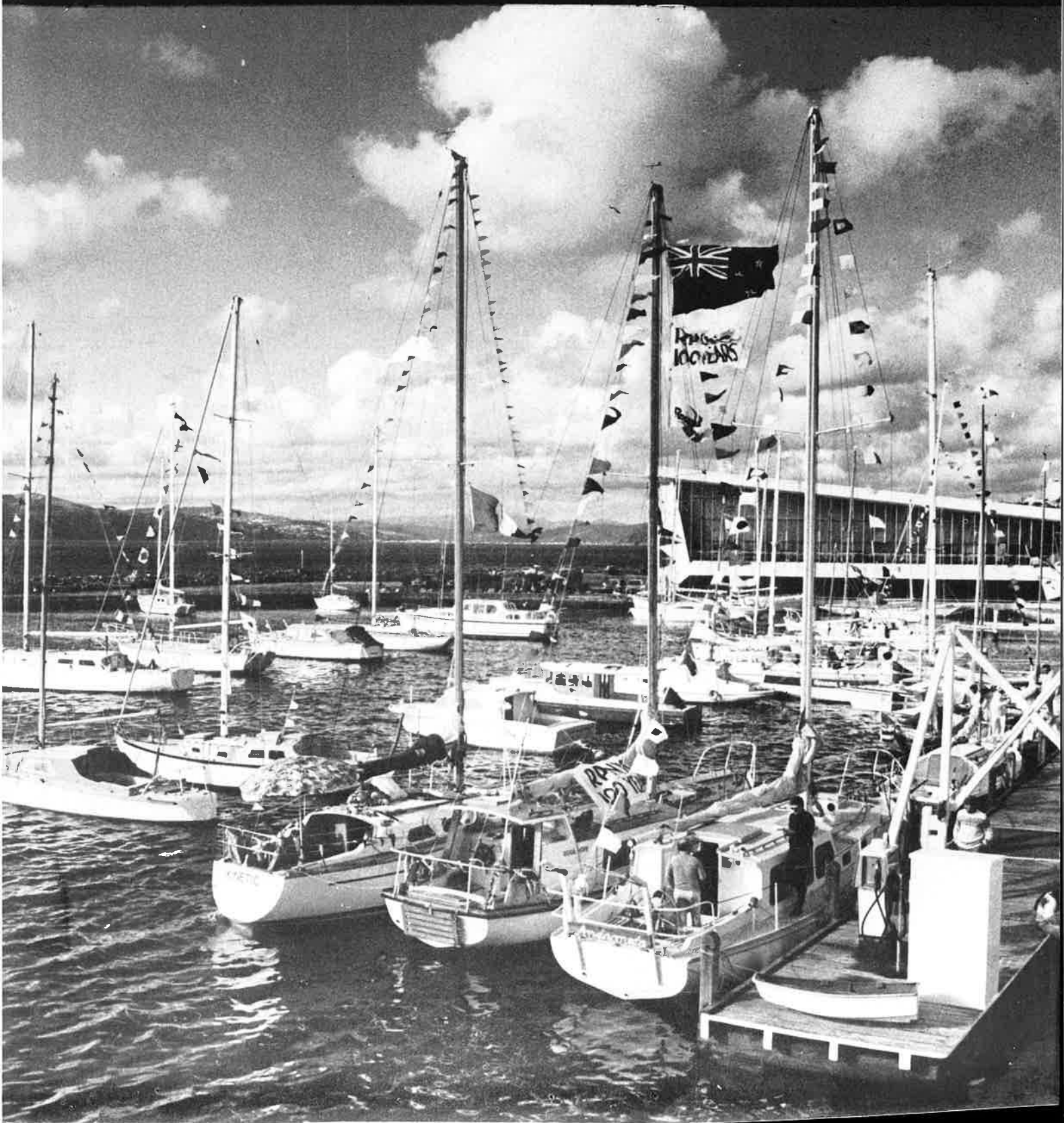


The Rip

November 1982

The Royal Port Nicholson Yacht Club Magazine



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The Rip

**Vol. 3, No 1
November 1982**

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

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COVER

Festooned with flags and bunting, yachts make a spectacle in the Boat Harbour on the Opening Day of the Centennial Season.

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Correspondence, love letters and advice

Deep Bay barbecue

G. Hargreaves,
Commodore,
Royal Port Nicholson Yacht Club.

Dear Graeme,
I WISH to extend to you and your members an invitation to a barbecue at my home in Deep Bay, Tory Channel, upon completion of the pre-Christmas Cook Strait race.

Buoyage and anchorage will be as on previous years as long as these moorings can be serviced prior to the race, as unfortunately I have been unable to do this.

Labour weekend seems a logical time, but I will be away at a family wedding then but have no doubt something can be worked out.

Yours sincerely,
MARY KIRK

We have been asked to request that the first boats to arrive arrange to carry firewood up to the barbecue area. Ed.

Sentiments and centreboards

I AM writing at last to congratulate you and the staff of the RIP on the excellent magazine you are producing for the RPNYC, and to thank you for having kept me posted with all issues to date. I can assure you that they are a great boon to all the old members like myself who live out of town and are unable to get in to Wellington, especially for night functions. As I am now over 80 years old and with failing eyesight, night driving is out.

In your last issue, No. 4 July, I was very pleased to read the fine tributes paid to Jack Maddever by John Carrad. Jack was a very good friend of mine when we served together on various Club committees, etc, and I would like to endorse all the compliments that John has paid to him. I am glad too that mention has also been made of Ian Kirk, and his loss too will be felt by many of the old members of the 1920-40 period, who were rivals of his in "X" Class 14-footers.

The fact that the Club had its two representatives, Geoff Stagg and Richard Macalister, in the crew of

CERAMCO, and has had its yachts competing in the Admiral's Cup and other ocean races, has brought it world wide acclaim. Since World War II it has certainly built up a wonderful fleet of high-class keelers of the latest design and equipped with most modern equipment, and is providing excellent harbour and ocean racing for them, as well as first class Clubhouse facilities and social activities.

However, I think it is sad that the Club no longer caters for the smaller centreboard class racing for the younger up-and-coming yachtsmen, most of whom have the ambition of owning and sailing, and in many cases building, their own boats. I entirely agree with the sentiments expressed by David Lackey in his Editorial in this last issue of yours, and wonder if the Sailing Committee would consider adding to its next year's programme one race each Saturday during the Racing Season for one of the popular class centreboarders, preferably one of those for which the NZYF holds annual NZ championship competitions. This would enable our Club to have boats and crews to represent it in some of these contests, as well as in the numerous regattas such as the Paremata Easter Regatta. This cannot at present be done.

After Lord Jellicoe came to NZ as Governor General in 1921 he immediately expressed his interest in class racing for small boats and started the Jellicoe Class [later "X"

Class] by having his boat IRON DUKE built to promote it; and the Sanders Cup was presented by Walker and Hall for annual inter-provincial contests for the class. Great interest was immediately created throughout the country, and the RPNYC started the ball rolling by having several boats built. From 1922 right through until 1940 the Club built up an excellent fleet of "X" Class boats which competed regularly, with other 14-footers, in the 18ft and under class races.

During this period, in rivalry with the other Wellington clubs, the RPNYC built up an excellent reputation by providing boats and crews in every series of trials, and provided the actual Wellington representative boat and crew in 16 of the 19 Sanders Cup Contests held, but unfortunately only succeeded on winning the Cup on two occasions, in 1937 and again in 1938.

Here's hoping you may be able to prevail on the powers that be in the Club to test the feelings of Club members on this suggestion and that we might again see a fleet of centreboarders racing on the old Clyde Quay/Jerningham/Kaiwarr a course. This always used to create great spectator appeal [especially when all the keelers were away on longer harbour courses or on their many ocean races]; and surely would do so again.

With regard to the mention made in your last issue of the RIP about

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historical material for the Centennial, I am glad reference has been made to Marguerite Parson's efforts. She has been to see me on several occasions during the past two years and I know she has gone to a great deal of time and expense in collating all the old photos, newspaper cuttings, etc. that I have given her.

Again thanking you and with best wishes for continued success in the publishing of the RIP.

NIGEL BLAIR

Centennial activator

MY congratulations to the Centennial Committee for a very informative newsletter. The events planned for early next year sound very exciting and all the organisation done to date is, I'm sure, the result of a lot of very hard work by a few people. My thanks to them.

Now isn't it time we ALL gave them 100 per cent support? I seem to remember the RIP publishing a poem in its first issue ["Are you a member or do you just belong?"] . . . now might be very timely to reprint it and for us all to take the message it contains to heart.

Unfair

The Autohelm series is a series for classes.

The decision to hold or postpone a race in this series should be made having regard to the ability of all classes to race. Allowing the first race to be held in gale conditions gave an unfair advantage to first division yachts.

The conditions were such that second, third, or cruising divisions could not compete in safety.

The criteria for a championship race in divisions and a combined race are different, and the Sailing Committee should recognise this.

HOT SCOTT

There is a season

YEAR after year after year the same few yacht-owners and crews work their guts out all winter to be on the start-line for the Opening Day race.

