

# The Rip

December 1981

The Royal Port Nicholson Yacht Club Magazine





**Lower Hutt**  
Taita Shopping Centre  
Formerly  
Avalon Wine & Spirits Ltd.

**Wellington**  
77-87 Tory Street  
Formerly  
J. McIlraith & Co. Ltd.

**FOR SERVICE  
FOR SELECTION  
FOR SAVINGS**

*Wilson Neill  
Wines & Spirits*  
**LIQUOR SUPERMARKETS**



# **The Rip**

Vol. 2, No. 2

December 1981

## **DEPARTMENTS**

Letters	2
Backstays	5
Rear Commodore	7
Commodore	10
Vice Commodore	14
Cruising Captain	19
Random notes	20

## **FEATURES**

Opening Day	5
Ceramco report	6
Racing Secretary	9
Trophy Room redecorated	10
Southern Cross trials	11
DIAZ lost	12
Book launched	13
Fire safety	16
RONA to be restored	24

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

EDITOR: Jeanette O'Shea; ADVERTISING MANAGER: Geoffrey R. Stagg; EDITORIAL STAFF: J. Barrymore Cronin; Lindsay R. England, Tessa C. Williamson; PHOTOGRAPHY: J. B. Cronin.

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

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

## **COVER**

**THE ROPERUNNER, SOUTHERN RAIDER and RED HERRING II pound up Evans Bay into a stiff southerly during the Southern Cross Cup trial series. (Story p. 11.)**

NATIONAL LIBRARY OF

21 FEB 2013

NEW ZEALAND



*It's your hair that needs trimmin'  
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**

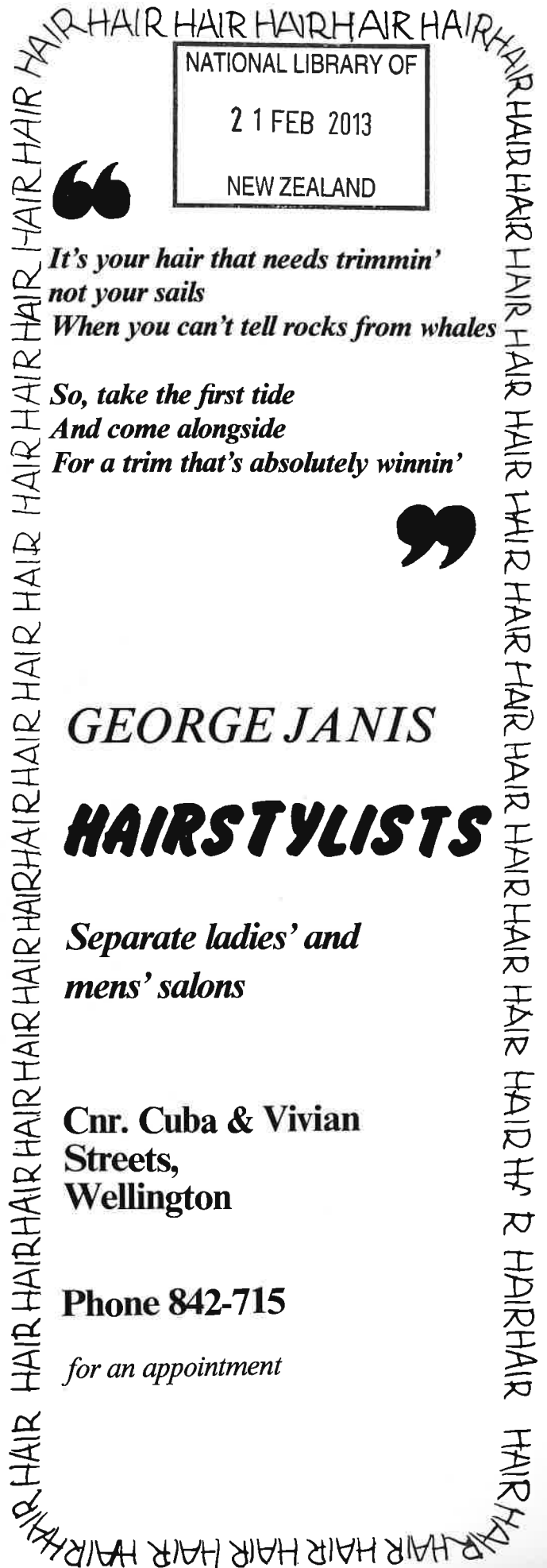
# **HAIRSTYLISTS**

*Separate ladies' and  
mens' salons*

**Cnr. Cuba & Vivian  
Streets,  
Wellington**

**Phone 842-715**

*for an appointment*



# Correspondence, love letters and advice

## The Sales Tax Southern Cross Team

WHAT magnificent and bitter irony: the punitive 20 per cent forces the sale of New Zealand's most competitive boats overseas, and we are now to compete against them in the Southern Cross series. How can this country hold its head high in international yachting circles when the Government seems hell-bent on subjugating it? Surely it is imperative that something be done — and soon — to restore both the boat-building industry and New Zealand's well of high-calibre yachtsmen. Otherwise we shall see what will amount to civil war on the high seas.

T. WILLIAMSON

## All things bright and beautiful

WOW! That Trophy Room is something else ... a great improvement on an important Club asset and amenity. Thank you, Backstays and co-helpers.

BUT! What is the Executive doing or planning to do for a general (if not major) upgrading of the dingier areas of the Club premises, especially in view of the forthcoming centenary year?

Come on, Executive — let's really get our acts together and show Wellington what a 100-year-old yacht club looks like with some new sparkle.

DOWN WITH DINGE

## Round the rugged rocks...

ANOTHER season has begun, and once again the harbour's natural beauty is enhanced at weekends by white sails and gleaming hulls.

But, just a minute, have a closer look. Where are the gleaming, neatly-turned out crews, lining the weather rails in matching coloured array as in the pictures in the glossy magazines? Certainly not on Wellington Harbour!

What a motley lot!

I can hear the conversations at home. "Dear, it's the rag collection for the Outer Mongolian Panda Fanciers. I thought we could give them those old gardening trousers with the knee out and the broken zip." "Not on your life. I want to take those in for sailing."

In his excellent book "Puckoon", the indomitable Spike Milligan refers to "ragged-arsed men". I know what he means. Look around the hard next Saturday.

It appears that any form of crew uniform is regarded in this Club as rather poncey, and that only those with international aspirations will take the trouble to turn out smartly. Fortunately there are one or two exceptions, and it is to be hoped that their example will lead to a raising of standards. Yachting need not be the graveyard of the wardrobe — the ultimate sartorial repository.

Let's have a go at smartening up Wellington's yachting image.

BERT CARDIN

## SUPERANNUATION SAVES TAX

Your superannuation payment  
to a National Provident Fund Cash  
Accumulation Scheme could  
reduce your tax by \$500 this  
Financial Year.

- No administration costs.
- Contributions can be varied according to your financial situation.
- Retirement after age sixty is optional.



### "I've stopped worrying about my future!"

My husband and I have everything — home, car, boat, beach-house, our own business. What we didn't have was a secure plan for guaranteed income to help us enjoy these things once we stopped work. And, I was sure it was too late to start.

But a brochure from the National Provident Fund changed that.

### "It wasn't too late to start!"

We now share a superannuation plan we can easily afford. One that guarantees us income after we retire. An income frequently adjusted to help cope with inflation. That's what superannuation will give us later. Right now it cuts our tax bill and gives me peace of mind.

Do something positive about your future security. Ring your nearest representative listed under National Provident Fund in the telephone directory... or, post the coupon for our informative newsletter.

**NATIONAL  
PROVIDENT  
FUND**



Post to: National Provident Fund  
P.O. Box 5022  
Wellington

Please send me a newsletter on your "Cash Accumulation Scheme".

Name .....

Address .....

184b

Help us protect New Zealand flora and fauna.

## Film-making fame

OUR congratulations to Bill McCarthy on the great job he did filming the Admiral's Cup and the programme featuring New Zealand's two entrants in the Whitbread. What a graphic display of the hard work involved in racing in light flukey conditions, and the excitement of surfing down the big ones in the Southern ocean. A pity there wasn't more of it!

It is a pleasure to watch yachting programmes on TV (but sadly how rare!), and especially so when the filming has been done by a Club member. Well done, Bill, and our thanks.

THE PHANTOM  
CORRESPONDENT

## Miffed

THIS is a letter of complaint. I am not happy. I am also dissatisfied.

I pay my sub. I spend my money in the bar. I buy sandwiches and things from the cookhouse. I even go sailing sometimes. I have done this for years. While not a very active member I feel miffed. I haven't been sent one copy of the RIP — ever. Now what have I done not to be sent the occasional RIP? Sometimes I get to see other people's RIPs. Mostly I don't even know it's out.

Can you help?

MIFFED OUT

(Sorry about that. We admit that there have been others, also, but we are doing what we can to straighten up the mailing list. There are always a few spare copies, so if anyone misses out, please let us know. — Editor.)

## Bouquets

ANYONE who attended the Backstays' dance on October 17 must agree that it was a grand show and will undoubtedly join me in saying thanks for the huge injection of life and social conviviality impeccably timed to coincide with the launching of the year's sailing activities and the influx of new members and racing crews, who would have gone home relieved in the knowledge that RPNYC is not such a stuffy, staid old place after all. Good on ya, girls . . .

OFF THE WALL

# Editorial

THE heavy Harbour Board hatchet has fallen. Despite strong representation from the Club, the Wellington Harbour Board has decided to go ahead and impose staggering rent increases on all its property and recreational facilities, with effect from January 1, 1981.

As a result, the Clubhouse rental is to be quadrupled — from \$1360 to \$5448 per year.

