

The Rip

July 1981

The Royal Port Nicholson Yacht Club Magazine





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The Rip

Vol. 2, No. 1

July 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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Printed by Madison Printing Co. Ltd., 148 Tory Street, Wellington.

Correspondence and advertising enquiries to P.O. Box 15122, Miramar, Wellington.

COVER

Norah Stagg gives a fine display of helmsmanship which eventually won her the Whiting Trophy. (Story p.12)

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not your sails
When you can't tell rocks from whales*

*So, take the first tide
And come alongside
For a trim that's absolutely winnin'*



GEORGE JANIS

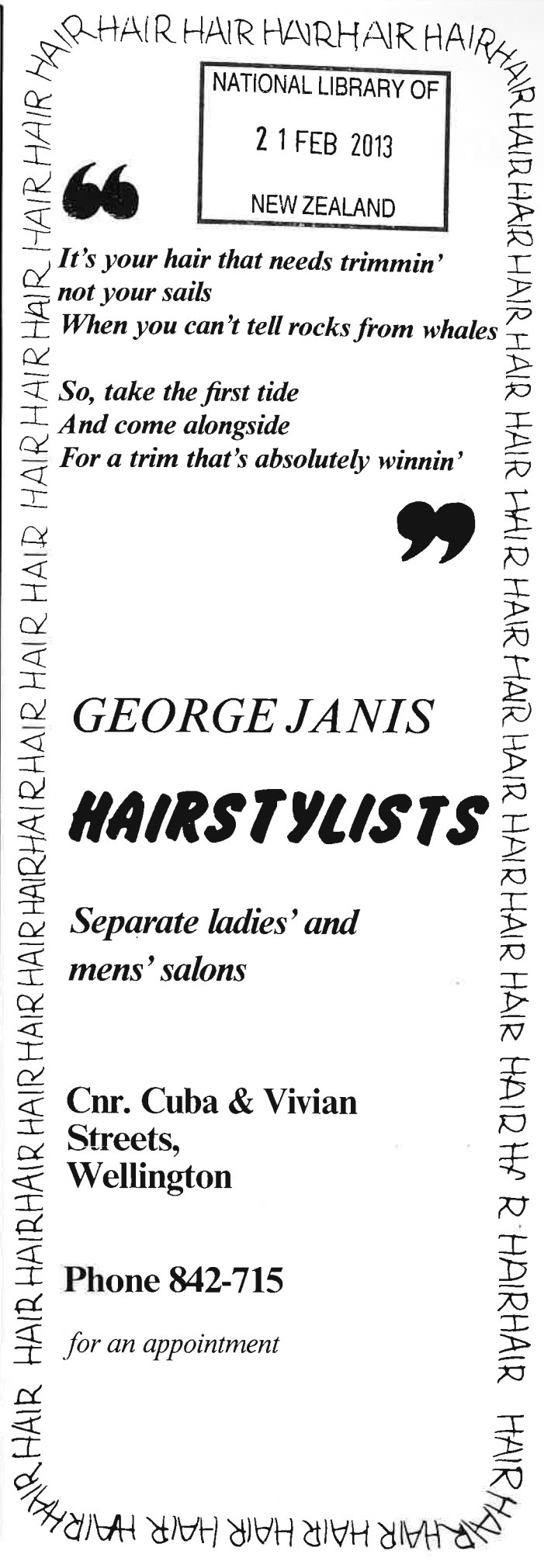
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Correspondence, love letters and advice

Editor's thanks

WE would like to say "thank you" for the spontaneous expression of approval given at the AGM for THE RIP. We do our best to make it good reading, and you can help too — by making this your open forum (which, after all, was one of the aims of the magazine). So, keep those letters and articles coming . . . please.

Reputation restored

I WISH to protest about an article by Fleet Scribbler in your last magazine. It says that the RATERE was permanently moored outside the Federal Hotel during the Christmas holidays, which implies that we spent all our time in the Federal. In fact an equal amount was spent in Oxley's, and sometimes we were seen at the Terminus. I want to correct this so that it will not cause any bad feeling among the waterfront hotel proprietors and embarrass our crew next holidays.

RATERE CREW AND SKIPPER

Match racing

THE recent match racing series in Auckland — in which two Club members participated as crew — revives memories of two similar events in Wellington some time ago: one between two quarter-tonners skippered by Brian Coleman and Geoff Stagg, the other with some six trailer-sailer boats.

Both events were of great interest and were doubtless enjoyed by both crews and spectators alike.

With an expanding fleet of Farr half-tonners and, next season, the new Farr 11.6s, there must be some effort made to stage another match racing series — perhaps held over two Sundays or even before the season starts.

Sponsors (with moderate prizes) could easily be found, and good public response engendered — both for Wellington yachting and for the Club.

What about it, Vice Commodore?

YACHTIE

Fair go!

I SHOULD like to comment on the Editorial in your last issue. I am a would-be lady yachting, and would like to point a gentle finger at the cliquey, competitive regular racers. PLEASE don't ignore the vast well of enthusiasm to sail competitively that exists among many of the fair sex. There are those of us who are prepared to pay our share of costs involved, go offshore, help with maintenance, and actively participate in the whole racing scene. We may not be as physically strong as you

are, but brute strength is no criterion; surely a willing, knowledgeable attitude is far more important. So, you guys — give us a go; you might be pleasantly surprised at the results!

A LITTLE PLEADER

Do something

THE Royal Akarana Yacht Club recently organised a champion of champions series in Nolex 25s which was raced on Auckland Harbour on May 16-17. Class associations were approached and asked to nominate

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top skippers and crews to compete in this event.

Planned as a "feeder" to the highly-prestigious Citizen's Watch Match Racing Series, this undoubtedly must be considered the playground for future heavies.

When is Wellington yachting going to get off its ass and do something similar?

RIPPED OFF

Centrefold sorrow

HOW dare you taunt me with a centrefold of that lovely man that I have admired for many a day — but only from afar — and to advertise his phone number for money is just too much!!

Please cancel my subscription immediately!

Name withheld by request

Monday lunch

NOW that the Friday evening dinners at the Club are going so successfully, has anyone thought of reintroducing the good old Monday lunch? It had a lot going for it.

Whereas it used to be a "businessmen only" sort of affair, however, the new interest in the Club shown by the ladies could very well lead to it becoming a very popular social occasion.

LUNDY MUNCHER

Honorary Life Member Alister Macalister recently returned from a highly-successful Auckland-Lautoka race aboard his 39ft yacht NIRVANA. Two years ago, when he was returning from Fiji, a freak wave severely holed NIRVANA's cabin. It wasn't luck that brought the boat and crew safely back to NZ. It was sheer skillful seamanship.

Editorial

"SAFETY at Sea." What does it mean? Volumes have been written on this topic, and it clearly means different things to different people according to their experience and type of activity.

Basically, however, is it not just "being prepared"? Preparation involves not only furnishing the boat with whatever is necessary in the way of equipment, but also preparing oneself in terms of knowledge and experience for the proposed trip.

It is this knowledge and experience that enable a person to foresee possible dangers. A top athlete knows his limitations and paces himself accordingly, but how often do we find people with limited experience who have gone to sea and placed themselves in situations beyond their capabilities? These people generally encountered conditions that were foreseeable to the experienced, but were not prepared.

Every time a boat goes to sea it is the responsibility of the skipper to ensure that his craft is adequately prepared and that he and his crew have the experience and stamina to see the voyage out. Too often we find a rescue being carried out because of crew failure — sea-sickness, exhaustion, or fright — yet the boat is capable of looking after itself.

Recently I heard a local radio station pass on a message from a skipper asking for crew for a coastal passage to Tauranga and stated "previous sailing experience not necessary". I deplore this irresponsible encouragement of foolhardiness which I hope occurred only through ignorance. We must not encourage such conduct if we want to preserve the good name of yachting.

Let us not forget that "Nirvana" comes at the end of a successfully completed voyage.

ALISTER MACALISTER

Centenary celebrations

THE Royal Port Nicholson Yacht Club will be 100 years old in 1983 and time is short to ensure that this milestone is properly celebrated. The Executive is conscious of the need to prepare for this event and earlier this year a Centennial Committee was formed under Alister Macalister as convenor. He has co-opted as the other members of the Committee Brian Barraclough, who will be responsible for "on the water" activities; Roger Manthel, who will arrange social activities; and Barrie Cronin, who will supervise the preparation of a centennial publication.

There has already been a great deal of research done to trace the early history of the Club, but in the field of Club identities and significant events there remains much to be done. The success of a centennial publication depends very much on the co-opera-

tion of our older members. Will anyone who has cuttings, photos, or recollections of events serious or humorous please pass the information on to either Alister or Barrie.

Proposals

The Executive has given approval in principle to the ideas of the committee. In brief these are:

1. That the Centenary be celebrated in late February during the period of daylight saving. This will enable evening social races for the benefit of old and past members.
2. That the Centenary should be celebrated by a full week's activities including two weekends.
3. The racing programme over the two weekends will be reorganised with special events. The emphasis will be to involve as many people

and clubs as possible rather than to confine activities to our own Club members.

4. That the main function probably on the second weekend be a Centennial Dinner, hopefully with the Governor-General present.
5. A major offshore race that would take members away from Wellington is not planned, but we hope to co-ordinate the arrival of yachts in another offshore event with our programme (details later).

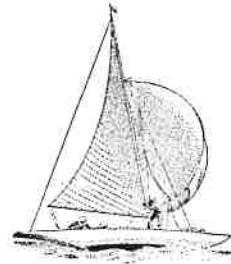
The above gives an indication of the committee's thinking, but they are still looking for ideas. It's up to the members to make this a success. Let the committee have your ideas and suggestions. Also there will be the need for volunteers to serve on sub-committees — what about a few volunteers. Don't stand back and criticise.