After sailing three races by yourself and demolishing your handicap, in come the skiers etc., and before you know it you are giving them time.

This season has been the worst

Editorial

THE Royal Port Nicholson Yacht Club can boast to be one of the oldest sporting bodies in New Zealand.

Two yacht clubs, ourselves and RNZYS, have existed for 100 years and each has a Royal Warrant. No other sport can claim this record, and I believe that it indicates the high place yachting has held in the sporting life of New Zealand over the last century.

Yachting in its widest sense encompassing all recreational boat activity is a true people's sport capable of being enjoyed at all levels from the young to the old, from the serious racer to the sedate cruiser, and from the do-it-yourselfer to the wealthy participant.

The final programme for our Centennial Celebrations to be held from February 26 to March 5 next year will be designed to recognise the wide role that the sport of yachting plays in the community. We wish to involve as many people as possible. We are not concerned to make this a Club-members-only occasion. We aim to allow anyone who has had the pleasure from sailing on the harbour the opportunity of meeting others with a common interest and the opportunity of coming to our Clubhouse to swap yarns, to reminisce, and hopefully to get once again the feel of the sea.

In preparing our Centennial publication it has been most interesting to note the large number of prominent public figures who have been involved with our Club. The first Commodore was the then Governor General, Sir William Jervois. Lord Jellicoe and Alexander Turnbull were active yachtsmen, and many of us will remember the interest and participation of another Governor General, Sir Bernard Fergusson (as he then was). It has also been interesting to read old Anniversary Day Regatta programmes around the turn of the century and to note the extent to which all sections of the community participated. It was a day for fun and enjoyment as well as serious racing, and I hope that our Centennial Week will recapture some of this spirit.

Our Centennial can serve a dual purpose. It can be an occasion to recognise and celebrate 100 years of existence, and perhaps more importantly it can publicise and promote our sport.

The success of our planned events lies in the hands of you, the members. By supporting your Centennial Committee in its efforts you can give something back to your sport you have enjoyed; you can enable others to re-ignite their fond memories, and you will strengthen yachting as a healthy sport and recreation for the benefit of the community.

ALISTER MACALISTER

turn-out yet. Could it be that they are minding their handicaps for the Centennial series trip to the UK?

If everybody thought this way, there wouldn't even be a race on Opening Day.

Maybe the sailing committee should consider putting up some incentives for the beginning of season starters.

YELLOW PERIL

Briefing beef

IN the whole history of the Club there has never previously been a pre-race briefing for the Island Bay race.

To impose this major change for a briefing by a small paragraph in the programme without any other promulgation is inadequate and unfair. This lack of promulgation

caused the briefing to be missed by certain skippers with the result that their boats were not eligible as starters for the calcutta. A major change in the programme should be adequately publicised.

I further question the need for a briefing for this race. We were only given a lecture in safety which could have been more widely given in a newsletter, and a weather forecast that was quite irrelevant.

Whilst on this race, I again plead for a handicap graduated according to weather conditions.

In a mark foy start the starting times must be adjusted according to the weather - in other words the time difference must extend for a slow race as opposed to a fast race.

We used to have handicaps for light, moderate, and heavy conditions disclosed on the day. Why can't we revert to the basic requirement?

MAD MAC

Archives

WHILE engaged in research on the Club's history for the Centennial book, I became increasingly aware of the vast amount of valuable historical material available in the Club's records, but alarmed that most was in a sadly neglected condition.

Discussions with various Club members also disclosed a huge resource of photographs and other items in private collections.

The suggestion has been made to the Executive, and I understand that it has been favourably received, that an effort be made to establish a proper archives section in the Club.

I believe that a room or other storage facility should be set up so that all this material can be kept safely, free of damage from water, sunlight, and mishandling. Eventually the records should be catalogued in a simple way.

If this is done properly, members might then be induced to donate or bequeath their personal collections to the Club.

The Centennial book is not intended to be a full history of the Club. However, I believe that in time thought should be given to producing such a history. Although this task would be colossal, a properly-organised archive section would make it very much easier.

J. B. CRONIN

The Waddilove Trophy



OPENING Day saw a flurry of pennants bedecking the yachts at their moorings. The first race of the season had been battled out on the harbour. To mark the occasion the racing committee produced from a stock of retired trophies something very special — the Waddilove Trophy.

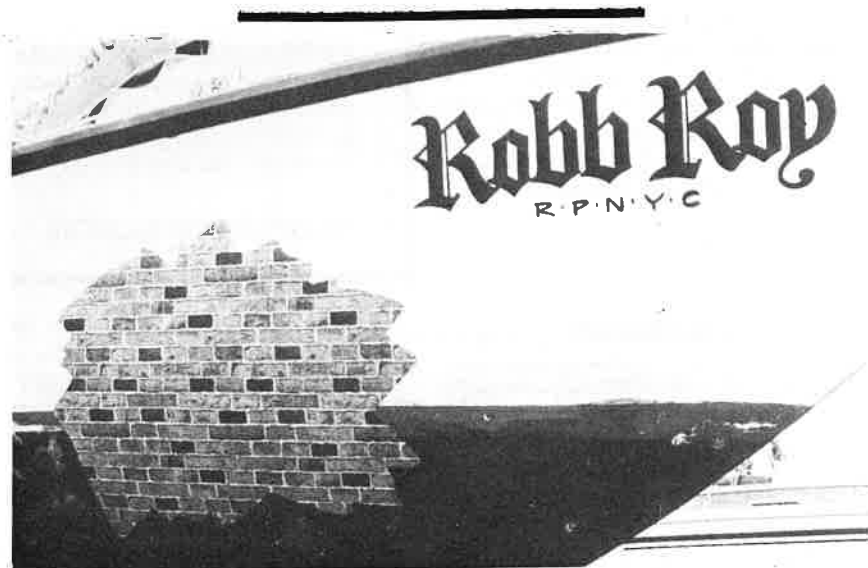
This trophy, a jug from a silver water set, was engraved in 1884, and had been presented to a Mr W. W. Waddilove — a master mariner who later went missing with the DUCCO, a harbour ferry tug, which was lost on its way to the Chathams early this century.

The jug was presented to the Royal Port Nicholson Yacht Club in 1953 by Mr Waddilove's widow,

The first winner of the re-instituted Waddilove Trophy, John Moody, together with his wife Liz, talk with Mr Jack Waddilove.

and was reserved for annual competition between centreboard yachts. One of the conditions relating to this trophy was that it be presented to a person, not a yacht. It served several years as a trophy for P-class yachts.

Its resurrection for competition at this year's opening ceremony was witnessed by Mr Jack Waddilove, the grandson of the donor, who was able to produce a scrap book of historic and fascinating cuttings of events of bygone years — not only from around the Wellington harbour, but from a world-wide field.



ROBB ROY'S secret is out. Its success in the Cruising Division is very solidly based, as this revealing view of its hull construction shows.

The 100th Opening Day



ABOVE: Club President, Rear Admiral John O'Connor Ross, opens the Centennial Season.

LEFT: Sea Cadets from HMNZS AMOKURA pipe in the official party.
BELOW LEFT: The President's wife, Mrs Ross, receives a bouquet of flowers.



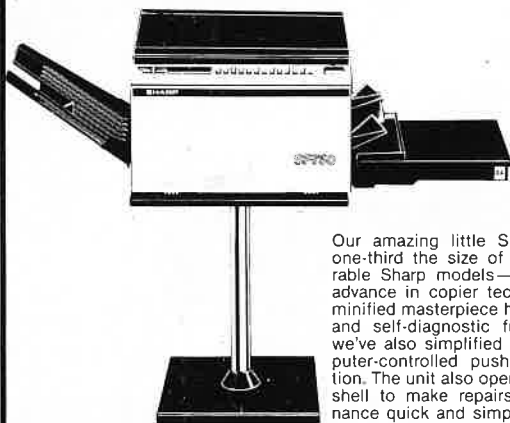
Old Clubhouse ceremony



Keeping tradition alive, Les Evans hosts the "other opening ceremony" at his shed in the Old Clubhouse. Left to right: Barry Cooze, Peter Thorne-George, Gary Nimmo, Matt Grinlington, Jack Emmens, Jeanette O'Shea, Frank Thompson, and Les Evans.

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“Bill Ed” — One of the best

IN September the Club lost one of its most liked and respected members when Edmund Dolbel Edmondson — known affectionately as “Bill Ed” or “Captain Ed” — died after a long illness.

Bill was one of the world’s gentlemen, in the true sense. With his lean figure, neat moustache, ready smile, and witty comment, Bill managed to make the day brighter for everyone he spoke to.

Although born and raised in Napier, Bill spent most of his life in Wellington, becoming managing director of New Zealand Industrial Gases Ltd.

During the war years he served in the engineering section of the RNZAF. He joined the Club in 1953, and held various offices, including that of Commodore from 1959 to 1962.

For a long time Bill had dreamed of building his own boat, and soon after the War, in 1946, he and several friends laid the keel of a 55ft steel motor launch. The finished boat, named MIRANDA, was launched seven years later, in June 1953.