Boatsheds, dinghy lockers, marina berths, and Boat Harbour mooring sites have taken a punishing.

All boaties must now be looking very carefully at the WHB facilities from the point of view of value for money. Some rough justice might be seen by occupants of the new Evans Bay marina, who have been paying \$10 a week for the privilege of using a marina for which they had to provide the money in the first place, but few others will accept the size of the increases happily.

The WHB hatchet men claim that they must cover their expenses, and claim further that the new charges will still not meet upkeep costs. However, they refer only to the Port Recreational Income and Expenditure Account — not the WHB finances in general. It is timely to ask whether in principle a harbour board should be looking to make a profit — or even cover expenses — from recreational facilities. Is not the provision of recreational facilities one of the major responsibilities of any harbour authority?

This was certainly the principle under which the Club acquired the present Clubhouse after the War.

Surprisingly, there is less certainty over who actually owns the building today. The records show that when the Club applied to purchase the building from the Government in 1956, it was not possible for the Ministry of Works to sell direct to the Club. As a result, the building was sold to the WHB for the Club's use. The price for the then-dilapidated structure was \$3000.

Rental was fixed at the equivalent of interest on that purchase price.

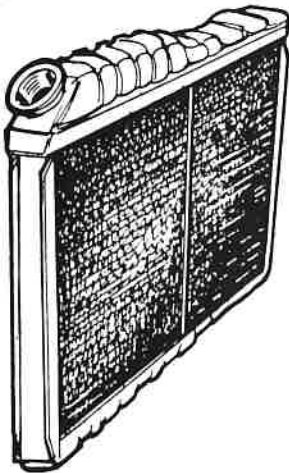
Prior to that time, the WHB had promised the Club a grant towards the building of a new clubhouse near the Clyde Quay Wharf, but because of building controls and rising prices, the building did not eventuate. Nor did the WHB grant.

It is the Club's contention that the Club is the real owner of the building — into which it has put at least \$60,000 worth of improvements plus countless hours of voluntary labour — and that the WHB merely holds it in trust on the Club's behalf. In that event, the Club is now being asked to pay rental on its own asset.

While the battle continues, and the Club refuses to accept the rent increase, we must not lose sight of the overall picture. Extensive improvements, including a restaurant, have been under discussion for some time. It is almost centenary year. Many members before us have brought the Club to where it is today. It is the responsibility of this generation to think of the members yet to come, and to further the Club's development despite whatever obstacles are put in our way.

J.B. CRONIN

# NATIONAL RADIATORS LTD



KINGSFORD SMITH ST.  
LYALL BAY  
Phone 851-019

Also at:  
Boston Road, Auckland  
Phone 774-439 and  
Carroll St., Dunedin.  
Phone 770-700



**Major Motor Radiator  
manufacturing and  
repair specialists.**



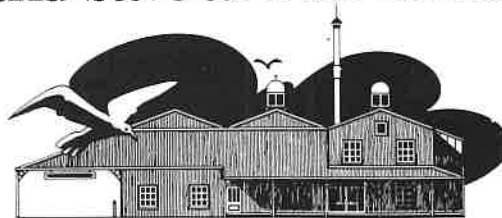
For all your Property  
Requirements

**Residential • Commercial  
Industrial**

Offices At:  
• Lambton Quay • Karori  
• Lower Hutt • Tawa

For personal service contact:  
**Graham Simpson**  
699-139 (Bus)  
663-292 (Pvt)

**Come in for a quiet beer by the sea  
Relax in our "Anchorage" after a stormy day at work,  
Bring the family to the "Galley" Restaurant  
for juicy beef, turkey or glazed ham  
Come in and save at The Greta Bottle Shop**



## *Greta Point Tavern*

Evans Bay Parade, Evans Bay. Phone: 861-066

The "Slip" Bar \* The "Anchorage" Lounge \* The "Promenade Deck" \* "Soda Fountain Cafe" for ice-creams, sandwiches, takeaway food or simply coffee.  
The "Galley" Restaurant opens for business lunches and stays open till late evening. Family meals on Saturday and Sunday.  
Different menu every day but featuring beautiful entrees, main courses and desserts.

P.S. Soda Fountain Cafe just the place for lunches to take sailing

# Opening Day Navy style



THE Club's 99th season got under way on Saturday, September 19, with a well-attended official ceremony. Guest of honour was Admiral Sir Gordon Tait, former British Second Sea Lord, and an excellent speaker. In his address, he claimed that he defended Wellington's healthy climate against all comers, and quoted some fearful statistics of wind force to illustrate what Wellington yachties are able to cope with. Sailing played an important part in the training of Naval Officers also, he said, teaching them much about leadership and the responsibilities of command.

Sir Gordon served in submarines during the war and recently sailed his own yacht from Britain to Australia.

He was accompanied at the Club by his wife, Lady Tait, who broke out the penant for the start of the season.



**In fine Navy style Admiral Sir Gordon Tait and the official party are piped into the hall by an Amokura Sea Cadet.**

**ABOVE: Commodore Graeme Hargreaves introduces Admiral Sir Gordon Tait at the opening ceremony. Included in the official party are: Rear Commodore Peter Cozens and his wife, Lady Phillipa Tait, Barbara Hargreaves, (obscured), Rear Admiral John Ross and Mrs Ross, Vice Commodore Ron Legge and Mrs Jean Legge.**

**LEFT: The Opening Day race was an exercise for the brave and/or foolish. The enthusiasm of OTNIP's crew was somewhat overshadowed by the northerly in Evans Bay.**



## the backstays

THE mulled wine evening held during the winter was so successful we have had many requests for another similar night. Our thanks go particularly to Gary Tye for his expertise in mulling the wine.

If you were at Opening Day and saw the Trophy room you will know where we are spending our profits from toasted sandwiches, raffles etc. Our thanks to all those who helped so willingly.

With the season under way we hope to see Lady members enjoying the Club facilities and getting out on the water. We would like to see a huge fleet out for the ladies races; there are three programmed this season.

It's good to see Viv Holmes back and she has taken over the running of the toasted sandwiches — please contact her, phone 722-908 if you can help once in a while. It's pleasing to see so many men lending a hand too.

If you put your name on the list for the Wellington radio visit you will be contacted shortly.

Perhaps the day of the disco is dead! To see so many enjoying a good-old-fashioned dance one would think so. Perhaps this will be the first of many enjoyed by those who like to do more than stand and shake.

*CERAMCO crew member Richard "Eggs" Macalister reports on stage one of the Whitbread Round the World race for THE RIP. (We wonder, too, how he got the nickname.)*

# CERAMCO disaster in the first leg

YACHT racing at top level involves an element of luck, and CERAMCO NEW ZEALAND'S campaign against some of the world's most competitive ocean racers has not been favoured. During the extensive build-up races, which included the Seahorse Maxi Series and Cowes Week, CERAMCO was only once able to show her potential and that was in the 165-mile Channel Race. Although conditions in this race were not ideal for the points of sailing for which CERAMCO was designed, she still managed to beat the highly-rated FLYER, built and campaigned at great expense with the express purpose of gaining line honours on every leg of the 1981/82 Whitbread Round the World Yacht Race.

The two new Holland-designed maxis, KIALOA and CONDOR, showed superior boatspeed over all the other maxis and will probably set the trend for a new breed of maxi.

The first leg of the Whitbread, to Capetown, was characterised by the lack of tradewinds north of the Equator and an unusually large area of doldrums.

## Light winds

The first fortnight saw CERAMCO and FLYER vying for the lead with a gap of up to 150 miles to the third yacht. Winds were generally very light; we would often lie becalmed for periods of up to 12 hours while the rest of the fleet carried a favourable breeze. At one time both FLYER and CERAMCO lay becalmed off Madeira while some of the smaller yachts carried a breeze along the shore.

Our concern during the first few weeks was that we could not open up enough of a lead over the smaller boats to hold our position on handicap. The yachts in the 40-50 foot rating bracket, including the Swan 65

XARGO III and the Swan 57 BERGE VIKING were in commanding positions.

The doldrum belt had an unusually large effect on this leg. Normally it extends over 300 miles and one can expect to enter the belt at 14°N and leave it at 5°N. In our case the belt extended between 5°N and 21°N — a distance of 960 miles of frustrating sailing.

## Crossing the Line

Reaching the Equator was cause for celebration; rum bottles were opened and the five crewmen who had already crossed the line carried out the rites of King Neptune. I was a victim. While I was lying peacefully in my bunk I was awakened and dragged unceremoniously on deck and strung between four winches. Peter began to recite my sins and my pleas of innocence fell on deaf ears. I was covered in flour, water, eggs and condensed milk, and then declared as having been admitted as a fully-fledged member of King Neptune's Realm.

Once over the Equator, Peter had to decide on the most favourable course to Capetown. Three alternatives had to be considered.

1. The old clipper route which skirts around the South Atlantic High. This route is predominantly tight to broad reaching; however, a yacht taking this route must average 1½ knots more than the yachts on the other routes to cover the extra 700-1500 miles required.
2. The highly-favoured route inside the South Atlantic High which takes yachts through the southeasterly trade belt to a latitude below Capetown, where you hope to enter the westerly belt.
3. The shortest, but least-fancied route, where the predominant SSE provides yachts with a dead muz-

zler to Capetown. To make this route even less attractive a ½-2 knot current runs nor'west.

We chose the second alternative so as to remain in touch with the leaders. Our course took us close to Ascension Island, but we were never to see the island.

On Monday, September 21, in our third day of steady 20-30 knot SE trades, disaster struck. The lower intermediate shroud broke where it had been bent over the spreader and the mast folded into the sea.

