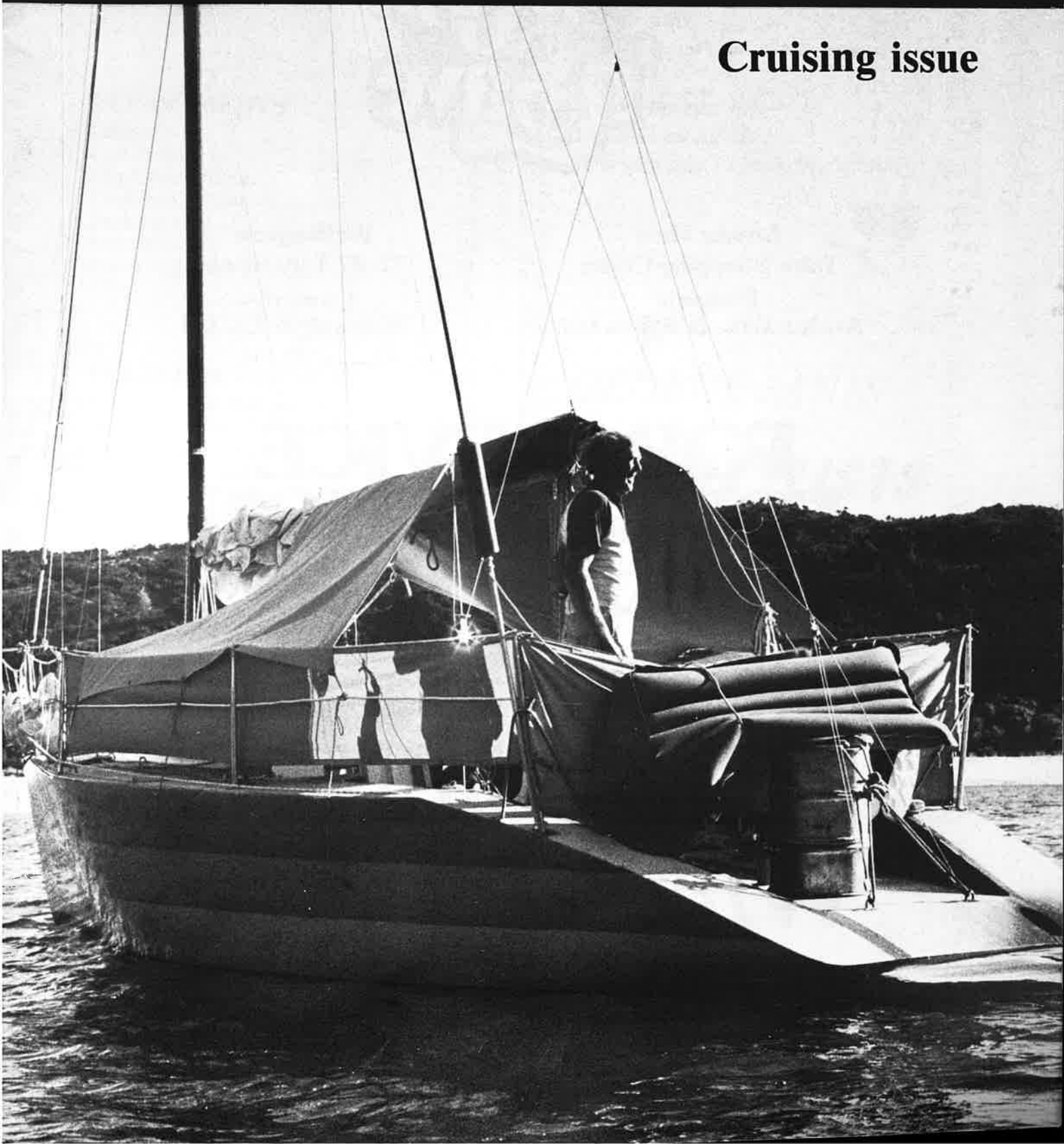


# **The Rip**

**April 1982**

**The Royal Port Nicholson Yacht Club Magazine**

**Cruising issue**





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# **The Rip**

**Vol. 2, No. 3  
April 1982**

## **DEPARTMENTS**

Letters	2
Commodore	7
Vice Commodore	11
Cruising Captain	19
Backstays	19
New members	19
Random notes	20

## **FEATURES**

The Great RIP Recipe Contest	4
Sydney to Hobart with RED HERRING II	8
Time on their side	15
In the Spirit of Adventure	16
Round NZ Race	21
Southern Cross 1982	23
New faces at Shelly Bay	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.

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### **COVER**

**Q. When is a racy half-tonner a comfy family cruiser? A. When it is in Torrent Bay at New Year. The Vice Commodore appears to be taking in washing to defray cruising expenses!**

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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**

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# Correspondence, love letters and advice

## Letter from the President

The following comment from the Club's President, Sir John Ross, has been received in the form of a personal letter to the Commodore:

Dear Graeme,

WHILE I know it is not the business of the President to concern himself with the running of the Club, I am, however, constrained to write to you to fully endorse and support the word of caution contained in Vice Commodore Ron Legge's letter in the latest issue of THE RIP on the appearance of what he called "chicken" accusations in the Island Bay race.

His word of warning is timely and fully justified. Cook Strait is, or can be, a very tricky stretch of water, and it is a sufficient commendation of the Sailing Committee over the years that Royal Port Nicholson has preserved such an unblemished record for safety, despite that they sail in those waters regularly.

In my estimation, a yacht club of such seniority, and carrying the privileged title of "Royal", has a particular responsibility to be, and to be seen to be, in the lead in all matters concerning yachting in New Zealand, and that includes careful attention at all times to matters of safety. Membership of such a club also implies willingness at all times to obey the club rules.

If indeed the Sailing Committee, in the eyes of some members, made an isolated miscalculation of the weather, it is far best that they err on the side of caution. In Cook Strait an error of the opposite nature could have disastrous consequences for boats and lives.

In the Navy there is a very old saying that "a good seaman is a prudent seaman" and I fully support the Club officers in their efforts to preserve the standards of good seamanship in the Royal Port Nicholson Yacht Club.

Yours very sincerely,

JOHN O. ROSS,  
President.

## Southern Cross support

A MAJOR effort by a few Club members, and great support from circularised and other members, resulted in an \$1,000 profit for the Southern Cross Team which departed for Sydney in December 1981.

The Honda Accord car was won by John (Honk) Bristed, and the ten \$100 consolation prizes almost exclusively by Club members.

Thanks for your support.

L R England,  
TREASURER.

## Cheap cruising

IT'S amazing how the competitiveness of yacht racing flies out of the hatch with our northerlies when those racing guys go cruising (especially to Torrent Bay).

Have a spot of engine bother and you are inundated with people wanting to help (and they do!). Even coming from Nelson (Dick Stringer) to fix things up and refusing payment! Seems to me cruising my way could be a lot cheaper than racing . . . . Being towed everywhere (no wind!) has a lot going for it - low fuel usage, no smelly diesels, and no navigating!

Thanks, guys, but look out - the yacht racing has restarted.

THE GREEN MACHINE

## Capitalism NZ style

NOT satisfied with virtually crippling the boating industry with sales tax, this so-called private-enterprise, capitalist National Government is now letting one of its members, Mr Minogue, advocate a capital gains tax.

Already the average man can not afford to buy a boat. Under a capital gains tax anyone who already owns a boat could not afford to sell it!

Strange that the socialists - the Labour Party - have intimated that they would remove the boat tax were they to come to power. It seems that any good capitalist who owns a boat and a bit of property will soon have to vote Labour to protect his assets.

I always DID find New Zealand politics confusing!

CAPITALABOURITE

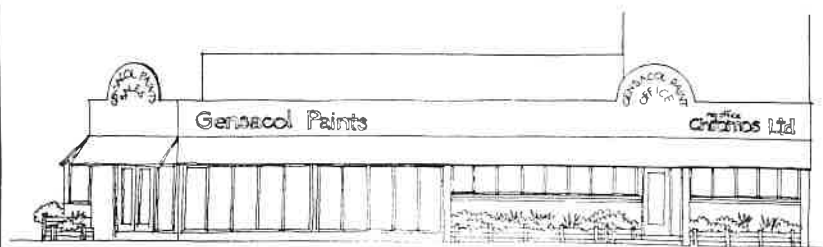
## Giving a damn

WON'T be long before you can't get an average-sized keeler alongside the hard at RPNYC except ¼hr either side of a spring tide. Guess that reflects 100 years of age, low rents, and nobody giving a damn.

Pointless even writing, I guess, so see you at Point Howard fuelling up some time.

GUMBOOT

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# Editorial

THE prestige of the Southern Cross Cup series appears to be waning. Interest from NZ yachtsmen has been declining steadily from that great year 1977 when the NZ team of JENNY H., SMIR-NOFF-AGEN, and SWUZZLEBUBBLE hammered the Aussies and the Brits for the second consecutive time. In those days the interest was enormous and dedication to win paranoiac - winning was everything.