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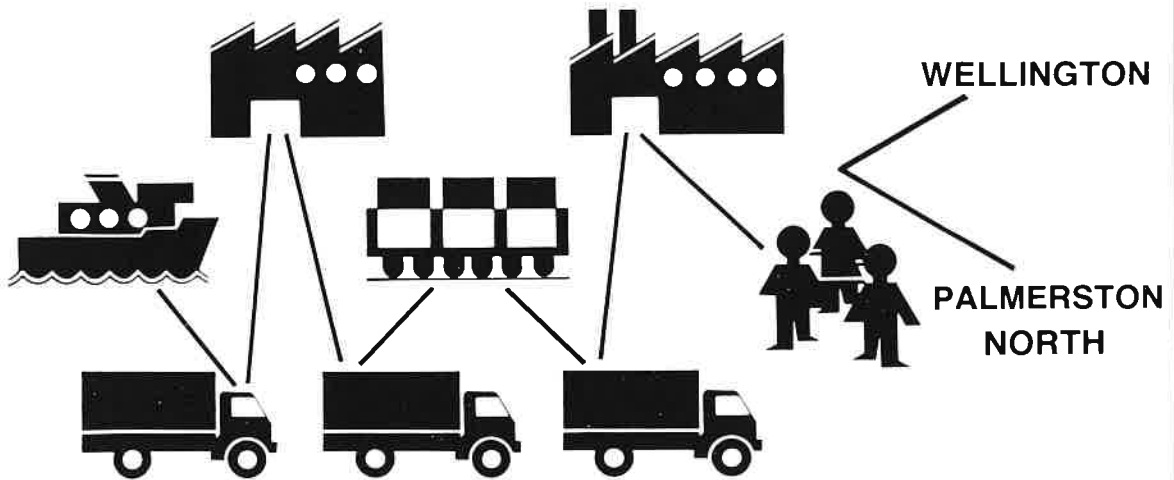


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George Fisher, Veteran member and Club character, passed away in May. His lifetime friend Jack Cox reminisces . . .

Jack remembers George

PRIOR to World War II two brothers, George and Bill Fisher, after their centreboard sailing days, decided to build a boat of their own. It was to be a double-ended Gauntlet design, but Bill felt it needed more room so the plan was stretched to form the plans for the RUAWAKA.

Bill was a perfectionist as far as shipbuilding was concerned; that meant no laminations. Trips were made up country to retrieve crooks or bends of grown timber to use in the construction of the boat. I can well remember Bill standing on a step-ladder, mortice-chisel in hand, shaping the stem-head, which was a natural piece of grown timber with leaves and twigs still on it.

Construction of the ship was suspended during the war years. George enlisted in the Air Force, trained at Woodbourne and saw active service in the Pacific. When he started back at Martins as a plumber, construction of their ship continued.

The removal of the boat from Grafton Road was necessitated by the approach of overhead wires for the trolley buses, and the RUAWAKA was shifted to Evans Bay hard for the keel to be fitted. When the boat was launched it was a magnificent credit

to both brothers, and quickly asserted itself as the top yacht in Wellington Harbour.

Except for the two years he spent in deep water in the engine-room of the WANGAROA, George's racing career was varied and interesting, in centreboards, several well-known keelers in the harbour, and as one of the winning crew on Cliff Hight's 14ft square-bilged centreboarder at an international regatta in Hobart.

Violent debater

George served with me on many Club committees, including as a delegate to the Wellington Yachting Association. He was a violent debater. Tables and desks took a beating when George was in full flight. I well remember George being ordered from the meeting by the then Commodore at an AGM. The Commodore was unsuccessful.

He was a great help at any social function and entered into the spirit of the occasion with gusto. Some examples: Showering spectators at one opening day with half tiki souvenirs (halfpennys cut in half) hot off the primus! The whale chase in Oriental Bay, with a "whale" built over an inboard-powered dinghy — which went close to asphyxiating both of us. Oriental Bay residents kept the wharf Policemen's phone busy that day. George in a tutu at a Christmas party (without his white beard) taking the part of the Christmas Fairy.

He was well known on both sides of the Strait, through trips in the RUAWAKA and in later years on SOUTHERN MAID. He made friends easily, and there will be many people from Nelson to Picton who will miss his cheerful greeting.

George was a most ardent fisherman — his motto being "large bait for large fish". Ian Macalister's groper proved this point on one memorable day. If everyone was catching fish, George would land two, and when the kahawai were running these two would quickly create absolute havoc with everybody's tackle.

George had many varied interests. We all recall the beautiful sculptures in wood and stone he formed out of the unlikeliest materials. His interest in geology led him to join the Wellington Rock Club. He also enjoyed



George at work sanding his dinghy.

tramping and his trips around the South Island. All those who had the privilege of sharing his red onions and a hunk of cheese will remember his gardening efforts.

On June 14, Ian Macalister scattered George's ashes in the Straits, in the environment which George loved and in which we all knew him best.

• • •

IT was a dull, overcast day with the harbour like a mirror when "Southern Maid" left the mooring with six on board.

The wake spread out like a huge fan until the entrance swell and chop, and after leaving Chaffers Passage it was "skirt the buoys", with many a wicked thought until Sinclair, where the tide was running and the "Rip" was up to its usual tricks, but coming up a-beam of Karori Rock light it smoothed out.

All hands gathered on the after deck, charged glasses and toasted "George" as his ashes were spread on the sea at a place George knew so well.

It was a time for memories, so "big hooks for big fishes", but he must have looked down and laughed because it was only "scarpee, poison pups and soldiers".

However, it improved, and later five came back leaving George to watch over Terawhiti, and maybe in the future some of his friends will drink a toast to "George" as they pass the light.

New members

WE welcome the following new members to the Club:

Senior:

Malcolm Blair, Rodney Page, Grey Turner, M.M. Renner, Warren Rankin, Gary Baldwin, Bernard Posslett, Richard Hamblett, MaryJean Elliott White, Geoffrey Matthews, Thomas Kane.

Lady members:

Natalie Blair, Jan Fletcher, Sue Hannan, G.Evans, J.Macalister, Madelaine Blackaby, Robyn Lawless, Pam Bennett, Gillian Tebbs, Annabelle Tye, Sharon Gordon, Deborah Read, Julia Hawthorn, Mark Young, Jan Fletcher, Joy Gaisford, Hilary Turner.

Country:

Murray McIndoe, John Ashley, Bill McIndoe, Anthony Allison.

Junior:

Stephen Koleff, Graeme Martin.

Intermediate:

Janet Macalister.

Club finances threatened by

HIGHER subscriptions and a proposal by the Wellington Harbour Board to increase the rental of the Club's premises were the main subjects for discussion at the Annual General Meeting, held on June 24. An increase in NZYF levies and generally rising costs were shown to have made a subscription increase necessary, and this was approved by the well-attended meeting.

Commodore Graeme Hargreaves and Vice-Commodore Ron Legge were returned to office unopposed, while an election for Rear Commodore gave the job to Peter Cozens. Colin Baylis was officially appointed Cruising Captain, a position he had been filling since the departure of Gavin Loe on an extended cruise in the Pacific. The full list of officers is shown separately.

The following topics were dealt with at the meeting:

Frank Johnston Memorial

A small fund held by the Club to provide a suitable memorial for Frank Johnston, who was lost in Cook Strait in 1979, is to be used to purchase a new Visitors' Book, to be known as the "Frank Johnston Memorial Visitors' Book".

Fuel loss

A serious loss of fuel, or funds from its purchase, was discovered during the year. In the case of both petrol and diesel much had disappeared without trace, while more had been sold but not accounted for. In addition, a large quantity of diesel had been sold at the wrong price. It was agreed that some discrepancies could have been caused by leaking tanks. The tanks have now been overhauled, and a new system of checks has been instituted.

Outstanding subscriptions

In reply to a question about the recovery of subscriptions in arrears, the Treasurer assured the meeting that every effort is made to recover these, and that in fact about one third of them are recovered.

Repairs, maintenance and cleaning

As these together form the largest item of expenditure in the Club's accounts, it was resolved that they should be shown as separate items in future.

THE RIP

Some doubt was expressed as to whether the Club magazine THE RIP gave value for the money spent on its

production, but a speech in its support was greeted with acclamation.

Hon. Life Membership

On the recommendation of the Executive, Honorary Life Membership was awarded to veteran member Mr J.G. (Jock) Holmes. (Story elsewhere).

Subscriptions and WHB rent increases

As these two items were closely linked, they were discussed together. In his budget for the coming year, the Treasurer drew attention to the increases in costs which could be expected. One major increase was the NZYF per-capita levy, which has gone from \$1.70 to \$2.00, plus \$1.00 for the international challenge fund, making an effective levy of \$3.00 per member. A small decline in membership resulted in reduced revenue from membership fees also.

The worst factor was the shock announcement that the Wellington Harbour Board intended to raise the annual rental for the Clubhouse from the present "peppercorn" figure of \$1360 to \$5448 from October 1. This is in line with its policy of basing all its rentals on a percentage of commercial value.

It was pointed out at the meeting, however, that the Clubhouse was not built by the WHB, that it cost them very little, and that it was originally and has been ever since let to the Club

at a very low rental. Many improvements had been made to the building, most of them at the Club's expense.

Several alternative methods of handling the problem have been discussed by the Executive, including making an offer to buy the building, and arranging a programme of progressive rent increases with the WHB over say a five-year period. As yet there have been no negotiations with the WHB, but it has been suggested that a special committee of experienced and long-standing members be selected for this purpose.

Following lengthy but unusually harmonious discussion for this particular topic, a new scale of subscriptions was agreed upon. They are:

Senior \$45	increased to	\$55
Lady \$22.50	" "	\$27.50
Country \$17	" "	\$20
Veteran €12	" "	\$15
Intermediate \$17	" "	\$20
Junior \$5	" "	\$8

Entrance fee remains at \$30.

The new rates are expected to increase the Club's revenue by about \$5000, which will be just enough to cover the expected cost increases.

