longest running Olympic disciplines and an early established sport.

It was gender-mixed for the most part until 1988, making it one of the only sports where women and men have joined in open competition.

'He's a loose cannon' is originally a sailing term.

The cannons on a ship could weigh up to 1,500 kg so you can imagine that a loose one could do quite a bit of damage. So loose cannons are dangerous - and should be avoided at all cost. Hence the saying.

All courtesy of: <https://improvesailing.com/>

[Back to top](#)

BUY SELL AND EXCHANGE:

Wanted to buy: Laser

A Wanaka wētā sailor is looking to buy a laser for his daughter. If you know anyone who may be interested in selling a modern but not brand new (say number 180000 or newer) laser with a radial sail (or maybe a 4.7) then please contact Quentin at 021 270 3706

[Back to top](#)

Don't want the Rhumbline? Reply with "UNSUBSCRIBE" in the header and we'll take you off our list