

The Rip

March 1981

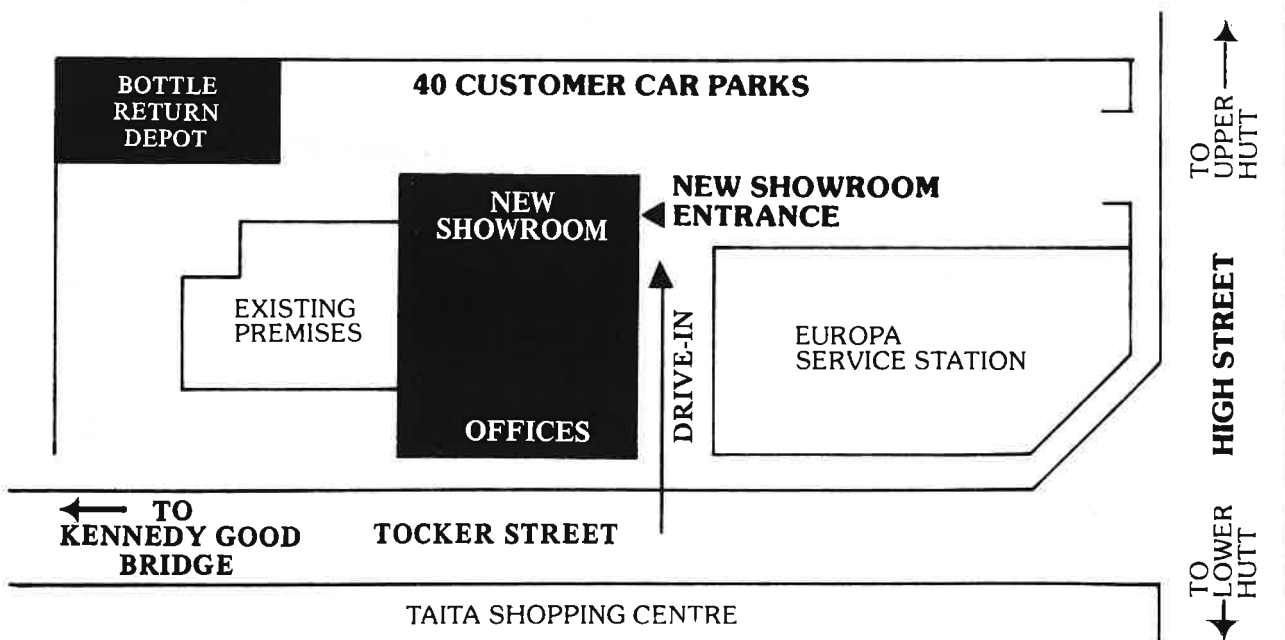
The Royal Port Nicholson Yacht Club Magazine



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The Rip

Vol. 1. No. 4

March 1981

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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

WHISPERS II shows its speed on a tight spinnaker reach off Somes Island (story pp. 4-5).

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Correspondence, love letters and advice

Congratulations

MY congratulations to those who obviously spent quite some time preparing the Clubhouse for the Christmas party. The bright, colourful decorations really gave the place a feeling of festivity — and clearly helped to make the party itself go with a swing. The cheerful surroundings were just what was needed for a bright, cheerful, fun evening. Well done (and roll on next year!).
NEW MEMBER

Ceramco saga

IT was to be expected that Brian Millar's letter in the July issue would draw a response, but I was surprised and disappointed to read the gross over reaction printed in the October issue.

It is my opinion that Brian expressed a view which is supported by many Members, and I would suggest that the response from a Member of our Executive and the petulant argument of counter claim was unnecessary, and offered little in defence of the Executives' action.

As one who has neither received nor seeks hand outs from the Club, direct or otherwise, may I register my disapproval of the over generous donation to the Ceramco Enterprise. One can but look forward with interest to the next Annual Report and Balance Sheet together with our Executives' subscription recommendation for the coming year.

G.L. DUNN.

Sob!

WHERE, oh where, are those Sundays of my dreams? Sundays when you just spend a lovely gentle peaceful day with your man doing things you want to, not what you have to. I'll tell you where — gone, out of the window . . . blown away by his sailing ambitions! Off he goes each Saturday to "do his thing" and pit himself against man, machine and marine conditions, while you dutifully stay at home doing all the chores — with the consolation that tomorrow you can have the day to yourselves. I guess by now I should

have learnt that that particular tomorrow never comes because, you see, I forget about things like cars that need washing, lawns that need mowing, work that has to be on the boss's desk by 8.30am Monday . . . and all those other little time-consuming incidentals. Mind you, he will never know I feel this way — he is sent off each Saturday morning with a bright smile and good wishes, and is welcomed back with congratulations or sympathy (depending on how his day went), a drink, hot shower, clean dry clothes and a meal . . . and not a word of complaint. Small wonder that I breathe a deep sigh of contentment at the on-set of winter — the grass stops growing!

(Signed) Saturday Stay-at-Home

Met. Office explains

Dear Mr Loe,

Your experience of winds in Cook Strait is not an uncommon one. The winds in the Straits are known to vary considerably from one side to the other but our forecasts attempt to describe the mean speed expected in open waters not affected by local terrain. As a general rule, gusts in such open waters may be one and a half times the mean speed.

The shape of the land can create areas of gale or storm force winds which are related to the geography of the region rather than to any weather system. In such cases it is impracticable to issue warnings on each and every one of them. The mariner must be alert to the fact that, whenever forecast wind is 25 or 30 kt, speeds in wind prone areas near land are likely to be gale force without a specific warning having been issued.

From Karori Light to Island Bay in strong northerly conditions the offshore wind in the lee of the steep side hills could easily be double the strength of the mean wind. This is particularly so in stable conditions which can often be identified by a cap of flat low cloud on the hills. The air is then funnelled around the coastal strip and is often as strong as the wind recorded on the TV mast at Mt Kau Kau, 2000 ft above sea level.

In unstable conditions, usually marked by cumulus clouds, gustiness rather than consistently strong winds can be expected. Violent gusts alternating with periods of little wind can then occur.

Some research has been carried out in the area using records from the Cook Strait ferries but no rule of thumb forecasting rules except those suggested above can be given.

Similar effects occur elsewhere around the New Zealand coast. If these exceptions to the general forecast were given in the coastal broadcasts the forecasts would become very long and detailed, but not necessarily any more accurate because of the complexities of the terrain and the wind flow. We can only forecast the mean wind and trend and rely on the experience and observation of the user to fill in the details.

Yours sincerely,

R.M. Smith
Superintendent National Weather
Forecasting Centre
for Director

Another Brother

I wish to become a member of the Foredeck Union, believing that I have the right qualifications.

L.R. ENGLAND

Goodbye from Griff

I wish to take this opportunity of thanking all Club Members of the Royal Port Nicholson Yacht Club for the hospitality shown to me in my association with the Club. Special thanks to all the crews, the spirit, competitiveness and general friendliness with which Wellington yachties go round the track which is unique and quite contagious.

Special thanks go to Kem Cox and the crew of Savant for their perseverance in trying to make some semblance of a sailor out of me. I wish all Club Members good luck, good health, and good sailing.

T. GRIFFITH
(GRIFF)

Make it happen

IT was with great pleasure and hope that I observed the Club's "great leap forward" last winter. New ideas, new events, new schemes came in profusion, and the resulting enthusiasm was a credit to the Executive and back-room workers responsible.

However, two suggestions were made at the time — I believe valuable ones — which so far appear to have been forgotten.

The first was that one Friday each month should be "New Members' Night", when proposers and seconders of new members would bring their proteges down and introduce them to the Club. Although sponsors should do this automatically, it appears to be done all too rarely.

An official welcome would have the twofold advantage of enabling new members to meet many more members than they might otherwise do, and giving them the feeling that the Club really was interested in them as people, and not merely as providers of revenue.

The second suggestion — which has been a talking point for a long time — is the provision of a mooring for visiting boats, as well as offering some form of hospitality and the use of facilities. Visitors who have experienced the facilities offered in many overseas ports must surely remember Wellington as a grey and cheerless place, to be avoided wherever possible.

Can it be so difficult to find a corner for those far from home?

— J.B. CRONIN

Editorial

Yacht racing, unlike most sports, does not offer the support of inter-club team spirit — instead you are competing against your own men, your own club members. Every weekend you are surrounded by a hundred or so enemies in that bullring for yachtsmen — the wardroom. Rivalry extends beyond the racing course.

There you have the skippers, never openly acknowledging the existence of competition to one another — not even to their crews — and yet each one knows precisely what's happening and goes through the most mortifying sieges of envy, even resentment, or else surges of euphoria, it depends how the game is going. And the crews — mingling but wary.

Then there are the regular winners (the "Aces") those who push you to the limit of your capabilities — do they come in for the great dissection of credibility — for the flack! And often, when no real weaknesses can be found, the attacks become little more than character assassinations and one must be reminded constantly that yachting is fun and that the challenge the "heavies" present is as important to racing as the start gun.

But what of the newcomers — those who are automatically regarded to be using the club as an overnight stop-over to sailing stardom — with a 40-footer for a credit card . . . ? Bravely they seek out "The Wardroom", expecting, naturally enough (they think), to slice off the number one crew to control that horror machine they have just spent a fortune acquiring . . . What a shock to find that the people they have gone to so much trouble to join ignore them completely! Has yachting some unspoken initiation ritual — admission only by thickness of skin?