1979 saw two second-rate NZ teams competing in Sydney - not one of the six a "new" boat. 1981 saw only sufficient interest to justify one team, the only three new keel boats in the country. What a mediocre performance for a team of top-rating boats!

The biannual Southern Cross Cup series is contested out of Sydney and raced over four races: Races 1 & 2 are 30 n.mile single points offshore olympic races; Race 3 is a 180 n.mile double points offshore race; and Race 4 is the 630 n.mile triple points Sydney-Hobart race.

Final points which placed NZ 6th were: 1. NSW 537 points; 2. UK 527; 3. Australian National team 522; 4. Victoria 507; 5. Hong Kong 401; 6. New Zealand 308; 7. Tasmania 206; 8. Western Australia 241; 9. South Australia 210; 10. Papua New Guinea 205; 11. Queensland 187.

Individual performances of our yachts in the 33 boat fleet were not impressive. The handicap placings were: NGARURU (rating 34.5) 19-21-18-28; ROPE-RUNNER (rating 30.1) 12-7-13-13; SOUTHERN RAIDER (rating 29.4) 15-5-20-DNF

Why did a team of relatively new top-rating boats not perform better? Asking, talking and reading suggests:

1. The light weather encountered throughout the series was not suited to our boats.
2. Inexperience and inability to handle the Sydney "slop"; the set; wind changes; and generally the aggressive nature of the competition.
3. Failure on the part of SOUTHERN RAIDER to recognise the importance of handling sea conditions to ensure finishing in a triple-points race.
4. Lack of crew dedication.
5. Apathy in promotion and administration within NZ.

The very light airs did not suit the fractional rig type boats we had. There is no doubt that the masthead boats were far superior in the light air starts, nor did the air suit our size of boats which rated 34.5, 30.1 and 29.4 feet. By comparison, the winning NSW team had ratings of 22.5, 27.4 and 29.1 - a distinct advantage over our team.

To win the Southern Cross Cup we must have a compatible team, first class boats, and top-rate helmsmen, mainsheet hands, sail trimmers, navigators, tacticians, and foredeck crew. We did not have the depth in the 1981 team. Evidence of this was apparent even in the trials - crew work was at times shoddy, the steering ability of some poor, the trim and setting of sails and rigging far from perfect. Perhaps the owners of one or two of the team yachts should have put personal friendships aside and taken a more "win at all costs" attitude and selected crew from the very best NZ had to offer. Many of NZ's

most experienced yachtsmen were watching the start of the Round the World race and I'm sure with an approach some would have been only too keen to join the NZ team. You cannot take "bunnies" to Sydney and expect to win.

The comment on SOUTHERN RAIDER may be harsh but many will remember JENNY H. in the severe storm-tossed 1977 Sydney-Hobart. This super-light one tonner spent 12 hours reaching back and forth across the wind to avoid the steep seas. She stayed in the race, eventually finishing 7th overall (from a 129 boat fleet which saw 59 retirements), to win the Cup for NZ.

The dedication of this year's crew from some accounts was not totally aligned to winning. For example team exercise periods were not attended by all. ROPERUNNER was sold after the trials and prior to the series and sailed with a new crew compliment of five New Zealanders and four Australians.

The administration left a little to be desired. The lack of a positive decision early in the piece as to whether one or two or in fact any NZ team would contest the competition left uncertainty and tended to stifle interest. The lack of owners to give early notice of their intent to contest the trials also added to the uncertainty and lack of enthusiasm amongst crew.

Our Club administration failed the team by not appointing a Team Manager on selection of the team. They became over concerned with the managerial cost, as this would have reduced the cash contribution to each yacht. As a result that team went away and in fact competed as three individuals lacking coordination.

Where do we go from here? Today the emphasis seems to have swung from Southern Cross to Admiral's Cup and Pan Am. Why? Tax and sponsorship. Yachts have been built recently to race and sell overseas for relief from the local boat tax and gain export tax incentives, and with luck make some profit. Yachtsmen see the better markets as being the English and American ones; hence NZ's interest in Cowes and Hawaii.

The Southern Cross Cup is a prestigious event within easy reach from NZ and is worthy of our participation and continued interest. For 1983 to be a successful year we must endeavour to promote the competition to a greater interest in participation. If interest can be rekindled then commercial enterprises will also take a greater part.

We must all, from Saturday sailors to the administrators, encourage commercial sponsorship to get in behind the sport - always of course remembering that the sport is for yachtsmen, and is never to be taken over to the extent that commercialism dictates the sport. We must act now, and new boats must be under construction in 12 months.

Let's all get in behind the 1983 challenge and give the Aussies a bit of the cold steel. If anyone can, a Kiwi can.

DEL HOGG

# The Great RIP Nautical

## Rip Recipe Contest/I

AN evening of culinary delights and worse was held at the Club on Sunday, February 28.

The occasion was the First Great RIP Nautical Recipe Contest, and judging by its success and subsequent casualties, we deem it won't be the last.

Section one of the contest was for the best recipe preparable on board a boat, either stationary, racing, or cruising.

Thirteen dishes were submitted for consideration by Wellington's Chef Extraordinaire, Des Britten, and his wife Lorraine.

The standard of presentation was excellent, and judging by the way that food was devoured by the spectators at the conclusion of the awards, it must have tasted sensational.

First prize went to one of NIZAM's entries, a little number called Honey-Chilli Fish, served on a bed of coconut rice and prepared by Amie McLaughlin.

Second prize was awarded to CINJAN's entry - Oriental Steak, prepared by Dianne Stewart.

Third was the famous RED HERRING Casserole, prepared by the skipper of the boat of the same name, Roy Bridge.

Prizes of fine French champagne were graciously donated by the Bond Street Inn.

Section two - the Cocktails - was organised with a great deal more difficulty, pomp, and ceremony.

Grand judges were Brian Cardiff and Paul Hasting. Having gained their expertise and titles at the First World Martini Mixing Contest, held at Seatoun in 1981, they knew their stuff.



First-prize winner in the culinary section, Amie McLaughlin, collects her award from Des Britten.

The ingredients were generously donated by the Greta Point Tavern. Contestants were limited to seven.

Three tasters were carefully selected, and a complicated network of rules applied. Most were broken.

The entries were judged on three counts: presentation, taste, and effect. Many of the contestants presented themselves better than their cocktails.

Mixing the "ROB ROY Roll-over", and wearing a dinner suit borrowed from a dwarf, Brendan Gardiner took away the prize for worst drink of the year. Flicking marshmallows and hard jubes into the crowd with silver ice tongs accorded him high points for presentation; but serving a mixture of Claytons, gin, Worcestershire sauce and other unmentionables cost him dearly in the taste bracket. And by the time the unfortunate tasters had supped their third sip, they were so badly affected they could barely collect their senses to score the drink for effect.

Wearing suggestive attire and an apron emblazoned with "Has anybody seen my nuts", John Brooks presented the "AZTEC Golden Rivet" in splendid style. The taste suitably wooed the by-then badly affected judges and tasters into awarding him second prize.

However, the overall prize for best cocktail for the year went to Roy Bridge. With impeccable presentation, he served the "RED HERRING COCKTAIL" from a silver shaker into chilled glasses, their rims frosted with icing sugar. Smiling that Bridgie smile, he took that bottle of champagne like candy from a baby.

## The food

### 1ST PRIZE

#### HONEY-CHILLI FISH

Fish pieces - previously coated in heavily salted flour and deep fried.

#### Sauce

1 inch piece root ginger - grated.

1 tablespoon oil.

Heat oil and saute ginger 1 min.

Add 3 tablespoons honey - stir another minute.

Mix together in a bowl:

2 tbsp. cornflour,

1 tbsp. Chinese chilli sauce (Ocean

Commodities or Cathay Pacific)

2 teasp. soya sauce,

1/3 cup water,

1/3 cup lemon juice.

Cook until mixture boils and thickens (couple of mins).

Before serving stir in 1 tin pineapple and juice,

three spring onions chopped at 1 inch intervals,

1 red capsicum finely sliced,

1 small packet roasted cashew nuts.

Serve on coconut rice:

1 cup rice thoroughly washed,

1/3 cup coconut,

1/2 cup water,

1 cup milk.

Simmer all above ingredients for 25 mins, on low heat. Serve fish with rice surround and green peas in lettuce cups.

### 2ND PRIZE

#### ORIENTAL STEAK

Serves 4

450g. rump steak.

Cut finely into thin strips and marinade (preferably overnight)

#### Marinade:

4 teasp. cornflour

2 teasp. mixed mustard

3 cloves garlic (crushed)

2 teasp. soya sauce

3 tablesp. sherry/port

2 teasp. sugar

2 tablesp. peanut oil

2-3 generous shakes Worcestershire sauce

#### Cooking

Put some oil into a frypan. Add:

4 medium onions (sliced). Cook until opaque but not brown.