Displacing 30 tons, and with twin

Thornycroft diesel engines, MIRANDA was the largest vessel in the Boat Harbour, and soon became the unofficial flagship of the Club. She was always available to act as “mother ship” to offshore races, and with Herb Dixon on radio watch provided radio links with home base, often remaining at sea in atrocious conditions for long periods. She accompanied the fleet at various times to Nelson, Akaroa, and Gisborne, and did many a Cook Strait crossing — often carrying unwieldy cargoes for those with homes in the Sounds.

We have no record of the number of miles covered by MIRANDA, but newspaper clippings show that she turned up at many ports around New Zealand.

Perhaps her most notable voyage, however, was a return trip to Sydney in 1960-61. Such a trip was another of Bill’s dreams, and in his typical, thorough fashion he

“Captain Ed” and his crew on MIRANDA after their epic crossing of the Tasman.



Bill Ed as we will remember him.

transformed his dream into reality.

The crossing was reported to be the first by a pleasure craft of this size, without sail.

Captain Ed, who was then Club Commodore, and six companions — Lt. Les Tattersfield, Bill MacQueen, Alister Campbell, Alan Granger, Len Morgan and Roger Kyle — left Wellington on December 2, 1960, and just seven days and 11 hours later arrived in Sydney, in Bill’s words “without major incident”. The feat surprised many people, and the ship and crew were televised by the ABC and filmed by Fox Movietone news.

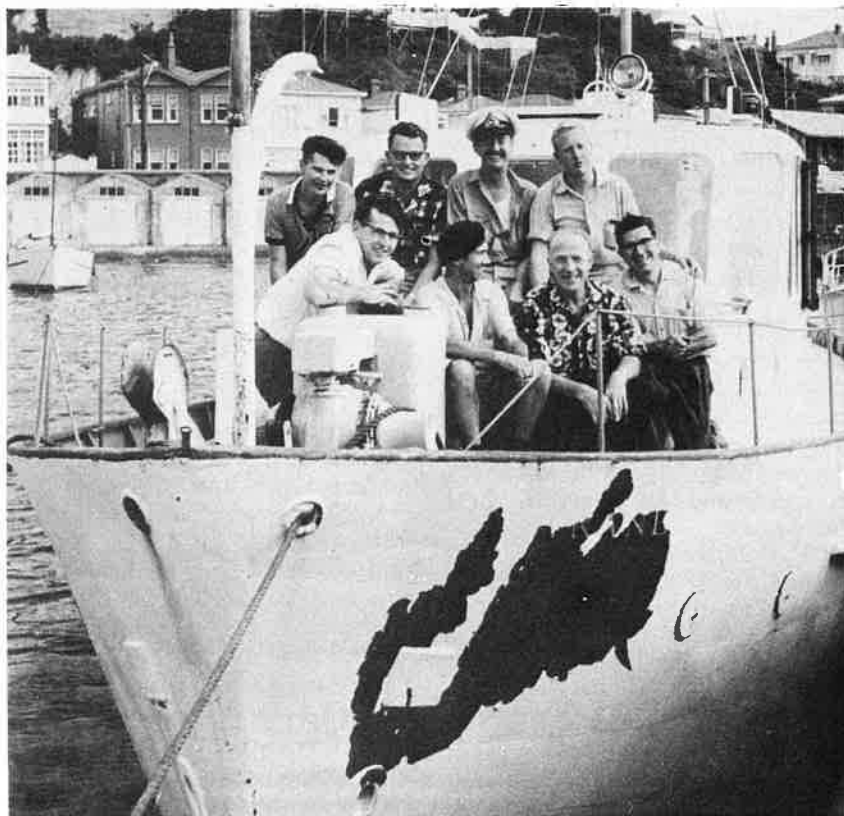
After an enjoyable holiday, MIRANDA returned to Wellington, this time in 6 days and 23 hours, despite battling high winds and pounding into heavy seas which stripped the paint right off the bow.

For many years afterwards, Bill continued to do yeoman service for the Club. He was an institution in the Boat Harbour, and many a perplexed yachtsman appeared at the door of his shed in the old clubhouse when the “in residence” flag was out, coming away with the problem solved. No one was ever turned away, and often problems were solved over a cup of tea in the shed’s snug “reading room”.

Ill health eventually forced Bill to sell MIRANDA, but she still sails out of Auckland, and the sight of her brings back many memories to some of our older members.

Bill’s ashes were scattered in Wellington Harbour, and club members drank to his memory — the “shout” having been thoughtfully provided for in his will.

It was not a sad gathering. To have known Bill was a pleasure.



On August 14, Waikawa Yacht Club conducted its first Inter-Club Match Racing Series in Pelorus 25s and H28s. RPNYC sent a team of rock stars, wrestlers, TV characters, and a secret nuclear device to blow them all away.

Mixing, matching at Waikawa

THE balloon was up, the A1 top team were off to represent the Royal Port Nicholson Yacht Club at the Waikawa Boating Club match racing series. The crew was hand-picked, containing such yachting personalities as Gubby, Graham, and the two winch gorillas, Doorsey and Vera [remember Prisoner], and your scribe Maxi.

The team met in expectant silence on the Friday evening at the Ferry Terminal ready to take the South Island by storm.

Naturally most of the ferry trip was taken up with discussing race tactics, with the help of a few and even more medicinal drinks [nerves].

The A1 top team arrived in Picton at 10.00 pm to be greeted by Philip Vining. The gear was piled into his car and it was to the Terminus Hotel for a bit of southern hospitality. By this stage we had picked up a few hangers on; what with being yachting personalities, how could we miss? These hangers on came in the form of Peter Gubb [alias Merv Fortune] and Athol Kirk, better known as Mururoa. Merv was on his way to fight Red Woolf at the Blenheim Town Hall on Saturday night. Mururoa was coming down as a spectator, or so he thought. Mururoa as you all know has plenty of sailing experience, and Gubby thought that this experience, especially that on DIAZ in the Island Bay race, could come in handy for the series.

Friday night came to an end at about 1.00 am Saturday. The cabin slept five, and as there were six of us, two of the boys had to sleep on the double bed, "ON" being the operative word. Merv found himself as one of the sleeping partners and yours truly found himself as the other. Don't get me wrong, I'm not really afraid of boys, but Merv has a bit of a reputation.

Day 2 began at 8.00 am with callisthenics for the girls and yawning and stretching for the boys. There was a distinctive air of nervousness that fateful day, so Gubby and I went to buy the troops breakfast. After purchasing all the

necessary rations — eggs, bread, baked beans, margarine, milk, and a Dominion, it was down to the marina to get some information on the day's racing. At the marina we came across Alistair Shanks, better known for his exploits on NERO, who was taking one of the H28s around to Waikawa Bay. Then came the turning point of the whole weekend . . . he lent us his car. So started what was to be one of the most massive weekends in yachting history. With wheels and after a big breakfast, we made for Waikawa Bay for the day's racing.

Start missed

RACE 1: We arrived late and missed the start, but as we had a bye this did not affect our overall performance — and what a performance!

It must be understood at this stage that the yacht clubs participating were:

1. Waikawa Boating Club.
2. Nelson Yacht Club.
3. Queen Charlotte Yacht Club.
4. Mana Boat Club.
5. RPNYC.

and the racing format was not strictly match racing in the real sense.

There were two H28s and three Pelorus 25s, and they all started together. The H28s competed against each other and the Pelorus 25s competed against one another; points were allocated on a basis which only the other teams could understand.

The course took about an hour to sail around [for most crews].

In the first race Nelson had cleaned everyone out in a Pelorus 25 and Waikawa, the host club, were very generous, and let everyone beat them.

RACE 2: Nerves were tense, for this was our first race so we had a few drinks with the start officials to calm them. The result of this race was really decided at the start; if you got a good start, you were away well. We didn't. We raced in an H28 in this race and came in third overall, but were beaten by the other H28 so we came last in our race.

RACE 3: This time we were to race in a Pelorus 25. Once again we got a bad start and this time never recovered. It was at this stage that we had found the measure of the boats and could handle them. So as in Race 2, RPNYC last.

RACE 4: The last on the Saturday, it started at 2.45, the same time as the rugby test, and we had decided that this was it, we were going to salvage some pride. We looked as if we had a good start coming up; 20 seconds to start time and we were perfectly placed; 15 seconds, 10 seconds, 5 seconds, start . . . then came the call "STARBOARD". What happened next was amazing. We could not go about because of lack of boat speed so collision was imminent. Through some quick thinking we avoided our opposition and spent the next ten minutes trying to get started again. As can be gathered, we came last again.

By this stage the wind had dropped away to nothing and the next hour was spent talking over the day's racing.

That night the Waikawa Boating Club put on a meal and a few drinks for the competing teams. This was enjoyed by one and all with heaps of singing, dancing, and drinking, with the only injury being Gubby's face which was attacked by a felt pen and he came out resembling a Charles Goldie original, moku and all.

