

The Rip

December 1985

The Royal Port Nicholson Yacht Club Magazine



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The Rip

Vol.4, No.3
December 1985

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THE RIP is the official magazine of the Royal Port Nicholson Yacht Club Inc., Wellington, New Zealand.

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COVER

DOLLAR EQUITY, the Port Nicholson Yacht Investments Ltd syndicate Farr 43 challenger for the Clipper Cup, ready for launching in Auckland last month.

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New Zealand wins Champagne Mumm World Cup

NEW Zealand was confirmed the world's top yachting nation, and the Club honoured also, with the presentation of the Champagne Mumm World Cup in the wardroom late in November.

The trophy, which is quite new and as yet little known, is awarded biennially to the nation with the best-performing team at any three of five international competitions — the Southern Cross Cup, Clipper Cup, Admiral's Cup, SORC (Southern Ocean Racing Conference), and the Sardinia Cup.

New Zealand is only the second winner, the first being the USA two years ago. Its team's successes were in the Southern Cross Cup (PACIFIC SUNDANCE, GERONIMO, EXADOR), Clipper Cup (PACIFIC SUNDANCE, EXADOR, SHOCKWAVE), and Admiral's Cup (EXADOR, EPIC, CANTERBURY).

PACIFIC SUNDANCE, named

top yacht at the Southern Cross Cup series off Sydney last summer, and again at the Clipper Cup series off Hawaii, was honoured by being presented with the cup.

Co-owners of PACIFIC SUNDANCE Del Hogg and Bruce Morris accepted the cup, which was brought to Wellington and presented by Bruce Tantrum, Commodore of the Royal Akarana Yacht Club. Del paid tribute to all those who had contributed to the great win, including co-owner Rob McKenzie, and the crew, most of whom were members of the Club. The award, he said, was recognition of the great team spirit of New Zealand yachties, reflecting the move towards team competition, and away from more traditional individual arenas like the One Ton Cup.

Prior to the presentation slides from the Admiral's Cup series and the start of the Whitbread race were



The Champagne Mumm World Cup, made of solid silver and valued at 8000 pounds sterling, on display at the Club.

shown by yachting scribes Peter Montgomery and Alan Sefton — whose visit to Wellington together with the cup was sponsored by Healing Industries.

Afterwards, members were invited to enjoy ample supplies of the French sponsor's excellent product.

New members

THE Club extends a warm welcome to the following new members:

Senior

Philip Migaveston
James Callahan
Jamie McCarthy
Max Lovie
Philippa Kowalczyk
Jim Kebell
David Harris
Lynette Chapman
James Coutts
Tony Crew
Mike Ahern
Cam Williamson
Graham Patchell
Richard Lees
Stephen Hamilton
Rohan Jays
James Walker
Doug Timbs

Lady

Judy Coughlin
Norma Taylor
Marie Palmer
Vicki McCarthy
Heather Bristow
Janice Forty
Fiona Ahern

Country

Lewis Henderson
Robert Greig



Commodore of the Royal Akarana Yacht Club, Bruce Tantrum, presents the cup to Del Hogg, one of the owners of the highly successful PACIFIC SUNDANCE.

No correspondence, love letters, or advice

WE are delighted that the Club is running so efficiently that no one has a complaint or a helpful suggestion to make by way of a letter to the Editor - but it doesn't do much for the magazine, does it?

The backstays

THERE have been some changes in the Backstays since our last report. Kathie Spackman was unable to take up the position of chairwoman so I have accepted the committee's nomination, with Gill Lawrence as our Treasurer. We have had two successful functions, the first being a demonstration by the group "Over The Rainbow". This was held on a Saturday afternoon and gave us some fascinating insights into the choice of colours to suit one's own colouring.

Our second event was held on Wednesday evening after Labour Weekend, and was enjoyed by over 130 members and friends. Healing Industries Ltd opened the programme with a presentation of the new Epiglass anti-fouling product, which was followed by a parade of the 14 Miss Wellington 1985 finalists and concluded with a very nice supper catered for by Viola Cardiff.

Our thanks to Kathie Spackman for making this possible, and to Line 7 Distributors Ltd for providing some of their wet-weather gear, Barton Marine for footwear, and Harbour City for the fashion wear.

We are also grateful to those gentlemen representing the companies who made the evening possible by sponsoring Miss RPNYC, Nicola Osborne. They were Paul Hastings Real Estate, Independent Taverns, Woodham & Morris, Marine Air Systems, Keys Preston & Maskell, Manthel Motors, Holmes

Editorial

SATURDAY afternoon handlining from the Overseas Terminal wharf was never better than on November 16. At about 3.30 that afternoon a few hardy regulars were treated to something more spectacular than a wayward herring or a rogue spotty. Interest in fresh bait and tugging lines flagged as the view to the north was invaded by bright coloured sails — white with a red star, blue bands on white, white bands on orange, and tones of orange with red and yellow. These spinakers grew quickly larger, and were chased by others until the entire harbour to the north was festooned with billowing kites. For 20 minutes the feast continued until all the yachts had arrived off the wharf and doused their colourful sails.

A few regular fishermen would have recalled with pleasure an identical scene 12 months ago when the same northerly wind delivered the same spinnakers and all in the space of 20 minutes. For regular yachtsmen it was a great sight; for the handful of accidental onlookers scattered about the shore it was a fortuitous spectacle that they had only previously seen on television or in photographs of the Hauraki on Regatta day. It was simply magnificent — and Wellington missed it completely.

The finish of the Island Bay race is (on occasions) the perfect opportunity to capture an audience and dazzle them with the sport of yachting for a brief 20 minutes. It was a sport promoter's dream, and for the second consecutive year it went begging. If the Club is to foster and encourage the sport then it must take yachting to the people. With the minimum of effort the Club could exploit the finish of mark foy races (when conditions permit) to put yachting in the public eye at a local level.

It would seem that drink-drive legislation is here to stay and the Club can no longer rely on wardrobe profits to pay the bills. Subscriptions are becoming a more vital part of Club revenue, and if the Club is to involve more people then it must turn a few heads, and what better opportunity for promotion of its activities than a well-publicised Island Bay race.

With promotion in mind the Club could also look to the waiving of joining fees for members of other clubs, such as Worsler Bay, Paremata, and Evans Bay. After all, if New Zealand is to remain in the fore of international yachting then the support must be at all levels and not left entirely in the hands of one or two enterprising individuals.

IAN GORDON

Cook Hogg & Cardiff, Chromos, and David Gold. Our congratulations to Sherry Tyler, who is the new Miss Wellington, and to Nicola Osborne who was elected Miss Friendship.

We have had some trouble locating the winner of the Sweepstake, Tom Phillips.

Although we have no more events planned for this year, Roger Carter has offered to demonstrate his talents with rope work and square knotting, and we hope to have one or two evenings with him in the New

Year. We also look forward to Club Week and our annual Ladies' Lunch.

We are rather proud of our contribution to the purchase of the VHF and SSB radios for the Club, due mainly to your support of the Friday night raffles. These are now being run by the Cruising Division, with our assistance.

In conclusion, may we wish you the Compliments of the Season, and safe and happy boating.

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Opening Day — 103rd season



ABOVE: This year's guest of honour, the Mayor of Wellington, Mr Ian Lawrence, addresses the Club at the Opening Day ceremony. In the official party (left to right) are: Ian Gordon (Secretary), Jeanette Baylis (Backstays Chairwoman), Colin Baylis (Cruising Captain), Mrs Lawrence, Gary Tye (Commodore), Jenny Tye, Ian Greig (Vice-Commodore), Joanne Greig, and Gary Nimmo (Rear Commodore).



LEFT: Commodore Gary Tye and Mayor Ian Lawrence pass the traditional guard of honour provided by the Sea Cadets of NLTS AMOKURA.



RIGHT: Mrs Lawrence breaks out the pennant to open the Club's 103rd season.

BELOW LEFT: Mrs Lawrence is presented with a bouquet of flowers by Jamie Herbison.



BELOW CENTRE: Norm Foothead, who together with his wife Wynne was awarded an honorary life membership earlier in the year, receives his badge from the Commodore.



BELOW RIGHT: Mike Bennett accepts the Waddilove Trophy from Rear Commodore Ian Greig for winning the Opening Day race in OUT TO LUNCH.



The syndicate concept of boat building has been developed to a high degree by the formation of Port Nicholson Yacht Investments Ltd, resulting in the launching last month of the latest challenger for the Clipper Cup.

Syndicate challenge for

A PIECE of Port Nicholson slipped into the Waitemata Harbour one Thursday in November, poised to chase the elusive Clipper Cup in Hawaii in August.

The smooth Farr 43, born of a special partnership — Port Nicholson Yacht Investments — is Club member Del Hogg's baby, a follow-up and upward step from the hugely successful PACIFIC SUNDANCE.

Resplendent in gleaming white with red and orange hull stripes, DOLLAR EQUITY was ready for launching only seven weeks after construction began in Terry Cookson's Glenfield, Auckland, boatyard. Things have moved fast on the DOLLAR campaign, and her hydraulic-ram mast was stepped only an hour before launching on November 14.

Sponsor

DOLLAR EQUITY has been named for her principal sponsor, Dollar Rent a Car Limited, a West Coast American firm which has recently opened offices in New Zealand. The campaign has attracted secondary sponsors in the form of Leadenhall Investment Management, Reg Pharaoh Ltd,

chandlers and providers, and more recently Jarden Corporation Ltd.

The SUNDANCE campaign taught Del that the only way to win in this high-tech, high-finance age was to build the best boat with the best materials, using the best people.

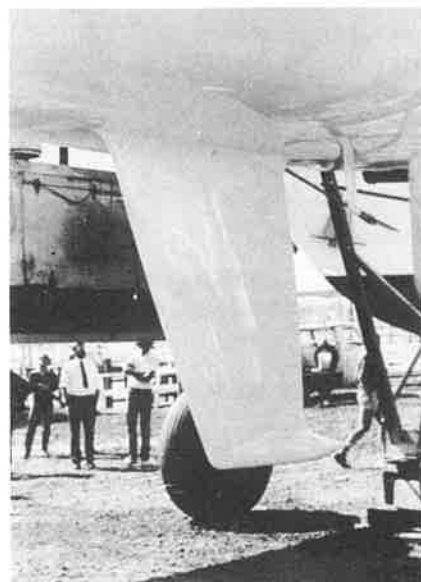
The special partnership was formed with an authorised capital of \$550,000, comprising 550 units of \$1000 each.

And what makes DOLLAR EQUITY a Wellington boat is that all the units are held by Wellingtonians.

Designer

Proven performance saw Bruce Farr remain the choice of designer, and his latest design was commissioned. The Farr 43 is fractionally rigged, an extension of SUNDANCE and EXADOR, and more lately, Australian and Portuguese Admiral's Cuppers DRAKE'S PRAYER and SNAKE OIL.

The rigging, including the innovative hydraulic ram at the mast's foot which controls forestay tension, has been tended to by Terry Gillespie, whose other major contribution was hosting the post-



Bruce Farr's latest thinking in keel design is shown in DOLLAR's thin fin with a flattened torpedo bulb on the bottom.