3 finely sliced green peppers.

1/2 lb washed and sliced mushrooms.

Fry together lightly. Remove and reserve.

Add more oil if necessary. Place meat and marinade into frypan and stir-fry lightly for a few minutes.

Return vegetables to meat in pan.

Add 2-3 spoons of chicken or beef stock (already mixed with water).

Bring to simmer. Season to taste

with freshly ground black pepper,

some salt and more Worcestershire

Sauce if the preference is for more

highly seasoned food.

Serve on bed of rice.

# Recipe Contest

## 3RD PRIZE

### RED HERRING CASSEROLE

Serves 6

Butter bottom and sides of casserole dish. Put in enough eggs (whole - not whisked up) to cover bottom of dish - can be as many as a dozen.

Grate cheese over eggs.

Place sliced tomatoes and thinly sliced onion over cheese.

Slice bacon on top of tomatoes and onions.

Place washed and peeled mushrooms on top of bacon.

Place cooked potatoes (either mashed or thinly sliced) around edge of dish.

Garnish (optional) with green peppers or gherkins.

Place in oven at low temperature for 1/2-3/4 hour.

Once cooked, this dish does not spoil if left in oven for longer than stipulated cooking time (but turn heat right down).

## The cocktails



Best dressed but worst mixer, Brendan Gardiner shows fine style as he assembles the ingredients of the "Robb Roy Roll-over".

### WORST COCKTAIL:

#### THE ROBB ROY ROLL-OVER

Brendan Gardiner

2 parts gin  
2 parts ginger ale  
2 parts Claytons  
2 jubes  
2 marshmallows  
3 drops Lea & Perrins sauce

Shake very well, serve ice cold.



ABOVE: Judges of the cocktail section, Norah Stagg, Elaine Bailey, and Jeanette O'Shea, assess the merits of the eventual winner.

BELOW: Winner of the section, Roy Bridge, concentrates on the proportions of the "Red Herring Cocktail".



## 1ST PRIZE

### THE RED HERRING COCKTAIL

Roy Bridge

Mark I:

1/2 oz pure lemon juice  
1/2 oz grenadine  
1 white of egg  
1 1/2 oz gin  
Shake over crushed ice, serve in chilled glassed rimmed with icing sugar.

Mark II

1/2 oz pure lemon juice  
1/2 oz grenadine  
3/4 oz fresh cream  
1 1/2 oz each gin and vodka

## 2ND PRIZE

### AZTEC GENUINE GOLDEN RIVET

John Brooks

To be mixed not bending over.

2 parts gin  
1 part cocoa-ribe (liqueur)  
2 parts pineapple juice

Shake once up or down and smile. Add chunks of pineapple and slice of lemon.

Pour over glass filled with ice.

### UNDERMINER OR UNDERMINOR

Barbara Millar

1 part gin  
1 part whisky  
1 part sweetened whipped cream

Stir well, drink either early morning or late afternoon. To be shared.

### NIZAM DELIGHT

Bill McLaughlin

2 parts vodka  
1 part rum  
1 part tequila  
1 part Tia Maria or Kahlua  
1 scoop French Vanilla ice cream  
Top up with flake ice and coke.

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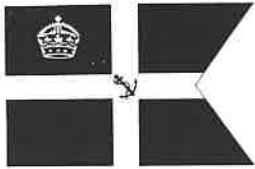
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# Commodore

I AM disappointed at the amount of personal time having to be spent by Club officers without apparent advantage to the Club. This seems to me like a burning off of people. For example, the sub-committee handling WHB rental increases has spent untold time researching and trying to keep an even-tempered attitude without declaring a civil war as many members request us to do.

After all the discussions have ended we hope that harmony will prevail.

We should be pouring this energy into the centennial preparations, and completing the renovations to the eyesore at the head of the stairs from where one of the most picturesque play areas in our sport can be viewed.

We have only a few races left of our 99th season. I therefore appeal to everyone to make the most of their craft and race them. There are many regular racing yachts left on the moorings while races have been programmed for the enjoyment of all.

The Southern Cross Team report is recorded elsewhere in this issue, but I must mention that racing was the only factor requiring attention as all other facets were adequately taken care of. The greatest shame was that of NGARURU grounding in the final trial. With only three weeks to go, in which they made a perfect restoration, all the practice time had gone prior to their leaving NZ. The Club received a letter of gratitude from Brian Millar thanking it for the financial support which made the venture possible and pointing out how professional the Australian scene is compared with that in NZ.

Prior to Christmas the flag officers entertained a contingent of International Blue Gavel members who were travelling through NZ. I thank Ralph von Kohorn for his organisation and the support by the ex-senior executives of our Club.

Both our caterers have stated that the reformed dining room is at last receiving the patronage deserving of the effort put into it. I find as a semiregular patron the feedback from the members is pleasing.

Veterans' Day has once again become a very well attended day in the social racing programme.

Naturally the weather plays an important part. We were very proud to have Sir Brian Todd, Sir Randall Elliot, Harry Highet and many other important Club members skippering boats. Once again George Mulligan in KOKORU hosted the elderly veterans and wives to follow the race around the harbour.

We note the sad loss of a not so old but long-standing member and port captain Bill Mason from Whangerei. Bill and I sat alongside each other for a number of years as RPNYC delegates to the WYA. His boat, MALUA, he raced to a standard that most people only get with yachts 10 feet longer.

Graeme Hargreaves

## 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.

AFTER a midweek function last November the house flag together with the Blue Ensign went missing. This prank could only be that of a non-member, but if anyone can throw any light on the incident would they please contact the Commodore or Jack Skinner.

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*RED HERRING II was one of two Wellington entrants in the 1981-82 Hitachi Sydney-to-Hobart Blue Water Classic. On board for the trip, crewman Ken Burt recounts the race and their travels for THE RIP.*

# Sydney to Hobart — the Red Herring way

AFTER a few days of preparation the crew of RED HERRING II finally assembled at the Mana Cruising Club on December 2, 1981, to go to Sydney, primarily for the Sydney-Hobart race. After a farewell from a large crowd we set sail at 1330 hours and drove straight into norwesters of 40 knots gusting to 50. After two boards with little headway we ran for Ship's Cove, arriving at 2000 hours, where we anchored offshore overnight.

At 0830 hours the following day we left Ship's Cove hoping for less wind and finding a westerly of 30 knots. Under a rig of two slabs in the main and No 3 genoa we sighted Mt Egmont at dawn on the 4th. With the wind dying out at 0630 we motored for four hours, finally getting a northerly of 20 knots by 1930 hours when we made our first radio schedule with Onerahi Radio.

Sunday 6th dawned with norwesters of 35-40 knots and with a deep reef and a slab in the No 3 genoa we were sailing along nicely. Winds peaked at 60 knots at midday and at 1500 a ship was sighted amid rain squalls. We contacted him on VHF and were glad to get a Sat. Nav. position of 38° 13.5 South 166° 05.3 East which coincided quite well with our DR position at 1130 of 37° 11 South 165°30 East.

The track to Sydney was 270°, but at times we were unable to lay it, being as high as 320°. However by midnight on Monday we could lay it comfortably with a rapidly dropping barometer bringing us winds of

60 knots from the west sou'west by 0600 hours on the 8th.

Wednesday 9th dawned with the wind still from the west and a picnic lunch to celebrate John Gault's birthday. This was an eventful day as at 1730 hours we sighted a pod of whales on collision course with us. Large water spouts and big tails were seen. Needless to say evasive action was taken.

0200 hours on Thursday brought sou'westers of 30-35 knots and at last we started to cover some miles. This lasted only for about 12 hours, with the "Iron Headsail" doing most of the work by 2000.

1000 hours on the Friday brought strong northerly winds and speed again increased with a few two-hour runs of 16 miles in big seas. RED HERRING II revelled in the conditions and land was close.

## Arrival

0515 Saturday 12th NZ DST and the ace watch did it again - Botany Bay light was sighted. 0900 Australian time we finally dropped anchor in Watson Bay in beautiful weather after travelling 1248 miles in 9 days 2½ hours.

A pleasant motor along Sydney Harbour brought us to the CYC at Rushcutters Bay where we later heard that our slick arrival caused some comment. It must have been the Number Ones that did it.

Our only repairs to the boat after the trip across were the replacement of two lower stays and the replace-

ment of the head due to one crew member (whose name I can't say is Lebbo) who decided at one stage during the voyage to experience weightlessness while operating it.

Roy being the efficient skipper that he is had a safety check organised for the following day which we passed with flying colours and drew comments from the safety inspectors that we were the best prepared boat in the fleet. Many social activities were engaged in by most of the crew during our stay in Sydney and the hospitality shown could not be faulted.