Tactics discussed

Sunday, the day of redemption. There was a stiff breeze coming in from the south so spirits were high. After a big breakfast and the usual amount of discussion on tactics we made for Waikawa Bay.

RACE 5: Sailed in a Pelorus 25. This was to be the day of redemption all right. First across the start line and with plenty of breeze we were away. Then things started to go wrong, one minute becalmed, the next minute heeled over. We reached the bottom mark in second place and continued on in that position until the top mark where we proceeded to cut inside our opposition

and take over first place. But our celebration was short lived; the experience of our competition in freak winds proved our undoing and once again after some hard work we came in last.

RACE 6: The last race and we had an H28 and this time we were going to give it hell. The H28 was more fragile than a wine glass in these conditions, but we were ready for it. Once again, or for the second time, we were first to start in what was to be the most spectacular and most fun race for us in the series. By this stage the wind had died a little but we made good progress and were leading for part of the journey. As we came up to the bottom mark we were just off the wind and the breeze had freshened again, in fact it was screaming out of Torrent Bay. The girls and Graham were up on the weather rail trying to keep us relatively stable. One big gust took us over very quickly, the mainsheet was eased and up we came to find ourselves on the other side of the wind and the momentum of coming up plus another big gust of wind saw pendemonium. The girls and Graham who had nervously been sitting on the weather rail all of a sudden found themselves hanging on for their lives. Water was coming into the cockpit, and all hell broke loose. After all of us were quite wet

enough we righted and continued on our merry way, but we had lost ground which we never made up, and once again we finished second, or as it turned out, last.

By Saturday night Nelson had amassed enough points to win the whole competition, but wait, only if they finished the last race on Sunday, which would give them one point and victory. They finished all right, by sailing straight into the Start Boat. So protests were lodged, with three of the most non-biased skippers presiding, including Gubby. The result after heated debate was unanimous . . . protest upheld. So the final score was Nelson 12, Queen Charlotte 12½ . . . close, huh?

High spirits

Before the protest was heard, we were required to motor back to Picton to drop the yacht off. The crew were in high spirits at this point [it is my belief that the spirits were due to the fact that the skipper had got us through the weekend in one piece].

On arrival most of our competitors came on board our H28 and had some of the RPNYC hospitality they had heard so much about. We made some good friends in that two hours before we were off to the prizegiving and protest.

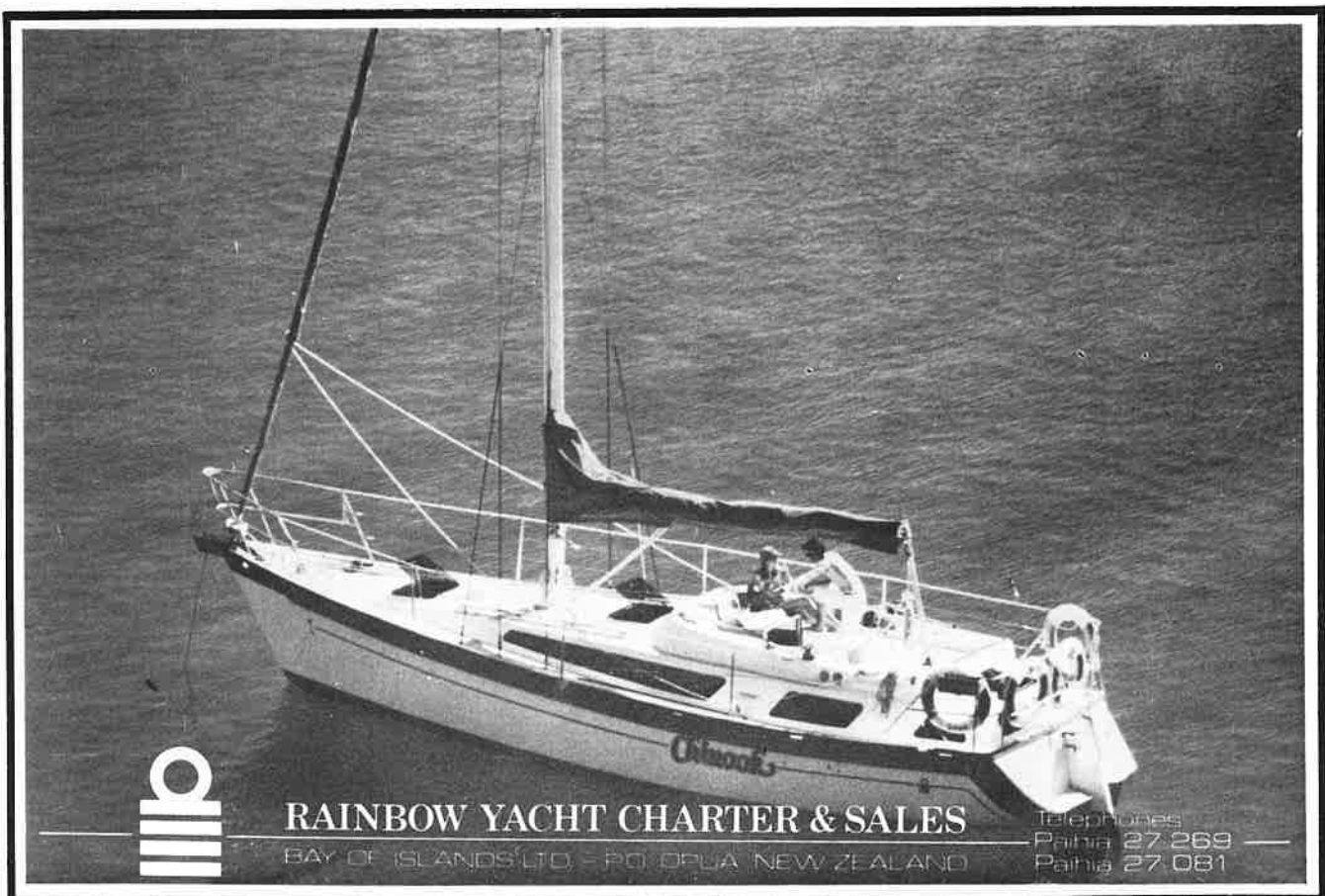
The protest took about an hour to


get out of the way after which the result was given. Nelson left the Clubhouse before the prizegiving took place — bad sports — and the trophy, a bell to hang above the bar, was awarded to the Queen Charlotte Yacht Club by Southern Marine.

Gubby made a presentation of RPNYC tee-shirts to David Ensor, the Commodore of the Waikawa Boating Club, who looked after us as I have never seen anyone look after people; Carlos and Graham from Southern Marine who sponsored the whole event; and to Shanksy a special presentation of a ROBB ROY private collection item tee-shirt was made for lending us his car for the whole weekend.

The winners then shouted for their victory, and it was at this stage we made firm friends with Ken and his crew from Queen Charlotte Yacht Club, the victors, and they are prepared to give tips out at \$5 a shot before next year's series.

While in Picton the members of the RPNYC A1 match racing team made a lot of friends and did not disgrace themselves at all. The Waikawa Boating Club have decided, due to the success, to hold this event annually. It is the crew's recommendation to anyone who enjoys a fun time and enjoys meeting fun people that this event is well worth attending.



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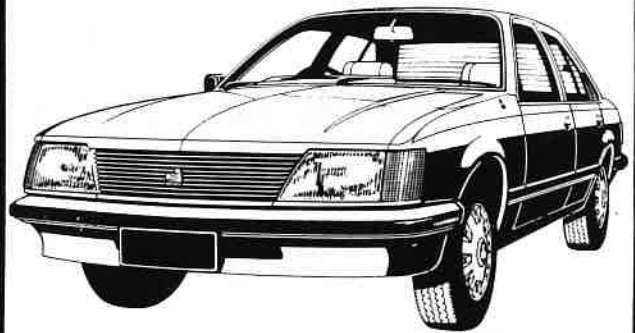
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Wider role for new Club Manager

A NEW Club manager with a brand new role has been appointed by the Executive as part of a new "Think Big" policy.

Phillip Smith was suffering from chronic job dissatisfaction and had resolved to head back to Auckland when he answered an advertisement for the position of Club Manager to the Royal Port Nicholson Yacht Club.

Wellington born and educated, Phil joined the RNZN aged 16. His first posting was to HMNZS ROTOITI on a 12-month tour of the Far East. He then spent approximately two years aboard each of Her Majesty's RNZN ships OTAGO, KIAMA, ROYALIST, and WAIKATO.

Acceptance party

Sent to the United Kingdom for the commissioning of HMNZS CANTERBURY, Phil served under Admiral Mike Saul (a Club member), who was its first captain.

Later he returned to England as part of the acceptance party for the new patrol boats. Three years aboard the new ROTOITI followed.

A Seaman Chief Petty Officer, Phil specialised in gunnery weapons, and for his last two years of duty instructed in seamanship at the new entry school, HMNZS TAMAKI, as coxwain of a division, programming courses for 100 boys

every quarter.

A qualified driving instructor, Phil taught road rules to Auckland's North Shore residents for two years before accepting the position of Apple Driving School's Branch Manager back in his home town, Wellington.