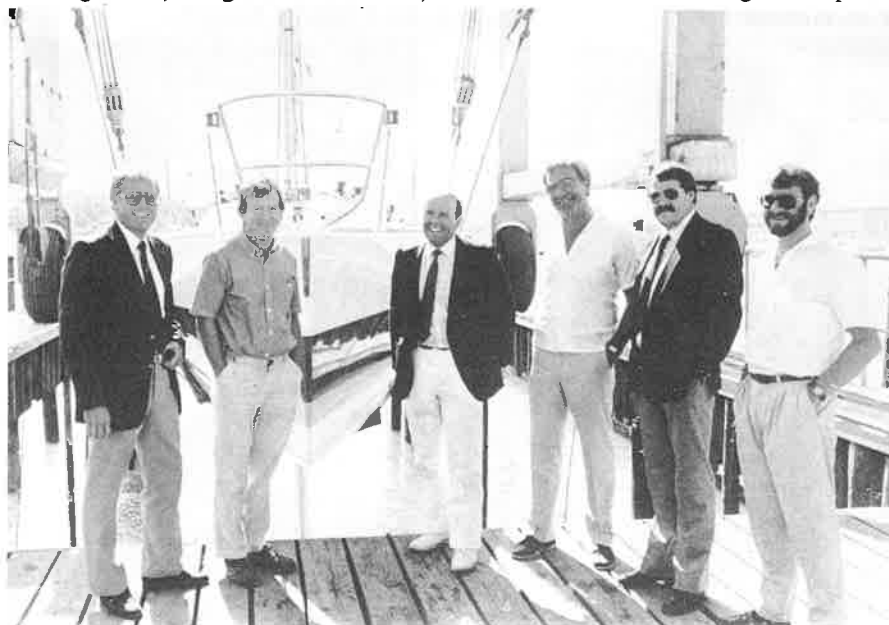
launching function.

Fraser Beer, an Olympic dinghy representative and seasoned keeler campaigner, will cut the sails at the Hood loft, while Brett de Thier has designed the interior and general cosmetics, armed with ideas from his award-winning work on LION NEW ZEALAND.

Builder

The partnership also stuck with boat builder Terry Cookson, one of the world's highly-respected builders with a string of building successes that reads like an honours list of world yachting: SUNDANCE, EXADOR, GERONIMO, SHOCKWAVE, BANDIDO BANDIDO, SWUZZLEBUBBLE, GENERAL HOSPITAL ... more recently he hatched Southern Cross campaigners SWITCHBLADE and

Directors of the Port Nicholson Yacht Investments Ltd syndicate gather for the launching of DOLLAR EQUITY. They are (left to right) Roy Cowley, Arthur Stewart, Del Hogg, Bruce Morris, Ian Maskell and Murray Bridge.



Clipper Cup

THUNDERBIRD from the Farr 43 mould.

"The thing about Cookson's boats," quipped one crewmember at the launching, "is you know they're not going to fall apart."

Keel

Traditionally, the beginning of a yacht's construction is "laying the keel", but throwing tradition to the wind, the keel, perhaps DOLLAR'S trump card, was held till last.

"Farr had been doing a lot of work on the America's Cup boats," said Del, "and he gave us a keel that represented his latest thinking."

Del had ideas for a Bond-style keel shroud, to be shaken off for gasp value just prior to launch, but

the flimsy shroud only just survived the trip across the Harbour Bridge.

The dagger keel on DOLLAR is the culmination of all available tank test data, which holds that a narrow join to the hull, plenty of weight down low in a torpedo bulb, and a near-vertical leading edge may give DOLLAR the jump on her sisterships and the competition.

DOLLAR EQUITY waited in line at McMullen and Wing's yard at Westhaven while two huge planing-hull gin-palaces were launched, and then was hoisted by the monster straddle crane and dangled above the water.

After group photos and an announcement of the venue for celebratory drinks, Del's wife, Jan, christened and blessed DOLLAR EQUITY with an easy swing of the



DOLLAR EQUITY's racy hull profile on show prior to launching.

Champagne bottle.

Although very lean on deck fittings, and almost bare inside, DOLLAR was to be ready for sea trials by November 22, and was scheduled to leave Auckland for Wellington in the first weekend of December, to compete in the three offshore races to Nelson, Akaroa and across Cook Strait, and in handicap racing on the harbour.

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New on the scene

THERE have been several additions to the Club Register this season.

INNOVATOR II

Readers of the national yachting magazines will have seen quite a lot of the high-profile CARPENTER 29 in recent months and Club member JOHN MANSELL (Captain Jack to his friends) recently launched INNOVATOR II in Auckland. (John's original INNOVATOR OF MANA now languishes in a forlorn state at the Evans Bay Marina.)

John has plans to enter INNOVATOR II in the 1986 Round the North Island Race with Welshman Alan Thomas as his co-skipper.

INNOVATOR II-Specs

LOA: 8.92m

LWL: 7.82m

Beam: 3.1m

Draft: 1.68m

Rig: Fractional sloop

Disp: 6500lb

Construction: GRP/foam sandwich

Engine: SOLE 14hp diesel.

PANDAEMONIUM

Appropriately named, PANDAEMONIUM is a Peter-Hobman-designed 32ft hull featuring mast a la Farr 920, Noelex 30 Main, Farr 920 cabin blister, and construction in GRP/foam sandwich.

Owner, Paul "Skippy" McMillan (occasionally called the Mad Painter) bought the partly-completed hull some time ago and with a combination of ingenuity and spare parts has managed to produce an attractive-looking keeler which could well give the 2nd Division a bit of a fright (read that any way you like ...!)

PANDAEMONIUM - Specs

LOA: 32'

LWL: 29' 6"

Beam: 9' 6"

Draft: 5' 6"

Rig: Fractional sloop

Engine: Ford 105E

SIRRAH

SIRRAH is an 11m example of the new generation of John-Spencer-designed keelers with the traditional Spencer chines still in evidence but softened, a tall frac-

tional rig replacing the shorter masthead rig of the 60s and 70s, and a conventional high-aspect-ratio fin keel replacing the flat shoe steel-casing job of the earlier designs.

Built by owner Bob Harris, SIRRAH (Harris backwards) is finished in a deep red with tons of teak trim, and is moored in the Clyde Quay Boat Harbour.

SIRRAH - Specs

LOA: 11m

LWL: 9.45m

Beam: 3.25m

Draft: 1.68m

Rig: Fractional Sloop

Construction: Ply on stringers

Engine: BUKH 20

BLACK SWAN



RECENTLY launched, BLACK SWAN is a stock Mull 31 owned by Barry and Maria Swanson.

A Wellington sparmaker, Barry bought the GRP hull and decks 14 months ago, and with the dedicated assistance of father Ralph, brother Murray and sundry mates, the passage of time and effort has produced a beautifully-finished keeler that would do justice to any professional boat builder.

Powered by a Bukh 10 diesel and lavishly finished in teak down below, BLACK SWAN has all the necessary concessions for cruising comfort but with her high-aspect three-quarter rig (Black and silver with red pin stripe no less!) and modern light-displacement hull she

Mystery Achievement



Mark Simpson stands alongside his new Ross 780 MYSTERY ACHIEVEMENT. Mark spent 18 months building the boat from scratch and he will race her in the 2nd Division this season.

should prove a flyer in Wellington conditions and will keep the present fleet of lightweight racers in the 2nd Division on their toes.

The naming of the Mull 31 has raised a few eyebrows, but Barry is quick to point out that BLACK SWAN owes no allegiance to that indifferent "Ocker" brew and in fact (obviously) derives her name from the Swanson moniker and Barry's predilection for the spraying of birdshot at unsuspecting wild fowl around Wellington and the Wairarapa.

ODYSSEY

Recently launched at Nelson was ODYSSEY, a 13 metre, steel, Bruce-Askew-designed ketch for John and Judy Bradey. The Bradeys began building in 1980, and despite the rigours of commuting between their home in Wellington and Nelson at every available opportunity they have managed to complete their capacious vessel in very quick time.

ODYSSEY will be delivered to Wellington by December, and John and Judy intend using the ketch for both cruising and part-time charter work.

ODYSSEY - Specs

LOA: 13.1m
LWL: 11.4m
Beam: 3.96m
Draft: 1.9m
Designer: Bruce Askew
Builder (Hull): Anchor-Dorman, Nelson
Rig: Ketch
Engine: 54HP Perkins Diesel

Another newcomer to the Boat Harbour is Pat Millar's Lotus 9.2 IMPULSIVE. The boat was a bare hull except for a 16 hp Yanmar diesel with sail drive, but is being fitted out by Pat, hopefully to be sailing by Christmas.

Two more Young 88s have joined the fleet — Mike Calkoen's (Barton Marine) WIND SCREAMER, first seen sailing in the Relling Cup series at Mana, and Brent George's LA QUINTESSANCE, purchased in Auckland and now in the Boat Harbour.

New registrations

Boats registered or re-registered with new owners over the last 12 months were:

BLUE STREAKER
Farr 727 Tony Cowdry
DELIVERANCE II
Pugh 52 Paul Gubb



The 13 metre steel ketch ODYSSEY awaits its launching in Nelson

FARCICAL

Farr 920
Hastings/Shapleski/Van Melle synd
HOBO
Noalex 22 Robin Grant
IMPULSIVE
Lotus 9.2 Pat Millar
INNOVATOR II
Carpenter 29 John Mansell
GALATEA
Le Hoquet 32 Tracey/O'Callaghan

JOIE
Smith 42 Lynn Pistoll
KALINA
Whiting 45 Allan Graham
KOTUKU
Askew 32 John Duurloo
LA QUINTESSANCE
Young 88 Brent George
MARISHKA
Laurent Giles II Tony Shearman

MONTEZUMA
Pelin 32 Greg Head
NEW HORIZON
Pied Piper Meredith Webster
NOELEX 30
Noalex 30 Wayne Tomlinson
PADDY WAGON
Young 88 Hugh Poole
PANDAEMONIUM
Hobman 32 Paul McMillan
PERIDOT
Spencer 40 Martin Ferner
QUINQUEREME
Buchanan 42 Rod Moody
REVELLER
Linguard 12m Richie Dillon
ROB ROY II
Hartley RORC 39 Lyall Smith
SEA FLYTE II
Lotus 9.2 Gill/Young
SIRRAH
Spencer II Bob Harris
SISTER MOONSHINE
Young 88 Peter Brown

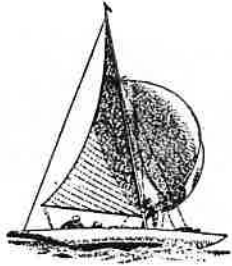
SPELLBINDER

Farr 1020 Gavin Hoare
TANQUERAY
Roberts 44 Vince Belgrave
TEAL
Cox 40 Peter Cozens
TORTUGA II
Davidson 41 Richard Hamblett
TWO SPEED
H28 Peter O'Neill
WAG 'N TRAIL (?)
Beale 7.8 Gary Wagstaff
WIND SCREAMER
Young 88 Mike Calkoen
ARAWAI II
H28 John & Pat Rainey
CAMEO
Cox 40 John Brownlee
CANNONBALL
Noalex 22 Robin Grant
FREELANCE
Townson 35 Keith Humphries & Max Lovie
NENYA
Sayer 36 Graham Patchell
NONA
Young 88 Jim Callahan
ODYSSEY
Askew 43 John Bradey
PERSUADER
Wright 10.6 Warwick Young & Gary Gill
SANTA CRUZ
Dukes 32 Lloyd Brown
SUSPENSE
Spencer 40 Robert Fisher
SYRAH
Wright 37 Mike Ahern

Note: Club registration forms are available from the Club Manager or from the desk below the sailing notice board in the Wardroom. Enquiries concerning Club and NZYF registration should be directed to the Club Manager.