However, despite the odds — some make it! Surely these exalted few could use some cameradere. Support for our representatives, new yachties — new designs and new ideas is vitally important to our club's future development and success in footing it in the fast moving, rapidly changing world of yachting.

JEANETTE O'SHEA

Crew's Union rules—

(From a dusty document discovered behind the Wardroom piano)

ACCEPTANCE of a crewing position for a sail, race, cruise or whatever is not a commitment. Unilateral cancellation may be made at any time, preferably by failing to turn up. If a crew member decides to sail, in no circumstances should he arrive before his vessel is fully prepared for sea.

Do not hesitate to break an arrangement if something better turns up. Skippers appreciate initiative.

Develop acute sensitivity to the vibrations of sandpaper and the smell of fresh paint. Keep away when these emanations occur.

Do not fail to mutter when on the foredeck. Dark looks towards the cockpit should be interspersed with such phrases as 'off his rocker', 'thinks he's in the 'Admiral's Cup' and 'silly old fool'. This conduct compulsory when sail changes ordered.

Never report a breakage or loss of gear by a crew member. The skipper much prefers to find these things out for himself.

Always question a skipper's decision, but never directly. Roll the eyes, sigh

or compress the lips and tap the same with a rope's end. Open disagreement could make you look foolish in the unlikely event of a correct decision. Good crewmen do not display feet of clay.

Always point out the excellent features of other boats, with particular reference to their new sails, new winches and latest gear. The skipper loves to hear about expensive innovations for his own craft.

Remember that crew are summer people. In the colder months, always have a supply of prior engagements when maintenance is mentioned. If trapped, say you will be there but follow Rule 1.

Remember the Union motto at all times:

"Two hands for yourself, none for the boat —

That is the way to stay afloat."



In a decade of hard and consistently successful racing the name WHISPERS II has become a household word in Wellington and a legend in yachting circles. Seldom has one yacht remained a winner for so long. Here Gavin Loe outlines the history of this "magic" boat.

Ten years of winning

WELLINGTON's fastest racing yacht began like so many other New Zealand boats, in a suburban backyard. In Houhere Terrace, Eastbourne, lumps of demolition Kauri and a few other ingredients were assembled by Geoff Stagg, family and helpers over 3 years into the elegant yacht we all know as "WHISPERS II". Nobody who lived within earshot of the construction site will forget those years. Eastbourne people can often be distinguished by a gentle air of reticence. Shy folk, they are unused to the strident ways of the City dweller. However a neighbour recently put aside her quiet air and shouted at us.

"That Geoff. Ugh, he and his cohorts hammered and bashed half the night away. Nobody could stop them. Not even the council."

Family effort

And that is how it went on for those years. Each night after work the Stagg family and others would be on the job slaving away under the lean-to at the back of their home. And throughout the whole career of the boat, in its building and sailing under the Stagg banner, an enormous contribution was made by Geoff's mother Nora. But that in itself is another story beyond the scope of this article.

Geoff was only 20 when he started the project. He had been sailing

cherubs in national competitions and became interested in a yacht designed by John Spencer namely SIRIUS owned then by John McKenzie of Auckland. He approached John Spencer who designed a beamier version of SIRIUS with rounded topsides. For the record, the basic measurements are 45 feet overall,

Whispers is an all-rounder though it is undoubtedly off the wind that it really excels, carrying a kite in conditions when some of us would think of towing warps or bursting into nervous hymn singing.

10'6" beam, 6'9" draft, displacing 6½ tons ('The Rip' has yet to come to terms with metrics — do your own conversions).

John Spencer is one of New Zealand's most brilliant designers and it goes without saying that the later success of the yacht had as much to do with his original concept as with the swashbuckling style in which Geoff Stagg and his crew sailed her.

Thousands of hours of work after the keel was laid the yacht was launched on the 13th December 1970.

There was a great deal of interest in the vessel and not all viewed her future optimistically. One veteran yachtsman said at the time

"If that flimsy shell gets through the heads it will surely fall to pieces in the rip. Sydney-Hobart? A joke."

The boat to beat

WHISPERS II became the boat to beat, if you could, right from the start. Though it was not the first Spencer boat to be racing in Wellington, it had the edge on the competition though to be fair to the others, something of an edge as regards water line length as well. WHISPERS is an all rounder though it is undoubtedly off the wind that it really excels, carrying a kite in conditions when some of us would think of towing warps or bursting into nervous hymn singing.

Her first voyage overseas was the Noumea race in the winter of 1971. Light conditions prevailed and the result was average. The next season WHISPERS got cracking, entered the Sydney-Hobart, finished 7th across the line out of a large fleet, returned to New Zealand and immediately took part in the Wellington-Nelson race the day of her return. In her first thirteen months afloat 11,500 miles of sea had been covered which is more than many yachts manage in 10 years.

Next year, 1972/73 saw the record run to Gisborne. With the designer aboard WHISPERS set off with the rest of the fleet on Boxing Day. Her time for the run was 28 hours 53 minutes, the distance 266 miles. Lest anyone think it was a straight spinaker ride from start to finish, we mention there were 48 sail changes during the race. (We predict it will be years before this record is challenged).

Later in 1973 a fleet of 79 left Auckland for the Auckland-Suva race. WHISPERS did particularly well being the 4th across the line, winning comfortably on handicap. For some reason some Auckland yachtsmen resented this win and went so far as to hint at foul play. It seems to have struck them as unreal that a yacht from the south could beat their best, brightest and newest and they still have not forgiven Geoff.

Classic season

1973/74 was a classic Wellington season. WHISPERS won everything there was to win and even some of us here turned a little sour for a while. Everyone loves a winner but not if the winning lasts.

Records were put up in the Evans Bay-Brothers race and in the race to Akaroa on Boxing Day 1973. It took 3 men and a wheel barrow to carry away the cups at the 1974 prizegiving. That was the season we all sat back and watched "The Hum" on TV, recently re-shown to a crowd of nostalgics at the Clubhouse. This film is a fascinating tribute to a yacht and its crew filmed by that most versatile of cameramen and yachtsmen Rory O'Shea. A year later when WHISPERS successor WHISPERS OF WELLINGTON was beating up north on the Whangarei-Noumea race at every mention of WHISPERS OF WELLINGTON come in please, on the radio schedule there would be loud humming over the air from some Auckland yachts. They are paranoid up there but they do have a sense of humour.

New owner

In September 1974 for Geoff and Andy Stagg and their crew it was all over. The ship was sold to Arthur Wyness. At this time she had 40,000 miles on the clock — and that is the same as 1300 trips to Tory Channel. A long way in less than 4 years.

Arthur Wyness had long been a

Spencer fan. He owned SEQUOIA II designed by Spencer and built for Arthur by John Lidgard. He had watched WHISPERS II being built right from the start and admired not only the vessel but the workmanship. He bought it when it became available in 1974 and says today it was the best thing he has ever done.

Still a winner

Since 1974 WHISPERS has stayed in local waters but has won a tremendous number of races. It has won the line honours championship

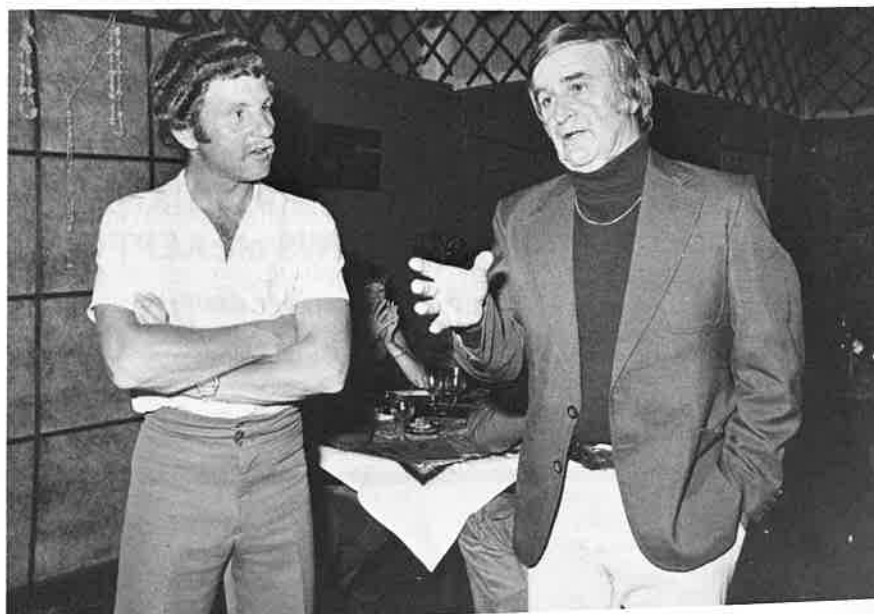
every year and has finished first more times than any yacht in the history of the Club. Today she is as good as ever. Close inspection shows her to be in immaculate condition and is as structurally sound as the day of her launching. Her paint finish is perfect and down below it is roomy and comfortable enough for pleasant cruising if a shade on the spartan side. However WHISPERS II is a racing yacht above all things and a great tribute to her designer, builder and all those who have cared for her that 11 years later, notwithstanding the odd defeat, she is still the regular line honours winner. Long may she be the boat to beat!