Morale fell with the mast, as we had been going so well. Although FLYER had an 80-100 mile lead we were a comfortable second at least 100 miles ahead of the next group of yachts.

A resumé of our damage saw no major structural problems. Our mast was left in three pieces — a 20 ft stump above the deck, the middle section of 15 ft, and a still intact top section of 45 feet. This was destined to become our mainmast.

Within five hours we were under way with the storm topsail and the storm jib strung from the stump. As we crept along at 3-4 knots the crew by torch and searchlight prepared the top section for hoisting.

## Course changed

Our planned course had to be reviewed. Obviously our new rig would have a very limited potential for windward work and would be ineffective in light winds. Peter decided to sail the downwind route with the extra distance.

The following morning we hoisted the top section aloft and lashed it securely to the stump which was still supported by the lowers. This operation took several hours. We then experimented cautiously with sails.

Our first rig was a cutter consisting of the No.6 headsail storm jib and the storm trysail hoisted as a main. This was later to be replaced by the main



with four reefs, lashed every three feet around the mast. To enable reefing a trailing line was wrapped loosely around the mast and the leech of the main.

As the crew's enthusiasm grew, and gained confidence in the new rig, we began calling for more sail. A mizzen mast was erected in the after cockpit and a trysail set as a mizzen staysail. Owen Rutter modified a shooter into a light-weather reacher, which was prone to drop into the sea with monotonous regularity. It proved extremely useful, however, and in the right conditions added 2-3 knots. Different sail combinations were tested all the way to Capetown, but we usually reverted to the ketch rig.

### Morale high

With the pressures off, life became more relaxed and watches were amended from two watches of five members to five watches of two. Crew morale remained very high. Card schools developed specialising in 500, and other popular games were chess, draughts and scrabble. Sleeping also proved extremely popular.

Our thoughts turned to food and water conservation. Fortunately before we left England we had installed a water desalinator capable of producing up to 16 gallons an hour so that water was no problem.

In the food line Paul (the cook) had catered for five full weeks with minimal rations for a sixth week. Peter decided that rationing was not required, but conservation, or in our case controlling eating, would have to be enforced. The only product that had to be rationed was biscuits. Two packets per crewman were the limit. A new monetary system developed on board with the value of Chocolate Wheaten escalating to 100 times their original value!

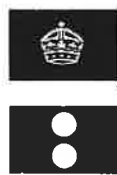
Our 3800-mile trip to Capetown under jury rig proved very uneventful. Only once did we get winds of 30 knots and that was only for about one-and-a-half hours during which, believe it or not, we attained a speed of seventeen knots.

We now concentrate on the second aim of the NZ Round the World Challenge Committee, to attain line and handicap honours from Capetown to Auckland. This can still be fulfilled.

This leg has been a bitter disappointment for Peter and crew. We feel we have had more than our share of bad luck; let's hope that in the next three legs we can show them Kiwis really can fly.



**This picture of the chaos on deck shortly after the mast was lost was taken by Club member Geoff Stagg, a watch captain aboard CERAMCO. It won the Kodak Photographic award for the best picture taken by crewmen during the first leg of the Whitbread Round the World race.**



## Rear

## Commodore

I HAVE now attended several meetings of a number of Committees connected with the affairs of the Club since my election in July and now have a reasonable feel of what is going on.

There are a lot of policies and projects not directly connected with yachting but deeply concerned with the running and administration of the Club that need to be addressed.

I have been "detailed off" at the last Executive Committee meeting, with others, to table a report before Christmas on the way the Club should be managed in the future. I will be grateful, therefore, if members would polish up their crystal balls and provide sound, well-thought-out ideas that will enhance the man-

agement and therefore standing of the Club in years to come.

I have been particularly disturbed to hear secondhand a series of gripes and other loose talk. I can assure members that I would prefer to be apprised of the Club problems earlier than later; the matter may then be given proper consideration before any bad feeling erupts!

I extend my congratulations to the Backstays and those involved in the refurbishment of the Trophy Room. The whole project is a credit to all concerned.

I extend best wishes to all readers for the Festive Season, and may you have a prosperous New Year.

Peter Cozens



# Swanson Rigging Services LTD.

**BARRY SWANSON AT YOUR SERVICE**

- For all spars and rigging
- Wire to rope splices
- No job too large

307A Evans Bay Parade, Wellington.  
Phone 861-937. PO Box 14158.

## FORD MARINE ENGINES

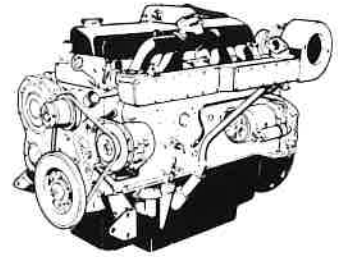
### PETROL & DIESEL

Available as basic engine or fully marinised up to 250 H.P. continuous

### STERN DRIVES

### TRANSMISSIONS

- ARONA 1 & 2 cylinder engines
- General marine equipment



*Have you seen our new 2-cylinder diesels? 15 h.p. and 25 h.p. On display in our showrooms.*

Enquiries to:  
**PETER BOARD**

**OVER 50 NEW ENGINES ALWAYS IN STOCK**

## Avery Motors Ltd.

TARANAKI ST.  
WELLINGTON

PHONE 845-779  
L.M.V.D.

## LOMBARD INSURANCE COMPANY LIMITED

FOR ALL CLASSES OF INSURANCE

P.O. Box 1633  
WELLINGTON

PHONE 737-431  
AFTER HOURS: GODFREY WILSON 795-763

### ROYAL PORT NICHOLSON YACHT CLUB INC. GROUP SCHEME INSURERS

I am interested in obtaining a quotation from you on my boat insurance. Please arrange for someone to contact me before my policy expires. My existing policy falls due on .....

NAME: .....PRIVATE PHONE: .....

ADDRESS: .....BUSINESS PHONE: .....

MY CRAFT IS MOORED/ TRAILED .....

# New Racing Secretary is international mover

DAVID Lackey, our new Racing Secretary, developed an interest in boating and in the sea as early as 1953, learning basic seamanship skills on board his father's 42ft power boat. After some sailing in dinghies he joined the RPNYC in 1961 and became a crew member on Doc Elliott's 35ft sloop WAKARERE, racing in club and offshore events.

During 1963-64 he raced on a variety of cruiser-racer yachts on the Solent and the English Channel, including RORC yacht BRIFFEN, and took part in the 1964 Tall Ships' Race from Plymouth to Lisbon on the 57ft Laurent Giles yawl LUTINE.

From 1964 to 1966 he sailed his own flying fifteen with the Evans Bay fleet and in 1968 purchased the 42ft SHEMARA, which he cruised and raced extensively in Wellington and Auckland.

## Work for Club

In 1968 he served a term as Hon. Secretary to the RPNYC and was delegate to the Wellington Provincial Yachting Association 1968-69. David was Racing Secretary from 1970 to 1973, organising the NZ Soling Championships, and being largely responsible for developing Wellington's off-shore programme.

In 1972 he owned the 30ft sloop CASTANET and raced inshore and offshore with some success, winning the Brothers and Nelson races. In 1973 he skippered CASTANET in the Auckland-Suva race.

Posted to Singapore in 1974 with wife Kate, Dave had a stint racing Lasers and 505 dinghies before purchasing a 33ft cruising sloop, BOBBY SHAFTO (the first), in which he and Kate completed a passage from Hong Kong to Singapore and cruised extensively in South-East Asia. Moving to Fiji in 1977 David raced Hobie Cat 16s in Suva, then commissioned the building of a 30ft Gary Mull Chico sloop BOBBY SHAFTO (the second), in which he was placed second over-all and won the second division of the 1978 Tauranga-Vila race.

As a member of the Royal Suva Yacht Club Ocean Race Committee, David assisted with organisation of the Sydney-Suva race, was chairman of the committee organising the yachting events at the third South Pacific Games, and in 1979 was voted RSYC Yachtsman of the Year.

From 1979 to 1980 he was Vice Commodore of the RSYC, and in

1980 chaired the RSYC Ocean Race Committee responsible for the Sydney-Suva yacht race arrangements.

Returning home to Wellington last year, David and Kate had the boat delivered in time to compete in the latter part of the season's programme.

David jetted back to Suva to be Officer of the Day for the 1981 Auckland-Suva race.



David Lackey chatting with well-known yachtsman the ex-British Prime Minister Ted Heath, in the Royal Suva Yacht Club.

## Wednesday lunches

LUNCHES in the Club dining-room started on Wednesday, October 7, and will continue each Wednesday throughout the summer.

A blackboard menu will feature an interesting assortment of very reasonably priced dishes for light lunches with a dessert trolley for the non-weight watchers.

The restaurant will be open from 12 till 2 p.m. each Wednesday and the two ladies responsible for the venture, Floss and Janet, can assure members and their friends that there will be no waiting or queuing, and service will be quick and friendly.

There will be a high chair available and a children's platter for those kids

who don't like their beef cooked in wine.

For members not within strolling distance there is usually ample parking alongside the Freyberg pool.

The dining room can boast one of the best views in Wellington and it is hoped that members and their wives and friends will patronise the lunches as its success will depend on their support.

Floss and Janet look forward to seeing as many members as possible using the facility over the summer, and all diners will be assured of a warm welcome in pleasant surroundings with good food.

See you there, Wednesdays 12 till 2.

# Backstays polish up Trophy Room

PROMPTED by one or two gentle enquiries about what the Backstays were going to do with funds raised by the very popular Friday night raffles, toasted sandwiches, and social events, the Committee decided on a plan of action which would be to the benefit of the Club as a whole. Bearing in mind the Club's imminent Centenary, the Trophy Room seemed an ideal candidate for a face-lift — especially as it is the home of one of the focal points of the Club: its trophies.