RED HERRING II entered both of the 30 mile offshore races, which were on December 18 and 19. We gained 41st overall in the first race, beating 7 of the Southern Cross team boats and being only 13 minutes behind the handicap winner SEAULATER and 22 minutes behind the fastest time boat SANTERVEA.

The second race was fraught with wind changes from north to south, six times during the race, making for some good racing with lots of crew work. INCH BY WINCH had a kite wrap around the forestay forcing her to withdraw as RED HERRING II was catching her at the bottom mark. The New Zealand team did well in this race with SOUTHERN RAIDER showing up into 5th place.

RED HERRING II did not enter the 180-mile offshore race but this had its compensations as Merv Clarke, a friend of Graeme Thorpe,

ex-owner of THE ROPERUNNER, approached Roy Bridge to ask if the crew from RED HERRING II would like to sail GRETEL I (America's Cup challenge 12 metre boat) in the second maxi race. Needless to say all previous plans for that day were cancelled. With about one hour of learning the boat and a few practise runs, we were ready. The race was run in the Sydney Harbour with APOLLO leading around the track most of the way. What a great race and a great result - GRETEL I first on handicap. The kite was huge and the wire ropes were relentless on attack.

Christmas Day dawned bright and cheerful with the crew sitting down to a sumptuous meal cooked on board by our resident Gordon Blue "Hopsing". The boat was overrun with visitors whom we had earlier in the week treated to a social cruise around the harbour.

Saturday December 26. THE Day. An early start was called for but there were some slow starters especially after the well-celebrated Christmas Day. Activity was rapidly building up all about. This was infectious, and RED HERRING II was soon ready and rearing to go.

### Incredible sight

What an incredible sight, which could only later, after the start gun, be described as fantastic. Sydney Harbour was alive with people and boats, and with a start line less than half a mile wide, things got rather hectic.

As the start time approached and with a southerly wind, boats were starting back from the line with kites ready to be broken. We elected for a start about one-third of the distance from the starboard mark to lay the tug, which was a course mark at The Heads, with little trouble.

153 boats, all with kites flying, trying to squeeze their way down the course, was a sight to see. We had a good start, and off Watsons Bay suddenly found ourselves in a clear breeze with no boats near us. We took off and rounded the tug, dropping the kite nicely and keeping inshore. We watched in amazement as the boats to leeward of us dropped away in the bad air and we shot out of the Heads, first NZ boat.

The first day until midnight saw us do 65 miles in southerly winds of up to 30 knots. The next 12 hours brought overcast conditions with heavy squalls. We had planned to sail to the coastal current set in order to take advantage of it. This

later proved to be advantageous, giving us several extra miles per day.

At midday on the Sunday the winds starting to lighten, and with full sail we sailed in to continuing southerlies. Much interest was taken in the radio sheds to see how we were doing. The day ended with the news that SOUTHERN RAIDER had withdrawn due to cracked frames - a disappointment for the NZ team. We had earlier passed POLICE CAR returning because of broken gear.

### Light conditions

Early morning of the third day brought lighter winds and many tacks in the variable conditions. After we had been becalmed for 2½ hours, at last the nor'easters arrived and we hoisted the .85 bag. By 0500 on the fourth day (Tuesday) after peeling to the big bag we found the wind backing to the south west. It would have been at this stage that RED HERRING II, after being well placed on handicap, began to lose out to the smaller boats who were liking the light conditions. That evening we found ourselves becalmed in the company of DANCING LADY.

On Wednesday, the 5th day, the early morning again brought a norwester, and with the .85 bag we slowly picked up speed in the variable wind until the afternoon brought stronger breezes and the big bag. The winds continued to be variable and at midnight we again used our small bag in drizzle.

Thursday 31st and we wondered if we would be in for New Year's Eve as the wind started to change at 0300 to the south. Luckily it lasted for only two hours and we popped up the small bag only to see it come apart at the seams a short time later. The 2.2 went up quickly and rapid repairs were made to the small bag.

Early morning brought land on the horizon, and after some discussion among the 10 navigators on board we knew where we were. We had laid Tasman Island perfectly, rounding it at 1435 hours, still carrying a bag and running into Storm Bay. We could count 16 boats astern and a number ahead of us. The next four hours proved frustrating as we sat in a few holes and watched the boats come up from astern.

We finally got a good breeze and shot across Storm Bay to The Iron Pot, making very good time in the flat seas. At 2130 we entered the Derwent River and climbed up the starboard side of the river going like

a Bondi tram. At this stage we thought we might see the New Year in onshore and the sweep for the nearest time across the line had our cabin boy smiling. For the last half hour up to the finish excitement mounted and at ten minutes to midnight we crossed the finish line at Battery Point.

What a welcome!! Crowds of people, lights and horns greeted us. To cap it off the firework display at midnight was straight out of fantasyland. As Alan said, "They must have known we were coming". We pulled in to the wharf to be greeted by John Gault's family, and needless to say the New Year party commenced in a big way.

We later learned that we had come 20th in our division but a sad 114th overall. The first 40 places except five were taken by boats under ¾ ton, proving that smaller boats seem to win every second year. The NZ team had slipped to 6th position due to the unfortunate withdrawal of SOUTHERN RAIDER. Fastest time went to VENGEANCE with an average speed of 6.6 knots over the whole race.

### New Year

New Year's Day started at about midday for most of the crew and with 10 people sleeping on board it was a little bit of a squeeze.

That night the crew decided to grace the Wrest Point casino with their presence and we left later discovering that as well as taking our money they had taken one of the crew members who felt that shag pile carpet was good for sleeping on.

The following day saw The King of The Derwent race and a magnificent show put on by NGARURU which was second over the line behind CONDOR OF BERMUDA.

Enjoying the hospitality of Hobart, the following night a crew party was held in the marquee which served as a restaurant at Constitution Dock. What a mighty night, with a 15-piece big band and all the sound to go with it.

Tuesday January 5 was time to return home, and after having lost John and Bruce Gault along with John Levy to the big bird with the silver wings, Roy, Alan, Lance, Brett, Michael Downing and myself finally left at midday. With a nice run into Storm Bay we found ourselves in 40 knot south easterlies with big seas, and RED HERRING II averaging eight knots. We passed Tasman Island at 1800 and started the run home.

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# Vice Commodore

YOU only need a visit to the ward-room on Friday and Saturday evenings to find out whether our Club is functioning and the season successful. Competition in the Spring series (sponsored by Bond Street Inn) was again strong and the series earnestly sailed for, and results were kept in doubt right up to the last race.

The results for the Spring series were:

### 1st Division

Line WHISPERS II, CHINCHILLA, AZTEC.  
H/cap RESOLUTION TRADER, CHINCHILLA, AZTEC.

### 2nd Division

Line CINJAN, INSTINCT, FARCICAL.  
H/cap PUGWASH, CINJAN, INSTINCT.

### 3rd Division

Line NATURAL GAS, OTNIP, IMPALA.  
H/cap NATURAL GAS, OTNIP, IMPALA.

### Cruising Division

Line ROBB ROY, RAUKAWA, ANDROMEDA.  
H/cap RAUKAWA, ANDROMEDA, ROBB ROY.

The Epiglass Autumn series after three races looks to be in a very interesting situation, especially in the 2nd division, which not only has a larger fleet, but where more match racing is evident.

The inshore events are well supported on each race, but the offshore IOR and PHRF have seen only 6 to 8 boats participating. Possibly time, costs, and weather have had a bearing on this.

In the 3rd division OTNIP, BORN FREE, STITCH N TIME, SLOMOSHUN, IMPALAM

LIMELITE, must be wondering if they are sailing in the same race as NATURAL GAS. This very quick centreboarder seems to revel in all conditions, and on many occasions is seen to prove an embarrassment to 1st and 2nd division boats when racing in the all-in starts.

### Disappointing

One of the big disappointments, would be the 1st division. Their numbers are certainly depleted, and in the last championship race only six fronted the line. Boats like, LISA, AURORA, RHYTHM, THUNDER CLOUD, and KOAMARU are sorely missed in this division, but perhaps we will see more of EXPECTATION, RHYTHM, and THUNDERCLOUD from now on. Roger Manthel's Farr 38 BRAVADO has had several outings and looks to be performing well, Roger's main aim is to gear her up for the Auckland - Suva race where these boats excel in reaching and running conditions.

WHISPERS II has had some lively races with CHINCHILLA, and since re-setting her mast has once again shown everyone her greyhound qualities.

A new Farr 38, GRIZZLY BEAR, owned by Wilson Trewick, has just arrived in Wellington from Auckland. Wilson, from my information, is setting his sights on the RPNYC scene.