Past and present crews gather for birthday party

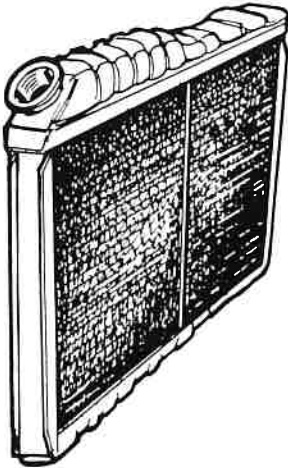
AN amazing assembly of past and present crew, with their ladies, gathered late last year in a city restaurant to celebrate the tenth birthday of WHISPERS II. Included were many of today's racing "heavies", who had in the past contributed to the success of this remarkable yacht.

The present more mature crew, referred to as the geriatrics but significantly driving WHISPERS around the track every bit as fast as it went in earlier days, were also strongly represented.

A lavish Indonesian dinner was arranged and barely controlled by John Oldfield, and speeches by past owner Geoff Stagg and present owner Arthur Wyness were followed by the ceremonial cutting of a large birthday cake by Arthur Wyness and Geoff's mother Norah.



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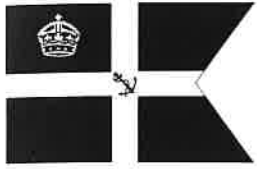
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Commodore

WITH the New Year two months old I feel it is still not too late to extend to all Members New Year greetings and a safe enjoyable 1981.

Enthusiasm on the racing scene is at a very high level in all divisions, together with cruising. It is also pleasing to see the list of new Members increasing so fast together with recent door membership checks, and shows that Club strength is still growing.

I am pleased to be able to report on the application to the Licensing Commission. Our submission has been granted thereby extending the Wardroom hours as follows — Fridays 4.00 p.m. to 10.00 p.m. Saturday, Sunday and Public Holidays 4.00 p.m. to 9.30 p.m. Wednesday 7.30 p.m. to 9.30 p.m. My thanks to all those Members who assisted in this very important section of the Club's functioning. By popular request the dining room has been changed to the

modern hotel type method of bar-room-dining. I am sure the caterers will receive the patronage deserving the efforts made in up-grading this service. We must remember the Club makes no financial gain what-so-ever from this area but provides the Members with a homely atmosphere and quality presentation for the lowest possible price. I believe we are receiving value for our money in this important part of the Club's social activity.

Prior to Christmas the diesel tank positioned in one of the boat sheds, developed a leak and has now been removed entirely. Diesel is to be supplied now from the old existing petrol tank and thus we will no longer be suppliers of petrol. During the last two years returns on sales of petrol have not been worth maintaining this service.

Valuable documents and old photographs for the Centenary celebra-

tions are still requested and will be put in safe keeping with the newly appointed sub-committee convenor Alister Macalister.

I raced in the annual event from Mana to New Plymouth on Waitangi weekend and found it to be a most worthwhile, enjoyable and well conducted race. I give 15 out of 10 marks to both clubs for organisation.

Since entertaining CERAMCO N.Z. in January, OUTWARD BOUND also paid us a short visit on the eve of the departure of NGARURU to Auckland for the Admiral's Cup trial races. We wish Brian Millar the best of luck and success in his outstanding boats efforts.

Obituary: We are saddened to hear of the deaths of Gilbert Perano, Kevin Gestro, Campbell Hight and most recently Ron Julian. These were four most colourful characters all in their own right. Our sympathy is extended to their families.

Although the season is drawing to a close there is still some good racing ahead and I wish good sailing to all.

G.D. Hargreaves
COMMODORE

Cruising Captain

NOCTURNAL activities are at a minimum but will start up again with the longer evenings. Meantime members are getting on with the business of sailing.

The sailing committee (bless them) have provided special races for cruising yachts starting after the 3rd division each Saturday. The courses set emphasise reaching legs and there are many cruising yachts on the register that could join this particular fleet — with enjoyment and profit.

The great Queensland cruise will not take place. Almost all the entries faded away when the chips were set down. The Cruising Captain's flagship ICONOCLAST will be leaving for parts North East and West early in May but will be going alone. We still believe the idea was good, even if its time has yet to come.

WE have been hearing a lot about the multi purpose sail (MPS) for cruising boats.

Hoods maintain that this multi coloured quasi spinnaker is a better deal than a No 1 genoa for non racers.

We disagree.

The MPS is recommended for light weather use, which is fair enough. There is no problem setting anything in a gentle wind including the washing or even a stun sail. But should it chance to blow up while the proud owner is scudding along admiring the special panel configuration of his new sail, difficulties in lowering can emerge. Getting the MPS down in a fresh breeze is just about as difficult as dropping a spinnaker and the harassed father will have his hands full lowering the halyard at the mast while gathering in the sail in the wind shadow of the main, to follow the recommended Hood technique. In our opinion it is not a sail for short handed use around Wellington.

On the other hand a No 1 genoa is much more versatile. It can be effectively and safely used on every point of sailing. With the wind aft of the beam it can be boomed out still clipped on to the forestay and the raising and lowering of the genoa used in this way can be easily done by

Flower power



Hydrangeas in a delicate shade of blue were favoured cruising attire in the south this summer.

one person. Marvellous to relate, it is also an effective sail on the wind. All in all, given the high costs involved in both sails, if you have to make a choice we suggest you go for a No 1 genoa every time.

Gavin Loe

CERAMCO NZ on her first outing in international company won the Sydney-Hobart race across the line and on handicap. Club Member Richard Macalister, a member of the crew, writes this account of the race.

The Hobart double

THE records show that CERAMCO NEW ZEALAND won the coveted double in the 1980 Sydney-Hobart nearly smashing the course record of 2 days 14hrs. 36min. 33secs. set by KIALOA in 1975. But what was it really like? Was it an easy as the media would lead us to believe? 1hr. 48min. lead over the line and 15mins. on handicap is impressive, but what was the general feeling on board CERAMCO NEW ZEALAND during the blue water classic?

As we slipped our Marsden Wharf moorings at 1600h. on Thursday 11th December, the mood on board was one of general apprehension. The words of Peter Blake were still fresh in our minds: "The success of this venture now rests with you." We were all aware that line honours in the Hobart was essential to gain the full support of the public of New Zealand – which is imperative if our campaign is to be successful. However, we were unsure how CERAMCO NEW ZEALAND would perform against the ultra-light displacement downwind flier HELSAL II and the 82ft. ketch ANCONDA II.

The seven-day voyage across the Tasman, although not entirely incident-free, was completed in fine weather. We were greeted at Sydney Heads by a number of small spectator craft and overloaded charter boats

catering for company Christmas parties. We soon came in for a certain amount of stick – usually related to our cricketing prowess – with such comments as "You can't bat!!". However, the crew were quick to reply "Only people who can't play rugby and don't sail play cricket."

Although the 1980 Sydney-Hobart was an off-year (non-Southern Cross Cup), the public interest and enthusiasm shown by the Cruising Yacht Club of Australia was not affected. The fleet numbered 102 yachts including four built for the 1981 Admiral's Cup trials: the new Peterson 44-footer INCH BY WINCH, the new Dubois design – 40ft. ONCE MORE DEAR FRIENDS, Peterson's 38ft. ADRENALIN, and the highly successful S&S 45-footer CHALLENGE.

Crew morale was high for our 1½-week stay in Sydney. Our daily routine began with a voluntary 20-minute run around the nearby park followed by a compulsory crew meeting at 0900h. sharp which usually involved a discussion on food requirements and jobs that needed doing on the yacht. Work on the boat usually ceased between 1200-1400h. and the remainder of the day was for one's own leisure. Two crew members were rostered each day to maintain a 24-hour vigil on the boat.

The hospitality in Sydney was overwhelming and Boxing Day was soon upon us. As anyone who has done a Sydney-Hobart race will know, the interest at the CYC is phenomenal. The public crowds the wharves admiring the yachts and – for the crew trying to make last-minute preparations – it becomes very arduous as getting to the Clubhouse (along the wharf) becomes a 15-minute exercise.

We slipped our moorings at 1000h. and motored out near the start line, only to be swamped in the armada of small spectator craft. We had been dubbed as the favourite for line honours and, although we were happy in the way the yacht had performed across the Tasman, we were yet to prove ourselves against top-class competition.

Unforgettable

The start saw all the spectator craft to one side of the start line, while the 102 yachts battled for an advantageous position. We started about one-third of the way down from the windward end of the line, sailing slightly freer than most yachts to get clear air through superior boatspeed. As the starting gun fired, the roar from the spectator craft as they surged forward in a solid mass is something never to be forgotten.

The start was in a light to moderate east-south-easterly which meant a close-hauled first leg down Sydney Harbour. We were first to round the tug, thus winning the prestigious title of first boat through Sydney Heads. A cheer went out from the multitude of surrounding small boats which made us feel quite humble but even more determined to be the first yacht to Hobart.