A complete proposal of lay-out, fabrics, and colours was presented to the Executive, who generously gave the entire scheme its full approval and support.

The Backstays would like publicly to thank those who worked so hard to get the Trophy Room completed. Special thanks must go to Janet Weir for her excellent and very speedy re-upholstering of the chairs, to Callum MacLeod for his special assistance at the curtain-making session (which the Rear Commodore likened to the sweat-shops in the back streets of Hong Kong), and to the ladies who did such sterling work with the making and hanging of the curtains (particularly Lee and Madelaine). And very special thanks to the Commodore and those members of the Executive who are always there to lend a hand when a job needs doing

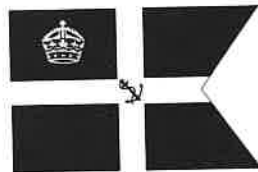
**Backstays' chairman Doreen Ower hands over the keys to the newly-decorated Trophy Room to Commodore Graeme Hargreaves.**



**The tastefully-decorated Trophy Room shows off the Club's silverware to its best advantage.**

for the many hours of hard work spent ensuring that the Trophy Room was ready in all its new glory in time (just!) for Opening Day.

If recompense is to be measured in favourable comments, the Backstays consider themselves more than adequately rewarded.



## Commodore

THE season is now well under way. The opening ceremony was carried out in navy style by Admiral Sir Gordon Tait and his charming wife Phillippa, with our President, Rear

Admiral John Ross, in the official party. Many long-standing friendships were renewed by ex-naval personnel.

The Backstays requested that their project of remodelling the Trophy Room be approved by the Executive in time for it to be completed by opening day. They were responsible not only for raising a large amount of the finance but also for most of the physical work in this excellent and much-appreciated project.

The enthusiasm of the new committees has been outstanding.

All members should now have paid their subscription accounts. Spot door checks will soon be made, so feel embarrassed only if you are not financial. Remember, all visitors must be signed in. This is a requirement of the ancillary licence.

Ian MacFarlane has entered TA'AROA in the Sydney-to-Rio race in January. We wish him all the best in this world-class marathon event.

We congratulate Brian Millar and  
**(Continued at foot of next page.)**

# Southern Cross Cup team

NEW Zealand's three main centres, Auckland, Wellington and Christchurch, will be represented at the Southern Cross Cup challenge in Sydney, Australia, this year.

The three-boat team is made up of: THE ROPERUNNER, from the drawing board of Bruce Farr, designed with the 1981 Admiral's Cup in mind, and skippered by Auckland syndicate owner Geoff Thorpe; NGARURU, the big Wellington S and S Admiral's Cupper owned and built by Brian (Baldy) Millar and Mike (Rocket) Muir; and SOUTHERN RAIDER, Canterbury's first-ever entrant for the Southern Cross Cup, a syndicate-owned boat designed by Laurie Davidson and skippered by Frank Dickson.

The team was selected from a trial series hosted by the Club in October.

Five entrants sailed in four races, three in the harbour and one 135-miler offshore in Cook Strait.



## Commodore (cont.)

Mike Muir with the hard-working crew of NGARURU on making the Southern Cross team a well-balanced New Zealand challenge. I thank all those who have supported the fundraising effort which made the challenge possible. Many hours of dedicated personal effort have gone into this event over the last few months by David Lackey, Del Hogg, and Lindsay England – work well done.

Centennial material is still needed urgently. Many long-standing members have been sent personal

notes seeking their accounts of spectacular events – regrettably with little response to date. Please do not keep good interesting Club history to yourself. Let us have your anecdotes and help us to produce a fuller record of the Club's bygone days.

It was with regret that we saw the loss of DIAZ in the Island Bay race, but knowing Peter Bacon as a very capable yachtsman we feel sure that he will soon be on the start line with another good performer.

Janet Weir has set a high standard for the Wednesday luncheons, and only good support can make her tremendous effort worth while. I

believe that an occasional guest speaker will assist in this direction.

The Wellington Harbour Board has heard the Executive's submissions regarding the big increase in Clubhouse rental to be imposed next year, but so far has shown no sign of a change of heart. The Executive feels strongly that the increase is unjust and should not be accepted. Negotiations are continuing.

I extend to all members Christmas greetings and best wishes for happy and safe holiday cruising.

Graeme Hargreaves,  
COMMODORE

# The demise of DIAZ



**DIAZ under spinnaker in calmer waters on Wellington harbour.**

A dramatic rescue by the Police launch *LADY ELIZABETH* saved the skipper and crew of the Wellington yacht *DIAZ* when it rolled over and sank 300 yards off Island Bay on October 18.

Club member Peter Bacon's Harmonic 30 was taking part in the first of two programmed Island Bay races when a huge wave reared up beside the boat. Lying over on its side the yacht was dragged some 20 feet. The cockpit channelled water down the hatch and the inundated boat sank instantly.

## **Police watching**

On a regular south coast patrol the Wellington Harbour Police launch *LADY ELIZABETH* was off the entrance to the bay. Knowing the race was on, launchmaster Lou Robinson decided to watch awhile as conditions were fairly rough. To their sheer amazement the Police patrol saw the yacht go down before their eyes.

Unsure at first that they could get to the stricken half-tonner, the Police radioed for a helicopter. Then Lou Robinson gunned the engine, judged the swells, and drove the launch straight over the top of the reef separating them from the sinking yacht. "I knew I didn't have time to go around the reef and then manoeuvre the stern back into the wind so I could leave the helm and assist with the

rescue. We only had a normal patrol of three on board.

"We saw Peter 50 yards away from the boat, he looked all right, so we concentrated on the other three who were clinging to the masthead."

As *DIAZ* settled — rising and falling about five feet with the swells — Lou reached over and dragged Peter's 13-year-old son Johnathon aboard, threw a lifebuoy to crew member Athol Kirk (who by then was swept into the sea), then grappled for Peter's brother-in-law Colin Maddock, who was clinging tightly to the mast and seemed unconscious. The first time he missed but managed to drag him aboard when the boat lifted for the second time. As the Police heaved Athol on, he was flung after Colin and told to give him mouth-to-mouth resuscitation. And, while the launch crew picked up the yacht's skipper, Athol revived his crew-mate. "I was stuffed," said Athol, "but somehow managed to find the breath — I guess it was automatic."

## **"Hang on"**

When Peter Bacon saw the wave he yelled out for everyone to hang on. Athol was flung over the side but managed to grab the mainsheet. "I was underwater a hell-of-a-long time. When she staggered up she dragged me to the surface. I scrambled back on

board with help from Colin and realised she'd gone. We walked forward and clung to the mast, climbing up as she sank, but again I was washed back over the side. A spinnaker came up out of the hatch and I hung on to it until we were picked up."

## **Nothing left**

"There was nothing to recover," said Peter Bacon. He combed the beach for two days but found only the anchor.

According to Lou Robinson, the freak wave struck the boat in an area known as Phillips Point, where the sea-bed shoals up sharply from eight-fathoms to two. "In those conditions there is only one place for a big swell to go — and that is up," he said.

Ironically, it was the second time Peter Bacon and the Police launch have been involved in a rescue drama — Lou Robinson recalled a night in Cook Strait during a Brothers race four years ago, when the crew of a rudderless *DIAZ* radioed for help — "I left him until last that time too," said Lou. "Another yacht was in trouble as well — a sister-ship to *DIAZ*, *RUSHCUTTER*. We got to *DIAZ* first and, seeing that they were still afloat, left them to find the other boat. They were eventually towed in by the race escort launch.

# The Ancient Mariner

A LAUNCHING of a slightly different kind took place early in November in the recently refurbished Trophy Room. Guests and friends of the Club's oldest member, Captain J.R. (Jim) Grey, gathered to wish success to his new book, "Ancient Mariner", published in Picton by Cape Catley Ltd.

Captain Grey is 91 years old, though to look at him you might believe he had just turned 80. He was born in Port Chalmers in 1890, and now lives in Blenheim. All his life he has been active in some sort of maritime activity, sailing anything from a dinghy to an ocean-going yacht, and serving in the Navy in two World Wars. He owned 16 seagoing yachts, and sold the last one, SIREN IV, only six months ago — because rheumatism in his hands was making it difficult to handle the boat properly. He lived for some time in Australia, and for a time owned a plantation in the Pacific.

And the book? It is an interesting, personal narrative, largely anecdotal, covering 91 years of a man's life. It tells tales of the war years, his first and subsequent yachts, cruising in the Pacific, life on his Moorea plantation, life in London, Europe, and cruising in the Mediterranean, voyages and discoveries around the Australian coast, experiences in Timor, Singapore and Fiji, and his eventual return to Kawau Island. Through all comes a humorous, no-nonsense approach to life, and a splendid contempt for the failings of modern times.

It might not be the most powerful

yachting book ever written, but it is certainly in Captain Grey's own words "an interesting yarn".

Jim Grey has written two earlier books — also about his own experiences — "South Sea Settlers" and "World's End", and has also written extensively for the "English Review", the "Spectator", and "Everybody's Weekly".