Travelling down Evans Bay on a kite ride or bashing up on the wind has its moments. We have learned to live with catamarans and trailer sailers, but these board sailers are something else. It's a case of watch

## Centrefold

OWNING and skippering a hot cruising division racer, ROBB ROY, takes a high priority in the affairs of The RIP's Man of the Month. But Paul Gubb has gained notoriety around Wellington waters for much more than just his participation in Club racing. For instance, there are his well-documented cruising expeditions - and harbour cruises.

A self-confessed street boy, Gubby kick-starts life like a 1000 cc Harley-Davidson. He has a love affair going - with his boat - and a dog named Shiner. Ladies, for a live showing, he can mostly be spotted on or around the marina - leave early though, there might be a queue.

where you put your feet, otherwise you could be standing on one. Coming off a board appears to be par for the course, but when it happens on your bow it's no joke. Had we not taken action during the North Island championships I shudder to think of the results. These sailboards are here to stay, but I wonder, in light of the traffic by all manner of craft on the harbour of a more stable type, whether these boards should be designated an area, as in some cases are water skiers. I would be the last person to knock this sport; in fact I support them, but logic should prevail. Keel boats are not as manoeuvrable as the small centreboarder, but should the number of sailboards increase in Evans Bay, or out on the harbour as we witnessed during their championships, then the situation will be dangerous.

The Autohelm series (General handicap) after four of the six races is turning into a four horse-race with OTNIP, HIGH SPIRITS, KAMA and WESTWIND II all in with a chance.

Results of the INSHORE series after three races:

IOR NIZAM, BOBBY SHAF-TO, AZTEC  
PHRF NIZAM, CINJAN, AZTEC

### OFFSHORE series

IOR NIZAM, BOBBY SHAF-TO, MARINE RULE  
PHRF PUGWASH, RESOLUTION TRADER, NIZAM.

Ron Legge

## Calendar

Prizegiving  
Annual General Meeting  
Annual Dinner

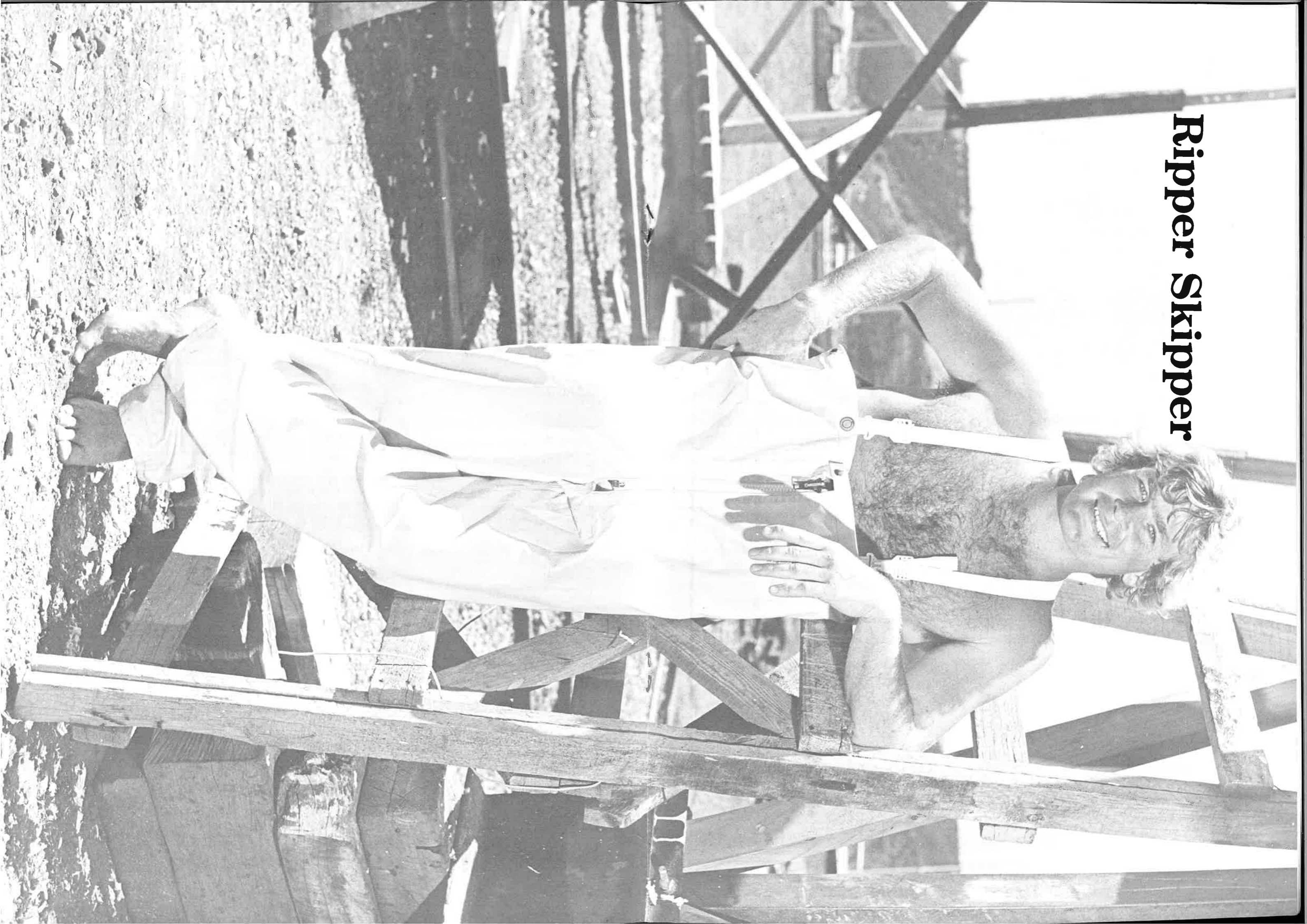
Saturday May 29  
Wednesday June 30  
Saturday July 10

## Mana Club's Winter Series

Races will be held every second Sunday from May 9 to July 25.

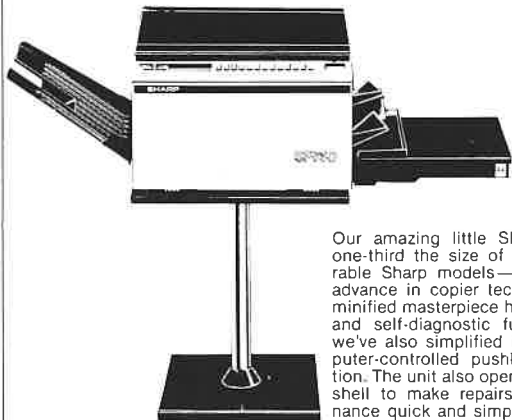
Entries close April 20. Fee \$15.00 for the series.

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- Do you know why cheap sails usually cost much more?
- Will your sailmaker give you 12 months' credit on new sails?

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# SPONTANEOUS

## — and time on their side

LATEST of the yachting converts to sell-up and make the world their back-yard are Bob Spearman and his wife.

The vehicle of their liberation is an Alan Warwick 47 footer. Built in Auckland by Dennis Field, this steel-hulled fast cruising cutter is a tribute to all concerned.

Features are simplicity of deck layout, roomy sheltered cockpit, and a poop-deck that fits a sun umbrella and table while cruising under a 1700 sq.ft spinnaker that can be gybed with the minimum of effort. Using an external track on the mast, the pole is slid down the track in an extension of the dip-pole system.

### No crew needed

"Our main prerequisite," says Bob, "was that the two of us could handle the boat without having to depend on crew."

After a three-month shakedown cruise around the Bay of Islands, Bob and his wife sailed back to Auckland, then on to Wellington. Encountering a 45 knot southerly they found that the boat effortlessly fitted the bill.

Below decks, the last words in creature comforts are incorporated. A remote control for the Wagner Mk 4 Auto Pilot means that one can change tacks without getting out of the shower. Two ensuite private



The Spearmans' Alan Wright 47 footer SPONTANEOUS lies off the end of the Evans Bay marina during their brief visit to Wellington recently.

cabins are a feature of the accommodation, which, by incorporating the main saloon, can sleep nine.

The master cabin, situated aft and known fondly as "the gymnasium". is wall to wall bed, and would sleep a rugby team in comfort.

Padded burgundy velvet cabin sides contrast with kauri finish and formica "leather look" headlining. This decor carries throughout the interior. All joinery is kauri, including the saloon table and the fridge door.

"We wanted down below to be light and bright," said Bob, "After

all, the boat is home."

And home was never like this. Fridge, freezer, wastemaster, hanging wardrobes, an enormous hot water cupboard under the cockpit doubling as a drying room. Built-in quadrophonic sound and a comprehensive liquid refreshment locker and specially designed glass cabinet cater for the entertaining.

A cruise of Fiordland was to be followed by the Whangarei-Noumea race in May, then an extended cruise of the Pacific.

"We have no definite plan," says Bob, "time means nothing to us".