Budget

During the discussion of the Club's finances and the subscription rate increases, several members expressed the opinion that insufficient infor-

The Executive



BACK ROW (left to right): David Lackey (Racing Secretary), Gray McKenzie, Ron Legge (Vice Commodore), Les Evans, Lindsay England (Treasurer — obscured), Peter Lawrence, Roger Manthel.
FRONT ROW: Graeme Hargreaves (Commodore), Peter Cozens (Rear Commodore), Colin Baylis (Cruising Captain).

WHB rent increase

mation was given to members, thus making it difficult to reach a decision on a new subscription rate. It was moved that each year a budget for the coming year should be printed and given to members immediately before the AGM or be printed with the Annual Report. On a vote it was decided that in future a budget would be prepared and distributed to members prior to the AGM.

Facilities

A complaint was made that not enough was being spent on refurbishing the Club's facilities, examples being the upstairs foyer and Trophy Room, and the showers and changing facilities. Similarly more should be spent in sending Club representatives to the Offshore Committee meetings.

New members

It was pointed out that despite plans for holding a "New Members' Night" every month and doing more to introduce new members to the Club, nothing had eventuated. Assurances were received from the Executive that this scheme would be instituted.

Yachting Assistance Fund

A motion was received from the Sailing Committee that a firm set of rules be laid down for the administration of this fund. This was thought to be necessary following a disagreement between the Sailing Committee and the Executive over a grant made from the fund to the two Club members selected for the crew of CERAMCONZ. After discussion the

New Cruising Captain

THE new Cruising Captain is Colin Baylis, a Wellington machinery importer. Born in Island Bay, he now lives in Owhiro Bay. He has had a lifetime of experience in boats and launches, but only recently became interested in sailing.

He owns OMEGA (in partnership with wife Jeanette), a 36ft x 10ft 6" steel ketch designed by Bruce Askew, built by Primrose Engineers at Gisborne, then transported to Silverstream where the engine was fitted and interior completed. The boat was purchased almost on the spur of the moment, much to the surprise of launch-owning friends. A case of instant boat!



Colin Baylis.

motion was amended to provide for a set of guidelines rather than rules. This motion was carried unanimously.

Sponsorship

A suggestion was made that the Club should not accept trophies sponsored by commercial firms, who are interested only in advertising. However, this was countered by the Vice Commodore, who pointed to the impetus given to the new racing programme by sponsorship.

Successful Backstays' evening

ON April 29 members were treated to a highly-entertaining evening at the Clubhouse, organised by the Backstays.

The first part of the function was taken up with a very interesting talk by Mrs Betty Campbell — a member for 31 years — who told of her "half-century of yachting" ... from her early years racing with her father from the Royal Corinthian Yacht Club in England, involvement in the 1936 Olympics at Kiel, to her arrival in New Zealand in 1946, marriage to Rod, and subsequent active involvement in sailing with RPNYC.

A word of advice to the ladies — if you want to start sailing, go to it; simple yachting skills are sufficient as a

starting point, and *Deck Seamanship* (by Colin Jarman) is well worth reading for further instruction.

Betty's was a hard act to follow, but the second part of the evening consisted of a talk on wines given by Mr Richard Head of Wilson Neill Wines & Spirits (purveyors of fine wines and spirituous liquors to the Royal Port Nicholson Yacht Club). Richard introduced three popular types of wine, and then conducted a "blind" tasting session; each type was tasted in pairs — one locally produced, the other from Australia — which developed into a lighthearted unofficial Test Match. No prizes for guessing who won!

Club officers 1981-82

Commodore: Graeme Hargreaves.
Vice Commodore: Ron Legge.
Rear Commodore: Peter Cozens.
Cruising Captain: Colin Baylis.
Hon. Treasurer: Lindsay England.
Hon. Secretary: Wynne Foothead.
Executive: L. Evans, P. Lawrence, R. Manthel, A. Macalister, W.G. McKenzie.
Hon. Racing Secretary: David Lackey.
Sailing Committee: A. Osborne, A. Stewart, Liz Moody, H. Poole.
Handicapper: C. Sutton.
Starter: N. Foothead.
Judge: T. Moody.
Timekeeper: Annette Jones.
Recorder: Sue Osborne.
Measurer: B. Askew.
Shed Captain: G. Beaumont.
WYA Delegate: H. Wagstaff.
Slipmaster: R.J. Skinner.
Port Captains: Auckland — P.B. Tanner; Gisborne — R. Crawshaw; Nelson — C. Munt; Picton — P. Jorgensen; Bay of Islands — A.F. Gatland; Whangarei — W.H. Mason.

Staying with IOR

IT must have been the "contented" state of mind — or the heady Royal Port Nicholson atmosphere at the June Dinner which made me accept Jeanette O'Shea's invitation to write an article for your excellent Club magazine.

I must confess that when I did finally sit down to put pen to paper and consider the subject, the effect was very sobering indeed! I figured out that here I was about to try to write an answer to a question which has exercised the minds of ocean racing enthusiasts and administrators world-wide and which, in the opinion of many, is still unanswered.

The problem I was meant to provide the answer to was "how this country can stay in IOR racing, both nationally and internationally, bearing in mind ever-increasing costs, sales tax, the effect of rating rule changes, and rule 26".

Whew!

I could answer the query in one word — "Dunno!"

However, even if I might not have the words of wisdom expected, there is one thing I firmly believe: New Zealand offshore yachtsmen cannot afford to stay out of IOR racing. To move away in a different direction to the rest of the international offshore world would be suicide. Although this country's ocean racing record has been the envy of others in the past, recent international results have lacked New Zealand yacht names in the major placings.

Why?

None of us would, or could, say that we do not have the experience and ability amongst our offshore yachtsmen — history just does not bear out that theory.

Reluctant to re-rate

We can, however, I believe, look at the recent trends in our offshore fleets and the reluctance of owners of older IOR designs to have their yachts re-rated. Those of us who have raced under the three current handicap systems utilised in New Zealand (General Club Handicap, PHRF,

and IOR) will know the weakness of each system.

Under General Club Handicap everyone gets a turn, under PHRF there is ample room for "stretching" the assessment (especially for "one-off" designs), while under IOR, because of the number of considerations and factors taken into the calculation, even the experts find it difficult to "cheat"!

PHRF

In New Zealand the Offshore Committee opted to introduce PHRF simply to tidy up the unsatisfactory "mini-rating" system (which was really a glorified general handicap system), and to keep the boats at sea. But at the time PHRF was introduced the IOR rule was definitely favouring some of the latest design trends. Although it cannot be denied that some designs are still disadvantaged by the IOR rule, generally speaking the rule is now providing a much fairer assessment of potential boat speed.

However, some owners are now building boats for PHRF racing only, and the PHRF assessors by necessity need to increase the number of measurements taken to arrive at a more accurate assessment of boat speed. So, here we go again — and before long PHRF must become more expensive to administer and, worse still, we will develop trends which do not necessarily produce safe ocean racing yachts.

And so, if I may be so bold, the first step we must take is to rebuild our IOR fleets to get back to basics. It never ceases to amaze me why more owners (particularly the owners of yachts which have raced well in the past under IOR) do not have their yachts rated, and "give it a whack". One could point to TINKER's 1981 Suva Race result (along with the performances of RUNAWAY, RAZZLE DAZZLE, and CHANTAL — and going back a couple of years' to KISHMUL's 1979 Suva Race win, while AURIGA, a 1971

By Clyde Colson

vintage CHICO design, won the 1981 Lautoka Race.

Critics could point out that the Fiji Race fleet had no new IOR yachts as entries, but consider some of the recent overseas race results.

When the dust settled after the controversial 1981 SORC, the new yachts did not have it all their own way — and consider Ted Hood's perennial ROBIN. After 1980's outstanding result she came out again and actually won the 1981 370-mile St Pete-Ft Lauderdale Race.

Consider, too, Sydney-Hobart Race results over recent years. I often wonder what Syd Fisher thinks when he watches his 1967 RAGAMUFFIN (MARGARET RINTOUL) continue to get amongst them!

In Europe, similar trends bear out the theory, "once a good boat, always a good boat in the right hands with good gear".

This leads me to my second point — money, or the lack of it! Sure — this probably is the main factor limiting the size of our offshore fleets. It is true that we do not have the same kind of money available in the sport that we see in other major ocean-racing countries, but this does not stop us syndicating yachts. Providing the impetus is there, partnerships could assist in the resurgence of ocean racing in New Zealand. After campaigning two different yachts in international series outside this country on three different occasions, I cannot see how the average enthusiast can afford the luxury as an individual challenger any longer.

There is, however, another deterrent which has certainly had a devastating effect on our fleet numbers — Sales Tax. In my view, the ill-conceived Sales Tax legislation has not only put many efficient boat builders out of business, but was the turning point in reducing our offshore fleets.

Continued pressure at Government level by industry representatives and our New Zealand Yachting Federation executive seems the only answer to this iniquitous tax.

In spite of the apparent forces from outside the sport which appear to be limiting the growth of our offshore fleets, I am convinced that from within the Offshore Racing Council has finally come to grips with the International Offshore Rule, and I cannot agree with the implication made in considering "the effect of rating rule changes" as a cause of our reduced fleet numbers.

Rule 26

I have already mentioned the effect of the Mark III A Rule and the age allowance in providing new opportunities for the older boats, but consider the close results of our recent Admiral's Cup trials, where we saw eight differing new designs finishing in such a tight bunch timewise.

In the 1978 Pan-Am Clipper Cup series we could not help but wonder how the rule-makers were able to provide results which mixed half-ton boats up with the maxis, and came out with such close answers over an Olympic Course.

Again, in the 1980 Pan-Am series, the maxis were able to get into the money.

No, my analysis of the present position "rule - wise" is that we have a much more stable IOR than we have had in the past. Designers have been warned that if they do find a "loophole" in the rule, the legislators will now move more quickly to assess the potential speed of the yacht and provide as fair a rating as possible.