**RIGHT: Club member John Carrad, a guest at the book launching, enjoys the bar service of Amokura cadet Beaté Lutz.**



**BELOW: Captain and Mrs Grey are introduced by the book's publisher, Christine Cole Catley.**



## DEVELOPED IN THE LABORATORY... PROVEN ON THE WATER.

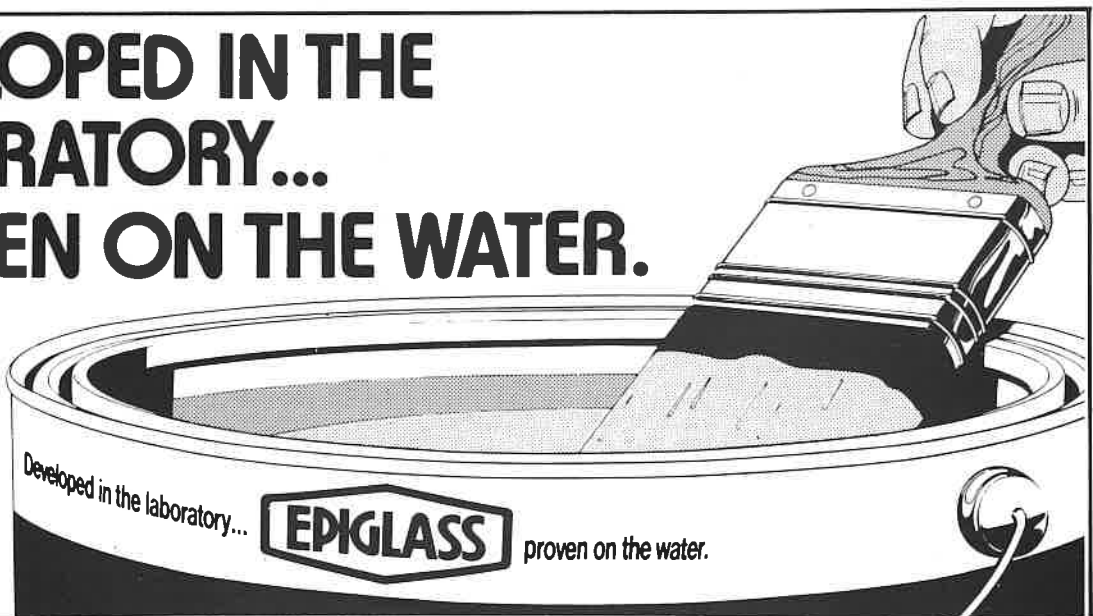
Developed in  
the laboratory

**EPIGLASS**

proven on the water



PRODUCTS OF  
HEALING  
TECHNOLOGY





# Vice Commodore

STEERING a course which meets with everyone's approval is a very difficult assignment.

The Sailing Committee has such an assignment. The decision to cancel the first race of the Spring series was not an easy decision, but because of the weather conditions, and worse predicted by the marine forecaster, the decision was to cancel.

Several people have voiced their opinion that the decision should be left to individual skippers. However, the majority on receiving notice of the cancellation agreed with the decision, and considered it to be in the best interests of everyone.

Rightly or wrongly, the decision has been made, and so that no individual yacht is disadvantaged the Spring series will be held over 6 races (dropping one), with the overall championship being 13 races (dropping two).

The Club has a new sponsor for the Spring series, and wishes to thank the Bond St Tavern for its very generous sponsorship, details of which will be placed on the Club notice-board.

## Programme

While we had hoped that the racing programme would be untouched, there appeared to be an error in the placing of the Jessie Logan Cup (1886) set down for Saturday October 31. A notice of alteration was sent to all skippers that it was to be re-scheduled for Saturday October 24 to obtain better participation and interest. This date being Labour weekend, several members objected to the Sailing Committee decision, on the grounds that as the programme had no set races laid down for that weekend, many boats would be away in other ports, or that many were going away for the weekend. Because of this, your committee reprogrammed this Cup race to be sailed on November 7.

## Southern Cross Series

By the time this issue goes to print, the series will be over, with several visiting boats and crews in Wellington, many for the first time. I know that you will all have extended a warm welcome to our visitors.

## Southern Cross Raffle

While there may be some reluctance to buy tickets at \$20, this raffle

nevertheless gives much better odds than many that are offered at comparable prices. The boats that represent the Southern region need our support if they are to do well in Australia. I would urge you all to buy a ticket and if possible sell tickets, so that our financial support of this team is successful. Please contact the writer, or Lindsay England, if you are able to help.

## Start and finish line (Pt Jerningham)

There appears to be some confusion as to where the transit line is. To clarify, the start-finish line from the start box at Point Jerningham is the transit, regardless of the outer marker position. Boats finishing are asked to clear the line as soon as possible by

swinging outside this mark when returning to their moorings. Should the mark not be placed due to unforeseen circumstances, the transit will be between the startbox and a pole south of Massey memorial.

## Startbox (Jerningham)

An innovation this season is that of showing race numbers prior to the race. All four divisions will be shown at one time. Looking at the startbox from the water, the numbers and divisional numbers read from left to right, division 1, 2, 3 and division C (cruising).

Again you are requested, once you have established your divisional course, to stand well clear of the line (preferably 300 - 400 metres below the line) to allow a clear start for each division until in turn your own divisional flag is hoisted.

The Sailing Committee wish you all an enjoyable year of competitive and fun racing.

Ron Legge

# When you stop work will your income stop too?

Not if you join a National Provident Fund  
Cash Accumulation Scheme now. You'll  
enjoy a regular, adjusted income for  
the rest of your retirement.



**"I've stopped worrying about my future."**

My wife and I have everything - home, car, boat, beach-house, our own business. What we didn't have was a secure plan for guaranteed income to help us enjoy these things once I stopped work. And, I was sure it was too late to start.

But a brochure from the National Provident Fund changed that.

**"It wasn't too late to start."**

We now have a superannuation plan I can easily afford. One that guarantees me income after I retire. An income frequently adjusted to help cope with inflation. That's what superannuation will give me later. Right now it cuts my tax bill and gives me peace of mind.

Do something positive about your future security. Ring your nearest representative listed under National Provident Fund in the telephone directory... or, post the coupon for our informative newsletter.

**NATIONAL  
PROVIDENT  
FUND**



Post to: National Provident Fund  
P.O. Box 5022  
Wellington

Please send me a newsletter on your "Cash Accumulation Scheme."

Name .....

Address .....

1049

Help us protect New Zealand flora and fauna



# Feathers fly over "chicken" accusations

WHEN is a chicken not a chicken?

I believe when he or she is able to relate to logic!

It is disappointing to hear people referred to as "chicken" if they do not participate in every race or outing in the yachting programme regardless of the weather.

As an owner and as a skipper of a light-displacement yacht, it is my sole responsibility whether my yacht participates or not. Costs etc. aside, the weather dictates to me what my decision will be, keeping in mind safety of the crew, damage to gear, and the needless cost to rescue organisations should I ignore my better judgment.

The same responsibility is placed on the Flag Officers of the Club should any mishap occur. They alone are responsible when a Club event is headlined with losses of crew and boats.

The Island Bay race this year could have read quite differently had the police launch not been patrolling in

the area. Some boats (almost half the fleet) turned back on this race, and on several occasions the skippers of those boats were referred to as "chicken". Breakages, and a genuine concern for their crew and boat safety, caused the boats to abort the race. To me that is not being chicken, but **realistic**.

My concern as the Vice Commodore is that use of the term "chicken" could lead to foolhardiness being the order of the day. The Sailing Committee takes its responsibility seriously and in its findings looks at every eventuality covering all divisions. The experience of this committee should be appreciated by the members, who should realise that while some skippers have the ability to reach a realistic decision, some newer skippers, in smaller boats, do give us concern, so our assessment and final decisions are based on the facts that present themselves on that day.

Sure it is easy to say after the event

## Tell it to *The Rip*

A box for miscellaneous advertisements (free to members) and other written contributions has been provided in the downstairs foyer of the Clubhouse.

Alternatively, post them to:

The Editor,  
P.O. Box 15122,  
Miramar,  
WELLINGTON.

that the forecaster was wrong, but decisions have to be made before the event. When gale to storm force winds are forecast then it is up to the Sailing Committee to act responsibly.

If the club event is cancelled, then each boat owner makes his own decision, if he wishes to go sailing. In that event, the Club is not responsible for your decision, but I would hope that any decision reached to go sailing was not solely to prove a point, or simply to show that you were not a chicken.

FINGER LICKIN' CHICKEN  
LEGGE

Surround yourself with sound  
in your car or boat  
with a PYE COMPO  
deluxe stereo system

## COMPO



Compo SP-790 Stereo Cassette Deck  
Compo CA-310 Integrated Amplifier  
Compo AT-2352 Stereo Tuner  
25w 2-way Rear Speakers. 30w Door Speakers

\$1230 complete, plus installation

Phone Peter Wyness for further details

## Craven's of Porirua

Hartham Court Tel. 77982

## COMMODORE



Optional 4 or 6 cylinder  
4-speed manual — Automatic — Power Steering

From

## "The Home of Holden"



## Manthel Motors

Wellington — Lower Hutt — Porirua  
L.M.V.D.

*Club member Don MacLean, a senior Wellington fire officer, offers advice on preventing and dealing with fire on board.*

# Fight that fire!

THE 1981-82 racing and cruising season is with us, and many boats have had an extensive refit and others just a touch-up here and there. Many jobs that have been shelved for the past year or two have finally been done and everything is ready for sea.

Of all the jobs to be done one essential job that often gets overlooked is the fire extinguishers. These very necessary appliances come in various types and sizes with some being more effective than others.

There are four basic types of extinguisher which may be found on boats; all will extinguish a fire, some better than others. These are:

1. B.C.F. (bromochlorodifluoromethane);
2. Dry Powder (Bicarbonate base with anti-coagulant added);
3. Carbon Dioxide. (CO<sub>2</sub>);
4. Chemical Foam (Two chemicals contained in separate compartments within one cylinder).

Every extinguisher should be checked annually to ensure that they contain the correct amount of extinguishing agent as shown on the label attached, either by weight or by visual observation.

Should your extinguisher be more than two years old and has not been checked, then contact the supplier and request a full survey of your equipment.