He still owns and drives a dual-control vehicle. Phil sees his new appointment as an exciting challenge and the forthcoming centennial an opportunity to activate things.

Impressed

He thinks it's a pity the Club sits idle all week, and is keen to see it utilised more. He is impressed with the dedicated committee work, and to date has found the members friendly and helpful.

"Without the guidance of the Commodore, Vice Commodore, and especially the Treasurer, Lindsay England, I would have been

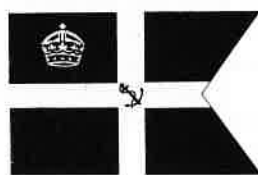


Phil Smith

quite bogged down," he said. "There is so much to learn."

Phil's only yachting experience has been aboard naval whalers and cutters, and "that's not yachting — that's hard work," he says.

He looks forward to taking up some of the generous invitations to go sailing already extended to him, but foremost he wants to impress his availability on the members. "Any Club member can approach me at any time on any matter," he stresses. "That's what I am here for."



Commodore

IT is very exciting to see the influx of trailer sailers in our third division fleet, which is making for better racing and will mean, I hope, that some of these participants will become keeler owners in future years.

The new first division boats are already making an impact on the racing scene, and we will have an excellent racing season when these new crews get their combinations together.

The slipway will be very busy over the next few months, and I appeal to boat owners to turn up at the appointed time and vacate the slip promptly. We can push many more boats through the quick-scrub process with everyone's co-operation. Our larger fleets are going to make greater demands on our slipping facilities.

The interest in our Centennial year is building up very well, and the final programme will be in your hands shortly.

My thanks go to those organising the programme. The Centennial publication will be an outstanding success, I am sure, and is eagerly awaited.

We were very sorry to hear of the death of Mrs Olive Buckland, who has been a member of the Club for many years.

Bill Edmundson [Captain Ed] will be sorely missed around the Club by everyone, and I personally, along with all other members, will remember Bill's cheerful disposition and helpfulness.

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.



Vice Commodore

1983 Southern Cross Cup

AT the September meeting of the NZYF Offshore Committee, Royal Akarana YC and Banks Peninsula CC were selected to stage trials for the next Southern Cross Cup. Lest anyone think that poor old Port Nick has been sold down the river by her Offshore Committee representative, let me explain: BPCC made an impressive presentation before the committee in an effort to stage the 1981 Southern Trials. RPNYC, which had filed an earlier application, won the venue decision against staunch opposition, and part of the trade-off was that Canterbury should have a turn next time around. Fair enough too, I say! They have an excellent sailing record right up to the Olympics, they have a large cruiser/racer fleet, they have IOR boats on the drawing board, apparently oodles of money, and, as we saw last time in RAIDER, a pretty healthy approach to campaigning of this sort.

Wearing both Vice Commodore's and Offshore chairman's caps, I ask all Wellington yachtsmen to get in behind the Southern Trials. The early decision will allow for proper planning, ample training and sound financing and, hopefully, will pave the way for a greatly improved NZ performance. As we had planned in 1981, the selection procedure will allow National selectors to "mix 'n match" yachts between the teams to

ensure the very best combinations. Given the current state of the game there is no place for parochialism or chauvinism in offshore yachting.

1984 Clipper Cup

While you're at it, plan your campaign to include the August '84 Hawaii series. Akarana are once again holding trials and their planning/fund-raising effort has **STARTED ALREADY.**

Offshore Committee's concern

Members who read my spring offshore newsletter will know that the committee rates increased club level activity and participation as the key to improving our international showing. We are looking at a variety of ideas to stimulate the offshore scene and any YOU may have will receive my **UNDIVIDED ATTENTION.**

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Silverware selection

DURING the recent off-season the Club's collection of cups and trophies was thoroughly checked, and the following list of silverware was identified as not having been competed for in recent years:

- Macarthy Cup
- Hight Memorial Cup
- Grey Cup
- Moffatt Memorial Cup
- Waddilove Trophy
- Gibbs-Lizzie Trophy
- Seven-Footer Cup
- Archer Trophy
- Te Ruru Cruising Club Cup.

From this the Sailing Committee has allocated the Waddilove Trophy for the Opening Day general handicap race.

Of the remaining cups and trophies, the Committee felt it should seek suggestions or ideas from any Club members who would like to have one of them allocated to a favourite or important race or series which currently has no silverware attached to it. Contact Craig Jones (tel. 861 946) with your views on the subject, which will be considered by the Sailing Committee.

A new Club Trophy Register is currently being compiled and, in a number of cases, very little historical information is available. Would anyone having access to any information which would be of assistance also contact Craig as soon as possible.

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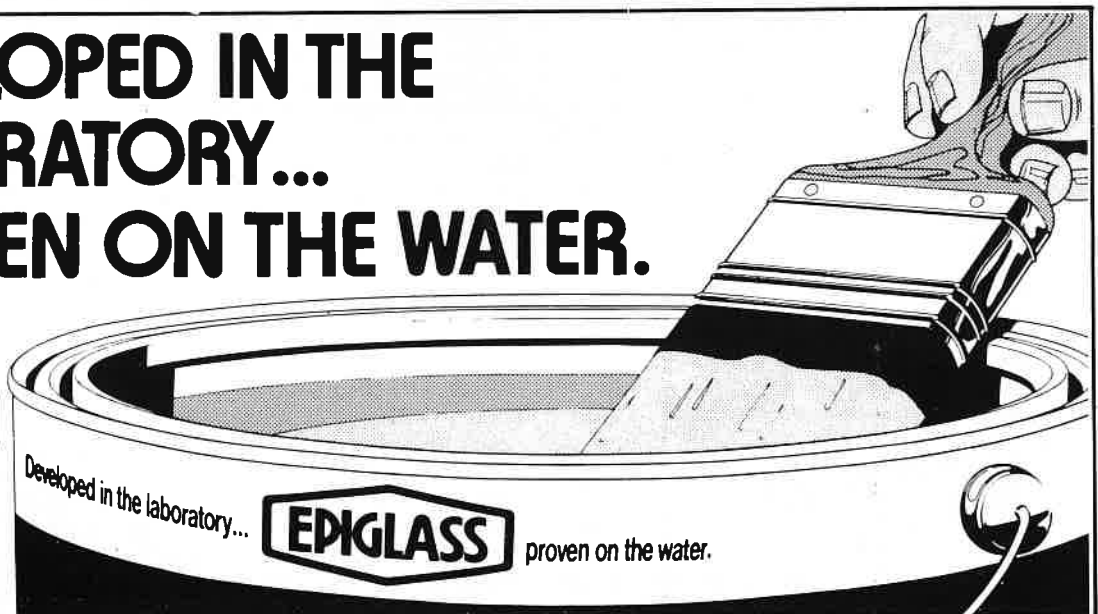
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Racing Programme amendments

THE 1982/83 Racing Programme has a number of errors. The Sailing Committee suggests that you correct your copy of the Racing Programme according to the following errata.

Page 1: ROYAL TITLE -delete "1981" substitute "1921".

Page 6: Course N.1 should read — "S11. 10p.2s.3s.10s.F11".

Course following N.11 should read "S.12".

Course following N.27 should read "S.28".

Course N.37 should read "S1.14s.8s.13s.3p.9s.F1".

Page 8: "Jessie Logan 1890 Cup" -This race will be sailed on November 6.

Nov. 20 Sat. -delete "1300*" -substitute "1300".

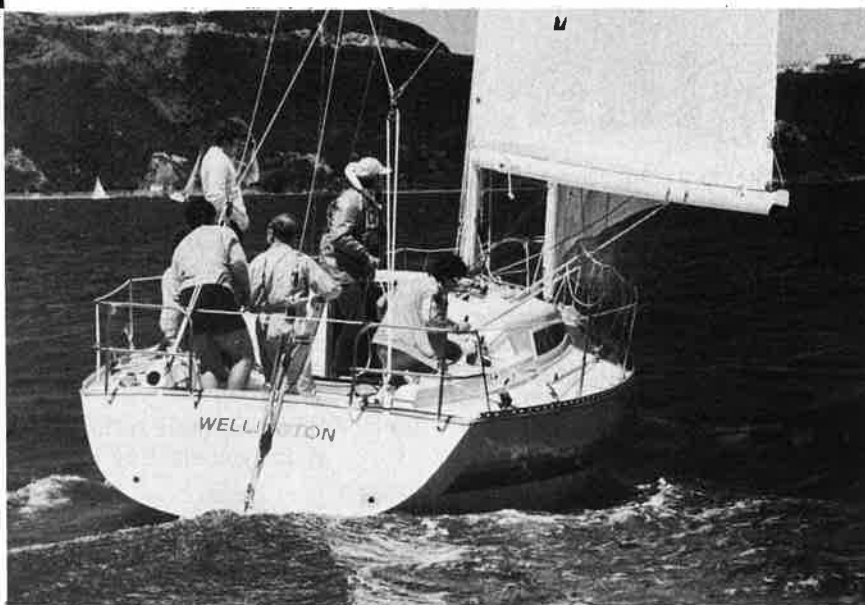
Page 12: Feb. 12 Sat. - delete "1100****" - substitute "1100".