Once we were clear of Sydney Heads, we held out to sea while the 12-metre GRETEL and the Joe Adams-designed HELSAL II worked inshore and gradually closed the gap. As the wind increased that evening, we changed to our No.2 genoa with two reefs in the main. As the wind freshened, it veered to the east al-



CERAMCO NEW ZEALAND gets under way in a fresh breeze.

lowing HELSAL II and ourselves to pull away from GRETEL. Until the sea built up, HELSAL II had slightly superior boatspeed which enabled her to build up a four-mile lead. The following morning, the wind had come abeam which allowed us to carry the 2.2oz. kite which is reasonably flat and ideal for light reaching. Throughout the day HELSAL II remained four miles ahead and slightly inshore. Our ability to hold HELSAL II was very encouraging: HELSAL II is 65ft. overall, displacing only 11-12 tons and is one of the fastest yachts in the world reaching and running in light-to-moderate conditions.

Make or break

The second night was the make-or-break leg. The wind had increased to 25kts over the deck, about 10-15° aft of the beam. HELSAL II, slightly inshore, was unable to hold her kite and reached out to sea under main and genoa. She crossed two miles ahead of our bow, and we knew we had the race won if we held the big kite. Throughout the night, it was like sailing a big dinghy. We had everyone aft and to weather, including the off-watch below decks, and played the main and kite like an 18-footer. This was only possible because of the highly sophisticated winching set-up we have on CERAMCO NEW ZEALAND. The boat handled superbly and, during the next eight hours, we averaged 13.5kts. The following morning, HELSAL II was out of sight. Throughout the day, the wind gradually died and we just got around Tasman Island before nightfall — shortly after which, the breeze died completely. The next seven hours were the most frustrating of the race. During that time we covered only nine miles and we were unsure of HELSAL's position. As we rounded Tasman Light, we knew we had a hard-won lead of 3-4 miles and, had HELSAL II regained the lead during a drift up the Derwent, it would have been a very despondent New Zealand crew that arrived in Hobart.

In the early hours of the morning, a light breeze filled in allowing us to make our way up the Derwent, finishing off Wrest Point Casino at 6.45am. HELSAL II finished at 8.35am.

The race was obviously a big boat race with Division A yachts filling the first seven positions overall on corrected time. Once the breeze dropped, after we had rounded Tasman Island, it never picked up again and left the smaller boats in light and

Big boat in town

CERAMCO NEW ZEALAND, and an attendant small flotilla of local yachts, arrived in Wellington early on a still summer's morning to an official welcome from Mr. Bill Young MP, Mr. Palmer (representing the Harbour Board) and our own Rear Commodore. And from that point things never looked back.

Crowds six and seven deep came to see the boat — some content just to stand and admire, others to be given the guided tour and still others to make donations. At the end of a hot and busy afternoon, the crew — after a refreshing shower and change of clothing — were guests at the Clubhouse for a couple of hours.

And what a couple of hours they were!

variable conditions down the Tasmanian coast. However, CERAMCO proved it can sail to its rating. Throughout the race, we had been well placed, never far from the handicap honours list, and it is a credit to both Bruce Farr and Peter Blake to have designed this top-class yacht.

Crew relations on board are excellent, with all those involved being 100% committed to the project, able to sail the yacht to its maximum potential and also capable of fulfilling the PR work — which has become such an important part of the venture.

The itinerary for CERAMCO NEW ZEALAND is to do several of the Auckland offshore races before shipping the yacht in early April with the Columbus line to Philadelphia. Some of the crew will join the yacht there and sail her to England. Full crew training starts again on 1st July, and the build-up includes the Seahorse maxi-yacht series, Cowes Week and the Fastnet Race, before starting the Whitbread on 29th August from Portsmouth. About 30 yachts have entered the Round the World race, including OCEAN GREYHOUND an 80ft. maxi sailed by Les Williams, and two Frers 77-footers (similar to BUMBLEBEE) — one for Dutchman Cornelius van Richostein, and one for American Skip Novak. This year's Whitbread Round the World Race has become much more competitive than the previous two; however, we believe that we have a yacht which is capable of footing it with the best in the world.

many people in the Wardroom for quite some time (sardines in a tin would have had more room!) — all of them highly entertained by Peter Blake and the individual crew members as they were introduced. Judging from the noise and the efforts of the five bar staff to keep pace with demand, a good time was had by all.

Then the crew, their billets and many other Club Members went on to the Hotel Waterloo to an excellent dinner organised by Peter James. Not content with merely providing the



Crowds flock to the wharf to inspect CERAMCO during its visit to Wellington.

food and the venue, Peter had a special menu printed — which cleverly and punnily incorporated the names of the entrants in the last Round the World Race — and which thoughtfully left blank space for the autograph hunters. An evening greatly enjoyed by all present.

The next morning was for the public, who again turned up in their droves; many returned to say farewell to the boat in the early afternoon and to give her three hearty cheers as she pulled away from Queen's Wharf. CERAMCO may have had to motor in to Wellington, but the capital lived up to its reputation when she left... a good breeze filled her main and she was off — like a bullet from a gun — to the sound of sirens from tugs, ferries, container carriers and cheers from those on spectator craft which were swiftly overtaken by the big boat as she lifted with the breeze and shortly became a dot on the horizon and a happy memory in the heart.

Wellington's Admiral's Cup challenge

THE 1981 Admirals Cup trials to be held in Auckland next month have attracted an exciting line-up of the world's top designs to compete for a place in the three boat team to represent New Zealand at Cowes in August.

Wellington's sole hope rests with club members Brian Millar and Mike Muir who launched their 45'7" Sparkman and Stevens design on February 4. In an incredible race against time the boat was built in four short months. Help came from every quarter with crew and friends generously giving many hours of their time.

Constructed of traditional kauri, three skins cold moulded over closely spaced stringers, the elegant "NGARURU" carries a triple spreader fractional rig, and (judging by the performance of a similar design, the Australian yacht CHALLENGE), should be a force to be reckoned with in Auckland.

Rating

Her major rival in the trials will be a sister ship MARAC, who rates slightly higher. NGARURU rates 34'3". LOA; 45'7"; Waterline; 36'6", Beam; 14'3", Draught; 8', and has an overall displacement of 21,000 lbs. The 70' mast is by Yachtspars, hydraulics and rigging are by Navtec and the boat is fitted with

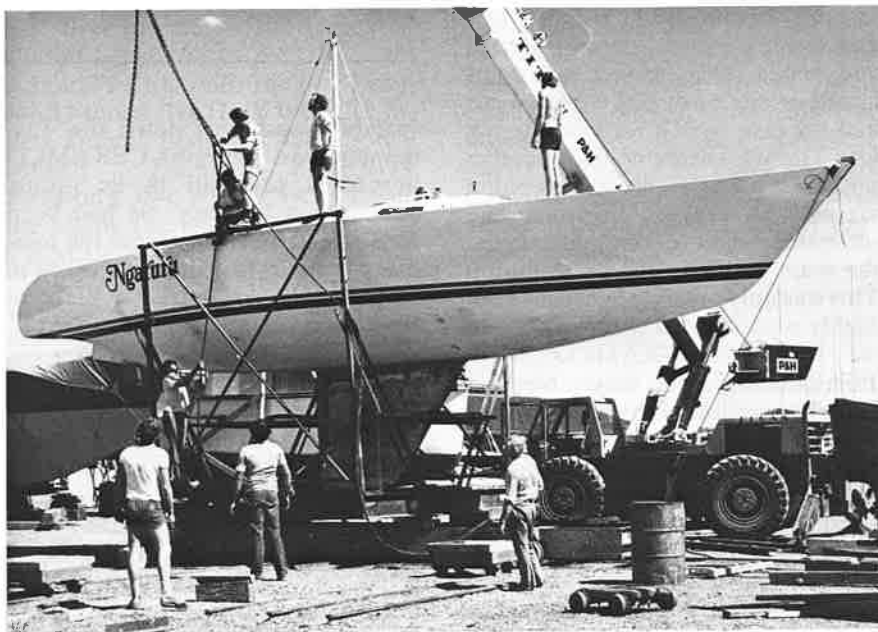
Brookes and Gatehouse instruments.

Unfortunately Wellingtonians may never see their representative in action as the sails are being held over at Hood's Auckland loft pending the boat's arrival there at the end of February. Plans to sell the boat after the trials or the Admiral's Cup, in the event of the boat making the team precludes any chances of the first division getting a welcome boost to competition this season.

The crew were still to be announced at time of publication, although it is thought that three Aucklanders will be aboard for the trials.



Baldy, Rocket and Tap survey their handiwork as launching day approaches.



Two at a time



AN unusual feature of the arrival of two light-displacement half-tonners early this season was that they both came from Auckland on the same road transporter.

At left is INSTINCT, a Farr design, bought by Del Hogg. Unfortunately the Auckland rig did not last long in Wellington conditions, and the boat has spent a large part of the season without a mast.

The trendy, striped number on the right is MUTUAL FUNDS, formerly CANDU II, a Whiting design acquired by Ron Legge. Although slow to settle down, this boat has shown itself to be fully competitive with the Farr fleet.