It is too late after the fire starts to see whether or not it works, and indeed whether or not you know how to use it.

Now let's have a brief word on the types listed above.

## 1. B.C.F.

This is probably the most efficient fire-fighting agent for portable extinguishers at the present time. The units come in several different sizes from 2 lb (1 kg) up to 25 lb (12 kg). B.C.F. extinguishers are easy to operate by a squeeze on the lever, release and it shuts off immediately. This means that should a reignition occur, then the remainder of the extinguishant is available for instant use.

B.C.F. is clean and will not leave

residue, so it will not harm delicate instruments. B.C.F. can be discharged in a boat cabin or other confined space without danger to occupants. However, after discharge in such a confined space and the fire extinguished, occupants should vacate the space and then hatches etc., should be opened for thorough ventilation.

When attacking fire with B.C.F. use a slight sideways sweeping motion, aiming generally at the base of the fire.

**AFTER USE SEND THE EXTINGUISHER FOR RECHARGING.**

## 2. DRY POWDER

As its name implies this is a dry powder being basically a bicarbonate with a coagulant (magnesium stearate) commonly added to allow the powder to flow freely.

This type also comes in several sizes with about the same range as the B.C.F. Dry powder is an efficient fire-extinguishing agent but with one big difference — it is very messy.

When discharged, the powder has a smothering effect in combating the fire, but the powder goes everywhere and into every conceivable corner. If a fire should occur, and time permits, everyone should evacuate the confines of a cabin etc, prior to attacking the fire, as the powder not only knocks down the fire immediately but also completely obscures vision in a heavy white cloud which also makes breathing difficult.

This type is also very easy to operate and can be used a second time if reignition occurs, **BUT** then starts the onerous task of cleaning up.

Operation of this type is usually by lever or trigger. However, some small types operate by a strike knob.

When attacking the fire use a similar action to that for B.C.F.

**DON'T FORGET TO HAVE THE EXTINGUISHER RECHARGED.**

## 3. CARBON DIOXIDE (CO<sub>2</sub>)

Carbon Dioxide is a standard commercial product with many uses. It is familiar as the gas that gives the "bubbles" in carbonated waters and other beverages.

CO<sub>2</sub> is mildly toxic, it will induce unconsciousness, and in heavy concentrations, death. Should a person become subjected enough to become unconscious, once removed to the air, recovery with artificial respiration is usually rapid.

The method of application of CO<sub>2</sub> is to aim generally at the base of the fire and use a slow side-to-side sweeping action. The operational time of a CO<sub>2</sub> extinguisher is short, therefore maximum possible use must be made at the time if the extinguisher is to be effective.

The action of CO<sub>2</sub> is generally to replace the oxygen which is feeding the fire with gas that will not support combustion.

CO<sub>2</sub> has certain advantages and disadvantages:

### Advantages:

1. Rapid in action and independent of atmospheric temperature.
2. Cleanliness, leaves no residue to be cleaned up.
3. Does not conduct electricity.
4. Does not contaminate liquids as would dry powder or foam.

### Disadvantages:

1. Heavy weight of extinguisher.
2. Delay in recharging.
3. Not suitable in windy conditions.
4. Provides only temporary blanket over a fire. Once the gas dissipates fire may reignite.

## 4. CHEMICAL FOAM:

So called because by the mixing of two chemicals a thick foam is produced. The foam extinguisher consists of an inner and an outer container. A seal over the smaller inner container prevents mixing until broken either by turning the "T" handle or bumping the strike knob.

Once the seal is broken the extinguisher should be turned upside-

down and given a quick shake to agitate the two mixtures. When mixed together the two solutions are similar in appearance to thick soap lather.

When attacking a fire involving flammable liquids do not aim directly at the base for this will stir up the flammable liquid and liberate more gas fumes.

Direct the jet to one side so that the foam will flow and cover the surface area thus having a smothering effect and excluding the oxygen from the liquid.

REMEMBER, GET THE EXTINGUISHER SERVICED IMMEDIATELY.

### Preventing fire or explosion on board

Fire extinguishers should be kept outside the engine space in places where they can be reached from the open deck, so that in the event of a fire the extinguishers are accessible and the fire can be fought from a safe position.

Do not use petrol for cleaning purposes. Use clean cotton rags for cleaning. Dispose of dangerous greasy rags.

Carburettors on petrol engines should be fitted with wire-gauze-covered drip trays. Flame traps should be fitted in the air intakes. Clean the drip trays before starting the engine.

### Ventilation

Properly-ventilated bilges and engine spaces are absolutely essential to the safe operation of any motor launch or yacht. Petrol vapour and cooking-gas vapour are both heavier than air and will accumulate in the lowest parts of the launch. Ventilation trunks should be led right down in the bilges to ensure that any vapour collected there will be discharged to the atmosphere.

Before starting up a petrol engine, open all doors and vents etc, leading into or out of the engine compartment and allow the space to ventilate for at least five minutes before starting up.

Fit a cover over the batteries so that tools or other metal objects cannot fall on to the terminals and cause a spark.

Do not strike matches, smoke, or use kerosene or other open flame lamps inside the engine space.

Allow only safety matches to be

used on board. Non-safety matches and cigarette lighters which can spark if dropped should be prohibited in engine spaces.

Inspect fuel tanks frequently and test them periodically to ensure that they do not leak. Where leaks have been caused by corrosion of the tanks, do not try and patch things up. Replace the tank — it is cheaper than replacing the launch or yacht.

### Filling pipes

Filling pipes for fuel tanks should be led from near the bottom of the tank to the open deck outside of cockpits and coamings so that any spillage of fuel will run overboard and not down to the bilges. Be sure that the filling pipe covers are a good fit.

A vent pipe of the same size as the filling pipe should be fitted to each fuel tank and should be led from the top of the tank to the outside of the hull with the outlet covered with wire gauze.

Do not overfill fuel tanks. Leave some space for expansion of the fuel.

Make sure engine exhausts and uptakes are properly insulated and are not liable to scorch or set fire to nearby woodwork.

Petrol stoves are not recommended for use in boats. Gas stoves should be kept clean and checked frequently to see that there are no leaks in the gas lines. When not in use, be sure that gas stoves are properly switch off.

### Electrical wiring

Check the electrical wiring periodically and replace any frayed or worn electric cables, broken plugs, and lamp holders, etc.

Generators and all switches should be as far as possible above the bilge. Do not overfuse electrical circuits, as this will cause cable to overheat, and insulation will burn. Oil-soaked insulation deteriorates rapidly.

Keep the boat clean and free from flammable rubbish such as dirty waste, rags, loose oil, grease, etc.

Finally, remember that most petrol and gas leaks start in a small way and only constant and thorough inspection can reveal them before the danger stage.

**N.B.** Most fires and explosions in boats are the result of petrol leaks and/or petrol vapour.

## The Bond Street Inn

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

Featuring the

Piano Bar  
Schooner Bar

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

# Now...the any paper copier any business can afford! The NEW SHARP 740



Compare the new Sharp 740 with any other copier. It gives you more features and more value for your money. It makes quality copies on almost any paper - letterheads, coloured stock, labels, even transparencies. You save a lot when you buy it and a little more each time you use it. No special papers to buy, and no expensive consumables like bags, brushes and vacuum assemblies. Its advanced technology also means downtime and maintenance is kept to a minimum.

- Makes copies from sheets, books, 3-D objects.
- Double sided copies.
- High reliability with simplified mechanism and a built-in computer.
- Advanced straight through paper transport system.
- Easy toner replenishment.
- Instant standby after 60-second warm up.
- Copy size 8½" x 5½" to 10" x 14".
- Semi-automatic master exchange.
- Sheet by-pass.

Phone now for a demonstration,  
or you'll never believe it!

Wellington, Phone 859-699.



Beechey and Underwood Limited

ENKDF9

## CLARENDON TAVERN 'BEEF 'N BREW'

Cnr TARANAKI ST & COURTENAY PL.

FOR THE BEST BEEF LUNCH OR  
DINNER  
AT THE BEST PRICE

PRE-THEATRE OR POST-RACE

---

SIX DAYS A WEEK

---

YACHTIES WELCOME

### 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!



SOUTH

Greta Point Marine Centre  
Box 11421 Wellington Tel. 863 551



Throughout Australia & New Zealand

Suppliers to the Hotel,  
Restaurant and Catering  
Industries,

*wish you all good sailing  
during the coming season.*

P.O. Box 9024 Phone 843-854

WELLINGTON

# The great RIP nautical recipe contest

THE first RPNYC Gourmet Combat will be held in the Clubhouse on Saturday, February 6, 1982.

Prizes of fine French champagne will be donated by the Bond Street Tavern.

## Section I

**The best cruising recipe preparable on a boat.**

Contestants must prepare the dish, enough to serve six, and present it in the Clubhouse on the evening for judging.

## Section II

**The best original cocktail recipe.**

These will be judged for:

- a. Style of mixing
- b. Presentation
- c. Effect
- d. After effect
- e. Total effect.

Supervised by Brian Cardiff, chief judge of the 4th World Martini competition, assisted by Paul Hastings. Ingredients for the cocktail section will be supplied by the Western Park Tavern and Greta Point Tavern.

Below are some early entries in section II. All winning entries will be published in the next edition of THE RIP.

### Harry's Lighthouse Special

(A farewell drink, recommended specially for navigators making their first landfall.)

After drinking one bottle of Scotch each, take one two-gallon plastic bucket and into it put the remains of the Australian fresh fruit and one bottle of gin. Mix well, attach all safety harnesses, and drink. Only to be attempted when land is sighted and the champagne has run out.