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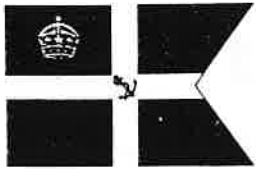
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A black and white advertisement for Lion Beer. On the left, a man in a dark suit and tie is shown from the chest up, looking towards the right. In the foreground, there are several large, dark beer kegs with light-colored bands. To the right of the man is a large, condensation-covered bottle of Lion Beer. The bottle has a label with a lion's head and the words 'LION BEER BROWN'. Next to the bottle is a tall glass filled with beer and a thick head of foam. The background is plain white.



Commodore

THE 1985/86 season got under way with the official opening carried out by the Mayor of Wellington, Mr Ian Lawrence. Subsequent to this I have had the opportunity of representing this Club at the opening of several of our sister yachting clubs around the Wellington area, and have been more than agreeably surprised at the continued growing strength of yachting in Wellington.

One small complaint in respect of our Club I would raise, is the apparent lack of attendance at the Club Opening Ceremony. Many thanks to those regulars who fronted up once again, but a question to those 40 or 50 rather noisy souls down on the hard and on boats:

Don't you care about your Club?

The sub-committee on Club facilities is at present writing a preliminary report for consideration by the Executive. Needless to say we have been disappointed at the lack

of interest shown by members in letting us have their suggestions or ideas. Maybe we are wasting our time and the general membership is satisfied with the "status quo". I hope not!

Members are reminded that the hall is available for hire at competitive rates during week-days and nights. While not having full kitchen facilities, it can be the ideal venue for a variety of activities, meetings etc.

I would like to remind you all, particularly new members, that the Canteen has good stocks of jerseys, cardigans, pennants etc. However, we would like to see more movement in these items, thus ensuring a continued cash flow.

Finally a warm welcome to new members, and best wishes for a pleasant and enjoyable season.

GARY TYE

Two—Man NI race

AT the time of publication, Wellington entries in the 1986 Two Man Round the North Island Race were:

BOBBY SHAFTO (Grant Scoones & Wayne Tomlinson);

FREDERICK (Graeme Moore & John Askew);

INNOVATOR II (John Mansell & Allan Thomas (UK));

NOT GUILTY (Murray Sleeth & Jill Green);

SYRAH (Mike Ahern & Mike Hughes).

The race starts in Auckland on Sunday, February 16, 1986 and is sailed in the following stages:

Auckland-Manganui 161NM
Manganui-Picton 500NM (Finish

Line Ship Cove)

Picton-Napier 228NM

Napier-Auckland 375NM

Entries are expected to include about 50 boats between 28 and 55 feet overall. Further reports on the race will be published in THE RIP as they come to hand.

Tragic loss of SEQUOIAH II

THE Club was saddened by the tragic loss in September of SEQUOIAH II. Skipper John Clark and a crew of three were believed drowned while returning to Paremata from Australia after competing in the Auckland — Mooloolaba race.

Known affectionately to his friends as "Clarkie" or "Lightning", John joined the RPNYC in 1973, and over the past decade has represented the Club and Wellington yachties in several noted offshore events, including the Sydney — Hobart race.

He was a very likeable extrovert, and his loss has come as a great shock to his many friends, both at this Club and at the Mana Cruising Club where SEQUOIAH II was based.

We extend our sincere condolences to John's family and many friends who mourn his passing. May his memory live on in their hearts.



Pictured here is the late John Clark at the helm of his Spencer 42 SEQUOIAH II, bound for the start of the 1983 Auckland — Suva race.

Match racing seminar

MATCH racing — coveted in yachting circles are the tactical battles of shadow versus shadow; every ounce of expertise, concentration and constant re-evaluation imperative; every second critical!

Saturday, August 24, brought with it not only gusty, cold conditions, but the opportunity to participate in another two-day match racing seminar hosted by RPNYC. Under the auspices of the NZ Yachting Federation, again the guest speaker was Brad Butterworth, doyen of match racing, who has been involved competitively at both national and international levels for the past six years.

Even the deteriorating weather did not daunt the spirit of 30 odd yachties who turned up at RPNYC for this two-day seminar.

After an introduction by Gary Corkin, representing the Wellington Yachting Association, the seminar began with Brad outlining the form the seminar was going to take. He then outlined the startline procedures and tactics and a discussion ensued. Brad stated that the main idea behind match racing is to get out of phase with your competitor and to try to get the other boat to make a mistake. As soon as they cross your water, you tack, cross, tack again, because they will have to be going faster. It is essential to work out which is the fastest direction to the mark — downwind is as important as upwind. The more important things to watch for are wind shifts, waves and trim of the boat.

The importance of crew work was also discussed at this stage, in par-

by Julie Harrington

ticular the responsibilities of the "bowperson" and "mast-person" — the bowperson for getting the boat ready, checking the sheets especially, rigging the boat (together with the mast-person), packing spinnakers, keeping shrouds clear, and more importantly, checking and re-checking distances from the startline.

Spinnakers should be set up before the start of the race, and this is particularly important in relevance to time, weight, and boat-speed.

The mast-person's task makes it easy for the cockpit crew as he grabs the clew of the genoa and starts running it around; this makes quite a difference for those who are tailing. This also stops the genoa sheet from catching so the jib will go from side to side easily. He deals with the spinnaker pole, taking it from the mast, putting it on deck, and bounces the clew of the genoa.

After a delightful lunch, a video was shown on last year's match races, and all seminar participants had a chance to be involved practically in a match race. Brad analysed the tactics and events leading up to and including the race finish.

Bad weather

That ended the first day. On Sunday the weather had not improved at all, and resulted in only two boats being available to race, both Young 88s, LA QUINTESSENCE and HI ANXIETY. This meant that only two teams were selected, many being disappointed. The teams were:

LA QUINTESSENCE: M Calkoen, M Sleeth, C Hargreaves, M Morris, A George.

HI ANXIETY: B Christopherson, P Brown, J Moody, J Askew, A Walker, J Green, E Fehsenfeld.

While the remaining seminar participants boarded two launches to motor out and watch the races, Brad Butterworth boarded a motor boat in radio contact with the yachts, and the race commenced. The wind conditions were very trying, with a gusty northerly of 35 knots. There was time for a couple of practice runs before the racing began. Then they commenced circling, widely spaced at first, and continued far apart un-

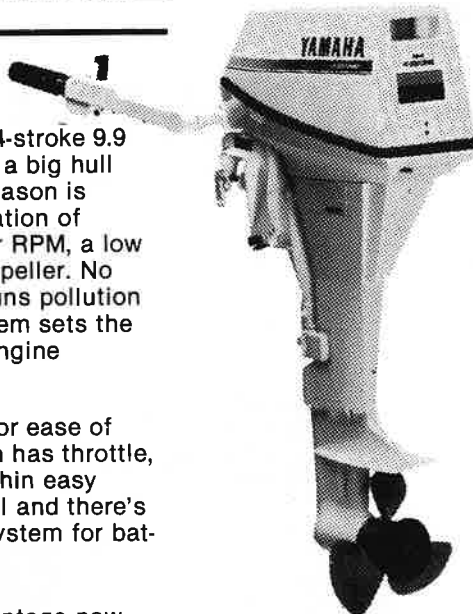
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til the first mark. Approaching the second mark the boats moved closer together, LA QUINTESENCE rounding the buoy first, with HI ANXIETY close behind. They continued to tack, with LA QUINTESENCE eventually crossing the line first.

In the second race, the initial circling was much tighter, which made the race more exciting, especially rounding the bottom mark with HI ANXIETY taking first place in this race.

Unfortunately, the weather had deteriorated considerably, so the racing was cancelled and all returned to the Clubhouse. Now it was time for a dissection of the races. In the first race, there was some confusion over the start time; however the second race was a better example of match racing procedures. P Brown skippered HI ANXIETY and M Sleeth LA QUINTESENCE. With tighter circling, the tactics were generally better. However, at the bottom mark a halyard problem was experienced.

Protests

This led to the last item of the agenda — protests. Brad had detailed how protests are lodged, where and why protests are likely to occur, and how to deal with a protest situation. Protests have to be written out and submitted to the protest committee, who then take the protest, register the time, and organise the hearing with each skipper present. The committee operates as an open forum in which everyone hears what is being said.

The protest form, which has a grid on one side for detailing boat positions, lists all evidence, facts, the skippers and the witnesses. This is read to the committee and verified by both skippers.

A mock protest was then staged. Witnesses were called and a discussion arose on the situation, with both skippers being interviewed also.

With the decision of the protest committee came the end of the seminar, closing after a vote of thanks to Brad by Chris Hargreaves and a few words from Gary Corkin.

They were two interesting and informative days, and although it was unfortunate that the weather prevented more active involvement by all participants, at \$25 it was great value for money.

Next year I hope we can look forward to more coaching from Brad Butterworth on match racing, AND, better weather!

Evans Bay Noelex series

NOELEX 25s were again used in the Match Racing Series at Evans Bay at the end of August. The boats were matched with skippers by drawing names out of a hat, as follows:

B Coleman — JUST IN TIME
 C Hargreaves — ELUSIVE
 M Calkoen — HOT MANGO
 B Christopherson —
 BIG BRUMUS
 C Monk — ARABESQUE
 Craig Monk was bought to Wellington for this series after winning

the World Youth Titles.

After a series of 5 races in 3 matches, the results were:

1st — M Calkoen — 5 straight wins

2nd — B Coleman — 4 wins plus 1 loss

3rd — B Christopherson — 3 wins plus 2 losses

C Hargreaves — 2 wins plus 3 losses

C Monk — 1 win plus 4 losses.



LUNCH

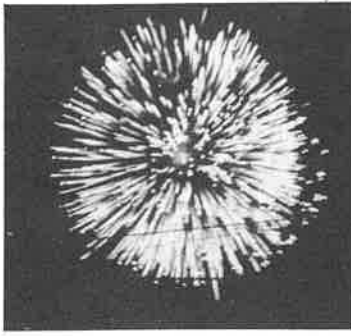
Soup of the Day		4.50
Calves Liver Pate		5.75
Chicken & Spinach Terrine		7.00
Avocado Butterflies		
on a Redcurrant Vinaigrette		7.00
Kiwi Clams with a Chive Vinaigrette	7.50	12.95
Salad Nouvelle	7.00	10.50
Deep Fried Edam on a Strawberry Couli		6.50
Pasta Carbonara	7.00	10.50
Vegetarian Ravioli on a Hot Tomato Couli	7.00	10.50
Fresh Fish garnished with a julienne of vegetables and lemon butter	7.50	12.50
Chicken Breasts with a sour cherry sauce		12.50
Sirloin Steak with sauce Bernaise		12.95
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Fresh Salad	1.90	
Potatoes and a Green Vegetable	1.90	
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A three-month European business exchange had a carnival highlight for Club member Boyd Kenna when he sailed and socialised on the Solent for Cowes week.

Carnival at Cowes

Boyd's first look at Cowes, lying on the Isle of Wight's Medina river off the southern coast of England, was on a reconnoitre with companion Jenny Cooper in mid-July to check on accommodation and the possibilities for work.

They found a charming seaside town gearing up for the highlight of the year, and, Boyd suggests, the island's annual income boost.

"I wonder if Cowes would be there without Cowes week and Admiral's Cup," he said.

To cope with the huge influx of overseas visitors, and to benefit financially from it, much of the population seemed to move out of Cowes, renting their houses to yachtsmen.

The New Zealand Admiral's Cup team, for instance, rented several houses in the town for the duration of the build-up and competition.

While accommodation was reasonable — bed and breakfast available for about ten pounds — the best idea for a sailor seemed to be a berth aboard a yacht, or with a crew in a rented house.

Jenny eventually found a position as shore cook with American Admiral's Cup entry HIGH ROLER.