Finally I was asked to comment on Rule 26. Well, it certainly helped our Admiral's Cup team on the way, and it cannot be denied that if the rule were relaxed in New Zealand we might see an increase in fleet numbers. But for Rule 26 to succeed, the press would need to continue the level of publicity accorded the Admiral's Cup trials and other "glamour" events. Too often (especially in Auckland) we read only of our major events, and our local racing does not get a mention.

The press seem to overlook the basic principle underlying international success in any field. It is impossible to select a strong representative team if the local teams are not strong. Competition breeds perfection, as we saw when our local one-tonners were pushing Chris Bouzaid along in the golden years of 1968 to 1972.

I have a scrap book of press cuttings kept from those years when I was racing "OUTRAGE", and each local offshore race was considered important enough to warrant a minimum of three or four inches in our major newspapers.

We all know of the successes that followed during the period the news media supported our offshore racing.

However, before I get too carried away on my favourite grizzle, it should be made known that our New Zealand Racing Rules Committee will accept applications for dispensation from Rule 26 in certain cases, and maybe we could see owners and sponsors applying to the Committee for relaxation of the rule when planning to enter trials for international challenges. Their policy has yet to be tested.

Unfortunately, I know of no-one who has the complete answer to the original problem posed, but I would like to hope that the enthusiasm generated by the Admiral's Cup trials could form the beginnings of a "snowball" effect, and should our team succeed at Cowes, wouldn't we all be proud!

Perhaps, then, we can remind ourselves that we cannot afford to miss out on international competition made possible by the International Offshore Rule.

The Bond Street Inn

Wellington's newest tavern
in Bond Street (off Willis St)

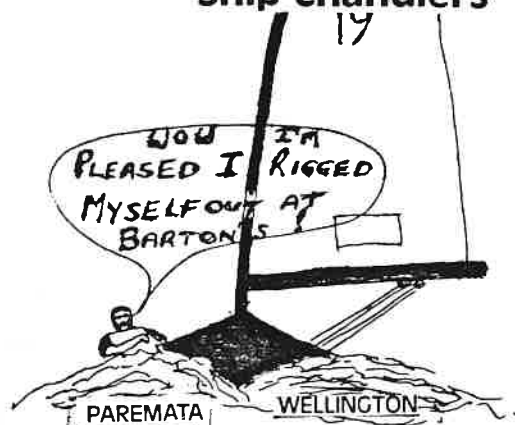
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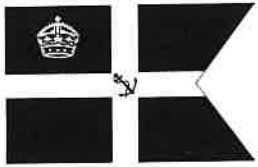
Piano Bar
Schooner Bar

Providing superb food, liquor,
and service in luxurious
surroundings.

BARTON MARINE

Ship Chandlers





Commodore

I TAKE this opportunity to thank all members for their support during the 1980-81 season's activity. I feel the Club has another season's programme crammed with exciting events.

The first of these is the 99th opening ceremony closely followed by the Southern Cross Trials. This event, of course, will necessitate fund-raising — which I am sure the Club will again support generously.

During this period Admiral's Cup fever will be to the fore, together with the Whitbread Around the World Race reports. We are proud to have Club members engaged in both of these events. In the recent Auckland/Fiji races we had no fewer than 25 members take part in creditable performances.

I announced at the AGM that the WHB policy has it that all clubs and organisations under their tenancy umbrella pay rent on 25 per cent of the commercial rental valuation and that would be reviewed every three years. At present we pay \$1,360 p/a. From October 1, 1981, we are asked to pay \$5,448 p/a.

There has since been outstanding interest taken by many of the original Executive who were in office at the time and were responsible for the first agreements with the WHB's members. The present Executive is grateful to have this knowledge and support.

The Club lost one of its identities recently with the passing of George Fisher. I extend to brother Bill the sincere respects of all Club members.

I wish everyone a happy and safe season.

Graeme Hargreaves,
COMMODORE.

Prizegiving



TWO new trophies were added to the Club's hardware section this year — one, a handsome wood-carving presented by Wes Liddy on behalf of Epiglass NZ for the PHRF Offshore Championship, was awarded to RED HERRING II, but a glaring error was later discovered and the trophy was re-presented to its rightful winner — PUGWASH's skipper, Peter Sutton. The second, a magnificent clock in the shape of a porthole, came from Mr Bob Watson of Air New Zealand, and will join this company's previous presentations — the masthead light and ship's wheel mounted in the Wardroom.

Our guest to present the prizes for the 1980-81 season was Mr Noel Manthel, a member of the RPNYC for 47 years and now a special life member. Mr Manthel recalled the days when yachts were yachts and



TOP LEFT: "You get to keep this one," Noel Manthel tells IOR winner VINTAGE's skipper Murray Sleeth, as he presents a miniature of the Manthel Cup.

LEFT: Scooping the hardware pool is LISA's skipper, David Scott, here being congratulated by guest of honour Noel Manthel.

BELOW: Healing Industries' Wes Liddy hands the intricately-carved Epiglass Trophy to the Commodore for presentation to the overall PHRF winner. The trophy was made by Club member Kim McMorran.



1981



had no engines and the Clyde Quay hotel closed at 6pm, making his (gin-palace) launch a popular sight among the racing fleet in light airs for a tow back to the Boat Harbour.

He recalled also when the Americans arrived in NZ during World War II and requisitioned the Boat Harbour for their landing craft, and the Club was given just 48 hours' notice to clear every boat out.

Citing the recent Harbour Board intention to increase the Club's rental, he urged the members to oppose this. "We are a strong club," he said, "with some 800 members. We were the second club in NZ to get the Royal Ensign. Fight back," he told the gathering.

ABOVE (left to right): Arthur Stewart, who accepts the Second Division championship pennant on behalf of CINJAN's crew, Adrian Osborne (Third Division line championship), and Arthur Wyness (First Division line championship).

BELOW: Commodore Graeme Hargreaves accepts the port-hole-shaped clock trophy from Arthur Stewart, who presented it to the Club on behalf of Bob Watson of Air New Zealand.



The Whiting Trophy

By Norah Stagg

SO there I was, Prizegiving 1981, where thanks to the magic of Whispers II, my tacticians and crew, I was presented with the Whiting Trophy. Among all this splendour of polished gleam I was struck with the thought that each one of these sparkling chalices is brimful of history – races, winners, donors, and a reason for each trophy's existence.

The Whiting Trophy, a relatively new trophy, was presented to the Club by Darcy and Molly Whiting shortly after Darcy officially opened the 1978 racing season where he was made aware that due to the lack of trophies, ladies' races on the sailing programme were rare events. How-



ever, the efforts of Leigh McKenzie and Barbara Millar, with some stirring assistance from Wynne Foothead, to remedy the situation were brought to his attention. This kindled his generosity, and with meticulous care he carved from a piece of Alaskan teak brought back from his world trip on TEQUILA, a standing figure of a wet-weather-suit-clad woman. The result is a colourful and original trophy which will, for many years, inspire the ladies who take to the harbour.

The sound of the gun, however, rings in the ears of those first across the line for such a brief moment that anyone considering donating further trophies could consider marking this achievement with the presentation of a small silver gun. I would emphasise, however, that such a gun would need to be non-functional, for the well-being of the handicappers!



Winnie Graham-Smith — helped to build TIGHT SQUEEZE.



Jenny Tye — a total family venture.



Sue Osborne — learning from the inside out.



Kate Lackey — a kale adventures.

IN 1974 the RPNYC AGM passed an amendment to rule 22 thereby allowing women the right to senior membership. Seen at the time as a bold new step for this traditionally male-dominated sport, it was accepted with some reservation to say the least. However, since then the Club has had little cause for regret.

in a language which might as well be Latvian mountain dialect, the ladies have joined forces, formed an ex-officio committee, The Backstays — an offshoot of the House Committee, — and are communicating on common ground.

Longtime lady member Viv Holmes chaired the fledgling team

precision. Her second in command, Tessa Williamson, peppers an active business career with the triple hats of Backstays, House Secretary, and RIP editorial staff. Although associated with the Club for only two years, this astute little lady has already made a giant contribution in both administrative and publication policy, and is

All the nice girls . . .

and last year's somewhat controversial amendment to rule 25 — allowing unattached ladies to become socially involved — has seen women's participation blossom and the gentle touch felt in an around the Club.

These days the fairer sex are running foredecks, co-owning racing and cruising yachts, determining Club policy, raising funds, planning renovations, and making toasted sandwiches. No longer the patient sufferers while husbands and fellow crew discuss the rigours of a day afloat

through the first traumatic year until her departure from NZ for a long-term cruise of the Pacific on ex-Cruising Captain's 42ft ICONOCLAST. Viv was without doubt one of the original female seafarers of Port Nick, and it's well known that she can strip an errant engine or swap "big wave" stories with the experts. Her successor Doreen Ower is quickly proving to be a wise choice, competently chairing the monthly meetings and firing ideas at the high powered little committee with machine-gun

out there sailing whenever possible.

Another newer member of the fold and more recently the Backstays is Jenny Tye, who together with husband Gary own the Bruce-Askew-designed 35 footer SNOW GOOSE. A total family venture, SNOW GOOSE'S partially-built hull was purchased in 1976 and completed by father, mother, and daughter Annabelle — now the number-one deck hand and regular racing crew. The family interspersed boat building with a boatmasters' course in 1979

Jeanette Baylis — not a coffee maker.

Annabelle Tye — number-one foredeck hand.

Kathy Olliver — indispensable on a boat, with a wealth of international sailing experience.

Eve Hargreaves, the Kirkcaldie Cu





idoscope of



Jill Green — four years of extensive inshore and offshore racing.



Liz Moody with husband John — he allowed her to help with maintenance.



Doreen Ower — chairing the Backstays.

prior to launching. Theoretical experience Jenny soon discovered was no compensation for practical, and in the early days used to lie facing Mecca with her eyes closed. But as "road testing" saw them out on the harbour four or five times a week the new sailing family became familiar with their boat and the ways of wind and

By Jeanette O'Shea

weather.

Although, Jenny says, "harbour racing in 40 knots with a spinnaker up is still not my ideal, but I am not afraid."