### The Tasman Ripper

(When one has run out of all the common splits and must make something up that will suit the criteria of a reasonable drink.)

Mix the juice from a peach can together with the juice from a pineapple can and the juice from an apricot can. Add vodka, gin, and a flash of rum. Tie to the mast and let mix. Serve at 1100 hrs. Sleep will come at 1300 hrs.

### Cardi's Kidnapper Cockstrait Cocktail

Take a 40oz bottle of gin, a bottle of lime, and ice cold water. Mix up the gin, lime, and water, and when all the gin on board is finished go down below and find a 40oz bottle of rum. Mix-up the rum, lime, and water under a clear sky, set a spinnaker to measure, and drink.

This splendid concoction was originally the Cookstrait cocktail, but was renamed after a heavy sampling session by Tom Moody.

### End-Of-Race Floater

Plenty of rum and a well-seasoned bottle of coke. Tip ingredients into a bucket and shake well. Drink until it is possible to lie horizontal with the head on one chair and the ankles on another, and when completely suspended remove chairs. If unsure of this recipe contact Dodson, Auckland.

## Cruising Captain

THE opening race for the Cruising Section unfortunately was cancelled due to high winds prevailing on October 3. What a blow! (No pun intended.) However, the second race on October 10 started with a bang, with 6 or 7 boats crossing the line.

We welcome two new boats to the section — RIPPLE II now owned by Robert Fisher, and the new ferro boat TORTUGA, built, owned, and skippered by John Mines. The balance of the fleet has been scattered all over Wellington with ROB BOY on the hard at Shelly Bay, PANDORA with a sad mast, SHEMARA suffering from equinoxial fever, FAIRLIGHT and GOOD HOPE with skippers overseas, and OMEGA waiting patiently for a good weekend for a coat of paint, on the hard at Evans Bay.

### Future events

Apart from Saturday racing, we plan to hold a few special events later in the season, one of which will be a sailing outing for the Cooks, Stewards and Barmaids, to include some members and workers in the Club

who do not get out sailing. An attempt will be made to obtain permission to land on Somes Island. We will also be out in force to assist in special events planned by the Backstays, mentioned elsewhere in this publication.

### Wednesday evening lectures

Our first evening lecture was put on by Wes Liddey of Healings Epiglass, and was informative and well received by a good attendance. The next meeting on October 20 was on RFD liferafts, presented by Owen Walker of the Rescue Services Division of Dalhoff and King Ltd. The Post and Telegraph Department talked about ships' radios (SSB versus VHF, etc.) on November 11, and Malcolm Blair of Divers' World will entertain us on December 9, with a talk on salvaging a trawler at New Plymouth, and other subjects with films.

Good sailing.

Colin H. Baylis,

## The good life

We wouldn't know what either of these two handsome literary types was thinking of on this beautiful sunny afternoon recently, but the question could have been asked of the Parliamentary pressman: "Do you think a change of Government would have affected our life style, old man?"



# Random notes

By  
Fleet Scribbler

LISA, one of the glamour boats of the first division, will not be racing this season. It seems that a large number of the keen, young, fit, and socially-acceptable crew have used the winter to involve themselves in matrimony. See what publicity can do? Perhaps a few of our older "on the shelves" could improve their chances by signing on.

WE hear that the Commodore recently celebrated a very important anniversary. The next thing we'll know, he'll be applying for Veteran membership! For the moment, we'll just send him our heartiest congratulations on the recent milestone, and say we're looking forward to the next!

IAN Macfarlane's 60ft S & S TA'AROA, winner of this year's Auckland-Suva race, has entered the Xerox Sydney-Rio race to be held in January 1982. He plans to take a crew of 11, but so far has three or four berths to fill. TA'AROA is the only New Zealand entrant to date.

DAUNTED by Rule 26, our Vice Commodore has removed the blatant commercial for a certain finance organisation with which he just happens to be associated from the side of his Whiting half-tonner, and has replaced it with something a little less

obvious. Or is it? VICE SQUAD! Hmmm. Let's have a look at that rule again . . .

**After months of expectation Roger Manthel's Farr 11.6 hit the water for the first time at Labour Weekend, since when it has been stirring up the First Division.**

**RIGHT: "Look on my works, ye mighty, and despair." Vivian Manthel launches eloquent, having christened BRAVADO with a fine right-arm swing.**



Is it? Could it be? Yes, it is! ANOTHER ONE! Well-known Nelson yachtsman Wayne Lucas was caught trying to slip his new Farr 38 into the water unobtrusively in Picton on September 26. His version is made of 3-skin kauri, built in Picton by Peter McManaway. A bright green stripe on the white hull reinforces the name MINT, which may or may not have been inspired by what the boat cost to build!

## Help good cause and have fun

"Spirit of Adventure" is scheduled to arrive in Wellington on Friday 12th February 1982. After the trainees have disembarked, it is proposed to embark a mixed adult crew for a weekend cruise.

The "Spirit" would leave Wellington about 6.30 pm Friday, sail to the Sounds and return about 4.30 pm Sunday. The cost is \$106.00 per person and at the moment there are vacancies for seven ladies and ten men.

Anyone interested should either get in touch with Alister Macalister or write direct to the Spirit of Adventure Trust, Marsden Wharf, Quay Street, Auckland.



It appears that the joint was jumping when the Commodore had his leg operation, and the hospital staff were advised to exercise a little restraint.



Seen at . . . a high revving party on Kandavu Island is our mild-mannered chemist friend, obviously letting the Spirit of the Kava work its spell on him.



Heating up competition in the third division is Brent George's Farr 727 HOT PANTZ. The decoration on the bow (judiciously censored in this photograph) could spearhead a revolution in hull painting.

### For Sale

Epiglass shorts, in smart white or navy with elegant coordinating cord reinforcing. Ideal for racing crews and the snappily-dressed cruising crew. These hardwearing, practical garments are on sale from the Club Secretary at a bargain price of \$18.00 (of which \$4 goes to Club funds). Get into the good gear this summer!

### Lost Charts

I can't remember who borrowed my set of Stewart Island and Fiordland charts. If the person who has these has finished with them would he please return them to me.

ALISTER MACALISTER



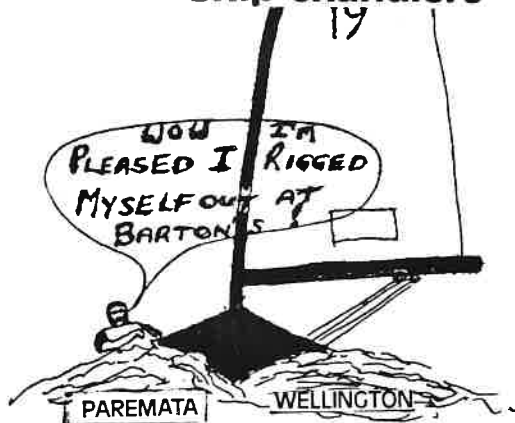
Seen at . . . a recent company celebration was backstays chairman (wearing the "To"), showing some back but no stays.



Seen at . . . a Pacific island paradise was this Club member, catching a few of the local delicacies.

# BARTON MARINE

Ship Chandlers



# EUROGUARD

ANTI-CORROSION FLUID

At Your Nearest Europa Service Station



- \* Drives out moisture and gives a continuous film to guard against rust and corrosion.
- \* Will dry out ignition systems and remedy short circuits caused by dampness in electrical systems.
- \* Frees seized parts and corroded hinges, screw threads, etc. (Apply liberally and work free)
- \* Protects stored metal objects for up to 18 months provided protective film remains intact (2 to 4 months outdoors).
- \* Ideal for use on marine engines, outboard and inboard, plus ancillary equipment.

May be applied as a spray or by brush.

Does not harm rubber, plastic, or paint.

To remove, wipe off or use a solvent.

**CAUTION:** Apply in well ventilated area and avoid breathing spray mist.

**Wet, cold and exhausted after a summer Saturday's racing on Wellington Harbour?**

Relax, restore shattered bodies and minds at the

## Atlantis Sauna

157 Karori Road  
Karori

### Mixed Sauna

Open: Weekdays: 5.30p.m.-midnight  
Weekends: 3.30pm-midnight

Phone 768-308



*Sales & Promotions N.Z. Ltd.*

40 PARK RD.,  
BELMONT  
LOWER HUTT  
PHONE 660-635

65 HILLSIDE RD.,  
GLENFIELD  
AUCKLAND 10  
PHONE 4447-370



Manufacturers Representatives and suppliers to the Electrical Industry.  
Contact Robert Tomkies for professional sales advice.



## The continuing saga of Somes

IT would appear that, although RPNYC's intrepid assault team seems to have gone into hibernation over the winter months, the cause of opening Somes Island to the public has not been allowed to lie dormant. The indefatigable Cr. Spry has been supporting our cause for years and has recently won us a partial victory: Somes Island is to be opened up, but only on certain days "subject to weather, fire risks, and other considerations".

Since when has the weather deterred Wellington yachties from going sailing? We're not like the delicate Aucklanders! Fire risks? Well, we all know not to light a match too near some people — especially after races. And, as for "other considerations" — what a monumental loophole the blinkered bureaucracy has inserted as an excuse to continue saying "no".

Apparently, we may have won the battle, but the war is by no means over. Those who are fighting for your right to extend the recreational range of the harbour see two possible courses of action. There are currently two Club members on the Wellington Harbour Board; surely that august, far-seeing and fast-moving body could add its weight to our argument with the Ministry of Agriculture and Fisheries.

### Move it!

The alternative uses the principle Mahomet tried on the mountain: Move it. Why not? Surely there has to be another suitable spot somewhere for debugging four-legged immigrants to this fair land: all Aucklanders know that New Zealand stops south of the Bombay Hills, so how about one of the many islands in the Hauraki Gulf? Or, as a space conservation measure, why not that multi-storey open-plan edifice our Vice Commodore calls The Aviary?