Initial impressions, said Boyd, were of marquees and shelters attached to each of the many yacht



clubs in the town.

The club marquees and beer tents had varying degrees of formality and welcome, ranging from the nobby, members-only Royal Yacht Squadron to the relatively informal and friendly Cowes Corinthian Club.

Local businesses got into the swing of things too, with the Groves and Guttridge boatyard's tent proving a popular meeting place for Kiwis. Beer tents occasionally provided the answer to the English licensing law's afternoon siesta from 2.30 — 5.30.

With a point in the right direction from ex-Wellington sailor Pat Clifford, practising architecture in London, Boyd teamed up with the crew of a Sigma 33, a strictly one-design class boat, and one of the more than

Friends meet at Cowes; (left to right) Sarah Chisholm, Boyd Kenna, Celia Alison, Pip Steele, Richard Macalister and Pat Clifford.

25 classes involved in Cowes Week racing.

Traditionally rigged, the class boats all have their sails cut at one loft, and any deviation can draw a protest. Even halyards have to exit the mast at deck level to stop any advantage being gained from bouncing the halyards.

Boyd found the Sigma to be a good size yacht in a good size fleet, with up to 40 on the startline at one time. An idea of the huge number of boats operating on the Solent can be gained from the fact that it can take three hours to get a whole fleet away on ten-minute starts.

Boyd managed to squeeze in a few beers with some of the hard-working crew of LION NEW ZEALAND and EPIC, sailing mates Richard Macalister and Guy Beaumont, and found that a loan of Macalister's Admiral's Cup blazer made entry to the Royal Corinthian Yacht Club for dinner much easier.

Like most carnival weeks, Cowes week finished with a bang as the Fastnet race fleet left port. A spectacular fireworks display proved very enjoyable for Boyd, who watched from the comfort of a 65-foot ketch belonging to an American tax exile.

"It was a great way to finish a carnival week," he said. "Everyone was out in the streets having a ball, and the whole thing was a credit to the people of Cowes."



The Sigma fleet moored at Suter's Yard, Cowes.



Vice Commodore

INTRODUCTION of the new rules had to be deferred several weeks at the season's opening, simply because new rule books were not available from the Federation.

Study of the rule book now available indicates that changes to the racing rules have been largely cosmetic. There has been revision of the numbering sequence to give a more logical progression; with in some instances, revision of working, aimed more at simplification than change.

Safety requirements have undergone more radical change, which will for many lead to further expenditure.

Questions have been raised within our Sailing Committee (and taken up by us with the Federation) as to just how these changes were approved within the Federation; the wisdom of some of the changes; whether the expense involved in some changes is merited; and whether the Federation will now lobby the Government for cancellation (or even reduction) of sales tax on items now mandatory to meet safety specifications.

It is of course too late for any immediate changes to be made. We can only hope, however, that by expressing such areas of concern, we will in future see a greater degree of liaison than has been apparent in this case before such amendments are made.

Southern Cross trials

Decisions to seek Southern Region trials, and subsequently abandon them, were not taken lightly.

Before Christmas a meeting was called to ascertain interest in holding trials. On the information then available, trials were scheduled.

As the closing date for entries approached it became clear that the earlier interest had largely evaporated. By closing date only one entry had been received. There was only one course open!

Two reasons for the present low level of interest are the continued growth of interest in the Clipper Cup series, and the costs associated with building and campaigning modern IOR yachts.

Nevertheless, it is important for the Club's racing future that we en-

courage participation by members in such classics as the Sydney-Hobart race. Only by doing this can we maintain a pool of experienced crews for future events.

Early season racing

As was anticipated, the re-introduction of the 3rd Division initially led to concern being expressed by some skippers on finding that the 3rd Division was where the Sailing Committee saw them racing. Fears were expressed that there would be "no competition"; that "3rd Division races would be cancelled because of weather" etc. We hope that those fears have now been put to rest.

As a general proposition, decisions will be made as to whether the fleet should race in adverse weather. If the decision is to race, individual skippers must then assess the ability of their own yachts and crews to handle the particular conditions.

To date there has been a good 3rd Division fleet, with observation indicating some very close racing. That, after all, is what it's about.

As also anticipated, early season results indicate very keen competition in the 2nd Division within the Young 88s. The line honours Young 88 one Saturday was fourth the following week. With evenly-matched yachts, and skippers including a former olympic helmsman, a current national centreboard title holder, former centreboard national title holders etc., competition couldn't be other than fierce. At the time of writing another superbly-presented Young 88 has just been launched to expand the fleet.

The first offshore race has been sailed, with COTTON BLOSSOM creating a new record for the Brothers Race. Defending IOR offshore champion Graham Hargreaves on NIZAM took out first place on IOR, with Brian Coleman on AZTEC a close second. With the anticipated arrival of the new Farr syndicated IOR yacht, established Club yachts are likely to face considerable difficulty in gaining IOR "firsts" for the rest of the season.

In summary, competition in all areas of the fleet is looking very healthy for the rest of the season. Last, but certainly not least, congratulations to Club member Guy Beaumont and his fellow crew members on LION for their second placing across the line in the first leg of the round-the-world race. With the high level of damage suffered by the Maxis, and ultra-experienced skipper Peter Blake commenting that the seas were the worst he has ever encountered, conditions must have been atrocious for racing.

IOR Measurer

Bruce Askew has for many years held the position of IOR Measurer. In recent times his area of responsibility has not only included RPNYC but also Nelson, Picton, Mana, Lowry Bay and Evans Bay.

While Bruce has no present intention of standing down, the Sailing Committee is very conscious that one day we will have to replace him in the position.

This is an important job, and the Club must have someone ready to step into Bruce's shoes when the time comes. Meantime, he has a wealth of accumulated experience to pass on to a willing apprentice.

Would anyone interested in becoming understudy to the position please contact either Bruce or myself.

IAN GREIG

Caterer wanted

DO you fancy a part-time job with the Club as caterer? Why not have a go at running the Club Restaurant each Sunday night.

For economic reasons, Dave and Liz Wallace of Highway Caterers were unable to continue with Sunday night meals, primarily because of lack of patronage by Club members. Sadly the Club has had to suspend the service, temporarily, but believes that in time attendance will improve.

What we need is a couple of keen part-timers who would like to run the kitchen for a couple of hours each Sunday night. All facilities are provided, including a microwave oven. All the caterer need do is provide the food, prepare and serve the meals, wash up and clean the restaurant area each night, and of course retain the takings.

For further details give the Club Manager a call.

Profile

Hal Wagstaff

HAL Wagstaff, a yachtsman more interested in design than in actively competing, more interested in being on the water than in it, more interested in the untried than the tried and true, an innovator rather than a traditionalist, and a perfectionist to boot, was this year awarded the O.B.E. in recognition of his contribution to yachting at club, provincial, national, and international levels.

First and foremost a theoretician, and secondly an individualist, Hal made his first contribution to yachting at the age of 16 when he experienced the pleasure of seeing one of his designs put to the test in a 14-footer named VOLANT. He went on to become very involved in the design of many small class yachts. Today's R Class, Z Class, Cherub, and Moth designs have all been influenced by Hal's innovative and prolific attempts at perfection.

In recent years he has been lured away from design to some extent by the challenge of administration and the promotion of yachting, both nationally and internationally.

Early days

Hal's involvement with yachting goes back to his very early childhood. His father and grandfather were active members of RPNYC and Evans Bay Yacht



Club, and were foundation members of the latter. His father, assisted by Hal, Bill, Eric, Warren and Gary, built and owned up to five boats at a time, and would farm them out to promising young skippers in the Wellington area as a means of fostering their enthusiasm. Hal says his father, who was notorious for using building error tolerances to improve the hull shape of 14ft clinker-built boats, was a hard taskmaster. Hulls were not simply rubbed down with wet and dry paper, but were finished with a block of pumice and running water. They were then painted with im-

Hal shows early promise at the helm of brother Eric's P Class in 1934.

ported high-gloss marine enamel — white hulls with royal blue topsides.

Besides growing up in a yachting family, Hal was also influenced by George Andrews, a semi-retired bachelor who had private means and built boats as a pastime. He was the founding force behind what is now known as the R Class. George was ever eager to pass on to enthusiastic young people his knowledge of what makes a boat go and why one should be better than another.

Designing

Given these influences and that Hal also had an artistic bent, it is perhaps not surprising that by the age of 16 he had designed several 14-footers and a keeler. He managed to persuade his father to build one of the 14-footers, VOLANT, which was finer in the ends than contemporary boats with a view to making it faster into the wind and in light weather.

Hal says he is more interested in designing yachts as an art rather than as a business. It gives him more freedom of design. Although he has designed a number of keelers and trailer sailers, they have never excited him. His real love has always



Top Japanese three-quarter tonner MARTHA, designed by Hal for Katsumi Hirata.

been for the small boat where design and trim are more noticeable and immediate. He gets great enjoyment out of sailing in light weather where he can indulge thoroughly in the intellectual pursuit of sail theory. Hal says: "It doesn't matter whether I'm designing a boat or sailing it, whether I'm having to think something out and put it on paper, think something out and go about, think something out and gybe ... it's the thinking I like."

R Class

Hal became acquainted with the R Class — then called the T Class — in the late 40s. Its design rules were more flexible than those of the 14-footers (12ft 9in maximum length, 110 sq ft maximum sail area) and this presented the opportunity to experiment with construction, shape, rigging etc. In 1951 he built himself the COMMENT, the first R Class to be built outside Canterbury. The following year he sailed it in the Leander Trophy, and with Graham Mander as for'ard hand, finished runner-up.

Not long after, he designed another R Class, CHAMOIS, which is one of, if not the most, successful of the Wagstaff designs. He believes other boats have been as good but none better. It won the Leander Trophy three years in a row — 1960, 61 and 62. It was said to be a near-perfect boat for a number of reasons — a near-perfect hull, an ideal clean rig, and clockwork team of skipper and crew (George Gibbs and Colin Dalziel). Hugh Poole and Bob Spearman also won the Leander Trophy in CHAMOIS.

In the interests of promoting the R Class he started by giving the plans away but soon found that people only attach to things a value equal to what they pay for them. So thereafter he charged 30 shillings to cover costs.

A few years earlier when he was living in Tauranga he joined up with Jack Williams, an old sailing friend from Wellington. The pair designed and built a Cherub named FROLIC,



New Zealand champion trailer yacht SCARLET RUNNER.



The Leander Trophy champion R Class yacht CHAMOIS.

and went on to win the first organised event for Cherubs.

International Moth

Because of family commitments, he often had to forgo weekend events which meant that when he did wish to sail, he had to displace the stand-in crew, which he didn't enjoy doing. This led to his looking round for a single-handed yacht. The Moth took his fancy, and in 1962 he designed PURIRI, a double-chine boat which was to become the basis of what is now the International Moth. Moths at this stage were little known in New Zealand, being an Australian class.

So Hal organised the first New Zealand Moth Championships, and founded the New Zealand section of the International Moth Class. A few years later he was elected World President of the International Moth Class.

At this time he was also a member of the New Zealand Yachting Federation and an active member of the Wellington Yachting Association, besides being an active member of RPNYC, Mana Cruising Club and Lowry Bay Yacht Club.

In 1972 he single-handedly organised the first New Zealand entry into the International Yacht Racing Union (IYRU) World Youth Championships — sponsorship, crew selection, travel arrangements and management. Since that time New Zealand has competed regularly with success. That same year he also managed the Olympic Yachting Team.