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

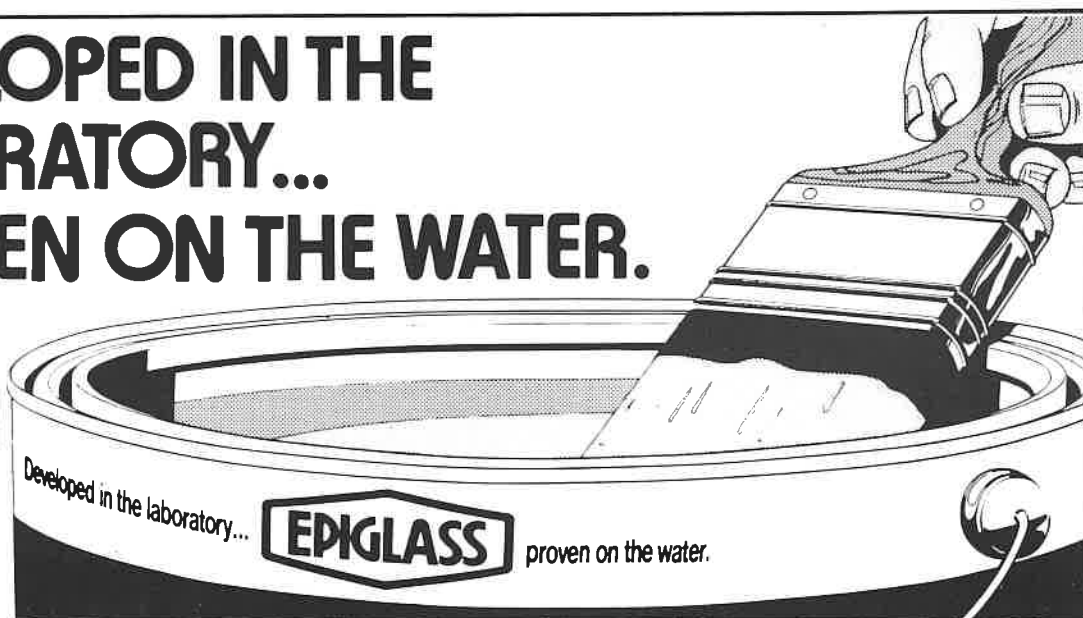
Developed in  
the laboratory



proven on the water



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# In the Spirit of

IT is more than 30 years since I was a Boy Scout. More correctly, it is more than 30 years since I could have been a Boy Scout. In fact I was never a Boy Scout because I didn't like doing the things that Boy Scouts were expected to do - burning potatoes in open fires, rubbing Girl Guides together, covering their clothes with badges for wire-basket making, tying their socks with ribbons, saluting with insufficient fingers...

What strange compulsion, then, urged me to sign on for a mixed "adult weekend cruise" on the SPIRIT OF ADVENTURE?

With the arrival of the first batch of literature following my payment of \$106 came the confirmation of my suspicions that an "adult cruise" was not going to be anything like an "adult movie".

We were requested to arrive at the ship "not before 5.45 pm and not later than 6.00 pm" on the evening of Friday, February 12, equipped with full kit, sleeping bag, wet gear etc.

## Dry ship

No alcohol was to be brought aboard - although a faint ray of hope shone around the small print advising that beer and wine would be provided with the evening meal on Saturday.

No meal was to be provided on the Friday evening, so that meant hastily munched toasted sandwiches at 5.00 pm en route to the wharf.

The first really encouraging sign was the number of familiar Club faces converging with assorted baggage. At least there would be some one to talk to in the bleaker hours to come - and looking to the deepening blackness in the south, the bleaker hours were not far away.

The motley lot, 25 in all, was herded on to the after deck, individuality was replaced with numbers, and we were divided into three watches - not, alas, named "zing, zoom and zest", "snap, crackle and pop", or "purity, body and flavour", but more predictably "red, white and blue".

Officers and ship's crew were introduced: Jim Varney, an Auckland

Harbour Pilot, replacing the usual Master, Nick Hilton, for this weekend; First Officer Chris; Second Officer Jenny - a strikingly attractive blonde at least 10 feet tall (or so it seemed); Rita the cook, who throughout the weekend was to produce enormous quantities of hot food from a galley the size of an average shower box; and several others who had signed on for the weekend to assist in guiding the eager mariners.

Then it was below to stow gear and sort out bunks. Bunks? We



**Laurel Tangye gets the feel of the wheel under the watchful eye of master Jim Varney.**

strange, stainless steel frames with laced-in liners like midgets' trampolines, and about long enough to accommodate your average garden gnome.

"Steady," I thought. "It would be worse on a Japanese squid boat".

Fortified with similar rationalisations I did a quick turn of the heads. Three in a row, and each tailor-made for the very same kneeless gnomes. No sitting and relaxing down here while the yards are being braced up above! It later transpired that one worked, one didn't, and the third squirted you in the eye when you pumped. Ah, well!

Up to the saloon for the promised soup and rolls before putting to sea, only to be confronted by a large and creditable meal. Definitely many



**Time for a little relaxation on the foredeck in light airs.**

marks on the plus side here.

Then, at 8.00 pm, as the sky grew blacker, it was cast off, up sails, and the adventure truly began. Suddenly the ship was alive, the land was behind, and any doubts were receding rapidly.

Around Moaning Minnie and into the Strait, with southerly and sea building up fast, reefed main and a couple of headsails, and doing about 14 knots, it was obvious that this was not going to be your average Sunday social sail to Ward Island.

## Sail handling

Quickly the older hands sorted themselves out and set about the sail handling under the helpful and understanding guidance of the officers. A lot more strings to sort out on this lot, even for those who had been around a while and "done a bit of sailing". One familiar face, passing purposefully in the night, covered with spray and with a grin from ear to ear, remarked, "I've had my hundred dollars' worth already. Anything else'll be a bonus!"

The cold southerly and very lumpy seas took their toll of the less seaworthy, who fled frequently to the lee rail, and inert groaning figures were wedged in every sheltered corner.

# Adventure

The speed of a 105-foot vessel in a good blow made the crossing short, however, and by 1.00 am we had entered Tory and dropped anchor in Oyster Bay. No complaints now about bunks! Any bunk anywhere looked just fine.

Saturday morning was sunny, with the southerly dying - a perfect



**Beth Thorn-George, Gina Hall, and Laurel Tangye (back to camera) combine forces to haul in the main-sheet.**

morning. A quick reccy before everyone started moving about disclosed, bliss, hot showers! Smells of porridge, weetbix, bacon and eggs and toast set the spirits high, and soon after breakfast we set off up Tory Channel and out towards the northern entrance. It was an ideal day to learn about the ship. Every sail was crammed on in the light air - three headsails, three top-sails, main, main staysail, upper and lower fisherman - every gap was filled with strangely named and shaped sailcloth. Taking a lead from the more venturesome who had gone out on the yards to unfurl the top-sail, some of the less hasty climbed the rigging at their own pace. It was heady stuff up there, the stuff children's dreams and storybooks are made of.

As many as possible had a turn at the helm, and many a useful lesson was learned that day.

Irvines' Pie shares must have firmed on the stock market about

lunch time, as Rita produced her welcome fare.

Late in the afternoon SPIRIT sailed into Endeavour Inlet, to anchor for the night off Furneaux Lodge. There was still time for swimming and relaxing in the sun before dinner - a grand roast chicken banquet, followed by apple pie and real lumpy custard - yes, and even a modest wine, as promised.

Surprisingly few elected to go ashore to Furneaux Lodge, and for those remaining there were two well chosen films - one on the old PASSAT and the other on the America's Cup. But for most, bunks were best.

prepared everyone for the sail back to Wellington. The wind was building gently from the north, promising a superb crossing. By 9.00 we were away, cramming on all sail, past Koamaru, around the Brothers, with the wind about 20 knots on our quarter.

That must surely have been the finest crossing of Cook Strait in my experience. The weather remained perfect, the wind remained steady, and we could have sailed on around the world. Cameras went wild, there was a traffic jam in the crosstrees, and confidence was restored in those who had fared less than well on the first night.

All too soon we were back in



**Pat Lynch and Tony Ray chat in the sun between tacks.**



**Bob Mulligan observes from below as Maurice Crisp climbs down from the top of the mast.**

Wellington Harbour, to find Oriental Bay alive with boats and people and a music festival in progress. SPIRIT anchored in the bay, a fitting addition to the summer scene, while we scrubbed the boat inside and out, leaving everything ship-shape for the girls' crew that was to come aboard the following day for a voyage to Lyttelton.

Once ashore again, it was all a memory - but a memory I shall retain for the rest of my life.