Rest assured, Members, the matter of Somes has not been forgotten. We are attracting more and more to our cause, and we shall be unceasing in our efforts to ensure that there will be another beauty spot in the harbour available to you. Centenary Year will see a massive, well planned and expertly co-ordinated assault. After all, we now have the Navy on our side!

# Well... goodness, gracious me!

THE following sequence of events was related to me by an impeccable source, and there is no doubt in my mind that it contains some elements of truth. The central character is of the seafaring brethren and a fellow member of the RPNYC. However, my innate sense of fair play, my compassion for those less fortunate than myself, combined with my absolute paranoia of the land's libel laws, prevents me from disclosing his identity.

Our erstwhile navigator has guided a yacht to the safe haven of Suva and has found himself in the midst of an arriving Auckland-Suva Race fleet. A week of commuting twixt the Royal Suva Yacht Club bar, the Tradewinds, and yacht parties has jaded his enthusiasm for copious quantities of liquor and late nights.

It is under these circumstances that he feels the need to slip away to one of Suva's scenic downtown parks. He has stretched his 6'1" lean frame over a park bench in the shade of a palm tree under a clear blue sky, and is contemplating the strange fact that wooden boats and sailors seem to rot when ashore. His mind turns to nautical things and he reflects upon the expertise of his navigational skills. It is when he is rueing the fact that his old battered sextant can no longer give him the degree of precision that haunts every navigator that his reverie is disturbed by one of the island's imported but now indigenous natives.

(Use Peter Sellers Indian accent where indicated "A")

A A gooda morning to you sa.

Yeah, giddyay.

A And wherefore have you been coming from?

Came from NZ on a yacht.

A Oh, you are having been at sea for a long time now. Is there something that I can be getting for you sa?

Well, I was thinking of getting myself a sextant.

A Oh yes sa, very good sa, I am understanding you sa. You come with me sa.

I give you very special price. You

are being very lucky sa. I am for giving you the best deal in town.

What sort of makes do you have?

A Oh, very funny sa, very funny. All made in Fiji, sa.

I didn't realise that they made them in Fiji. Still I suppose the Fijians were seafarers and got around a lot.

A Oh, you are being very funny man, sa, very funny. How much are you be wanting to pay for this? Well, it would depend on the make, of course, but I would expect it to be quite a bit cheaper than in NZ.

A For you sa very special price. How are you wanting to pay for this sa?

Well, I've got travellers' cheques or you can have cash.

No, no, sa, how are you wanting to pay for this by the hour or by the minute?

At this stage our black bearded seafarer looks about him feeling something is amiss. His feeling of disbelief is enhanced when he takes in his surrounds for the first time. His slowly-awakened brain computes the dingy side streets, the squalid-looking houses that abound the area, the lack of any shop that could possibly sell a sextant, and the fact that his new benefactor really does not resemble the average shopkeeper.

Simultaneously a great set of revelations wash over his fast-panicking brain which has just enough discretion left to start his legs on his first ever 4-minute mile:

- The price being discussed in terms of hours or minutes does not refer to corrected error angles.
- There has been a terrible mistake.
- The shop that his indigenous friend owns is not a ship's chandler's.
- One of them needs to brush up on his bi-lingualism.
- He has learned what an Indian sextant refers to.
- He has an incredibly strong and urgent desire to return to the sea, preferably under it.
- He is going to cancel his annual donation to Bangladesh.

# New life for old campaigner

TRADITIONALISTS among us will have been delighted to see the RONA in the Boat Harbour, and to learn that it is soon to be restored to as near as possible to its original condition.

RONA was bought recently by the family of Wellington architecture student John Palmer, which includes his brother Chris and sisters Fleur and Yolande.

John has not owned or built a boat before, so he realises that he will have to enlist expert help, but having had sailing experience in Auckland, done an Outward Bound course, and being useful with his hands, he is confident of success.

The Palmer family has drawn up a two-year work programme, most of which will be done while the boat is in the water. The hull is of triple-skin kauri, and is in excellent order. It has no rot or worm, and has been almost entirely refastened. Plans include removing the present doghouse and replacing it with a smaller dodger as in the original design. The mast will be lengthened to original plan, and rigging and spars will be replaced.

The major work will be to remove its present concrete keel and replace it with a lead one, as originally built.

## Information

Information has been flooding in since John announced his plans. A set of original lines was obtained from the Turnbull Library, and many photographs and articles have come to light. Photos from early magic lantern slides have been provided by the Wellington Harbour Board's Maritime Museum, showing RONA racing on Wellington Harbour. John is still trying to trace the original Lloyds registration papers, however.

## Assistance

Other practical help is coming from all sides. An approach was made to the NZ Historic Places Trust for financial assistance, but the project was considered to be outside the Trust's scope. However, members of

the Regional Committee have been assisting with research and the provision of labour and materials. Epiglass will assist with paints and other products, and several previous owners are helping. Club member Bill Lambert, who owned RONA from 1954 to 1958, is carving new trail boards for the bow, while another previous owner, Charles Le Sueur, is making a new set of wooden rigging blocks.

Some modern materials will be used in the restoration, such as stainless steel rigging — anything in fact that will help to prolong the boat's life. For practical sailing reasons new terylene sails will be made, and an engine will be fitted.

## Alexander Turnbull

RONA was designed by English designer George Watson and built in Devonport in 1892 by Robert Logan Senior for Sir Alexander Turnbull, the Wellington merchant and book collector.

The boat won many races in its early days, including the Auckland Regatta in 1892 and the Wellington Regatta in 1895. Then 55 years later, in 1950, it won the Alexander Turn-

bull Cup, sailed on Wellington Harbour. Although trailing the fleet, it was the first to pick up a southerly wind change, and it charged through to take the lead. Even then its win was in doubt, however, because as it approached the finish line the warship BLACK PRINCE was leaving the Wellington Port on a collision course with RONA. Seeing the situation, however, the BLACK PRINCE came to a stop to allow RONA to cross the line.

## Chequered history

RONA has had a chequered history, having been aground a number of times, sunk at its moorings, and been narrowly rescued from the wrecker's yard. It went aground at Kaikoura in 1968, and was given to the local fishermen in a badly damaged condition.

It was rescued in Nelson by Paul Mann, who put it in sailing order and set off for the Bay of Islands. The trip to Wellington convinced him that RONA would not make the journey in its present condition, so he sold it.

John does not intend RONA to become a museum piece, however. "She is still alive," he says, "and she will sail again."



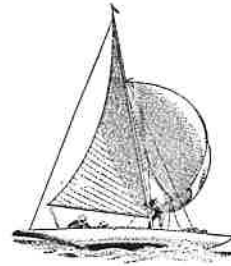
RONA in the Boat Harbour, awaiting its promised restoration.



For all provisioning needs  
B. A. GILMORE LTD., opposite the Club.

**LITTLE SHIP'S SERVICES LTD  
458 EVANS BAY PARADE  
WELLINGTON**

Telephone 862-407



CONSULT US WHEN BUILDING,  
FITTING OUT, REPAIRING OR  
MAINTAINING YACHTS AND  
LAUNCHES OF ALL SIZES

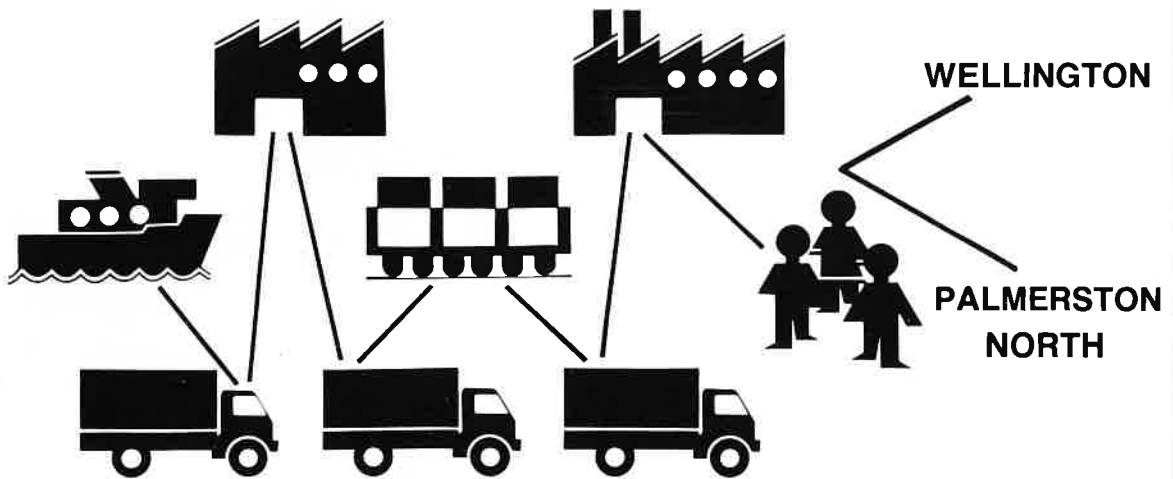
**WELLINGTON AGENTS FOR:**

- BUKH DIESELS 10, 20 & 36 HP
- MARINER OUTBOARDS
- SIGNET ELECTRONIC INSTRUMENTS
- WILKIE PRECISION ENGINEERED WINCHES



**asc-flowers**

**ASC FLOWERS TRANSPORT LIMITED**



**YOUR FREIGHT IS OUR BUSINESS**

*New Zealand's Foremost Customs, Transport, Warehousing and Distribution Service*

# Brown O'Clock



# Whitcoulls

for books  
about boating