Larger boats

Hal turned once again to larger boats when Hugh Barton asked him to design a 20ft trailer-sailer. It ended up as the 22ft Club 3rd Division champion SHIRALEE. In 1971-72 Hal designed New Zealand's first quarter tonner, called GUMDIGGER, built by Lidgard for Ken Searle, the then Secretary of Royal Akarana Yacht Club. He also designed a sister ship called APOLLO. Both boats were entered in the 1973 Balokabic Cup, the classic Auckland off-shore event of the Royal Akarana Yacht Club

(Continued on next page)

Hal Wagstaff (continued)

GUMDIGGER was first, followed by APOLLO.

This success lead to an increase in demand for Hal's design skills. He was commissioned by Jack Williams, who by now owned Harmony Yachts Ltd, to design a quarter tonner. The result was the Harmonic 24, which is today one of the most popular competitive class yachts in the Auckland area.

Next came Les Evans's VULCAN. This boat was of revolutionary construction, without frames and stringers in the conventional sense. VULCAN amply illustrated Hal's propensity for the unconventional, and his own unique design ideas and theories.

Other boats to Hal's credit are the Wagstaff 660 trailer yacht. A prototype of this, sailed by Hal, sons Steven and David, and Tony Ray, won the NZ Open Trailer Championships in 1977, and also won the North Island Open Championships at Lake Taupo later that year.

HIGH SPIRITS, a one-off design, which has now returned from RPNYC to its original owner in Auckland, recently took line honours and first on handicap in her division, having covered the course ahead of Farr 1020s and Farr 38s in the Royal New Zealand Yacht Squadron.

Hal has little interest in cruising boats. Nevertheless, he has on a couple of occasions been persuaded

to design one. The first was a 36ft ferro-cement boat called BEYOND. Soon afterwards, Pat Brookes approached him to design a 53ft ferro-cement boat, which he did. Their bigger, heavier characteristics are much less appealing, however, than those of the lean racing yachts that he enjoys designing.

Administration

In 1978 Hal was invited to take up a position as a committee member of the IYRU, and in 1981 was appointed an international judge of that organisation. He also became the NZYF observer at the London meetings of the Offshore Racing Council, which this year decided to accord New Zealand a seat on the council. Hal had been nominated for this position by the NZYF.

He believes his background — that of New Zealand's pioneering attitudes of pushing the rules to the limit, and more specifically his father's and later his own maximisation of design parameters — has been a good training ground for membership of the IYRU. After all, it takes a thief to catch a thief!

He is shortly to serve on the jury for the Southern Cross Cup, and has also been invited to serve on the jury for the International Off-Shore Series (previously called the Clipper Cup) in Hawaii next August.



Hal on Wellington harbour in his beloved Moth PURIRI.

Besides the IYRU, he is still a member of the NZYF, the NZ Olympic and Commonwealth Games Association. His most recent appointment was to the Off-Shore Racing Council — he is Chairman of the Racing Rules Committee.

Ingenuity

A few weeks ago Hal was invited to Birmingham in order to give support to the city's request for the 1992 Olympic Games. They already have an enormous 120,000 seat indoor sports stadium with two adjoining hotels served by inter-city trains and an international airport. In the middle of this large complex is a landscaped lake. At the time of Hal's visit they were finalising details for Sport Aid (a Bob Geldof activity) in May 1986, when leading sportsmen will compete. Hal, never slow to take the opportunity to promote yachting, suggested that they use the lake as a Laser Class slalom course. He also volunteered to arrange both Lasers and competitors, the Lasers from the English Laser Class Association, and the possible competitors: Paul Elvstrom (winner of 4 gold medals), Harold Cudmore, and Rodney Pattison. Yet another bit of Kiwi ingenuity!

Hal is still designing, although five years ago he drew back from professional design and now designs as he likes, when he likes, and for whom he likes.

His participation in sailing is now largely administrative. His sailing is mainly aboard FRODO in LBYC races, and the odd sojourn in the Sounds where he keeps his self-designed 25 footer ADVOCAT. However, last season he helped to crew ANTICIPATION in the inaugural 700 mile Auckland-Nelson race, gaining line honours, and thereby keeping in touch with the realities of ocean racing.

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From the Club Manager

Membership enquiries

ALL membership administration is handled by me from the Club office. If you have any queries about your subscription account or membership in general please give me a call.

Membership categories

Just to refresh your memories, the Club provides for the following membership categories:

- Honorary Life
- Special Life (now closed)
- Veteran, including Lady Veteran (\$25)
- Senior (\$100)
- Lady (\$50)
- Country (\$25)
- Intermediate (\$15)
- Junior (\$8)

Details of the above categories are contained in Club General Rules, copies of which are available from the Clubhouse.

Changes of address

Members should note that it is a requirement of Club Rules that changes of address be notified to the Club in writing. If you're not receiving Club mail then it's possible your address held on the Club's mailing list is out of date.

Going overseas

If you're heading on that trip, overseas and intend staying away for more than a year you should be aware that the Club makes provision for placing you on the absentee member roll subscription free for up to three years. Details of this provision are contained in Club General Rules.

Blue Ensign warrants

Owners of British-registered vessels registered with the Club may apply for a warrant to fly the Blue Ensign. Application forms are available from the Clubhouse.

Slipway

General rules for the operation of the Club slipway are:

- Unless special circumstances exist boat owners may only slip their boats for a maximum period of three days in any six month period.
- Whenever possible, slipway fees should be paid before a boat is unslipped and quick slip fees must be paid at time of booking.
- Failure to turn up for a pre-arranged slipping without adequate notice may incur a

cancellation fee at the discretion of the Executive Committee.

- Current slipway charges are:
First day \$25
2nd & 3rd day \$15 per day
Quick slip \$10

Boat owners will note that there are now permanent bow and spring lines (coloured red) attached to the slip. With very few exceptions, no further lines will be needed to secure your boat when slipped. If in doubt check it out with me **BEFORE** you attempt to slip your boat.

Club radios

The Club now has a licence to operate VHF and SSB radio transmitters in support of its sailing activities. The radios are located in the Clubhouse, and a listening watch will be maintained on VHF channels 16 and 77 for harbour events while the SSB will be used to

maintain schedules with yachts during offshore and coastal races. Known as "PORT NICK SPORTS RADIO", the frequencies allocated to the Club are:

- VHF: Channels 16, 77 and 63
- SSB: 2182, 2089, 2129, 4125 & 4419.4

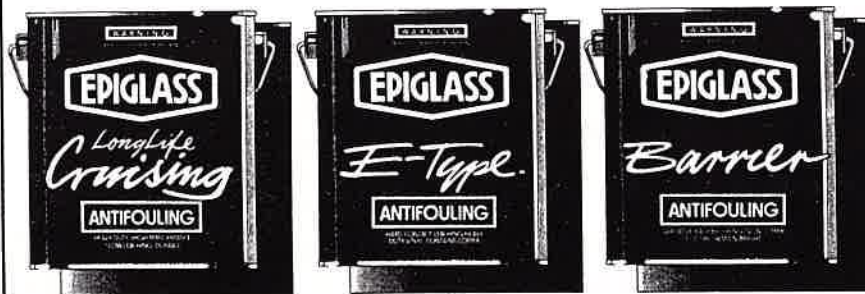
Details of radio scheds will be published in special sailing instructions for each offshore race.

Currently under investigation by Cruising Captain Colin Baylis in conjunction with Lowry Bay Yacht Club and Evans Bay Yacht and Motor Boat Club is the possibility of installing a VHF repeater station on a BCNZ site at Karori. The repeater station would be operated on a separate channel allocated to the three clubs, and current feasibility tests indicate that transmission coverage would extend from as far north as Wanganui, west through Tasman Bay and south of Kaikoura, including Palliser and that traditional VHF "blind spot" along Wellington's south coast.

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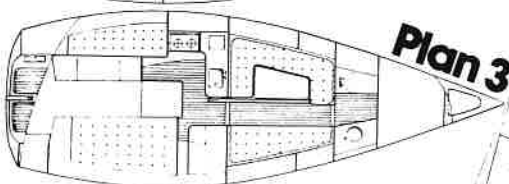
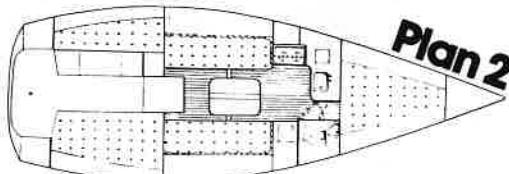
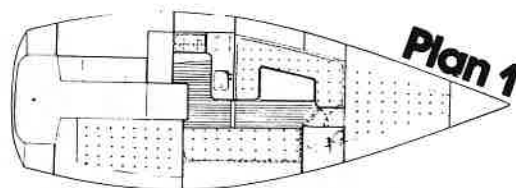
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Draft keel version	1.750 m	5' 9"
Stub keel - board up	0.711 m	2' 4"
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Sail area main & fore triangles	43 m ²	462 sq ft

A new force —

The Young 88

THE content of the B division fleet has changed markedly in recent seasons. Line honours regulars such as CINJAN, FARCICAL, and KINETIC no longer figure so prominently in the results. In the spring series, competition for the line honours penant has been something of a lottery with three Young 88s in the running and another three snapping at their heels. Peter Brown's SISTER MOONSHINE was the early form boat displaying all round speed and a canny ability to get clear of the pack. On 23 November SISTER MOONSHINE posted her third win in the series to establish a clear advantage over Hugh Poole's PADDY WAGON.

WIND SCREAMER

A new addition to the fleet is the immaculate WIND SCREAMER, helmed by Mike Calkoen and Mick Pinkney. This crew has been struggling with sail combinations, but look to be a real threat once they achieve consistent boat speed.

The perennial ex-olympian Hugh Poole is in the running with PADDY WAGON, a boat that is long on preparation and crew experience. The crew have been together for several seasons and are no strangers to duelling at close quarters.

NONA

These three boats have been sharing the limelight to date with consistent performances. However, an error would let any one of three more Young 88s through, the most likely of which would be NONA, owned by Jim Callaghan. This is a Mana boat enticed south by crew member Frank Healy after a successful winter series in home waters. The boat is helmed by Jim's son John with Dale Barsham in the crew, and exhibits very good speed up hill. NONA missed the first championship race because of gear failure, but since that misfortune their form has been solid. Interestingly, this crew prefer to race with as much sail up as possible, and whereas some of its rivals will not hesitate to change to a number three jib in anything over 20 knots, NONA can fre-



The Young 88 offers the best of both worlds — comfortable cruising as well as fast racing. Mike Calkoen's WIND SCREAMER looks the part even on its moorings.

quently be seen to be carrying full rag.

Sails

Decisions about sails are more crucial than ever, and in particular the choice of spinnaker. A few of the Youngs carry additional flat spinnakers for ease of handling on a reach; however, the bigger the wardrobe, the greater the scope for a wrong choice of sail and a lost placing. One broach, or a duffed gybe, can quite easily let two or three opponents through. Similarly, a wrong decision about wind speed further down the track can see an advantage fritter away.

Crew number

Crew number is another important factor, with the boats generally carrying between six and eight. LA QUINTESSANCE, skippered by Chris George, was sighted with nine rugby players on board during the Island Bay race and had the other Youngs well beaten until the wind lightened at Korokoro. With ballast ratios clearly in mind Jim Ower has opted for a couple of petite blondes

on the foredeck of HI ANXIETY.

Tactics

Tactics around the course are more important than the boat-speed-type processions that prevail when racing against different designs. A second placing can suddenly become a distant third as the result of a tactical blunder when attacking the lead boat. The dilemma of which opponent to cover occurs constantly, and a lead can easily be reduced by trying to cover two boats at once and failing to recognise the real threat.