The family were caught in a blow (60 knots) crossing Cook Strait at Easter this year, but when the ferry altered course and came over to check if all was well, they were sitting munching lemon cake.

While exemplifying the theory that the family that sails together stays together, Jenny says also "It's good for people our age." Although most people these days begin sailing at five

or six years old, she believes people in later life can derive a tremendous amount from sailing.

This year the Tyes plan to tackle a yachtmaster's course in preparation for maybe a Suva race and Pacific cruise in a couple of years' time.

A lady who is living testimony to Jenny's theory is Margaret Pattinson. Her sailing career — which has almost worn out two pairs of boating shoes — began 15 years ago when she married a man and a pile of wood shavings that later became SOBRAON. Until then the only sailing experience Margaret could boast was in a dinghy with a cousin back in England. Since the launching in October 1974, Stewart's constant companion and number-one crew has raced and cruised with him from Whangarei to the Sounds. Beating the dreaded seasickness (with a formula of dry biscuits, bland food, and tea), one of her early memories was of the horrific Brothers race of 1976, where the returning fleet was caught in high winds and even higher seas. Lying sea-sick

in a bunk she heard the calm voice of Malcolm Cubitt over the radio from the rudderless Diaz saying, "We really need help". Undaunted, Margaret enjoys her offshore racing, preferring one-way courses such as the Cook Strait where they can round off the excitement at anchor in a quiet bay with a good meal and a bottle of wine.

This year the Pattinsons hope to cruise SOBRAON up to Tauranga and maybe stay a while. Eventually they plan to cruise the Pacific.

Jenny Sutton's yachting career began with a \$25-dollar investment in an R class in 1972 with her then boyfriend Peter, during their last year at varsity. Her most vivid memory of those times is that they capsized a lot. After they were married, Peter bought and sailed a Paper Tiger in Taupo. One year later they purchased a trailer sailer JOUJOU (French for "plaything"). This was sold to build the 24ft Pelin-design BERONTAK. Peter and Jenny both resigned their jobs as teachers and gave the boat

1981 winner of

Viv Holmes — one of the originals.

Jeanette O'Shea — A high-milegae racing lady.

Tessa Williamson — wears the hats but not the pants.



All the nice girls (cont.)

their full attention, Jenny making squabs to help to finance the venture, launched in 1975. Together they raced BERONTAK extensively in Taupo and later Wellington where they quickly made a name for themselves in the third division.

In 1978 BERONTAK was sold, and in August that same year construction of the Paul Whiting-designed half-tonner PUGWASH began. One month later baby number one, Tim, was born. But in June 1979 when PUGWASH hit the water, Jenny was aboard as regular crew. So was Timmy. "He virtually became regular crew too," says Jenny.

That year the young family competed in three offshore events — the Nelson, Kapiti-Picton, and Cook Strait races — won the second division line championship, the Charlie Neal Memorial Cup, the Crew's Cup, and with Jenny at the helm the coveted Whiting Trophy for lady skippers, which she was unable to defend last season because of a pressing engagement at the maternity hospital with son number two.

Jenny was soon back afloat and managed a creditable third in last season's his-and-hers race "...although we cheated a bit," she says. "Both babies were aboard, so really it was his, hers, and them."

Had their moments

In 1977 Eve Hargreaves went halves in the price of a 470 with husband-to-be Chris, conning him in to teaching her to sail. Spending most of that first season at the back of the fleet, due mostly to inexperience and an old, uncompetitive boat, they spent the winter tuning, strengthening, and generally working hard to make a better showing the following season. "We had our moments," Eve recalls. "It would go in a blow. We were up with the heavies a couple of times. Even won a few cups in the 1978-79 season."

"I think I got pregnant at our last Olympic regatta in Auckland, Easter 1979, during a night of 'tom foolery' in a tent. A lay-day after a blow!"

Presenting the Commodore with a granddaughter didn't keep Eve and Chris off the water for long. They successfully tendered for an Explorer 770 trailer sailer, NATURAL GAS (FARTS: fast and racy trailer sailer). After a short period of tuning, the boat started to go fast and was soon handicapped out of the trailer sailer divisions at Evans Bay. Chris and Eve

Annette Jones (left) and Wynne Foothead keeping time for the official starter, Norm Foothead.



brought NATURAL GAS around to Port Nick and won the Commodore's Trophy, Challenge Cup, the Kirkcaldie Cup for the second ladies' race, and took a first place in a general handicap. Eve is no stranger to keelers and competed offshore aboard NIZAM when they took line and handicap honours in the 1977 Wellington-Lyttleton race, again in the Nelson race that same season, plus her share of Cook Strait and harbour races.

Busy putting together a training programme, Chris and Eve plan to take their "fast and racy trailer sailer" to Lyttleton next year to compete in the special Greyhound division of the trailer sailer nationals.

When Sue Osborne met the man she was to marry, the only plans he had were by Allen Warwick for a pretty little quarter-ton racing craft that came to be known as TIGHT SQUEEZE. Learning about yachting from the inside-out was considered a plus for this sport-happy lady. "I had never sailed until the boat was launched but have never been afraid

"I think I got pregnant at our last Olympic regatta in Auckland"

as I had intimate knowledge of how strongly the boat was put together." Following the launching in November 1979, skipper Adrian spent the first half of the season patiently teaching his novice crew of four "the ropes". Sue's friend Winnie Graham-Smith had arrived back from a trip abroad in time to help out with building, thereby automatically qualifying for a position on the crew. With the two ladies running the foredeck TIGHT SQUEEZE became quite an innovation among Wellington's harbour fleet. They managed to complete every race they started in the spring series and by autumn had a fairly tight little act together. They surprised the locals by

winning the latter series hands down, and repeated this performance in both championship events of the season ending 1981, taking both line and handicap honours.

"Ace foredeck hand"

In an introductory piece in last year's issue of THE RIP, a newly-elected Rear Commodore, John Moody, attributed a great upswing in his yachting career to marrying an ace foredeck hand. The lady referred to — after serving a year on the Sailing Committee — last year made Club history by becoming the first-ever woman to hold an executive position: She was elected Racing Secretary at the 1980 AGM, becoming an influential part of a fast-thinking iconoclastic sailing committee that among other innovations split the traditional season's championship into two.

Liz Moody's father was a fanatical racing member of a highly-competitive inland club at Tokoroa, sailing a Cherub-like class boat called a Frost-Ply on the Hydro lakes. And at 11 years old, when her brothers were sent off to boarding school, Liz found herself his number-one crew. When she was 15 the family invested in a Coronet trailer sailer, which father, mother, and Liz raced and cruised extensively in the area.

Following a four-year non-sailing stint in Dunedin, Liz moved to Wellington in 1975 to a flat in Oriental Bay. There, looking down on the Royal Port Nicholson Boat Harbour, she watched the comings and goings and wondered how a girl with no contacts got into keeler yachting. Her chance came when she met a guy who said he had a mate who owned a yacht. The mate, of course, turned out to be John Moody, who willingly accepted a hand with the winter maintenance programme, painting and scraping his Whiting Reactor, KIT-TYHAWK. But alas, as the racing season approached, he shook his head and said: "Thanks, but sorry, it

would be unthinkable to take on a woman as crew." Fortunately, waiting in the wings was an astute, forward-thinking skipper named Brian Cardiff, who raced a natty little half-tonner called KIDNAPPER, and he just happened to have a vacancy on the foredeck. Liz was a roaring success and the next season guess what happened; . . . John asked her to come and crew for him.

Shortly after they were joined in matrimony John and Liz entered into another highly-successful partnership with Brian Cardiff and KIDNAPPER. And at the 1980 hardware handout, KIDNAPPER's little band walked away with the Bing Harris Trophy, Lizzie, Trophy, Harman Cup, and the second division aggregate.

Recently John and Liz purchased the boat outright and are considering several options for the coming season. A demanding career involving extensive travel has decided Liz to give up the Racing Secretary's post this



Jenny Sutton with Ross (in carry bag) and Timmy arriving at Evans Bay marina for a Saturday's racing.

year, but she is still retaining a place on the Sailing Committee for the present.

Happily rowing a dinghy on the end of a painter tied to her father's yacht WAKARERE, pretending to be alone on the high seas, is one of Kate Lackey's earliest memories; and the annual family holiday to the Sounds at Christmas that never wavered or was postponed for hell-fire or high weather is another. "Mum used to issue each of us with a plastic bucket and off we would go across the Straits with our faces in these plastic buckets. And every weekend until well into her teens the Elliott family would be out on WAKARERE, pic-

nicking on Ward Island or just sailing on the harbour. But it wasn't until a dapper young chap joined her father's crew that Kate began to take yachting seriously. Since then she has sailed with and partnered David Lackey in a kaleidoscope of sailing ventures and adventures.

When David bought SHEMARA, his first keeler, in 1968, Kate crewed for him in Cook Strait races and around the harbour. In 1972 they jointly purchased the highly-successful 30ft Lidgard sloop CASTANET, winning the Brothers and Nelson races and competing in the 1973 Auckland-Suva race. In 1974 Kate's diplomatic career took her and David to Singapore. There they ordered a 33ft sloop in which they cruised the east coast of Malaysia and Indonesia, raced to Kuching in Borneo, and sailed from Hong Kong to Singapore.

When Kate was posted to Fiji they commissioned a 30ft Gary Mull Chico design. This they raced and cruised extensively around Fiji until their return to New Zealand last year. A delivery crew brought BOBBY SHAFTO from Suva to Wellington in time for the 1980-81 season and Kate managed to take time out from her demanding career to compete in the majority of the inshore and offshore events.

Their latest purchase is Hugh Poole's VIRGO II which they have renamed BOBBY SHAFTO (the third) and are busily preparing this racy little S and S half-tonner, it is rumoured, for entry in the 1981 Southern Cross Cup trials.