Kuriri runs aground in New Plymouth Race

THE annual Mana to New Plymouth race proved to be a race to remember for the skipper and crew of KURIRI. The Davidson 37 ran aground four miles north of Cape Egmont light. Initially the rudder was torn off. "We were tight reaching doing about eight knots and feeling fairly confident we had the race on handicap," said the defending champion's skipper Buster Cavaye. "We thought we were a whole lot further offshore but seemingly an unusual surge had developed combined with tremendous spring tides thought to have been caused by the eclipse of the sun two days earlier. Naturally enough this was not taken into consideration when plotting our position."

"It was as black as buggery" recalls AZTEC'S foredeck ace John Brookes who was aboard. "There was this terrible crash and I thought; well — this is it Brooksey old boy. Someone, I don't know who — said have a cigarette Brooksey. That cigarette became the most important event in my life as I thought it would probably be the last thing I would ever do, smoke that cigarette".

Instant assistance

Once the initial shock had been absorbed, the crew flew to release the halyards and drop the sails. Someone started the engine. "Fortunately", said Buster, "we had just taken a sight as we rounded Cape Egmont, so we were able to give an accurate position to the Chatham Islands who instantly replied to the Mayday call and relayed it to New Plymouth. RED HERRING II, the leading yacht in the race had rounded the cape about 20-minutes ahead. They saw our distress flare and came back to assist — but there was nothing they could do — they draw more than us. We told them to keep away". Visibility was further hindered by heavy rain and no one really knew what they had hit or how far offshore they were. The genoa was jammed half way up the mast and this, combined with the surge drove them inshore at an incredible speed where, in the shallows, the keel tore off.

The crew, dazed but grateful to be alive, waded ashore to a warm welcome from a surprised Taranaki farming community alerted by New

Plymouth. "Within 30-minutes of our Mayday call an eight wheel drive fire engine appeared over the sandhills closely followed by the local head of search and rescue in a land rover. We couldn't have landed in a better place," said John Brookes, "we were only eight miles from the local search and rescue boss's farm."

Locals "fantastic"

Once ashore the crew took stock of their situation; they returned to the boat and removed everything they could — then secured the hull with lines to rocks nearby.

By eight-thirty next morning the locals had arranged for a bulldozer to cut a track down to the beach for a low loader and a crane and by the time the skipper and crew were returned to the beach from the homes and hospitality of their rescuers, the boat was loaded and ready to go. The keel was retrieved from the sea and all that remained to do was remove the mast and rigging for the yacht's journey to New Plymouth. "The locals were fantastic" said Buster, "they couldn't do enough for us, some of the guys were so grateful they even helped milks the cows!... "The local constabulary arranged a "paddy wagon" to transport us to New Plymouth, it was a fast ride", recounts John Brookes, "The young constable lost control on a corner and we spun out.

Centrefold

THE RIP's selection for Supercrew this month is John Brooks, foredeck crew on AZTEC, and one of the smoothest movers on the current scene. He smokes and drinks, and has been known to attend parties. His telephone number is available on application to THE RIP — Price \$10. (Ladies over 40, \$15.)

For a minute there we thought we had been saved from the sea to die on the road".

Repaired in Auckland

However, the boat and crew reached New Plymouth in time to see the third place getter in the race NIZAM cross the finishing line. They even won a prize — for being the first boat to land at Taranaki.

KURIRI has since been returned to Auckland where she is undergoing major repairs in the hands of her original builders'. "The fibreglass hull withstood a terrible pounding", said Buster, "but it was strongly built by experts and is a credit to them." A wooden yacht would have splintered, he thought.

Undaunted by their strange and terrifying experience, the crew are hopeful the boat will be ready in time to compete in this years Auckland-Suva race.



Supercrew centrefold



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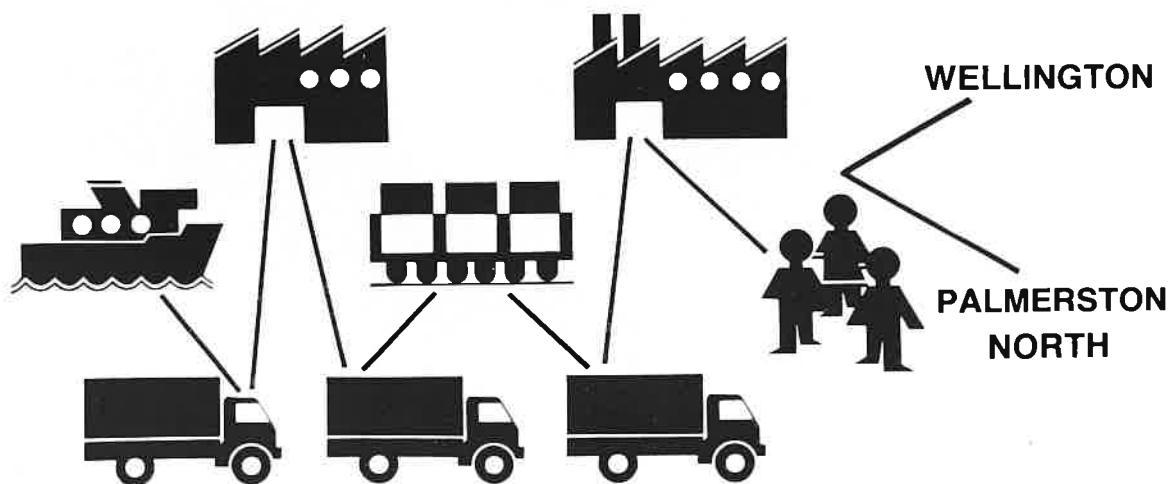
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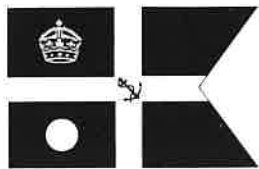
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Vice Commodore

EVERY member of the Club, whether involved in racing, cruising, functions, membership, or only receiving communications from the mail, will realise that the Club has undergone several changes.

One of these changes, that of splitting the sailing programme into a spring and autumn series has turned out to be most successful.

This change has led to better participation, in particular to the first and second division, and to a lesser extent the third division but only because of numbers.

The spring series, sponsored by Epiglass (NZ) Ltd, certainly achieved a very dramatic finish, and results were in doubt until the 8th race, and even then we were left in doubt (pending a protest) for the 1st division.

AZTEC, LISA, WHISPERS II, RHYTHM, NIZAM, CHINCHILLA really set the division alight, and aided by strong norwesters many exciting finishes were seen.

WHISPERS II, A. Wyness, took line honours with handicap honours yet to be decided.

Second division proved, from the first race in the series, to be a battle between the Farr boats, CINJAN, FARCICAL, however while greater boat speed was achieved by these boats, handicap placings made the aggregate honours wide open.

Third division — while not having a large fleet, those participating were seen to enjoy close racing.

Combining several events into one start time e.g. Championship, IOR,

and PHRF, plus in some cases Cup events, led to many interesting starts and while it put our start box under a terrific strain in calculating corrected times it was well received by all those who entered.

The after race functions in the Ward room have become very popular, and several sponsors have stated how they have enjoyed the fellowship time.

These presentations by Epiglass (NZ) Ltd and R.C. MacDonalds Ltd, were keenly received and the Club's thanks must go to Adrian Osborne for his arrangements of these sponsors.

The Autumn series sponsored by **Wrightsons wines and spirits** started with terrific support in all divisions, and many people who have entered their names in the crews register, are being eagerly accepted by owners eager to get out on the start line.

Our thanks go to Nigel Blair, for his generous donation for the three top placings in the Mark Foy start, which saw one of the best finishes seen off Oriental Bay for many a year.

Unfortunately Nigel was unable to be with us for the prize giving, however he assured me of his intention of being present at the Veterans day race.

The fleet has increased in numbers during the season, new entries being, INSTINCT, RESOLUTION, TRADER, MUTUAL FUNDS, TA'AROA, MARINE RULE.

Ron Legge.
VICE COMMODORE

Changes in racing programme

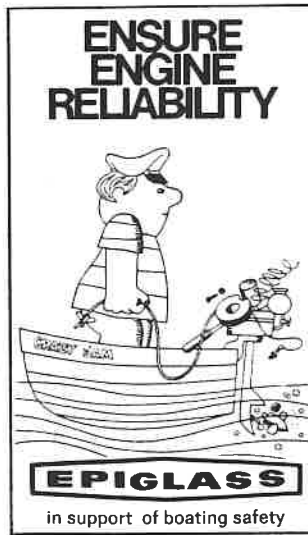
I often wonder how frequently skipper actually read the sailing instructions. Fortunately, or unfortunately, every Club has to have rules, and complying with these makes life a lot easier for those trying to organise yachting events.

The programme for this year has been changed considerably, and I draw your attention to those points that are causing some confusion. For the Inshore and Offshore Series, Section I is IOR and Section II is PHRF. Please do not enter for sections if you do not have an IOR or PHRF rating (see p.15). We are trying to encourage as many boats as possible to obtain PHRF ratings — if you are unsure how to go about it, contact Philip Macalister, Peter Sutton or Bruce Askew. I draw your attention to the instructions regarding late entries on p. 16, and also request that every effort is made to have entries in by the closing date listed in the programme. We are trying to encourage maximum participation; we don't wish to refuse entries due to non-compliance with the rules.