This small fleet is as close as the Club has come to one-design racing. Whereas in the past two sister ships may have had frequent close encounters, six boats with identical hull design are now clashing with one another. Clearly, the helmsman with big-fleet experience has an advantage as the margin for error diminishes every weekend.

Hopefully, the virtues of one-design racing are becoming apparent to owners and potential owners who revel in cut and thrust racing at close quarters, and we will see more of these machines bolstering the fleet in the future.

Writing from Annapolis, USA, where he works with Bruce Farr, Club member Geoff Stagg reports on the recent One Ton World Cup sailed in Poole, England.

Exciting racing in

THE highlights of this year's yachting to date have been my recent participation in the One Ton World's and Admiral's Cup.

Firstly, the One Ton World's. There is no doubt that the One Ton Cup is the premier event for me. Since helping SIRIUS II obtain 3rd place in La Trinity last year, I have been hooked on one tonners, particularly in the One Ton Cup. Fighting it out with 40-odd boats being crewed by the world's best in boats so different in keel, rig, and deck configuration, yet all going basically the same speed, is fascinating.

Four concepts

This year's event in Poole was no exception. Our office was represented with four different design concepts. EXADOR, the three-year-old bench-mark of design, was extremely well campaigned under the experienced direction of Graham Woodroffe and her colourful last-minute new owner, Mike Clark; CARRO CHEFE, a bumped, lighter, more sail area development of SIRIUS II; the somewhat controversial EPIC, a lighter boat skippered by veteran Peter Walker and owned by New Zealand's greatest sponsor, Healings; and our latest concept for successful Hong Kong businessman, Irvine Laidlaw, HIGHLAND FLING.

HIGHLAND FLING

HIGHLAND FLING reverted to the length of EXADOR with a significantly reduced BWL, more sail area, and slightly greater displacement. To say we were waiting with bated breath would be an understatement, as with all designers their latest creation must beat their previous one. HIGHLAND FLING was quite a departure from our recent direction, but from SNAKE OIL's results to date, we were confident that we would have an outstanding boat.

Neville Hutton in England did a superb job of building HIGHLAND FLING.

I joined the boat two weeks before the event to sort out very minor rating problems, fine tune the underwater finish and foils and train our Hong Kong crew. Two weeks was precious little time to prepare a boat for a world event when the crew had never sailed together before and the boat was untried and untuned.

We were very fortunate in having an owner like Irvine, a veteran campaigner of numerous HIGHLAND FLINGS at Southern Cross and Admiral's Cup events. I was also fortunate to have the services of Chris Dickson, who did an outstanding job with tactics and sail trim. For those not aware, one tonners must be helmed by a person from the country of entry, therefore neither Chris nor myself was able to touch the helm for the Olympic course, which at times was very frustrating. Mark Dagg, however, did a fine job. Just imagine Chris Dickson and Geoff Stagg screaming, up...up...down... It is a wonder he kept his sense of humour.

British team

The Hong Kong boys were very keen, and after two weeks of high pressure, I was confident that we were tacking and gybing the boat as well as anyone, but we were a little weak on trim. EXADOR and the English boats, JADE, PANDA, and PHOENIX, had to be the boats to beat. The UK boats had just recovered from extensive Admiral's Cup trials and were indeed the English Admiral's Cup team. Much has been written about these boats, but boy, were they well sailed! JADE was a rocket reaching, fast running, struggling uphill as was PANDA. PHOENIX was good everywhere except some areas down wind.

The series sailed out of Poole was extremely well organized in very fair (by English standards) conditions. The first race was sensational. 40 of the world's best one tonners groping in no wind and thick fog for the start, and the first beat was hair-raising. The winner was the same boat as in La Trinity first race, the

Rob Humphries/Larry Woodell old masthead JADE, and as in the previous year that was the last we saw of her.

Disaster

For HIGHLAND FLING this race was a disaster, and in some ways cost us the Cup. Boat speed had dragged us through the fleet from 20th at the first mark to 3rd at the last turn mark with a three mile beat to the finish. The breeze was 2 to 5 knots shifting 30° and unfortunately we went to the right side of the course and went from 3rd to 22nd. Boats were running to the finish on different tacks and there were boats beating up the middle — all of this happening within 50 yards of one another.

JADE had involved herself in a collision and had retired holed, but had protested under Rule 70.3 materially prejudiced and had given her position at the time of the incident halfway through the race. Owing to the nature of the race, in particular the last beat, they were, in my opinion, very fortunate to be awarded 11th place.

The New Zealand boats had acquitted themselves very well with CANTERBURY 6th, EXADOR 7th and EPIC 11th.

Second race

Race two, sailed in a moderate to fresh westerly, was won by OUTSIDER. A 40° windshift just after the start made it very interesting. OUTSIDER, a new Judel/Vrolik, picked it best, followed by a Castro 40, YEOMAN OF ST. HELIER. HIGHLAND FLING took a 4th, EXADOR was 7th, and CANTERBURY finished in 11th place. Unfortunately, EPIC had her forestay come undone but she still managed to finish in 35th position.

The third race, which was the 180 mile short offshore race across the English Channel and back, was as always with any Channel race interesting. Sailing in predominantly light airs for the first half, working the tides and windshifts was everything. As expected, the English

One Ton World Cup

led the way with a 2nd, 3rd, and 4th place.

Getting to Pierre Noir on the French coast in good shape was vital. Irvine put his navigation spot on and we rounded in 5th place in close company with EPIC, FIERE LADY, and YEOMAN. With a freshening tight spinnaker reach back across the Channel, we thought we were going to improve on our 5th place. Unfortunately this was not to be as two broken spinnaker halyards dropped us from 5th to 8th. EPIC finished 7th, EXADOR 11th, and CANTERBURY 22nd.

Superb sailing

At this stage it became obvious to me that the English boats were really in tune with the reaching conditions of the Channel with specialized jib tops and superb sailing technique. Much has been said by several Kiwis about this phenomenon, particularly against Farr boats reaching. While perhaps our boats may be a touch off the pace in fresh air reaching. I believe that New Zealand sailmakers and crews need to sharpen their techniques in this area, and I include myself in that category.

All-rounders

Our design philosophy of late is to produce a good all rounder. You can no longer afford to go like a rocket in one condition or direction and be a dog in the rest. At no time was HIGHLAND FLING more than two boats off the pace in any condition. It was a revelation to me watching from on board a crippled DRAKE'S PRAYER in the Admiral's Cup Channel Race the way that PANDA and JADE had their boats set up and were sailing them, blasting by us on a very fresh two-sail reach.

The third Olympic course was to be a disaster for EPIC and EXADOR where both took penalties for infringements with COYOTE. It must have been particularly disappointing for EXADOR, who went from 4th to 25th with a crazy port

and starboard just before the finish. As in all level racing events, rule number one is keep your nose clean. The hardest thing is to dip transoms and lose one place, but it sure beats losing 20 places as in EXADOR's case.

EPIC's error

EPIC became entangled in one of the classic mark roundings when Bruno Trouble who was sailing COYOTE tempted Peter Walker and the lads into a slot and then shut

the door. She lost eight places by admitting her error and going from 3rd to 11th. It is so difficult mentally to dip the transoms of 6 or so boats, but that's One Ton Cup racing.

HIGHLAND FLING took 2nd 12 seconds behind a great race by JADE, who banged a corner on the flat run and went from 10th to 1st by a country mile. We wore her down, but not enough. The Farr boats would have had a good day finishing 2, 3, and 4, but two protests ruined EXADOR and EPIC.

(Continued on page 25)

Overall points for the series

K	747	JADE	222.75	1st
KH	888	HIGHLAND FLING	205.5	2nd
K	1985	PANDA	186.5	3rd
KZ	323	EXADOR	184	4th
F	9119	FIERE LADY	179.5	5th
S	9121	POWDER	175.5	6th
H	63	MUSTANG	169.5	7th
KZ	5665	EPIC	168	8th
G	3388	RUBIN	163	9th
BL	898	CARRO CHEFE	160	10th
F	85	ESPACE DU DESIR	159.375	11th
US	63311	WILDCAT	156.5	12th
K	7800	PHOENIX	148.5	13th
D	1144	KRONE	138	14th
K	9089	CIFRALINE 3	136.5	15th =
KZ	5755	CANTERBURY	136.5	15th =
K	1234	LOCAL HERO III	131.5	17th
F	9070	COYOTE	130	18th
S	6131	HURRYCANE	118.5	19th
K	711	YEOMAN OF ST HELIER	118	20th
F	9056	CLIN D'OEIL	111	21st
KA	1985	HITCHHIKER II	107	22nd
I	10300	BRAVA	93.5	23rd
E	2470	ILLES BALEARS	93	24th
K	775	FEVER	88	25th
H	74	THE WAY OF LIVING	73.75	26th
KA	A 40	INTRIGUE	71	27th
IR	290	JUSTINE V	70	28th
KB	5	BLAZER OF PAGET	68	29th
K	222	SUMMER WINE	66	30th
S	5066	RAVEN	65.5	31st
G	2929	OUTSIDER	60.75	32nd
KA	136	SUDPACK	57.5	33rd
US	5050	ARETE	53.5	34th
IR	2000	ALLIANCE	52	35th
G	136	RODE	51	36th
P	206	MANA'S	35.5	37th
H	61	POINCIANA	5.5	38th

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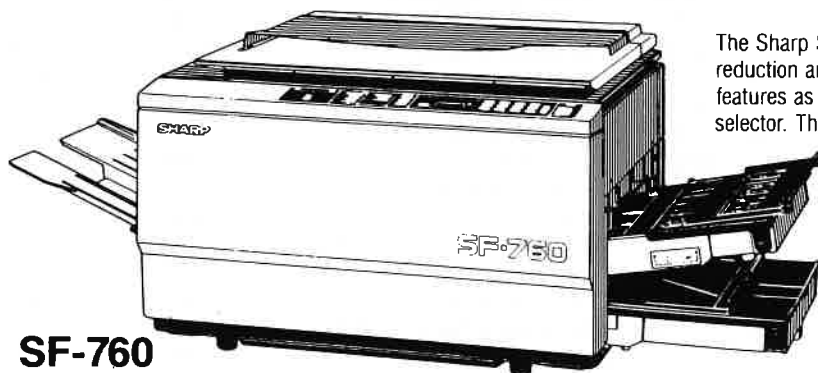
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One Ton Cup (continued)

The long distance race was a typical Cook Strait southerly buster. 30 boats made the starting line, but three did not make it, including CANTERBURY who broke her mast. Away we went. A 30 mile eased-sheet reach to the Isle of Wight under one reef and a No.4, then full mains and 1.5 spinnakers flat running for 60 miles in 35 knots and big seas. Boats were broaching, breaking poles, halyards; what a sight! Only six boats managed to keep their chutes and boats intact, HIGHLAND FLING and EPIC being two of them. EXADOR was recalled and soon became a dot on the horizon.

The six lead boats soon put a huge gap on what was left of the fleet. At the mark, it was ESPACE DU DESIR, PANDA, CIFRALINE, JADE, EPIC, and HIGHLAND FLING.

On the reach across to France we moved through to 2nd right alongside JADE and one boat length ahead of PANDA, with whom we were fighting for 2nd place. EPIC had got lost and rounded two hours behind us. In our endeavour to beat PANDA we stuck with her and lost sight of the tide and consequently lost heaps on the leg back to the English coast by being downwind of the mark.