Page 12: RESPONSIBILITY: Paragraph three - delete "1.3".

Page 17: AUTOHELM PRIZE: delete "General Handicap - aggregate champion" — substitute "This prize will be sailed for over the following seven races with each yacht's six best performances to count.

- 1.October 2 -General Handicap.
- 2.October 9 -Island Bay Mark Foy.
- 3.December 4 - Pat Thompson Mark Foy.
- 4.January 15 -General Handicap.

Hartley hits the harbour



Phil Hartley's new Farr 11.6, COPPELIA, joins the fleet on its first race.

5.February 12 -Island Bay General Handicap. "1st = 45½".

6.February 19 - Championship 3, GENERAL HANDICAP CHAMPIONSHIP:(c) delete "6" — substitute "7".

7.April 9 - Commodore's Trophy Mark Foy. Page 20: (d) delete "Section II" -substitute "Section III".

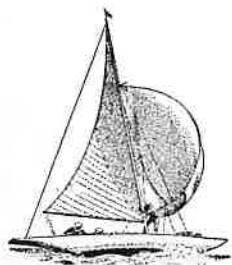
SMITH & SMITH CUP: delete "1982" - substitute "1983".

Page 19: (g) delete "1st = 45¼" -substitute

The Sailing Committee apologises for the need to make these corrections.
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Well, I kicked off through the family with a P-class at about the age of eight then moved into Cherub and R-class and then a Flying Dutchman with Guy Beaumont, and I've sailed a lot with Dad around the Harbour; and then on to CERAMCO.

Getting back to Richard

RM The only competitive sailing we did was in our Flying Dutchman which we owned together. Before that we bought boats and did them up and made a lot of money at it and eventually we went on to the Dutchman. We bought two of them, did them up and sailed competitively. Never won anything.

JO Getting on to CERAMCO - was it a worthwhile exercise?

RM Oh, very worthwhile. It was a good trip. It was an adventure.

JO What are some of the highlights of the trip for you?

RM About a week out of Cape Town when we got our first low coming out of the Southern Ocean, and they come over about four to five hundred miles apart, and here were a bunch of guys - we'd already sailed in that type of weather before, we'd got a big kite on and full main and you go down below and you are lying in your bunk and you can't sleep at all, the noises down below - it's like a video game down below - and eventually it's your turn to go on watch and you go up - it takes about half-an-hour to get all your clothing on - you stagger up on deck and I remember I took the helm for the second hour and I just remember the moment before I took the helm - it was something completely new, we were surfing up to 25-28kts - and Chappie said "Right you take the wheel," and I stood up and stood there for five minutes and said "Right," clipped on and my knees were shaking. After 10 minutes it was all right, but just getting the hang of the boat the first time - it was quite a ride.

JO This was the first time you'd actually taken the helm when you were racing?

RM Oh no - just in those conditions, when you're surfing over 20 and, you know, you can't afford to do anything wrong.

JO What are these little stories about you sighting icebergs



and thinking they were whales? Did you get a bit of stick about being a marine biologist?

RM I thought it was fabrication on the part of the crew... the more the story got reported, the worse I stood. I didn't sight everything correctly, I admit that now. They're pretty hard to identify when they're jumping out of the water for half a second and people turn to you and say 'What was it?' and you rub your chin and say 'Oh, it could have been this' - more often than not you're wrong. So, it was reported in the log and in the paper.

JO And in Blake's book ... which I haven't read. Have you?

RM I've read half of it.

JO Well, apparently he describes your dedication as second to none, and your standard of dress as shocking.

RM I thought you hadn't read it! I don't think he used the word shocking...at times untidy. When you're a week out of port, you've got no-one to impress, so you can wear your longjohns and you don't have to be tidy.

JO I can imagine what it would be like, everyone would be pretty relaxed and...but you know, you all had everything uniform, didn't you - right down to the underwear - all the same?

RM That's right, but people wore different combinations. But some people were fanatical - Geoff Stagg being one and the Doctor being another - they used to wash every day and look very tidy. Geoff would always come on deck no matter what the weather and he wouldn't have one hair out of place - he'd be immaculate. There were a couple of us on board who didn't take that kind of pride when we walked on deck - I mean, if we had holey longjohns or holey shirts, we'd wear them, whereas Geoff would be darning them half an hour before going on watch. So, different standards.

JO You had some comments on Geoff's performance on the boat.

RM Geoff - he changed more than anyone. Many people in Wellington know him as



uncompromising, very hard-driving, and he changed his attitude...he was a top member of the boat, he fitted in really well. He was a lot more compromising at the end of the race...initially he tried to take too much on his own shoulders, and he'd often steer the boat on watch for four hours or

Macalister

three hours at time, and you can't do that on a Whitbread boat. But Geoff changed a lot, and he was really A1 by the end, by the time we got back.

JO Do you feel you've changed at all?

RM It's pretty hard to see change in yourself, but I was pretty naive before I left, I think, and I've changed my outlook...I'm a better sailor for it. You'd have to talk to the other crew about it ... but I'm sure I have.

JO How do you feel, within yourself?

RM I feel a lot more confident.
JO It must be an exercise of learning to get along with other people, so all your shortcomings are made painfully obvious to you, aren't they?

RM Right. The main thing is that you have to be very tolerant...a lot of the time you're under mental and physical pressure. You've got to be able to cope with that, and other people probably niggling you or getting on your nerves, and you've got to control your temper and just sort of put up with it. So you come to get to know yourself a lot better, people will point out any shortcomings you may have. I think everyone matured a lot more on the boat.

JO When you finished the Whitbread Race, you went off to Europe I believe.

RM Yes, I worked in England for a while, then two guys off the FLYER - one Australian and one Kiwi - bought a van and were planning to travel overland to Singapore. They asked me if I would like to come round Europe in the van. I thought it was a good idea - I had nothing to do at the time, so I travelled around

Interviewed by Jeanette O'Shea

for a month and a half, and had a very enjoyable trip. Got into Russia for a while, nearly got taken away, but we got out all right.

JO You were actually in the camper van?

RM Yes - in a camper van...we were living in the van.

JO On a very tight budget?

RM On a tight budget. We had a lot of food off FLYER, a lot of dehydrated food, so - although we hated it - we couldn't get away from



it...it was a way of saving money. But it was a really good trip.

JO Did you get to any yachting centres in Europe? To have a look around?

RM Yes. We got on a yacht in Finland from Helsinki...we had a few days on board a yacht, and I did a bit of sailing in the Solent, which was quite a change. The boats are only 35ft long so, compared to CERAMCO, you feel like they're a dinghy so you try to pull them apart. But it was enjoyable.

JO We've heard a few stories about your involvement with ladies.

RM In Cape Town?

JO Yes...we got one from Cape Town, another one from Paris.

RM From Paris? I didn't know that one had been reported. Are they both in the book? Well I didn't know that one



had been reported and you're not going to report it in the RIP!

JO After there, you headed off to Hawaii?

RM No I didn't.

JO Well, what happened then?
RM I was travelling round Europe in the van. I was going to join CONDOR in Hawaii, and I eventually joined CONDOR in San Francisco for the Big Boat Series, and I did five days on the boat in San Francisco.

JO So, what was the Big Boat Series like? Give me your impressions of it.

RM It was good. I'd thought up until that time that CERAMCO was a big boat but, being a fractional rig boat, you've got kites that are only 2500 sq.ft, and you get on an even bigger boat like CONDOR with masthead rig and 5500, and so again you had to be a lot more careful with gear on board. The major thing with a big boat, whatever you do you have to think the whole time because you could lose a hand or a finger should you do anything wrong, any damage you cause yourself is going to be a lot more serious than on a little boat, and CONDOR already pointed that out to me. It's a big boat - a displacement of about 40 tons, and you've just got to be very careful. There were about 24 people on the boat and again, the round-the-buoys is quite different. With CERAMCO the seamanship was very important. Racing round-the-buoys everything was a lot quicker - you had to do everything on the boat and think a lot quicker, and it was quite hard making that change.

Continued on page 17

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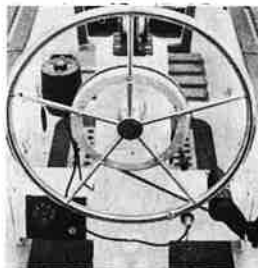
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Richard Macalister (cont.)

very lucky; we had a good boat, a very competitive boat and a very good leader in Peter Blake. We had a good crew and when things are going well it's a lot easier to keep a boat together. We had no arguments on board — all the crew were very compatible, so we were quite lucky, but I'm quite aware of the shortfalls if you get on to a bad boat, so you'd be selective and aware of that now. If I'm available in three

JO How many boats at San Francisco?

RM There were 44. At the top there was a boat that sailed in Hawaii, BULLFROG, a Peterson 55 footer, but in the maxi-boat range there were only two - CONDOR and KIALOA.

JO How big is CONDOR?

RM 78ft. And KIALOA's 81ft.

JO And who won it?