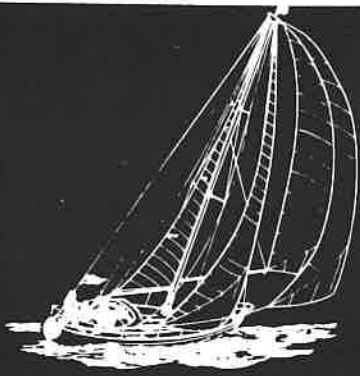
## Drake did it. Why not you?

**COME on all you guys and gals who don't know what to do on winter evenings - indoor bowls is the name of the game.**

**One night a week, and sometimes more, all Club members are entitled to participate in this popular sport, held in your own club hall, all equipment provided.**

**No sex discrimination, and age is no barrier - young and old are welcome. If you don't know how to play, we'll teach you. So, come on, give it a go.**

**Watch the notice board for opening night of the 1982 season, or contact Val Skinner, tel. 843-091.**



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# Whitcoulls

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# Cruising Captain

THE Cruising Division is now turning out well, though not in the strength seen last year. There are still a few boats conspicuous by their absence, but we also have a few newcomers whom we welcome to the division - GISELLE, KAHURANAKI, and FALCON. MARORO is also back in the fleet after a refit period last year. She sailed in the last Island Bay race, single handed we believe. We salute you, Frank.

Richard Hamblett has changed the colour of his red boat to yellow and the name to WINSOME. However, soon after this spruce up he had an argument with the log boom in Evans Bay and damaged his hull, then spent the best part of the Christmas period on the slip at Shelly Bay. As they say, you Winsome and you lose some!

John Boyce has GOOD HOPE in Havelock and is not expected back until Easter, and it appears that we will lose RAUKAWA. She is to be sold and Les has bought RHYTHM. She may enter the Cruising Division if she goes twice round the course!

Colin Baylis.  
CRUISING CAPTAIN.

# The backstays

AS we look back over the two years since the Backstays were formed, we know we have achieved some of the aims we set out with.

However, there are many things we would still like to see, and one of these is more ladies out there sailing. It has been suggested that we enlist the services of a professional sailing instructor in the near future. Anyone interested please contact the Backstays committee.

Our annual meeting will be held in June, and if any lady is interested in serving a term on the committee, please put your nomination in the RIP box at the Club.

We are planning a mulled wine evening in July. Watch the notice-board for further developments and ticket sales.

The toasted sandwich business is booming and is a well patronised amenity. Help is always welcome. It is a grand opportunity to get to know people in the Club, so give it a go some Saturday or Sunday soon. Phone 722908 now and book a slot.

Remember, your support helps to make the Club a fun place for everyone.

Doreen Ower,  
THE BACKSTAYS

# Rear Commodore resigns

THE Executive announces that our Rear Commodore, Peter Cozens, has been transferred to sea aboard New Zealand's new frigate, and as a result has resigned from office in the Club.

The position will be left vacant until the Annual Meeting on June 30.

# Great glowing gear

OVER the past two years Line 7 Ltd and their fabric manufacturers have been busy developing a luminous PVC fabric in an effort to make night sailing safer.

One of the biggest risks in sailing at night is the possibility of falling over the side and not being able to be found.

There are danbuoys and life rings with lights and whistles attached, but these rely on someone getting them into the water quickly. (You would be surprised at how far your boat will sail in one minute.

Now we have the Line 7 "Luminous Jacket".

If the jacket is exposed to daylight it will "glow" for up to six hours without further light, or, if the jacket has been in the dark for long periods, one flash of a torch will make it glow brightly for 15 minutes.

The jacket is visible, when glowing at night, for approximately 500 metres.

You can see how beneficial this could be when searching for someone in the water at night.

This new "Luminous Fabric" is exclusive to Line 7 Ltd.

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The "Luminous Jacket" is lined for additional comfort, and has been tested with excellent results on RED HERRING II during the Club's offshore races.

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## New Members

### Senior:

Jim Holdaway, James Slater, Philip Cox, Gordon Forrester, Mark Hargreaves, M. Hartley, Edward Good, Richard Craig, Bruce Buckton, John Sands, John Russell, Mark Lambert, Martin Legge, John Hosegood, P. McMillan, C. Maddock, M. Borland, P. Hanns, B. Clark, H. Rainey, Brendan Gardiner, J. Kerswill, Dario Matson, Charles Cook, Chris Thomas, Ewen Ross, Mark Harrison, John Crabtree, W. Flinn.

### Lady:

Kathryn Burns, Phillipa Slater, Heather Rankine, Cirrina Zeitler, M. Gilby, F. Gilkison, P. Phillips.

### Intermediate:

D. Skinner.

### Senior to Country:

G. W. Giblett, A. Osborne, S. Manthel, D. Huggins, Jack and Janine Davie.

### Absentee

R. Van Borrsom, A. J. G. Scott, A. Wylde.

### Absentee to Country:

M. A. Hayton.

### Absentee to Senior:

P. Whitford.

# Random notes

By  
Fleet Scribbler

A LARGE contingent of Wellington's fleet took advantage of the favourable mooring rates of Torrent Bay during the Christmas season. Presided over by Torrent's unofficial Port Captain, Chris Harris, aboard the "mother-ship" CHINCHILLA, cruising skippers, families and crews enjoyed an excellent social life and fun in the sun. We believe Chris's administration was such a success he may be contemplating coming out of retirement and taking up the position full-time.

GAVIN Wright was the winner of CERAMCO's Map competition, hitting the final co-ordinate for the 1st leg (Portsmouth-Cape Town) right on the button. Well done, Gavin - especially as the other prizewinners seemed to be mainly pretty canny schoolchildren.

SOME may think too much has been said about the 1981 Southern Cross team - others may think not enough . . . but the little story about the pram being loaded aboard Brian Millar and Mike Muir's NGARURU during last-minute pre-Tasman crossing preparations has provided volatile fuel for many wit-orientated conversations.

What a crew of publicly-acclaimed "seasoned blue-water men" would do with a pram at such a prestigious international series is anybody's guess.

YET another crew member of NIRVANA is carving paths of glory

across the oceans. Guy Beaumont, following in the steps of crewmate Rick Macalister (aboard CERAMCO NZ), raced in the Sydney-Hobart aboard the newly-refurbished CONDOR OF BURMUDA. Last we heard he was considering an offer to stay on for the Pan Am series scheduled for August in Hawaii.

AN unusually high proportion of yachts reported engine problems while cruising the Tasman region, and cruising on the end of a tow-line became quite a pastime aboard a certain green firsts division 45 footer not usually seen bringing up the rear. However, Nelson marine engineers enjoyed unprecedented if not profitable popularity.

SYMPATHY will be felt for the owners of REIMERS, which was holed and sank on the reef at the entrance to Torrent Bay in February. Brett Avery and Graeme Crawley had spent two and a half years restoring the old ex-Bouzaid 30-square, brought to Wellington by Alan Martin and raced for some years under the name SHIRLEEN. With a complete new deck and dodger, REIMERS was looking magnificent. She was raised soon after the mishap by Dick Stringer - who is fast earning a reputation as the Saviour of the Bay - and is now being repaired in Nelson.

GRAHAM Moore's 53ft Spencer, THE BIG DEAD TREE, (Production title only, we are told), is well



"Chalky Coleman" gives instructions to two of the group of Sea Scouts and Sea Cadets who were guests of the Club in this year's "Hand on the Helm" race.

on the way to completion in an eastern suburbs hanger.

A further milestone was reached with the recent delivery of the mast from Auckland. By utility truck and trailer, the 65ft mast was driven down fully assembled by a partner of the makers, Metal Fabrications. Exuding confidence from an uneventful trip, the deliverers decided not to ring Graham from Porirua, where an arrangement to liaise had been part of the plan to guide the extrusion to its destination.

Following the airport signs seemed such a simple exercise until the Aucklanders found themselves driving their 65ft cargo, with 15ft sticking out in front, through the Mt Victoria tunnel in 5.30 pm peak-hour traffic. Further surprising the locals, they stopped all traffic rounding the intersection of Wellington Road and Ruahine Street.

"Thank God that tunnel was straight" was their only comment.

THE long-standing love affair between Les Evans and his ex 50 footer VULCAN has finally ended. The big steel Wagstaff design has been sold by its most recent owner Kester MacFarlane to an American diver, and VULCAN will be leaving the country bound for Australia and a life around the oil rigs. Meanwhile Les is to sell RAUKAWA and has purchased Gavin Hoare's S&S RHYTHM.

Rumour has it that Les's 2IC Frank Thompson has subscribed to a Charles Atlas course, and when the muscles arrive will be standing by on the genoa winches.



Seen at . . . the clearing near the Patent Slip not long ago were certain ROBB ROY crew members, suitably attired for their charter helicopter journey to a party in the Wairarapa. Capital Helicopters' Peter Button sees it as being all in a day's work.

# Round New Zealand Race

DETAILS have been finalised for the inaugural Round New Zealand Race.