Second overall

EPIC and EXADOR came back strongly on this leg to beat us around. In fact, the last boat around the French mark was WILDCAT, the highly-fancied Dobroth boat, nine miles behind us. She went from last to first on this leg. The first eight boats dived it out on the run to the last turn mark leaving a 10-mile beat to the finish where a very strong beating leg took us from 8th to 4th and a very comfortable 2nd overall.

It was a very gratifying result for us with HIGHLAND FLING 2nd, EXADOR 4th, EPIC 8th and CARRO CHEFE 10th. Even more gratifying for me was the performance of HIGHLAND FLING, because with her late launching and unfamiliar crew we had a lot going against us.

Bruce was watching all the Olympic races from a runabout, and we already have a modified

HIGHLAND FLING under construction for next year's Palma event plus two for American clients being built by Ian Franklin. These new boats will also be sporting very different keels which will be exciting to watch.

If anyone gets the opportunity to compete in the One Ton Cup, do it.

Finally on the subject of the One Tons, the three New Zealand boats looked great and the boys acquitted themselves well, both on and off of the water. It was great fun sailing against them.

Congratulations on resurrecting THE RIP. It is great for ex-Port Nick lads such as myself to keep in

Port Captain marries

BAY of Islands Port Captain Dot Gatland married Philip Reid of Lower Hutt in August.

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touch. The Club looks really healthy and I wish everyone the best for the coming season. My Admiral's Cup comments will be ready for the next issue.

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Club member Murray Henderson, who sailed on the PAMIR, and is now Secretary/Treasurer of the NZ Pamir Association and Secretary/Treasurer of the NZ section of the International Cape Horners' Association, outlines the history of the four-master KRUZENSHTERN.

Last of the Cape Horners

THE large colour photo which now adorns our Club's comfortable lounge is an attractive addition to the many other valuable and appealing decorations. It shows the big auxiliary four-masted barque KRUZENSHTERN, which is Russian owned and operated as a training vessel, completely surrounded by craft of all shapes and sizes and obviously taken at a recent "Tall Ships" event at a European port.

Members may be interested in a brief description of this splendid vessel's origin and historical significance, for when she began her life nearly 60 years ago she filled a role very different from the one she performs today.

Ultimate development

The KRUZENSHTERN was launched from Tecklenborg's yard at Geestemunde, Germany, in 1926 as the PADUA for the celebrated Flying P Line of F Laeisz of Hamburg. Although her giant five masted sisters PREUSSEN and POTOSI were by then no more, the PADUA's building at that late stage was an almost defiant demonstration by her owners that the days of sail were not over by any means. She was a fine example of the ultimate development of the square-rigged ship evolved with such finesse by the country whose ensign she flew, and was a solemn promise of even better things to come.

By any standards this remarkable fleet of three, four, and five masted barques with a few full-rigged ships thrown in as well led the world and embodied the latest technology and refinements of the time to great advantage. But no jackass kite-fliers flew the Laeisz house-flag.

Thoroughbred

The PADUA is written into history as the last big deep-sea merchant sailing ship to be built — the last true Cape Horner! And despite the fact that under the German flag she at times carried numerous cadets to provide an on-going source of



well-trained officers, she must never be confused with the many yacht-like auxiliary sail training vessels of all sizes and rigs with which she now fraternizes in such romantic and spectacular fashion. The PADUA is a real thoroughbred with a long and immaculate pedigree.

Powerful, efficient, but engineless, she quickly joined her similar consorts in 1926 in performing the task for which she was solely designed — the carriage of nitrates from the west coast of South America to European ports, "doubling" Cape Horn on each voyage.

Similar to PAMIR

Her dimensions and rig were almost identical with those of the well-known PAMIR of 1905, which as a war prize flew the New Zealand ensign from 1941 to 1948 and which was tragically lost in an Atlantic hurricane in 1957 with the loss of 80 lives.

The world-wide depression and collapse of the nitrate trade saw most of the Laeisz fleet of sailers sold off, some of them inevitably to enterprising Finnish shipowner, Gustaf Erikson, who was amassing his own fleet of many of the world's remaining great square-riggers. On-

The poster on the Wardroom wall (compliments of Volvo and Douglass and Unwin Ltd) shows the KRUZENSHTERN at the start of the Sail Training race in 1978.

ly the four-masted barques PADUA and her near sister PRIWALL remained under their owner's house-flag, and throughout the 1930s were sailed with great skill and pride in a variety of trades by large well-disciplined crews. Fast passages were consistently made by both vessels.

Historic passage

Indeed, late in 1933 this handsome pair, as if determined to help end the era of commercial sail in as memorable a way as possible, made a passage together which undoubtedly ranks with the great race home from China between the British tea clippers ARIEL, TAE-PING and SERICA in 1866. (Incidentally, that remarkable event is also recorded in a fine print displayed elsewhere in the Clubhouse.)

The PADUA and PRIWALL left their home port of Hamburg on the same day and swept out of the river Elbe only hours apart — their destination, the Spencer Gulf in South Australia and the promise of

a grain cargo. In relatively light trim and in splendid condition these mighty barques were driven hard but with precision by Captains Jurss and Clauss and their youthful crews. They crossed the Equator three weeks out on the same day, and literally blasting their way through the South Atlantic were soon running eastward almost side by side in the "Roaring Forties".

For seventeen consecutive days in the most testing conditions the PADUA and her partner each averaged 11.9 knots — a truly remarkable performance from two big steel cargo-carriers that had never been represented as CUTTY SARKS! Pounding along at almost 15 knots in a full gale the PRIWALL was first to sight the hazy outline of South Neptune Island, the sentinel of the Spencer Gulf, and the PADUA was a mere 60 miles astern. They had sailed some 15,000 miles from the English Channel in the unbelievable time of 62 days.

Converted for training

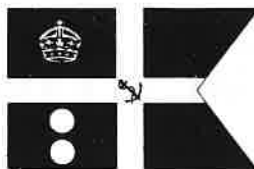
But time was running out. The PADUA made her final commercial voyage in 1939, and when war broke out she lay at her home port of Hamburg. At the end of hostilities she was delivered as reparation to the Soviet Navy, and was later converted to a training ship and given her present name.

With diesel engine fitted, substantially modified and modernised over the intervening years, and immaculately maintained, the KRUZENSHTERN serves the USSR Fishing Board with efficiency and distinction, but she will never completely hide her real self. She just looks fair dinkum — a real four masted barque and a true Cape Horner!

Few remain

Very few of her Flying P Line contemporaries remain afloat today. The PASSAT preserved in her final sea-going role as an auxiliary cargo-carrying training ship lies permanently moored in the north German port of Travemunde, proudly reminding all who see her of Germany's rich maritime heritage.

The PASSAT's twin sister, the PEKING, for many years the stationary school ship ARETHUSA in Britain's Medway river, is now re-



Rear Commodore

FIRSTLY, a welcome to all new members who have recently joined the Club, and thanks to those existing members who have been instrumental in introducing the newcomers. However, we do still appear to have a problem with a number of non-members using the Club premises on a regular basis. It is quite clear that non-members may not visit the Club more often than once a month, and then only if introduced and "signed in" by a Club member. This privilege is unfortunately being flouted by a number of people and, while it is very pleasant to invite one's friends or crew members along on a regular basis, it is not acceptable to the Club on two points:

- (1) It contravenes the basis under which the RPNYC holds a liquor licence, and it concerns both your Executive and House Committee if these regulations are not observed.
- (2) If non-members wish to use the facilities on a regular basis then, quite frankly, they should make the effort to obtain membership and thus contribute to the overall running of the Club.

In an effort to bring the matter under stricter control, regular membership checks are to be carried out on Fridays, Saturdays and Sundays. Members are reminded that they must carry their cards at all times and these should be produced when requested, particularly when purchasing bar cards.

Remember, if you do have friends or crew members who use the Club on a regular basis, please use your goodwill to persuade them to apply for membership.

Celebrations for whatever reason are supposed to be a fun time for all members. However, judging by the support the members have given the House Committee's recent func-

tioned in somewhat gimmicky fashion in New York. She will not go to sea again.

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Museum at Mariehamn, the tiny home port of Gustaf Erikson's long-gone fleet.

Opening Day — 103rd season

The official opening ceremony by His Worship the Mayor of Wellington, Mr Ian Lawrence, was attended by a loyal group of Club members. The ceremony upstairs was followed by afternoon tea in the lounge and wardroom. The evening disco sadly to say was almost a non-event due to the lack of numbers — and it was free!

Annual Dinner

This was held at the Overseas Terminal and consisted of cocktails, dinner and dance. At this stage I would like to thank all the members and their friends who attended this function for making it a success, and I hope you all had a good time.

Epiglass & Miss Wellington evening

Having attended the Epiglass function presented by Wes Liddy on new anti-fouling treatments, those present went downstairs and were treated to a fashion parade of beachwear and wet weather gear by the Miss Wellington contestants. Judging by the talk in the Wardroom afterwards, maybe we should be looking at having them parade around more often to fill the Wardroom.

Finally a plea

Working for the Club on the House Committee is a thankless task, so please, members, support the House Committee functions. They are trying hard to provide you with a social programme. Thanks to the Backstays and House Committee for the support they have given me.

GARY NIMMO

When we look from time to time at that colourful picture of the KRUZENSHTERN on our Club's lounge wall we are in fact looking at a genuine ghost.

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Cruising north with ALTAIR

Having purchased ALTAIR early in 1984 and completed 13 crossings in 12 months, consideration was given to longer coastal cruises. Summer down in Fiordland versus north to the Hauraki Gulf during winter!

Finally we sailed out of Wellington on Sunday, March 17, at 13.30 hours in a light northerly with a 20 to 25 knot southerly forecast before nightfall.

We rounded Cape Palliser at 18.00 hours, the southerly building to 25 knots, big long seas, and a very exciting ride all night.

Day two, the wind dropped to nothing at Kidnappers. Very sloppy! Very uncomfortable! Twenty-four hour run, 177 miles. Portland Island not sighted by nightfall — set new course well off shore. Plug on through the night through torrential rain and fresh breeze.

Day three: 06.30 First land sighted since Palliser. Clear and calm, motoring through glassy seas and a champagne breakfast, courtesy of one of our bizarre crew members! Rounded East Cape at 17.00 hours. Light westerly all night and all of day four. Slow progress at 5.6 knots. 15.00 hours, sight Aldemans, early meal as we cruise past the Mercurys and through the "Hole in the Wall".

Channel Island light at midnight and a long run in past Tiri Light and up the Rangitoto channel at daybreak. Day five: Arrived Cook Wharf, Auckland, at 07.00 LION NEW ZEALAND opposite and several days later NZI ENTERPRISE moored astern. Wellington-Auckland log 612 miles, average speed 6.8 knots or 163 miles per day. Time, three days, 17 hours.

Providing that your yacht has good fenders I would recommend the downtown wharves, Cook or Marsden, as they are close to shopping and all the action.

Our crew left us in Auckland, and after one week of R and R, Dawn and I continued on to the Bay of Islands alone. First stop Kawau Island, and an excellent anchorage to sit out a southeast gale that blew for 48 hours. The gusts reminded us of Pelorus but the holding was so much better.

Next anchorage was Tutukaka — a magnificent coastline, majestic Sail Rock, Hen and Chickens, and the conspicuous Bream Head. Ap-



Followers of the news in recent months will recognise this berth at Auckland's Marsden Wharf occupied by ALTAIR in March. Does anyone notice any suspicious-looking Frenchmen lurking in the background?

proaching tiny Tutukaka entrance in a large on-shore swell was very exciting! Huge cliffs to starboard and breaking seas to port. At anchor the surge and swell were most uncomfortable, and we ended up trying to sleep on the cabin sole!