Apart from chugging around the Sounds on a 16ft cabin cruiser, Jeanette Baylis had never sailed in anything bigger than a rubber dinghy in a paddock puddle. "We often talked of owning a boat but didn't really have a yacht in mind until we found ourselves owning one." Purchasing a two-year-old unlaunched but pretty well completed 36ft steel ketch designed by Bruce Askew in December 1980 radically changed the life-styles of Jeanette and husband Colin.

"We managed to make the boom, screw on the deck layout, and arrange some semblance of order below in time to take OMEGA to the sounds for Christmas. We have a small batch there so just day-sailed and got to know the boat."

By the time they came back to Wellington Jeanette was hooked and looked forward to racing every weekend in the highly-competitive cruising division. "I am not a coffee maker; I don't like to get below decks.



Margaret Pattinson — enjoys offshore racing.

I am a sailor. I haven't crossed the Straits yet, but I will get there.

Currently on the slip at Evans Bay, OMEGA is undergoing extensive layout changes below and above decks and is destined for a new coat of paint. All hard work but worth it, says yachting's newest convert.

Honorary Club Secretary since 1974 Wynne Foothead, together with her husband, the indomitable Norm, have been the backbone of Club administration and racing support.

Norm is the official starter, and Wynne works with him in the startbox calculating handicaps, taking times, and generally seeing that he is kept happy.

The role of Club Secretary keeps Wynne busy, attending monthly executive meetings, corresponding with members and other clubs, and sorting out the endless problems members seem to have with addresses, information, and fees. The 1981 AGM unanimously applauded Wynne's work, and she was re-elected for another term.

This year's official Timekeeper Annette Jones finds her Saturdays in the startbox a welcome diversion from motherhood and an opportunity to take an interest in her husband's favourite sport.

No stranger to the job — it's her fourth year in the startbox — Annette's role is to take the exact time of each yacht from each division as the Starter calls them crossing the finishing line. These are cross checked and the corrected times calculated.

Conscientiously enjoying the position allotted her, Annette confesses that she loves to get out sailing when the cruising's on, although these days it's not so easily planned with two young babies.

Winner of a

Champagne flowed as 200 members and friends toasted this year's Personality and the winner of the Boat of the Year Award at the second annual Club dinner.



There wasn't a dry eye in the house when popular choice Norm Foothead (seen here with wife Wynne) accepted the trophy for Club Personality of the Year.

"Who is this guy?" Pete Montgomery is wowed by Graham Paterson's thank-you-for-the-champagne speech.



THE success of this year's Personality Dinner confirmed the event's regular place in the Club's off-season calendar. This time it was held in the Hotel Waterloo – the change of venue being heavily influenced by the memorable evening held there during the visit of CERAMCO NEW ZEALAND to Wellington in January.

The limited number of 200 tickets was sold quickly.

Guest speaker for the evening was Auckland sports broadcaster and Editorial Consultant for "New Zealand Yachting" magazine Peter Montgomery, who spoke about the Admiral's Cup and the value of yachting in general.

Master of ceremonies was again fellow sports broadcaster Bill McCarthy, whose wit and pertinent comments about the guests cleverly drew attention from the fact that he had forgotten to pay his subscription last year and was not at the time a financial member of the Club!

Two main presentations were made during the evening. The first was for "Boat of the Year", which was awarded to TINKER for its performance under the guidance of Bruce Ussher and his crew in coming first on IOR in the recent Auckland-Suva



Drinking champagne from a cup – the pastime of champions – is Boat of the Year TINKER's skipper, Bruce Ussher.

dinner

Race, and so winning the Suva Gold Cup. Bruce is now living in Auckland, but came down for the occasion.

The second presentation was for "Club Personality of the Year" — a title deservedly bestowed on Norm Foothed for his tireless work in the start-box and his many contributions to the Club. Norm received some impromptu assistance in receiving the award from last year's personality, Ernie Hargreaves, whose unscheduled but by now traditional address was cut off as it reached its height by the firm action of one of the Flag Officers.

Further presentations of bottles of champagne were made throughout the evening to selected Club "characters" Norah Stagg, Murray Sleeth, Graham Paterson, Brian Millar, Hugh Poole, Lindsay England, and Hal Wagstaff. The champagne was donated to the Club by Waterloo manager Peter James, who was toasted for his generosity and hospitality.

Following the precedent established at the first dinner, an opportunity was given to Gray McKenzie to address the gathering, but while he accepted the opportunity willingly, the accompanying encouragement from the audience made any reporting of his words impossible.



The Phantom Entertainer strikes again. Is no one safe any more?



ABOVE: M.C. Bill McCarthy doing his "Hello Sailor" routine.

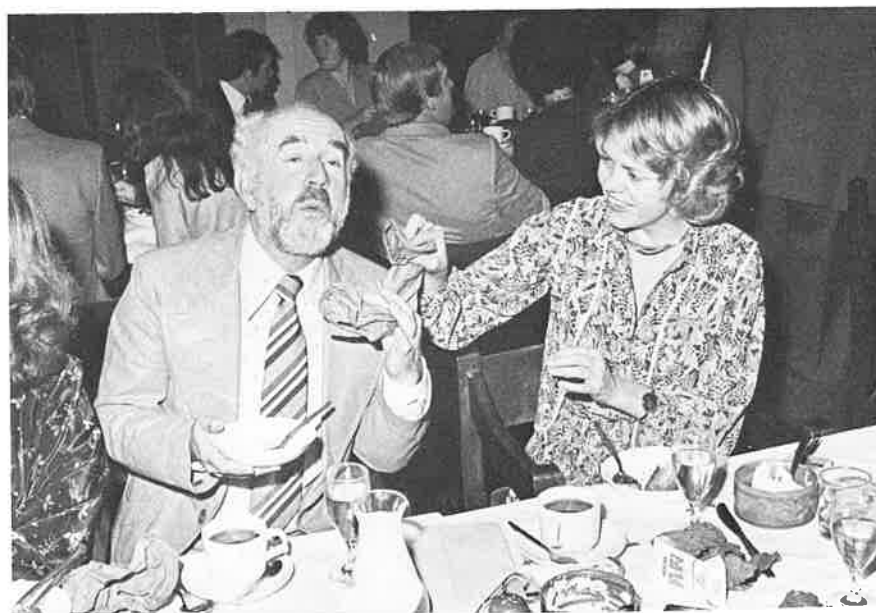


Guest speaker Pete Montgomery addresses the crowd, to the amusement of his lovely lady Claudia.



RIGHT: Hugh Poole gives thanks for his "Club Character" award.

BELOW: "A touch of sauce on the whiskers." Kate Lackey assists Brian (Baldy) Millar to clean up his act!





Vice Commodore

IT certainly does not seem 12 months since writing my first report for THE RIP, yet here we are again, to outline the Sailing Committee's plans for yet another year.

The rules of the Club provide for a "chain of command" within its establishment, from the Commodore through the Vice Commodore and the Rear Commodore down, with committees acting in an advisory role. In practice, the process is somewhat democratic, with the officers chairing committees and firing the shots called by those committees, and delegating individual tasks to the individuals within those committees. For the benefit of all members, it might be useful to look at those various roles.

The **Sailing Committee** is responsible to the Executive Committee (of which the Vice Commodore, Racing Secretary, Cruising Captain and WYA Delegate are part) for the planning, programming, and conduct of sailing and related matters within the Club, and for liaising with the NZYF, WYA, and other clubs.

The **Vice Commodore** (Ron Legge) is responsible (ultimately) for the smooth functioning of the Sailing Committee; he chairs that committee, and is the Club's spokesman on sailing matters.

The **Racing Secretary** (David Lackey) is the executive officer of the Club for racing, and handles all race-related administration.

The **Cruising Captain** (Colin Baylis) is responsible for the promotion of cruising activities, and for conducting lectures, seminars, etc. for the advancement of seamanship and navigation. He chairs his own **Cruising Committee**, which is administratively self-sufficient.

The **WYA Delegate** (Hal Wagstaff) represents the Club at WYA meetings on all yachting matters (not just racing).

The **Measurer** (Bruce Askew) has sole responsibility for physical measurement of yachts (and is recognised by the NZYF in this role), and advises the Sailing Committee on measurement matters.

The **Handicapper** (Chris Sutton) is the sole arbiter of Club general handicaps.

The **Starter** (Norm Foothead) is

responsible for and (during racing) in command of the starting boxes and equipment. He is responsible for efficient starting procedure, etc.

The **Judge** (Tom Moody) and **Timekeeper** (Annette Jones) assist the Starter by observing and timing starts and finishes.

The **Recorder** (Sue Osborne) is responsible for the recording of all information received from the Starter and for the dissemination of results to the competitors. The Recorder also keeps the Yacht Register.

The **Course Steward** (Bruce Askew) chooses the appropriate course for the day.

The **Buoy Steward** (Colin Baylis) is responsible for maintaining the portable buoys and ground tackle, and for arranging their placement and recovery when appropriate. He is also responsible for liaising with the WHB staff on placement of the permanent sailing marks.

The **Protest Committee Convenor** (Hugh Poole) selects a **Protest Committee Chairman** and **Protest Committee** from the **Protest Panel**. The Committee will comprise sufficient Panel members who are not interested parties and are available.

The **Southern Cross Committee** (chaired by Vice Commodore) is an ad hoc committee comprising members of the Executive and Sailing Committees, together with other interested skippers and crew. It was formed to assess the interest in, and requirements for, trials for a "Southern Team", to advise on general arrangements for this event, and to examine methods of financing a campaign.

The Sailing Committee meets on the first Tuesday in the month.

Consideration has been given to last year's sailing programme and to the outcome of views expressed at the last Skippers' Meeting, which was again of tremendous value.

Opening Day is set down for September 19, and, at the time of writing this report, the programme (not yet printed or confirmed) should have a Spring and Autumn series of seven races in each (dropping one), with the overall being 14 races (dropping two).

There will be six general handicap races (numbered 1-6) as a special series, two prior to Christmas and four following.