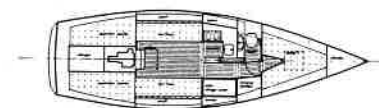
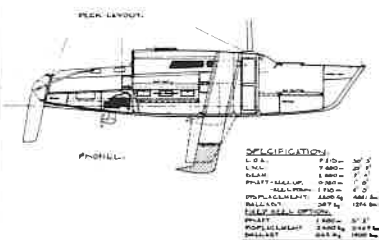
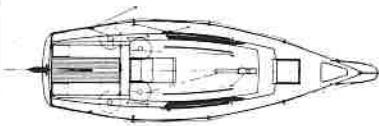
If you have any comments or suggestions regarding the racing programme, we would be pleased to air them at Sailing Committee meetings . . . so, jot them down on paper and place them in the Entry Box.

Tom Moody is making a desperate bid to try to update the Club's Yacht Register. If your boat was omitted from the Annual Report last year or details were incorrect and you haven't told us about it, we are waiting to hear from you.

Liz Moody
RACING SECRETARY



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Random notes

By
Fleet Scribbler

RAPIDLY becoming an institution in conjunction with the annual Cook Strait race is the wonderful hospitality of Ian and Mary Kirk. Their barbecue was a highly successful affair for the skippers and crews of the record turnout of boats who wisely chose to have a few quiet drinks and burn the odd sausage at Deep Bay . . . Winner of the race on Club handicap — PANDORA's skipper, Bob Daniels, elected to take a victory lap up to Picton as a special treat to the crew in recognition of their splendid performance . . . And the race prize for the boat with the most out of control skipper went this year to AZTEC.



The barbecue at Deep Bay.

. . . While in Picton THE RIP overheard successful negotiations to purchase had taken place between Keith McLeod and the owner of RATERE, Jim Synnott. And, that the John Brooke designed 32 footer was reported to have been permanently moored outside the Federal for the Christmas holidays.

. . . Bob Watson, the man responsible for the beautiful ship's wheel and masthead lamp-trophies in the wardroom, has returned to Wellington from a two-year sojourn in Hong Kong. Bob is the newly appointed Regional Manager of Air NZ. Busy renewing old acquaintances in the Club he was sailing recently with NIRVANA and INSTINCT.

. . . Obviously midweek championship racing is going to be a costly affair if the first Wednesday night of the season is any indication. Maybe the sailing committee should consider financial aid for the skipper who spends the most money. If they did PUGWASH's Peter Sutton would, without doubt be in the queue; losing the mast and probably totalling the main. CINJAN, direct from a "close encounter" on the start-line, tore in half their super-sail the number three Mylar. (We're told the second division could be heard cheering even above the shriek of the wind).

. . . We were going to write an account of the somewhat eventful delivery voyage of ROBB ROY, purchased from Lyttelton by Paul Gubb . . . But because we endeavour to keep this magazine on a positive basis we have decided to say nothing about it.



Ta'Aroa.

. . . Having respectfully mourned the loss of NGA-TOA from a mooring in York Bay late last year, Ian MacFarlane has purchased the 60' Sparkman and Stevens Auckland sloop TA'AROA. Now based in Auckland, Ian cruised the boat through Wellington in February, enroute to Nelson and Tasman Bay. Immediate plans for the boat include the Fiji race in May. Ian says he is gearing TA'AROA up to break her own line honours record set in 1974.

. . . Overheard while watching this year's entrants struggle in comparatively light airs from the Pass of Branda, Mr. Ernie Hargreaves told of one Cook Strait Race he sailed in just after the War when navigation skills were at a vital premium . . . the course had been swept clear of mines only minutes before the start gun went off. It must have been hard work helming with your fingers crossed.

. . . Nostalgia buffs will be pleased to note the unobtrusive addition to the Wellington keeler fleet of the 36ft Hereshoff ketch TARUA, recently purchased by Robin McKenzie (former owner of SUNDANCER

and SWASHBUCKLER). Tarua was owned previously by Don Lascelles in Auckland, and has competed regularly in offshore events in the north. It has done four Auckland — Fiji and three Whangarei — Noumea races, winning the first Whangarei — Noumea event, and has also cruised extensively in the Pacific. Built in 1963, it is a classic Nereia design, and has been maintained in original condition. Although Robin plans a thorough refit, he is adamant that everything will be done according to the original plan.



... It seems Healing Industries (the Epiglass people), know how to protect an investment. They presented a 12 speed to the only crew member of CERAMCO NZ who was not seen to be in physical training. Clearly the message is: "On your bike Geoff Stagg".



Ex-Auckland Farr one-tonner **ROCKY**, controversially renamed **MARINE RULE**, prepares to break the race record to Gisborne (we quote the local daily press).

the backstays

BECAUSE the Club's calendar (and Members' personal diaries) were so crowded up to the end of last year, there was no separate function organised by us. However, we were not idle!

We provided a lot of behind-the-scenes support and assistance to functions set up by other Committees within the Club — including pouring endless cups of tea for thirsty skippers and crews on the Put a Child on the Helm Day.

A group of us spent a very enjoyable evening putting up Christmas decorations (ably assisted by the Commodore who was our crutch and support in the more inaccessible areas), which we hope helped to inspire the festive spirit in those who attended the Christmas Party im-

mediately after the Ladies' Race.

A pity there wasn't a bigger fleet out that day: ladies, get your hands on the Racing Calendar next year and get yourself onto a boat early ... let's show that we're a force to be reckoned with on the water as well!

Toasted sandwiches are now back on sale after the holiday break — and proving even more popular than ever. Anyone would think these yachties had been starving since the previous Saturday. We're always ready to welcome new volunteers and helpers to keep this obviously vital service going ... if you would like to get involved with this, you'll find that your help is greatly appreciated!

— Viv Holmes
For the backstays

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Following its spectacular win in the Sydney-Hobart race, CERAMCO headed south for a 14-day trial in the Southern Ocean.

Broadcaster Bill McCarthy was on board, and brought back his impressions of riding the big waves on the superboat.

Surfing on CERAMCO in Southern Ocean

By Bill McCarthy

THERE's been mostly praise but some criticism of CERAMCO NEW ZEALAND. Praise for her record-impressive as it is after such a short time, praise for designer, builder, skipper and crew, praise for her sponsors and contributors to her cause.

Criticism from some quarters because of the method of financing (the 500-dollar shares), and criticism for the amount of publicity she has received and is still getting. After all, some contend there is Digby Taylor's OUTWARD BOUND which is also a Round the World Race entrant and deserves the same or similar publicity.

To those people, I say fair enough; but to me as a journalist, I have been more than impressed with the style and regularity of information emanating from the CERAMCO camp and the lack of it from the other.

I believe in the CERAMCO deal — I believe we have a boat that can win. Given their outstanding skipper Peter Blake and a dedicated crew, they act like winners.

That's the serious bit, which Richard Macalister will elaborate on . . . for my part, the voyage on CERAMCO from Hobart to New Zealand was an experience of a lifetime.

Armed with three movie cameras,

tape recorders and assorted gear, I clambered onto the boat in Hobart. My assignment (should I accept?) was to film the boat in action in the Southern Ocean.

No sweat!

Load the film, get an exposure or two, point the lens in the right direction and Bob's your uncle.

Picture it.

Richard Macalister's on the helm — we're a day out from Hobart — the wind has built solidly from the west — the seas have been getting bigger — CERAMCO is about to hit her straps. A huge roller charges up behind . . . CERAMCO skips off the top and, with the wind gusting 40kts., she catches the breaker. Downhill we rush — the speedo needle climbs and keeps on going — hard against the stops at 20kts. CERAMCO is away!

Documentary

That scene repeated itself dozens of times in the next couple of days. My assignment (I had accepted) was to capture the sights and sounds of those rides for a documentary TVNZ is making on the Round the World Race. That's what I was doing there . . . the others had a more convincing reason. They were learning the tricks of Southern Ocean sailing.

I got to know them pretty well and,

whilst I would like to tell you all of what went on, the terms of libel and slander are very much in force in this country and a smart lawyer could cream me for every cent I have.

Let's start with Vonny — Paul von Zalinski, the cook. Vonny is a surfer, and every now and then, even during the night, as CERAMCO got up and went, Vonny's surfer yell of "Awright!!" could be heard throughout the boat. Poor PIPPA Blake . . . she had just deposited one of Vonny's rent-a-meals in the toilet (a place Simon Gundry thought most should have ended up before they were eaten), and sheepishly said to Vonny: "Sorry, I've just been sick after eating dinner." "Serves you right," said Vonny, "if you eat swill like that."

The crew will be extremely well fed with Vonny in the galley.

Simon Gundry, the gruff middle-of-the-boat strongman. Passing by Farewell Spit — 10 miles of beautiful sand as far as the eye can see — the Auckland concrete contractor said to no-one in particular, "I could get 27 dollars a metre for that in Auckland if only I could get it there." Romantic soul, our Simon.

John Newton, lawyer turned real estate agent. CERAMCO had just sailed into Milford — a sight most on the boat had never seen.

The sheer size of the place left most

of us speechless. As we motored quietly down the Sound, Simon said to him "Whaddya think, Newt?" John paused, scratched his chin and said very drily, "Aw, twenty eight seven fifty the lot - bad access - no sun." They'll need his sense of humour when race time comes.