Next morning, Good Friday, sailed from Tutukaka to Cape Brett — very rugged coastline and game-fishing boats everywhere.

Great satisfaction entering the Bay of Islands, anchoring in Deep Water Cove.

Over the winter months we commuted from Wellington to Bay of Islands regularly, exploring by land and water all there was to see.

Port Captain, Dot Gatland, gave us a warm welcome, was most hospitable, and willingly assisted in every way possible.

Ashby's Boat Yard are true professionals for slipping or maintenance and offer RPNYC members a handsome discount. Northland Harbour Board moorings in Opuia are excellent.

Some of the highlights: Deep Water Cove and the track to Cape Brett lighthouse. Robertson island superb beaches and rock formations. Manawaora Bay, Oke Bay, and the coastal caves from Oke Bay to Deep Water Cove. Kerikeri Inlet if you have a shallow draft or are brave!

September was time to consider returning home, but first a cruise further north, then back through the Hauraki to Auckland.

Cruised Opuia to Opito Bay (suitable hurricane anchorage) overnight, then north past Nine Pin rock

through the Cavalli Passage — a magnificent coastline — into the Fiord-like harbour of Whangaroa and anchored in Rere Bay. Oily calm, waterfalls and bush. This is an anchorage you should not miss. Fresh-water creeks with mangroves, kowhais, pohutukawas, rosellas, tuis, trout, goats and deer, and navigable by dinghy for a considerable distance.

The local pub is hopefully called the Marlin Hotel, the general store is from the Wild West, and the locals supply fresh rock oysters.

Next trip was south again past the Cavallis and Cape Brett, and on to Whangamumu, a whaling station site one hour south of Brett. Very sheltered, good beach, but can be difficult to pick the entrance from the sea, especially late in the day!

The settled weather continued and we decided to visit the Poor Knights (13 miles off-shore) on the passage to Tutukaka. They are beautiful and rugged, and with the assistance of Pickmere we explored the rock formations, caverns, and bays, and finished off by motoring through the Rock Arch of Archway Island — very narrow, very exciting; the chart assured us of 90 feet clearance, but the rock roof of the arch looked very close at times!

Overnight anchorage then sailed at 06.00 hours for Great Barrier Island, making a detour past the Moko Hinaus — very rugged and inhospitable, certainly not an overnight anchorage. Eight hours hard sailing found us in the peaceful Port

(Continued on page 31)



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Cruising with ALTAIR (cont.)

Abercrombie, then motoring into Port Fitzroy and anchoring in Kaiarara Bay.

That evening we enjoyed a fresh-water bath in a nearby creek surrounded by nikaus, pongas, and fantails. You could pass a week or two on Great Barrier, but don't miss Kaiarara Bay, the Kauri Dams, Flinns Creek, and Paradise Valley. Plenty of walking and fresh water!

Time to return to Auckland, across the Colville Channel, down the Coromandel Peninsula and into Te Kouma. Probably the best small harbour on the Coromandel, rolling green countryside, excellent holding, but even in October was becoming overpopulated.

Next day a six-hour wet bash into a 30 knot souwesterly across to the Waiheke Channel past Pakatoa Island and on to Marsden Wharf at the exact spot immortalised by the Rainbow Warrior.

After one week of R & R in Auckland, three crew joined us for the trip to Wellington, and we sailed for Great Barrier in miserable wet gusty conditions.

We wait at anchor in Port Fitzroy for two days of torrential rain, as the forecast swings from southeast to northeast.

Saturday, October 19 — clear Port Fitzroy at 12.00 hours, Cuvier Island astern at 18.00 hours, set a course for East Cape. Wind dies overnight and daybreak reveals White Island spewing steam and sulphur — a spectacular sight that we had missed in March while sailing north during the night.

Motored round East Cape at 18.00 hours, gentle sail down the coast overnight, new course at 05.00 for Gisborne. Moored alongside the inner basin by 11.00 hours. Crew depart for showers and one crew member decides to return to Wellington by railcar!

Next day, Tuesday, the long-range forecast predicts severe southerly gales by Friday and Saturday of Labour Weekend.

We decide to depart 14.00 hours Tuesday with ETA Wellington Thursday morning. Clear Portland Island at 18.00 hours, brisk sailing in north/westerly of 20 knots all day and throughout Wednesday. Great excitement and some caution as we pass two large pods of killer whales — orcas heading north 15-20 in number at 16.30 hours.

Wednesday night the north westerly builds in strength, giving a rapid sail from Honeycomb Rock Light towards Palliser.

At midnight we have an accurate fix from Honeycomb and Palliser — the wind drops to nothing, the sky is blacked out, then the southeast gale crashes in as an isolated low passes through Cook Strait.

ALTAIR is well behaved as she bashes round Palliser, and at 02.30 hours we ease off to a beam reach across Palliser through Wellington Entrance and into Evans Bay Marina by 08.45 hours.

We left Wellington in March in a southerly and returned in October with a southerly — we knew we were home!

Great Barrier to Gisborne 48 hours.

Gisborne to Wellington 43 hours.

Round Trip Wellington return 2000 miles including Gulf and Bay of Islands 700 miles.

We'll certainly do it again, but next will be that circumnavigation of the South Island with plenty of time in Fiordland and Stewart Island.

The skills of Roger Carter



Every member's friend, helper and adviser, WHB Custodian Roger Carter, has shown his great skills in model-making once again by producing this magnificent detailed half-model of WHISPERS II for owner Lindsay England.

Cruising Captain

THIS season has started slowly for the Cruising Division, with only REFLECTIONS and EXODUS starting in the Opening Day race. I was pleased to see these and other boats, with flags flying, adding a touch of colour to the opening ceremony.

With some yachts still undergoing maintenance, coupled with the loss of a few boats to the re-established 3rd Division, our numbers are a bit light. I am pleased to see ARAWAI, John and Pat Rainey's H28, entering. Other boats competing are REFLECTIONS, DELIVERANCE, MARORO, EXODUS and GAZELLE. OMEGA and LA PANACHE are both currently mastless, and it appears that Bill McCullough has sold AN-DROMEDA to the South Island. We will miss her.

Where are all the older wooden boats, and the ferro boats? The cruising division needs you.

The current project being undertaken by the Division is in researching the possibilities of our Club

combining with Evans Bay and Lowry Bay in an association to install a VHF repeater in the hills above Karori, to give VHF coverage extending out to Durville, Cook Strait, and the Kapiti area. Research to date looks very promising. We will post up-to-date progress reports on the Cruising noticeboard.

The Cruising Division has offered to assist the Backstays in the running of raffles, the proceeds to help finance the radios and equipment.

I intend to arrange a cruise in company early in the new year, in the Sounds and Durville area, as we did last Christmas, and although we had only three boats — AN-DROMEDA, EXODUS and OMEGA — we all enjoyed ourselves thoroughly.

Any yacht interested in joining in should contact myself, or a member of the Cruising Committee.

Photos of last season's trip will be displayed on our board.

Good sailing.

COLIN BAYLIS

Notes from a backwater

UNTIL a year ago my acquaintance with the Sounds had been much the same as that of many other Club members: occasional weekend visits with longer cruises at Christmas and Easter.

In January I became what the Post Office calls a "settler", and became the sole permanent resident of Blackwood Bay, known more euphoniously to the Maoris as Tahuahua.

There are 22 houses in the Bay, and though we are now well into summer, no one else is here. The premier dwelling is owned by Ian and Alister Macalister. This splendid house, noteworthy for its oak panelling and millions of borer holes, has been in the family for over 60 years. The gardens at the moment are a mass of rhododendrons. It seems a pity that so few people see them when they are at their best. Or at all.

When I first came down here I was a bit apprehensive about my ability to adjust to a very different way of life. Doubts bubbled up as to how I would survive the winter, the loneliness, the long dark nights and so on. As it turned out I found what others have said, the best weather is from June to August. There are a few drawbacks, the main one being that where I live, the sun lets one know about the winter solstice for 6 weeks by making its path just over the wrong side of the ridge line. I found that tantalising glimpses of the fiery orb shining through the trees did little for my wellbeing, so I took to spending a fair bit of the day on **ICONOCLAST** which received a generous enough ration of sunlight at the moorings.

There were always lots of things to do, and a major activity was getting in firewood. This house, as well as being the only one permanently occupied, is also distinguished as the only one not connected to the power. The reason: the Power Board is prepared to sell its commodity only if we part up with \$8000 (estimate only sort of thing) to get connected.

Over the winter visitors became less frequent, and for one period of just on three weeks the only person I saw was the skipper of the mail boat, which comes in twice a week. I did not find the solitary life oppressive in any way but then I



always knew that if I wanted to talk to someone apart from the Weka, all I had to do was sail up to Picton.

However, the aforementioned Macalister place often has a congenial occupant, usually Ian, who makes unpredictable visits in the redoubtable **SOUTHERN MAID** throughout the year.

From time to time other Port Nicholson yachts appear. That **PHRF** scourge **NIRVANA** is often here, naturally enough, and **RHYTHM** came over long enough for its crew, amongst other things, to help lay a new mooring for **ICONOCLAST**, a project master-minded by Les Evans himself.

Last Labour Weekend saw the start of the summer arrivals, though a southerly storm came with them. I was astounded that such boats as **SECOND GLANCE** and **NOT GUILTY** (which I heard was doing a cruise alongside the Picton wharf) got across the straits at all, as the weather was the severest I have experienced down here. On the Friday night the wind was out of control, and the next morning on my beach was a brand new 22 foot runabout, with a big and a small outboard and no apparent damage. "Allah has been good," I said to Weka, who always follows me on the morning beachcombing run. I had started to wonder about running costs when out of the murk arrived the real owner in a dinghy. It seemed his anchor chain had parted during the night, and thus in a few seconds I moved from up-market fizz boat proprietor to salvage helper.

So much for the ramblings of a "settler". Like its owner,

ICONOCLAST at its moorings in Blackwood Bay

ICONOCLAST has taken on a different life and now sports a self furling genoa, a device which I used to scorn but now consider to be more useful on board than powdered cheese. I am going even further downhill and having my spinnaker (a tasteful colour-scheme of green, red and white) recut as an MPS. Somewhere, someone should be cackling over the last change. Years ago I wrote a piece which I think went in to **THE RIP**, attacking the Multi Purpose Sail concept. This brought down the wrath of Hoods, who had thought up the idea, but now I am getting them, as the obvious leaders in the field, to do the recutting. Ah well, it comes to all of us to eat a morsel of humble pie now and again.

Footnote

The waterfront at Picton reminds me of the Pom adage which has it that if you take a position in Piccadilly Circus you will sooner or later see everyone you know. I have run into all sorts of friends and acquaintances at the Ferry wharf, which makes a nice change from talking to Weka. The other day I parleyed with Peter and Pip Walker. They told me that the latest racing yacht for Wellington interests from the Farr Stud had been named **DOLLAR EQUITY**. Knowing my views on such vulgarity I think they must have been pulling my leg? Or were they?

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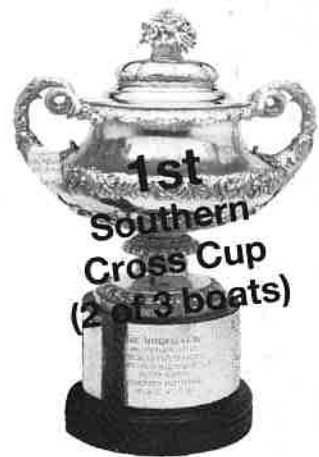
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