RM KIALOA - in our division
JO And what now, Richard?
What're your plans?

RM I think I'll go to Auckland and do some dinghy sailing. On a big boat a lot of the time you're socialising, I mean when you're sailing, you sail very hard, but you're sailing probably one week out of every month, therefore you don't really get that fit. It's glamorous and it's quite enjoyable. Life as a pro yachtsman is quite attractive for four or five years and when I joined CERAMCO I initially thought I would like to be a boat nigger and be a professional yachtsman for a while, but it lost its appeal as I did more of it. However, there's a lot of opportunity in America if you want to do that type of thing, but I've decided I'll enter dinghies while I can and maybe I'll go back to it in two or three years, but at the moment I've got no plans for it.

JO So you're going to buy a Finn?

RM Yes.

JO What about this Round New Zealand race? Have you had any thoughts about that?

RM There's the odd opportunity I think in Auckland to do it, but I haven't talked directly to the people yet. I think it'll be a good race - it's a good concept, but as yet I don't know about the entries in it or how many boats are entering, But I'll find out about it when I get to Auckland.

JO And what about your degree in marine biology? What's

happening about that?

RM It'll be shelved.

JO Where did you get to in it?

RM I got an Honours degree but if I want a job I've got to work for the Government and I'm not prepared to make that commitment at the moment. So, I'll put it on the shelf for another year or two.



JO So when you get to Auckland to sail a Finn, are you just going to take any sort of job?

RM I would like to sail probably two or three days a week and then work during the evenings and maybe two days during the week. I'd also like to get into the 18 footers up there. We had a watch whereby there were four of us who were on watch together for the entire Whitbread - the other three or them were all 18 footer sailors - John Newton, Chappie, and Don England. So they talked me into getting into 18 footers when I go to Auckland, so I'll give them a go.

JO Would the prospects of another Whitbread be appealing?

RM This adventure didn't put me off and I would do another if the right opportunity came up. We were

Richard Macalister chats with members of the Executive after giving an illustrated talk to the Club.

years I'd like to do another one, but I won't commit myself to anything now.

JO What actually compels people to sail on a yacht round the world? I mean, some people seem to do it over and over, don't they?

RM Why do you sail a boat in the Sydney-Hobart? It's the ultimate in ocean racing. All the guys on board were very competitive and we'd done ocean racing before and quite enjoyed it. I don't know—different things attract different people, but I think the competition was the main thing that attracted a lot of the crew to do the Round the World race - but it's a long race - eight months - and if you can't win it makes it even longer.

Barbara Millar - "BT" - accompanied her husband Brian - "Baldy" - to Hawaii for the Pan Am Series where NGARURU was campaigned by its new owner.

Bird's-eye view of the Pan Am Clipper Cup

BRIAN and I left Wellington for Auckland at 6 a.m. on Tuesday, August 3, well wrapped up in winter woollies, as a stinking southerly had just arrived, with the comment "Tomorrow we'll be in the tropics in bikinis and summer clothes" — even more unbelievable as we drove at 20 mph through an icy and snow-covered Desert Road.

Arriving in Auckland, I stripped off the winter clothes and put on enough summer clothes to keep me warm and ones that could be discarded on arriving in Hawaii.

Our first view of Hawaii was a black island silhouetted against an orange background as the sun was just rising; then everything took on its normal colour and we could see the green coconut palms, blue waters, and high-rise hotels. We were there. During telephone conversations with John Mines and Kent Pearson [Tape], who had delivered NGARURU from New Zealand, we had told them our arrival time [6 a.m.] and they suggested picking us up, so — true to form — they were late and left us sitting there at the Airport for an hour or so.

I was the first to spot them as I had been left with the luggage while Brian and Rocket went looking

NGARURU's combined crew heads for the start of the first race.

elsewhere thinking they could be in another area; I spotted these very brown legs wander past and thought "Nice legs for locals", recognised the tee shirt, and at last Tape and John.

We booked into a hotel which was about a 20-minute stroll from the Hawaii Yacht Club - our main anchorage. Although Waikiki Yacht Club was hosting the series, it was a longer walk by road as the Ala Wai canal had to be crossed. This is the main outlet for the surplus water from the hills, where it rained morning and night. Otherwise you could get to it from the Hawaii Yacht Club by catching the shuttle, which was a 15 ft Zodiac dinghy [lent by a member] driven by children, which took participants between the two clubs.

Honorary members

All boat crews and supporters were made Honorary Members of the WYC for the series - either by being linked with an entrant or by showing a yacht club membership card. Cards were issued as a security measure and had to be shown each time one went into the club.

Our boat NGARURU [renamed ENCORE] was moored outside the Hawaii Yacht Club next to SOLARA, a New Zealand entrant, SUNBIRD from Japan,

TOMAHAWK, and a couple of others. The club had an open upper deck that let the breeze flow through, was surrounded by a lawn with palms that made good backrests, had a wonderful view out the entrance and of the yachts coming back from racing, and the company was more convivial, so we spent a lot of our time there.

As the racing didn't start until the 7th, Brian and I wandered around viewing the scenery. One day we caught a bus part way round the island to Sea Life Park, where we met up with Molly and Darcy Whiting and their tour party. This park was just off the beach front and featured in their separate areas performing penguins, sealions, dolphins, and two killer whales about 20ft long.

We then caught a bus back to the city for the standard fare of 50 cents. You can travel right around the island or just one stop for this price. The buses are very fast and fully air conditioned, as are the cars, shops, and hotels.

One night just after arriving, we went to an open air restaurant near the Marina and ran into Jan and Del Hogg, who were on their way home from a world tour.

We spent most of our days before the racing started going along to the boat, checking over the gear and equipment, and generally lazing away the day at the Yacht Club and enjoying social evenings with the Kiwi crews and wives. The locals were very hospitable and friendly, and the drinks at the club [although dearer than here] were equivalent to four of our nips, so you can imagine what merry nights everyone had.

Hurricane

The first racing day arrived, the start was at 11 a.m. so we had to be at the boat by 9 as it took a good hour to get out to the start line. The wind was fairly fresh and had built up large seas as a hurricane was hanging around nearby. The locals said it was unusual to have strong winds at that time of year, and as it was, a second hurricane passed by



during the series, making it very windy racing.

The boats were divided into five classes, leaving at 10-minute intervals. The start line was between two committee boats that were being tossed around in the big seas and at times were hard to sight.

A 27-mile Olympic triangle was used for the three inshore races, the start being well out to sea in line with the Marina. The finishing line was off Diamond Head, where the tide races around the point, making the waters very short and steep.

In the second race the wind was even stronger - up to 40 knots at times across the deck. Right at the start of this race we broke a batten, Tape and Johnny struggled to get the main down while the American members of the crew looked on until Tape gave them a rev to "get up and give a hand". We [the Kiwi crew] found the CDs [California Dreamers] a little slow to help. This showed up more when we were berthing after the races - it was easier to step ashore or just stand around enjoying a drink and let the others do it.

Masts broken

At the finish of the second race, POLICE CAR was 100 yards off the line when she came down off a wave and broke her mast. There were casualties in both races, mainly broken masts, a few booms, stays parted, mains and kites blown, the top of a finger chopped off, a few broken legs, and some crushed ribs. It was just like sailing on a very rough day in Cook Strait except for the warm weather - tee shirts and shorts the order of the day, although with all the waves breaking, getting wet and drying out, it did feel a little cold towards the end of the races, especially if the sun was hidden.

The third race was a 148-miler going round the island of Molokai. That finished mid-afternoon, with NGARURU out of the series due to a bent spinnaker pole, blown kite, and a fitting pulled out of the deck.

Geoff Stagg was there, racing a

Japanese entry, BIG APPLE, but finding language problems he went to SOLARA.

There was an American all-bird crew sailing a 45 footer, HIGH NOON. The girls had leased the boat and brought her from California. They were well cheered at the beginning and end of the races, but had bad luck in the big race: after completing five of the six days, their rudder dropped off.

Two New Zealand team boats met with disaster at the beginning of the final race. A Japanese entrant, LAZY ALBATROSS, bore down on DICTATOR, hooking her backstay with the top of its mast. In the resulting chaos SOUTHERN RAIDER ran into LAZY ALBATROSS. RAIDER'S deck was lifted, DICTATOR'S mast came down, and both boats were out of the race.

At the end of the series, when crew were needed to deliver the yachts to California, the "boat bun-

nies" arrived. These girls make it their living to deliver boats to wherever is wanted. The American girls have very slim figures and wear very cut-away bikini pants. One of Tape's comments was that it would be good to get back to New Zealand to see "some broad-bottomed birds".

California

As we were over half way to the Mainland, we decided to spend a few days in California with Robbie Jeavons, Rob Perrin, and Andy Stagg at Lake Arrowhead.

We had to return to Hawaii to make our connection, and found we had one more day there, so that was my second chance to buy anything I'd forgotten. In spite of the uncomfortable heat [85° and upwards], I hope I will be returning one day, although I feel one of the best times is when a yacht series is on as it gives you a purpose for being there.

When you stop work will your income stop too?