Yachting Assistance Fund

RESOLUTION OF EXECUTIVE COMMITTEE MADE APRIL 9, 1981, AND CONFIRMED JULY 9, 1981.

1. THAT by virtue of Rule 6 the Yachting Assistance Fund is under the control of the Executive Committee.
2. THAT all applications for assistance shall be dealt with on merit with the intention that grants should encourage participation in national and international events for the benefit of the Club.
3. ALL applications for assistance shall in the first instance be made to the Sailing Committee, who after obtaining such information concerning the application as it considers necessary shall make a report and recommendation to the Executive Committee for consideration at its next meeting.

Two inshore (IOR and PHRF) races are scheduled prior to the Christmas period, with two offshore (Brothers race, Cook Strait race).

Five offshore races are listed for the New Year, with two inshore.

Southern Cross Trials

We have advised all southern clubs that RPNYC will again host these trials. The relevant dates are: October 24-26 (Labour Weekend) — November 1, 1981.

This series must have the support of **every** member of the Club in order to project further the interest in yachting in the Southern Region. The success or otherwise of this series does not hinge solely on the competitors: RPNYC is the host, and there is a very active steering committee which is organising sponsorships and a raffle to cover expenses of crews and boats selected for the Southern Team. In hosting these trials we have the full support of the Executive and Sailing Committee: **it is a Club involvement**, so — please — **no knockers**. Whatever your situation within the Club structure, your full support will be required.

Whatever it is you expect from the Club — it is in **your** hands, from how much you contribute. The boats are there because of the people . . . and it **is the people who make the Club**.

Ron Legge
VICE COMMODORE

Radio regulations relaxed for coming season

HISTORICALLY, the Club has insisted upon on H/F R/T capability for entrants in its Category 2 races; the NZYF, on the other hand, requires R/T for Cat. 1 races only.

With the outlawing of DSB for other than emergency use on 2182kHz, the Sailing Committee has revised the requirement.

Mindful that our offshore fleet contains a good spread of R/T-equipped yachts, which would at most times be in visual or "flare-visual" contact with yachts not so equipped, the committee has decided that an **absolute requirement** for R/T for **safety** reasons does not exist. The ability for all yachts to communicate a **distress signal** is, however, **essential**.

Furthermore, an R/T capability is **desirable**.

Bearing in mind (a) the above, (b) the high cost of SSB, and (c) the likelihood of viable VHF coverage of our race area within a short time, the committee has resolved that, for the 1981-82 season, the requirement will be:

(Part E of Sailing Instructions)

"RADIO: Except for yachts entering sections II and III of the Cook Strait and Ship Cove races, EITHER a transceiver capable of transmitting (minimum 15 watts) and receiving SSB or DSB 2182 kHz, OR channel 16 VHF, OR an approved EPIRB, must be carried."

Radio schedules will thus be arranged on a formal, but voluntary, basis utilising both SSB (2129 kHz) and VHF (channel 77 - 156.875 MHz).

The committee believes that this arrangement, while involving dual (and therefore more complicated) sched. procedures, will:

(a) satisfy the requirement for safety;

(b) alleviate the financial burden of SSB for owners with no Category I ambitions;

(c) successfully bridge the VHF development period.

It must be pointed out that this instruction relates only to R/T and EPIRB equipment; the NZYF requirement for Cat. 2 and 3 yachts to carry **radio receivers** is still in force.

Sad sight



The sad sight of Russell Mackay's big cruiser **MILL ARM**, holed and aground, greeted sightseers near Breaker Bay recently. Ironically it was wrecked on its return from a day trip to look at the stranded **PACIFIC CHARGER**.

David Lackey,
RACING SECRETARY.

If you have any queries, please telephone me on 724 296 (B) or 848 045 (H).

Hood South, with your pre-season check list:

- Can you see your sailmaker without having to leave town?
- Are your sails 7 years old and still winning?
- Have you had a sailmaker on your boat in the last 2 years?
- Have you ever had your favourite sail recut?
- Do you get prompt personal service and advice with your new sails and repairs?
- Do you know why cheap sails usually cost much more?
- Will your sailmaker give you 12 months' credit on new sails?

If you answered "no" to just one of these questions you are probably not winning your share. Somebody has to win; why not you? Remember, boatspeed makes you a tactical genius! And even if you don't race seriously, do you wish you could cruise faster? If your boat is due for a dose of speed consult the local experts, at your service five days a week. Our advice is free, but it's not cheap!

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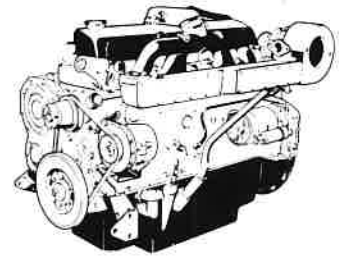
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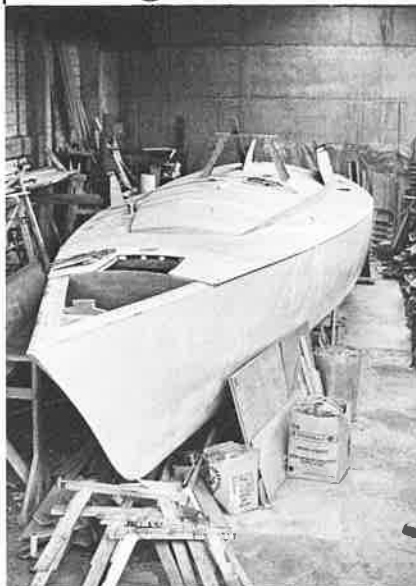
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MY CRAFT IS MOORED/TRAILED

The shape of things to come



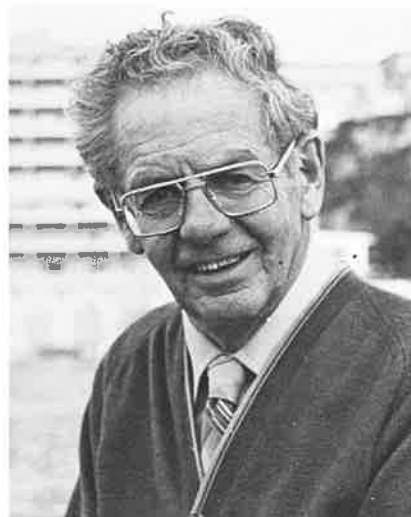
Showing all the signs of being a very "go fast" machine, a 53ft John Spencer-designed cruiser-racer is taking shape in Wellington under the experienced hands of Graham Moore. Vital statistics are: LOA 53ft; Beam 12ft 6in; Draught 7ft 6"; Displacement 9½ tonnes; Ballast 4 tonnes; Mast 65ft. It is built of three skins of Queensland maple, around a "frame pack" kitset supplied by Don Senior, of WHISPERS OF WELLINGTON fame. Les Evans made the steel fin, and lead is from the wrecked NGA TOA.

Honorary Life Membership

A FEATURE of the AGM was the awarding of an Honorary Life Membership to veteran member Jock Holmes.

Jock was signed up as a Club member in 1928 by his father, Arthur M. Holmes, while he was still at primary school because he had been selected to represent Wellington in the Sanders Cup but did not belong to a club. Jock's early sailing career was cut short before it began, however, because that same summer he began his secondary education at Nelson College, and the headmaster would not allow him time off to compete in the event.

Although Arthur Holmes built the keeler NANOYA in Oriental Bay, the first boat that Jock owned was SAUCY SAL (then called LILY), which was given to him by his father when he returned from the War. It then had a large open cockpit, so Jock built the cabin which it now has, making it a useful workboat for the Sounds, where the Holmes family built a house in 1946.



Jock is now more familiarly known as the owner of VAGABOND, a motor sailer built by B.J.L. Jukes in Balaena Bay in 1926.

Jock was at one time Club Secretary, and has spent time on both the Executive and the Wardroom Committee. His daughter Viv and son Rick are both active in Club affairs.

Cruising Captain

THE Cruising Captain is co-opting a sub-committee, and those selected to date are John Boyce, Peter Cozens, and Bill McCalloch. The first meeting

was held on Wednesday, July 8, to determine the forthcoming year's programme. A full calendar of races and other activities is envisaged.

The cruising section has been requested by members and starters to plan more short-course races, and plans are afoot for several new courses to be included in the programme.

The committee will endeavour to revive the popular Wednesday evening meetings, lectures, and films, and has already had one or two offers of films. We would welcome suggestions to promote these social activities. Please contact a member of the Cruising Committee or the Captain.

There are still a lot of heavier boats in the harbour not competing, and we would like to see them join. A list will be placed on the cruising notes board for boats and skippers wishing to compete this season. See to it that your name is there.

Please ensure that your yacht is registered. You must have a sail number to compete under Club regulations. It's not difficult; ask a committee member for the proper form. We want all boats' vital statistics on the Club yacht register.

Colin Baylis,
CRUISING CAPTAIN.

"Lucky ticket" machines



The Club's finances are being assisted by several "lucky ticket" machines placed in strategic positions around the city. Here Club member George Janis demonstrates (unsuccessfully) the machine in his Cuba Street hairdressing salon. Another accommodates customers' change at the Lyall Bay Butchery.



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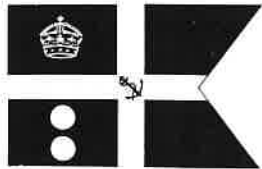
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Rear Commodore

AS many readers of this excellent magazine are not aware, I am currently serving as a Naval Officer in the Royal New Zealand Navy at Defence Headquarters. I was posted to Wellington for the first time in 1974 and it has been my privilege to have been a member of the Royal Port Nicholson Yacht Club almost from the time I arrived. Since then I have enjoyed the friendship, camaraderie and benefits of being associated with our Club. I have added to my experience of nautical activities gained in other parts of the world the peculiar charms and frustrations of yachting in and around Wellington.

I look forward to my term as Rear Commodore, conscious of the sage and kindly advice given me by experienced members, that the tasks and responsibilities of this office are not easy to discharge. However, where there is a will there's a way. . . .