December 26 Auckland to Gisborne. Approx 310 miles

January 1 Gisborne to Wellington. Approx 275 miles

January 6 Wellington to Akaroa. Approx 275 miles

January 10 Akaroa to Stewart Island. Approx 300 miles

January 17 Stewart Island to Nelson. Approx 560 miles

January 25 Nelson to Auckland  
Approx 640 miles

Entries are open to approved yachts rating over 26 ft. Yachts may enter for individual legs but must complete all legs to qualify for the major trophy. Crews may change at stopovers. The race is Category I and experienced crews will be essential.

Handicap systems will apply and prizes will be awarded for IOR and PHRF for each leg and overall.

Further details can be obtained by contacting: The Sailing Secretary, Royal Akarana Yacht Club, PO Box 42-004, Orakei, Auckland 5.

# Piped in!

THE Moodys, John and Liz, have sold the family pet, their Lidgard half tonner KIDNAPPER. Its replacement is a Whiting 3/4 tonner they have renamed KINETIC. Hardly used, the former MIKUMA, a sister to VINTAGE, was owned and built by a plumber, Laurie Smith, four years ago.

Evidence of his trade is apparent both inside and out, with pipes for every occasion.

Amidst a highly-sophisticated exhaust system, now modified, is a roomy comfortable interior that sleeps six. The for'ard end can be closed off to form an ensuite private cabin.

A feature of the well-appointed galley is a central console that supports an exceptionally deep sink basin. So deep in fact is this sink basin that a week's culinary revelry would barely reach the top.

John and Liz are racing KINETIC in the second division in-shore championship series and awaiting a category two rating before joining the IOR offshore adventures.



**John Moody emerges triumphantly with part of KINETIC's exhaust system as he sets about removing some of the remarkable exposed interior plumbing inherited from the previous owner.**

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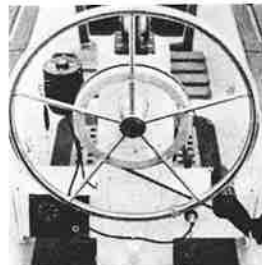
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*Team Manager Ross Telford looks at the NZ Team's performance in . . .*

# The Southern Cross Cup 1982

THE New Zealand team comprised ROPE RUNNER (Farr), Geoff Thorpe, Auckland, SOUTHERN RAIDER (Davidson), Frank Dickson, Canterbury, NOARURU (S & S), Brian Millar, Wellington.

The three boats arrived in Sydney after a trip across the Tasman in what has been described as a "fair old hammering". A week before the first race, most of the team crew members were still arriving after delivery crews had sailed the boats across from Wellington. All of the team were lodged in the Travel Lodge at Rushcutters Bay, only a short distance from the CYC and the yachts' moorings. The SOUTHERN RAIDER team showed great spirit by carrying out exhaustive activities early every morning running around the park adjacent to the hotel, while NGARURU and ROPE RUNNER crews relied more on meditation and relaxation in their early morning activities.

## Well prepared

The boats appeared well prepared, and NGARURU and ROPE RUNNER did quite well in some of the night races leading up to the series. The first race, a 30 miler, was sailed just outside Sydney Heads in what can only be described as perfect conditions - 10 to 15 knots north east with none of the notorious Sydney "slop". NGARURU did not get a good start, being forced out of the perfect start position by SMUGGLER, the eventual winner, who sailed down the line and barged in. A protest lodged by NGARURU against SMUGGLER was dismissed by the Protest Committee because it was alleged that NGARURU had not advised the crew of SMUGGLER of their intention to protest at the completion of the race, in spite of the fact that NGARURU had flown a protest flag at the time of the incident. Some of the comments of SMUGGLER'S crew to NGARURU'S crew after the protest were typical of their attitude, so remember, if you want to succeed in Aussie Protest Land do not forget to hammer home the news to them once they are ashore!

The final placings in the first race put the New Zealand team ROPE RUNNER 12th, SOUTHERN RAIDER 15th, and NGARURU 19th. Still, all was not lost.

The second race was sailed in winds varying from almost flat calm to squalls of up to 30 knots. This was to be New Zealand's best effort, with SOUTHERN RAIDER 5th, ROPE RUNNER 7th, but NGARURU, even keeping ahead of YEOMAN 23, of Great Britain, and close to CHALLENGE and RAGAMUFFIN, could only finish 21st. We could only hope to improve in the third and final race before the start of the Sydney Hobart.

## Slipped

The third race, a 160 mile off-shore event, took the fleet up to Bird Island in the north and down to Flinders Island in the south. After doing well in the light airs on the trip up to the top mark, NGARURU and ROPE RUNNER slipped badly and were never able to regain momentum and allowed the leading yachts to make a break. Even though there was a fresh 15 to 20 knot beat back up to Sydney Heads, SOUTHERN RAIDER finished 13th, NGARURU 18th, and ROPE RUNNER 19th. HITCH HIKER (Australia) and YEOMAN 23 (Great Britain) were first and second and proved to be, in my opinion, the best sailed boats in the fleet. Robin Asher, skipper of YEOMAN 23, was reputed to have stayed at the helm for 20 hours and kept the boat moving in the light airs.

## Sydney - Hobart

New Zealand's hopes of regaining some of its lost prestige led us to look forward to the start of the Sydney Hobart classic. This year the start was delayed until 1300 hours to wait for a hoped-for breeze. 158 yachts started on a line which appeared to allow only half of them to get through at any one time, with a spinnaker start and a reach down Sydney Harbour. The spectacle ranked as fantastic, colourful, in-

spiring and frightening to those of us on the official Press boat, jammed between half the fleet, and an almost endless number of spectator craft behind us. Even the Whitbread Around the World Race start at Auckland, two hours before, which I am told kept the New Zealand TV audiences on the edges of their seats and brought thousands of Aucklanders flocking to the waterfront pales a little in comparison. Why the two most important yacht races in the world were started at almost the same time and on the same day amazes me, putting the world's yachting press into a position of deciding which was the most important to cover. Let us hope that next time common sense will prevail and they start at least two days apart so that we may all enjoy both spectacles.

## RAIDER retires

The fleet passed out through Sydney Heads, popping out like champagne corks from the mass of spectator craft. A stiff sou'wester of 20 knots increased overnight and forced the withdrawal of the New Zealand team's best-placed yacht, SOUTHERN RAIDER, early in the morning of the second day with structural damage to the forward section. Without doubt this was the greatest disappointment for the team. For a modern boat designed by one of the country's foremost designers and built by a recognised builder to fail in the manner that she did leaves many questions unanswered. Sure, the seas were steep, but I know that these conditions can be found in many of the Cook Strait races that are sailed out of Wellington.

The dismal performance of ROPE RUNNER and NGARURU in the light airs that were to be a part of the Sydney-Hobart for the next four days did nothing to help the teams' morale and their final placings of ROPE RUNNER 44th and NGARURU 103rd put paid to any chance of better than 6th in the final Southern Cross series.

Apart from the start and the

Continued on next page



## Southern Cross Cup (continued)

strong winds on the first night the 1982 Sydney/Hobart could be described as a non-event, and in fact the first yacht VENGEANCE did not arrive until 3 days, 22 hours and 30 minutes after the start on Boxing Day. Only six yachts were tied up on New Year's Eve in Constitution Dock, and the constant rain drove even the band away about 10.30 pm. The bulk of the fleet were not to arrive until late on New Year's morning and continued to arrive throughout New Year's Day.

Perhaps, in hind sight, we expected too much of this year's team. What was a mediocre performance could have been improved - I think we had the boats but lacked the direction. If we are to mount a challenge originating from Wellington in the future let us do so with awareness that to win we must also have the crews and skippers dedicated to the sole purpose of winning at all costs, otherwise let's just go and enjoy it, which I'm sure most of us did.

## New faces at Shelly Bay slip

PATRONS of Shelly Bay Slipways may be interested to note that there are now two good keen men at the helm of the establishment.

Grant Aikman and Phil Cox have purchased the business from Bill Brambleby and are bristling with great ideas. Plans for this year include upgrading the slipway and installing a new carriageway to cope with vessels up to 100 tonnes.

For yachtsmen and launchies there will be quick-slip facilities and a wide selection of paints for sale with special discounts for customers on the slip. Special rates will be introduced for winter. A second-hand chandlery is growing fast.

Grant has the Wellington Laser agency and a comprehensive showroom is to be built to display both the mono and the double-handed models.



Grant Aikman (right) watches co-proprietor Phil Cox wield a spanner on a stern tube at the Shelly Bay Slipway.

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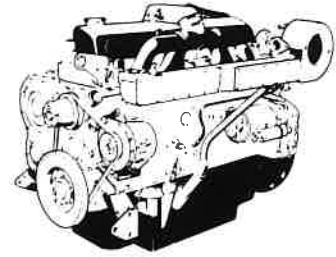
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