Trevor Agnew, the doctor, who calmly tells all assembled he has enough equipment to do relatively major surgery on board. A serious chap, often seen taking numerous photos of the main?!!

Richard White, the strong, silent type, who's already making Valentino look like a two-bit poofter. He has a way with the ladies that had him grinning for most of the trip and the old has-beens gnashing their teeth with envy.

Owen Rutter - OC or Oh Christ here comes Rutter. Enough said.

Keith Chapman - or Chappy. What can I say? Mate of Gundry's (they shared a police car home one night). Enjoys a dark rum or two now and then.

Geoff Stagg - or should I say Geoff-Going - now-Stagg. Always seen heading for a bunk. Did a fair bit of fondy winking on the trip, but was

always around when needed.

The crew list is completed with Richard Macalister, Don Wright, Don England and of course Peter and Pippa Blake.

Highlights of Hobart

So there we were, with three days to kill in Hobart - three days that nearly killed some of us from the quiet little drink that saw more beer consumed in one afternoon than any normal mortal could contemplate (over 6,000 glasses). Or Peter Shipway standing on a restaurant table performing Old McDonald's farm, or the million dollar floor show at the Casino watched and applauded heartily by the NZ crew. (It was the dancing the boys liked, but rumour has it they were shocked at the girls dancing topless!)

Some said CERAMCO was lucky to win the Hobart double. I think she was damned unlucky not to get the treble, but there can be no discounting the fact that luck played its part in the boat winning the raffle - 500 tins of Fosters would you believe? It was all over the boat ... reach for your seaboots - there was a carton ... in

the bilge ... all over the boat, dozens and dozens of cans of Fozzies. Quietly but efficiently the boys put the spoils to rest.

Milford was an eyeopener. Scores of people from all over to see the boat and buy shares or just simply to donate.

Nelson's reception had to be seen to be believed. A long night in the boat club climaxed a big day for everyone. Wayne Lucas played host to myself, Geoff Stagg and Simon Gundry ... but that's another story altogether, isn't it, Geoff?

As I said, some of the best stories must remain untold, but buy me a jug in the Yacht Club sometime and I might start talking. I can't say when TVNZ will screen the film, but I do know film cannot do justice to the whole deal. I was accepted and treated as one of the boys for the fortnight I spent on the boat, and for that I'll be eternally grateful. I think Vonny summed it up nicely. We were motoring into Wellington harbour when he said, "Hey, Bill ... it's been good to have you on board - I really mean that. But - I've got to say it ... as a film maker, you're Rat ...!" Thanks, Vonny.



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The Wellington-Gisborne race

THE Wellington-Gisborne race got off to a slow start as a light Easterly faced the fleet and — with the forecast of South-Easterlies to North-Easterlies — it looked as if it was going to be a long head-wind battle. RED HERRING and NERO headed the ten-boat fleet out of the harbour, with LISA and MARINE RULE not far behind.

After some fluky winds off Bear- ing Head, the breeze freshened across Palliser Bay, making it a good head- wind beat with RED HERRING rounding Palliser Light first, followed by AZTEC and NERO close behind.

The following night and day produced some wet but pleasant sailing as boats made good progress up the coast. An interesting battle developed between the two Christ- church entries, CHANTAL and FUGITIVE, with VINTAGE, MA- RINE RULE and SEQUOIA II not far behind. Dawn off Portland Island found AZTEC, NERO and RED HERRING in a line abreast running in very light airs to Gisborne, to finish

in what was to be a very tense and close finish after two days' racing.

AZTEC was first across the line by 20sec. from NERO, with RED HERRING only a minute back. SEQUOIA II came up well to cross fourth, with LISA in hot pursuit.

The reception at Gisborne was again tremendous. The hospitality and organisation are second to none and, as the first Auckland boat did not arrive until a day later, the Wellin- gton contingent got a lot of attention. A very enjoyable New Year's Eve Prizegiving night was again held at the Sandown Hotel when 450 yach- ties took over the place.

Results

Line:

1. AZTEC
2. NERO
3. RED HERRING

IOR:

1. CHANTAL
2. VINTAGE
3. LISA

PHRF:

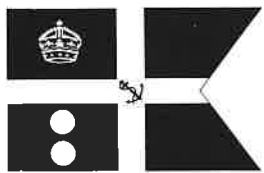
1. AZTEC
2. VINTAGE
3. RED HERRING



AZTEC leads NERO in a spectacular kite-gybing finish at Gisborne.
(Gisborne Herald photo)

Radio Gisborne Race:

- IOR: 1. SWUZZLE BUBBLE
2. ANTICIPATION
3. LISA



Rear Commodore

ONCE again the festive and holiday season has flashed by with indecent haste but, before I get onto current happenings, a quick note on two pre-Christmas activities.

PUT A CHILD ON THE HELM — In spite of inclement weather causing the cancellation of the Skydivers and the inability of the Wellington Har- bour Board tugs to perform a very worthwhile and enjoyable day was spent by many Club Members with their crews and the children from the Home of Compassion, Island Bay, and St. Joseph's, Silverstream.

Special thanks to Bruce Champion who spent many hours liaising with the Children's Homes and organising soft drinks, icecream, etc. Thanks also to the Ladies' Committee for organ- ising the bunfight, Peter James (Hotel Waterloo) for sandwiches, etc., and all Members of the Club who were involved in the event.

CHRISTMAS PARTY. We had our 'knockers' when the date of the Christmas party was altered to follow

on from the Ladies' Race, but — from the decibel rating and the dollars taken over the bar, the evening can fairly be judged as a success. It is also interesting to note that some of the aforementioned 'knockers' were still enjoying themselves into the small hours of Monday morning.

Dining. Alterations are currently taking place in the Dining Room which should be completed by the time of publication. With these alte-

rations, we are endeavouring to im- prove both the standard of the pre- sentation and standard of meals while at the same time holding down costs. With a bit of luck, we will have been granted an extension of our Friday night licence which will further in- crease the attractiveness of our dining facilities.

Finally, from the **WARDROOM WANTED**

Volunteers to serve as Wardroom Officers. One weekend in every 6-8 weeks would be the maximum in- fringement on your time. Please phone John Moody (836 251, even- ings) if you can help out.

John Moody



Equipped for all weathers, these four children enjoy a day on the harbour as guests of the Club in the "Put a child on the helm" event.

The Five-dollar Champions

NEARBY: . . . THUMP! THUMP!
THUMP!!!

"Ah, Giddy ah, Rockie."
"Better ring Dave, I've been waiting half an hour . . . he was like this in Fiji eh."

THE START

"Jack's mate . . . Geoff is it?"
"Gary"
"Yeah, Well Geoff you have a very important job today . . . Whenever I suggest a frostie might be required, you pass them out the hatch."

STEEPLE ROCK

"Well, the handicap system measures the potential speed of the boat with everything going right . . . which it seldom does . . . red wine Lindy?"

KARORI

"We're whacking MARINE RULE coming in here."
". . . thought it was going to be nice day so he left his gear at home."
"Silly bugger, still, he's making a fine fist of passing the frosties eh . . . Christ we are flying past here."

OHAU

"Get the no 2 on Jack."
"Red wine doesn't travel too well, eh Lindy."
"GO JACK!"
"Hey! We're ahead of NIZAM."

NORTH MAKARA

"Both the sods are past us now."
"We had better get out there with them . . . nice sammies Geoff, or Gary or whatever your name is, probably an undercover name anyway . . . READY ABOUT."

THE FINISH

". . . it must be those two buoys."
"We're over."
"Jack your first job is to get the blood off the sail."

THE BAR

"How close can I come in here?"
"About 500 yards off the beach."
"Keep coming."
"Christ I'm only 200 yards off now."
"Rubbish, there's plenty of water."
"Turn now."
"Who am I meant to listen to?"
"Take your pick eh."

THE OTHER BAR

"Ah Rory, get the boys a beer."
"Thanks Ron."
". . . This one's on the Vice Commodore chaps."
"The cricket was bloody exciting."
"Was there any change from that five?"
"Oh sorry Ron, we drank the lot."

Person-to-person

IN an attempt to involve you more in social events at the Club, you will have been aware that we have been contacting you by telephone to advise you of a forthcoming function. This is done to make sure you know what's going on and because the Calendar in THE RIP cannot always be fully up-to-date because of time delays in printing, etc. We feel sure you don't mind this personal approach — and if it gets more people to attend our functions and enjoy themselves then it serves its purpose.