I intend to form a team in the near future to look after the Club's social activities. I trust that you will assist in making our social events convivial and happy occasions, worthy of what yachtsmen (both motor and sail) are well known for.

Peter Cozens,
REAR COMMODORE.



Peter Cozens

Backstays committee

	Bus.	A/Hours
Doreen Ower	858 822	887 279
Judith Allen		792 826
*Elaine Baillie	726 876	862 753
Jeanette Baylis	848 324	837 381
Barbara Hargreaves	858 514	872 647
Jill Lawrence		883 137
Jeanette O'Shea	721 294	883 396
Norah Stagg	727 627	627 315
Jenny Tye		753 255
Tessa Williamson	739 094	788 281

Please contact any of these ladies if you feel you're not being informed of forthcoming events, if there are any points you would like the Backstays to raise at their monthly meetings, if you would like to give a hand at any time . . . the more interest you show, the more they will be able to help you make the Club a more pleasant place for every member to visit.

*Elaine is in charge of toasted sandwiches — please contact her if you would like to help out (once every six weeks).

the backstays

A BUSY first year for the Backstays ended with farewelling Viv Holmes. Viv, who had worked so hard as Chairman during this time, left to cruise in a warmer climate. Our thanks and good wishes go with her.

A quick review since Viv's final report: a pot plant evening was held early in April, with the Club benefiting by a plant or two. Betty Campbell gave an interesting talk, and left us in no doubt that yachting has been and still is very much part of her life. This was followed by a wine-tasting, both of which events are reported elsewhere in THE RIP.

Toasted sandwiches are still available during the winter months, and helpers are always needed: please phone Elaine Baillie (numbers below) if you would like to give us a

hand about once every six weeks.

The visit to Wellington Radio has not been forgotten, and a date will be arranged as soon as we have a good number of names. This list will close two weeks after you receive this issue, so hurry and get your name on the list on the noticeboard (or phone Tessa Williamson — again, numbers below).

We will be liaising with other committees in the Club to ensure that there is a full social programme of interest to members . . . so, keep your eyes on the noticeboard.

There are also definite plans afoot for spending our funds in the very near future . . . but we don't want to spoil the surprise at this stage!

Doreen Ower,
THE BACKSTAYS.

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Random notes

By
Fleet Scribbler

A HIGH degree of wheeling and dealing heralded the 80-81 season's closure and appears to be continuing through the winter months . . . Newly-appointed Racing Secretary David Lackey and wife Kate have sold their Gary Mull half-tonner BOBBY SHAFTO and purchased Hugh Poole's VIRGO, (renamed BOBBY SHAFTO). Hugh has moved into ex-syndicate Farr half-tonner FARCICAL . . . A Wellington syndicate, including Adrian and Sue Osborne (who have sold their third-division champion TIGHT SQUEEZE), have purchased FARR SOUTH back from Auckland . . . Pat Millar and Maurice Tebbs have a syndicate together, and have purchased a Wagstaff 28-footer, HIGH SPIRITS. Reputed to be super-light, a rumour from its home port — Auckland — says it is the quickest thing for miles around.

. . . Sitting on a mooring in the Boat Harbour and said to belong to Brent George is a very smartly turned out Farr 727 named HOT PANTZ. Sources say the interior is comfortably appointed, it sports a "proper" closed-in transom, and is currently being issued with a new BMW 7hp diesel engine. Although definitely cruisey, HOT PANTZ, we are told, came fitted out with an impressive sail wardrobe and members can expect to see it racing in Club events this season.

. . . A well-known yachtsman from Nelson, laid up in town while caught up in an industrial dispute, was seen visiting the Wardroom one recent Friday evening. He tells us the Nelson power boat men, long the butt of abuse and ridicule from yachties, are retaliating. Spearheading their campaign the "fizz-boat" owners have selected what they consider to be an appropriate name to hurl back at their wind-driven adversaries. Would you believe "Blow-jobs"?

CHANGES are reported to be in the wind — or more accurately under the water — for SAVANT, Kem Cox's 40ft John Spencer design keeler. Radical changes to the keel, and the replacement of the existing rudder and skeg with a new balanced rudder, are recommended by the designer.



Safely back from a very successful Auckland-Lautoka race, Alister Macalister and son Philip unload their goodies from NIRVANA — all properly cleared through customs, we are assured.

TIM and Wendel Wall have sold their ketch SWANHAVEN in which they cruised the Pacific to California, Mexico, and back for 18 months. They have bought a Pacific 38 which they will sail to Wellington shortly.

A WELCOME addition to the cruising fleet is RIPPLE II, a 45ft Alan Wright bilge keeler recently purchased by Robert Fisher. The cutter-rigged cruiser, now in the Boat Harbour, was launched in 1979 for

Pat Millar's new purchase, HIGH SPIRITS, awaiting transport to Wellington.



The first of Wellington's three Farr 11.6s, EXPECTATION, showed its form towards the end of last season. Launched in March by Des and Paddy Renner, and sporting a wide, stepped red band on its white hull, EXPECTATION now awaits competition from the two sister ships of Phil Hartley and Roger Mantel, both of which are in Wellington for finishing work.

Mana member Aubrey Levy, Robert, who previously owned the Camelot SHILOH, has just finished several years of house building and is hoping to be seen more frequently in cruising events. SHILOH has been bought by Wellington solicitor Robert Burnard, who although not a Club member is a well-known resident of Kumatoto Bay in the Sounds.

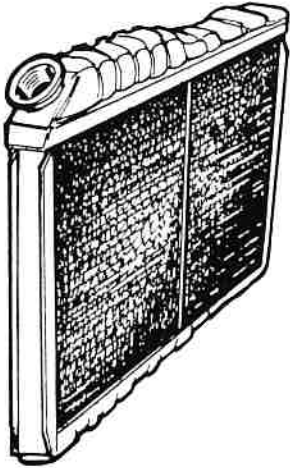


Bare boating is taking on throughout the world, and as usual RPNYC members are right up with the trend!

Year planner

New addition to the noticeboard: a year planner — which will be used by all committees to give advance notice of forthcoming events. You can't miss it — it faces you as you come into the Wardroom/lounge. **So, do** check to see what's coming up!

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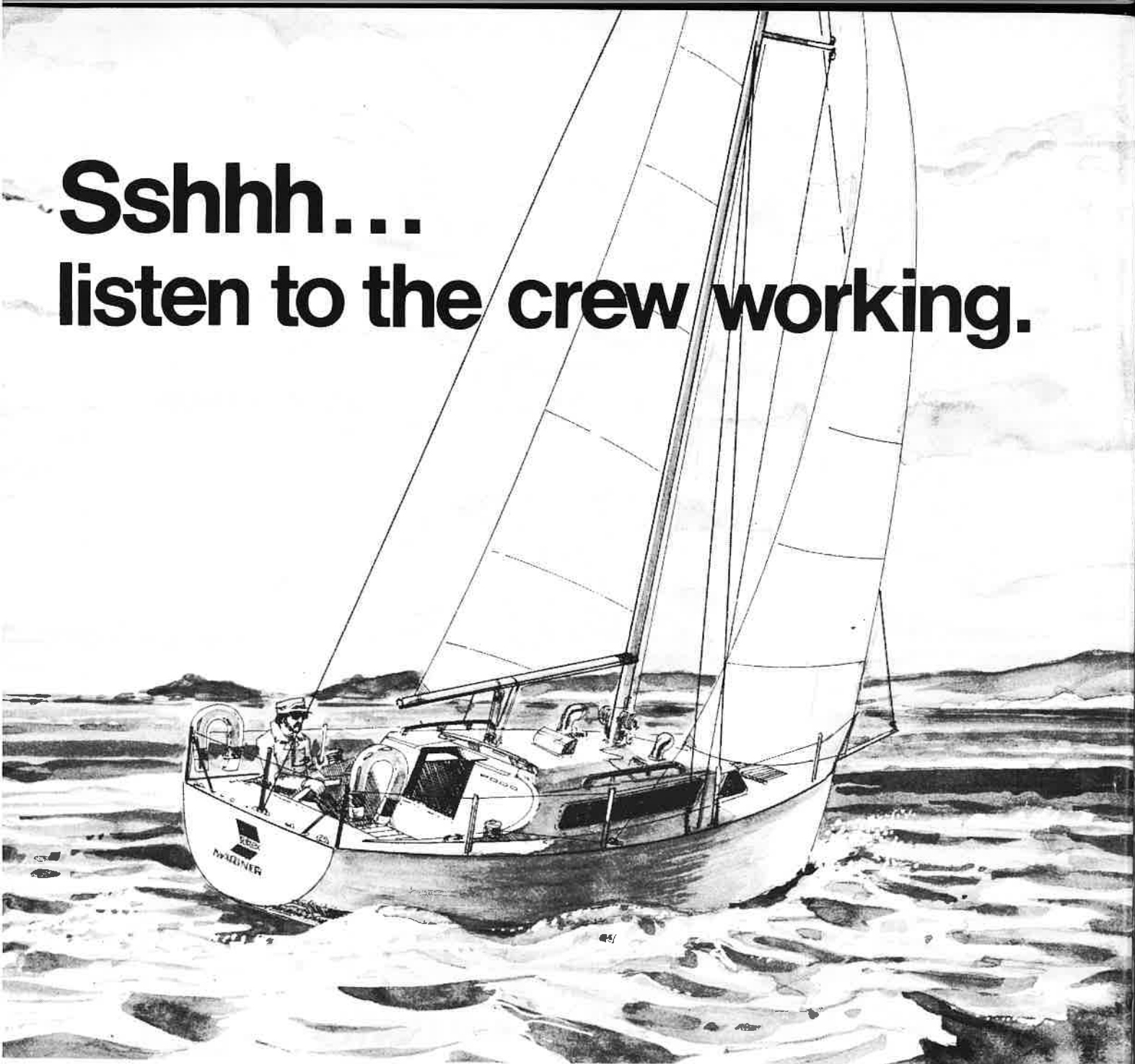
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