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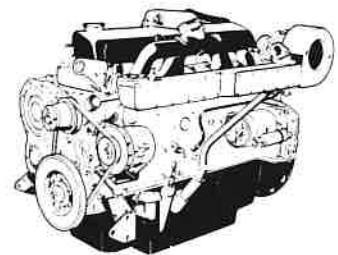
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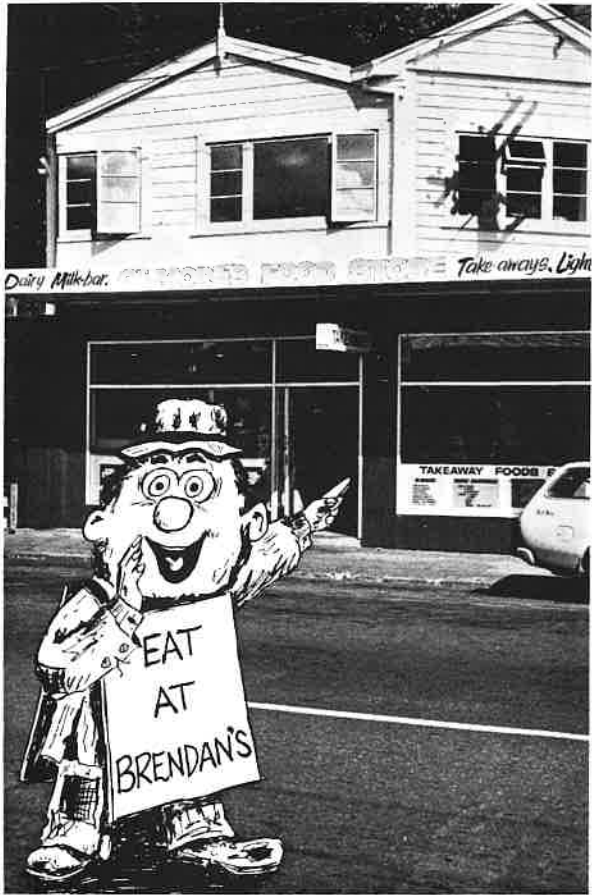
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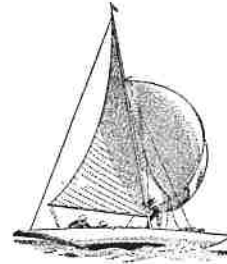
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Racing results

CHAMPIONSHIP RACES

— as at 21.2. after 12 races

BOAT	RACES SAILED	LINE POINTS	H/CAP
Division I			
Aztec	12	342	335
Lisa	11	302	303½
Whispers II	12	321	286½
Nizam	8	184	191
Sobraon	8	164	187½
Rhythm	10	207	222
Chinchilla	9	254½	247½
Savant	6	151	155
*Marine Rule	3	76	71
*Resolution Trader	4	72	75½
*Racing only since Christmas			
Division II			
Cinjan	12	356½	332
Farcical	12	353	327½
Pugwash	11	266	275
Diaz	12	282	288
Virgo II	12	293	277
Kidnapper	11	264	284
Westwind II	12	244	257½
Nirvana	10	193	199
Kama	8	180	199½
Sapphire II	9	198	207
Snow Goose	8	155	164
Good Hope	5	37	32
De Facto	5	36	40
Mutual Funds	6	126½	111½
Instinct	3	85	78
Division III			
Tight Squeeze	11	331	313
Slomoshun	10	300½	303½
Impala	7	181	191½
Born Free II	5	143	144½
Nordic	6	50	53
Pandora	8	155	173
Crossbow	3	97	99
Kittyhawk	3	101	95
New Horizon	8	200	204½
'Otnip	8	188	179

IOR & PHRF OFFSHORE SERIES

— as at February 28 after 5

races			
Aztec	4	67	85½
Bobby Shafto	1	19	20
Chinchilla	2	36	33
Lisa	3	80	50
Marine Rule	2	36	36
Nero	4	67	n/a
Nizam	4	88	86½
Odette	2	35	38
Red Herring II	5	106½	112½
Vintage	4	91½	85
Pugwash	2	n/a	49

Miscellaneous

Verse or worse

FOR those who are good with the pen
Who feel called by the Muse now and then

We have room on these pages
For words from our sages
To stir us to thought once again.

So, tell us your story in verse —
A tale funny, disastrous or worse;
If we like it, we'll print it
(If not, we'll sink it!) —
Inspiration should not be a curse.

Why not unload your heart and your mind?

To THE RIP which is really so kind
To every Club poet
Who as yet don't know it;
POET'S CORNER for you, you will find.

(Cartoons will be more than welcome too, but we can't make that rhyme; however, THE RIP will be more than pleased to print works by any budding Giles, Thelwell or whoever.)

WANTED TO BUY. Copy of Little Ships by Ronald Carter. Please phone Bob Murie — 849 875.

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NEW MEMBERS

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Kim Watson
Ashley Smith
Robert Watson
Gavin Hoare
John Gilbert
Stephen Findlay
Brian Dunn
Roy Bridge
W. Trotter
Barrie Abrahams
Gary Craig
David Ward
William Martin
Miss Winifred Graham-Smith
David Taylor
Philip Major

Lady Members:

Gillian Lawrence
Susanne Osborne
Janine Barnett
Eve Hargreaves
Kerry Musgrove
Rosemary Avery
Phillipa Dunphy
Judith Allen
Fiona Ross
Frances Barnes
Jean Dreaver
Jenny Tye
Margaret Cox
Jenny Cooper
Maria Swanson

Country

P. Noble
Bill Muir
Neville Wills

Membership code

TO improve the flow of communication and also reduce postage and costs generally, a small group has attempted to code the Club Membership lists, e.g. information relating to racing to be sent to active racing skippers only.

On your address label, you will see a code indicating your membership and activity category as follows:

Membership

Vt = Veteran
S = Senior
L = Lady
I = Intermediate
L = Owner of Launch
J = Junior
C = Country

Activity/Category

R = Owner/Skipper racing yacht
W = Active crew member
C = Owner/Skipper Cruising yacht
PC = Port Captain

If your coding is incorrect, only you can do something about it . . . by putting your name, address and correct coding according to the above on a piece of paper and placing it in the Race Entry Box in the Yacht Club.

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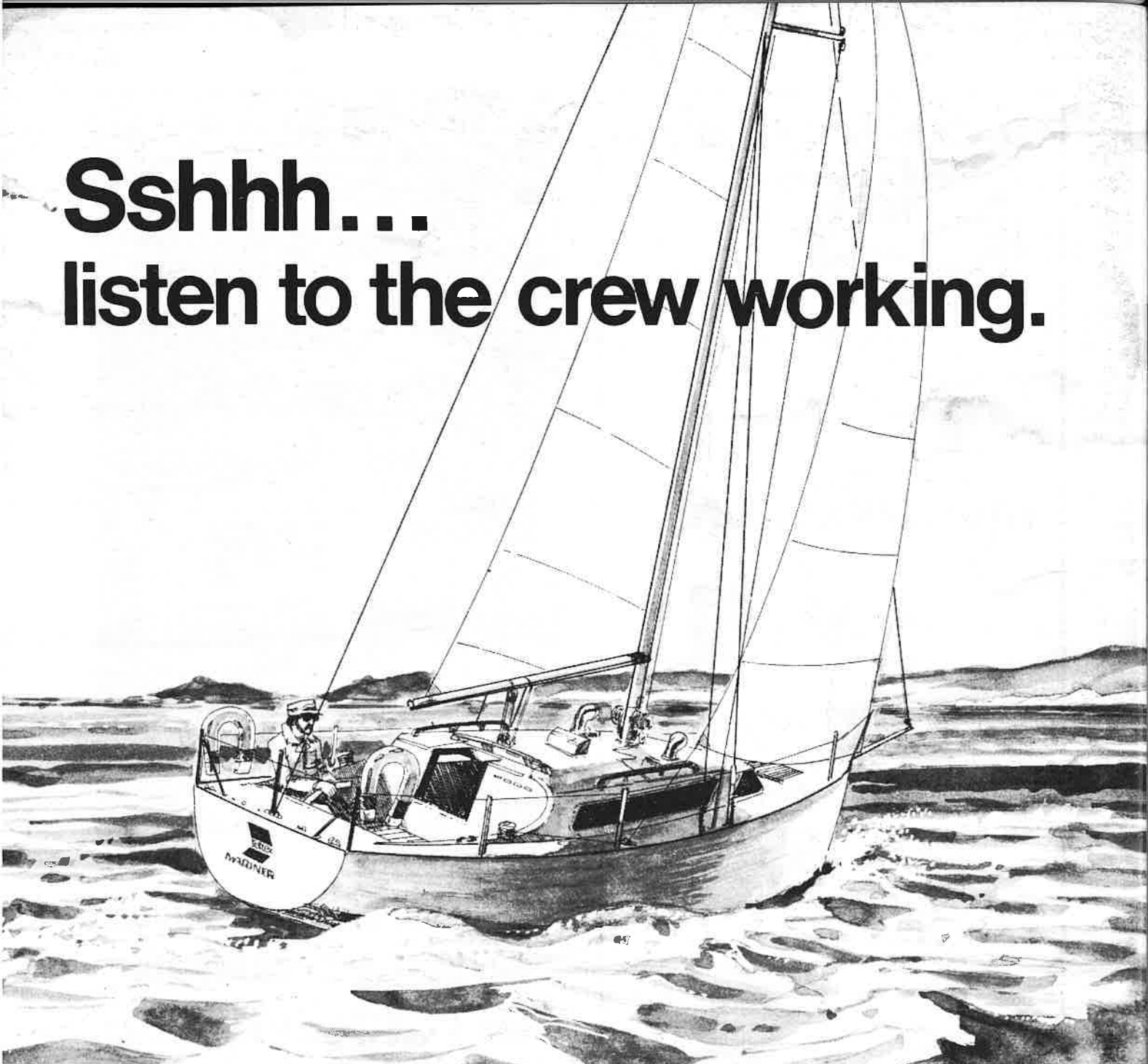


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