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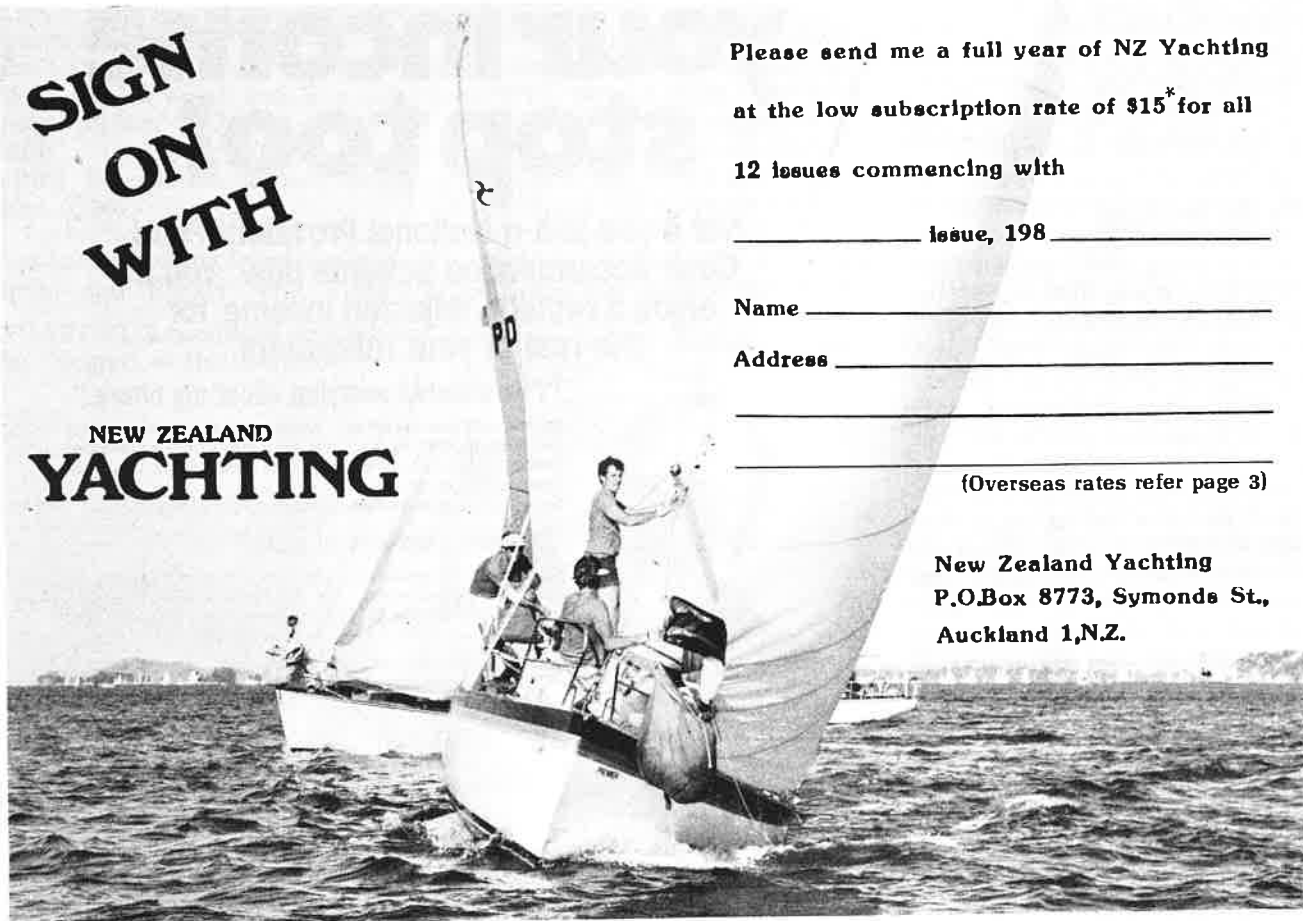


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The other side of Waikiki

(The Plastic Aloha Paradise)

THREE weeks in Hawaii, tales of the Clipper Cup still ringing in the ears — what better to do than go down to the Waikiki Yacht Club and meet a few of the locals, and who knows, perhaps a sail in the blue waters and warm trade winds could be mine!

Armed with Club membership and introduction cards, and attired neatly in shorts and my own boat shirt, I approached the Waikiki Yacht Club at 9.30 on a Saturday morning.

Peering through the heavy iron-barred gate I asked a member on the other side whether I might see the manager.

"He isn't in yet," was the reply. "Things start a little late around here."

So much for that! Off to the nearby Ala Moana Centre for a little shopping, to return at 11.30. Gates open this time, I wandered in to a reception counter where a man was standing talking to a seated typist.

"Good morning," I said, flashing my newly-acquired Aloha smile. "Is the manager about?"

"I'm the manager." [Pause. Definitely no Aloha spirit here.]

"Ah," I said. "I'm Barrie Cronin from the Royal Port Nicholson Yacht Club in Wellington, New Zealand. I'm here for a few weeks, and thought I would call in and introduce myself to you."

He looked at me blankly. "Oh yes." [Long pause. Still no Aloha smile, or handshake, or introduction.]

"Look," I said, my own Aloha spirit vanishing as quickly as that of the local shopkeepers when you want to take something back to exchange it. "I don't WANT anything from you. I just thought it would be nice to have a chat to some yachting people from another country."

"We'll give you a card," he said. "She'll fix you up." With that, he turned and walked away.

'She' looked at my introduction, and dutifully made out a guest card and handed it to me silently.

"Thank you," I said. "Now, what can I DO with this?"

"You can use any of our facilities."

Well, what facilities do you HAVE? Do you have a restaurant?"

"Oh, yes, it's over there."

"Is it open every day?"

"Yes, every day except Monday." Things were not going well.

"What about a bar?"

"Yes, over there."

"O.K. Well, what about the racing programme? Is it still going?"

"Er, I THINK so. There's a noticeboard down there."

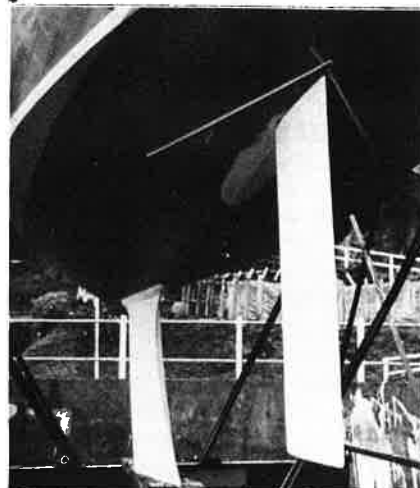
At this point I gave up, and spent the next half hour wandering around the club, looking at their trophies and photographs — which were pretty unremarkable. During that time not one person spoke to me.

I had some copies of the RIP in my bag which I had brought to Hawaii to give to them. I went back to the hotel and threw them in the rubbish bin.

Perhaps if I had driven up in a Porsche Turbo and asked for a berth for a million dollar Clipper Cupper I might have met with a better reception. Yet for all they knew I might have had one, or both, at home.

Aloha? Huh!

Underwater overhaul



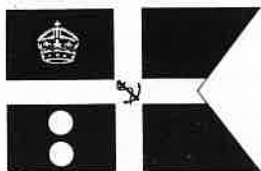
AZTEC displays its high-tech rudder modifications.

GEOFF Stagg, now Sales and Special Projects Manager for Bruce Farr, and working out of Annapolis, USA, reports that he is sailing a new Farr 38ft IOR boat in Florida, built for the next SORC. In preliminary races the boat has achieved four 1st in Class, three 1st in Fleet, and one 2nd in Fleet out of four starts. They are ecstatic about the potential of this boat, especially as the last year's SORC winner has been kept one place behind in each of the four races.

FREDERICK freaks fleet



The long, lean lines of Graham Moore's newly-launched FREDERICK are not able to be appreciated by many First Division skippers - it is usually too far away.



Rear Commodore

SEPTEMBER has once again arrived and departed, and our 100th season is now well under way.

The season was officially opened by our President, Rear Admiral J.O'C. Ross, following the usual short Opening Day race.

It was most gratifying to observe the number of boats that had taken the trouble to "dress" ship, and the overall effect was certainly well worth it and much appreciated.

Clubhouse

A considerable number of maintenance items were attended to at a working party prior to Opening Day. The work included painting the Wardroom ceiling, front entry doors, polishing varnish work and other sundry cleaning. In addition, several other areas have received welcome attention subsequent to a contract being let for further painting.

There is to be a continuing process of attending to additional minor work, aimed at being completed in time for the official Centennial celebrations. Some of this work will need to be undertaken by voluntary labour, and we seek the help of all Club members in ensuring that this is successful.

Luncheons

The Wednesday luncheons commenced once again on October 6. This activity deserves the support of as many members as possible, so please bring your friends and/or business acquaintances and introduce them to the delights of a relaxing luncheon while enjoying the peaceful surroundings of the Boat Harbour and Clubhouse.

Coming events

By the time you receive this, the first social gathering of the season will be history. This is the Black and White Dance held on the night of the Island Bay race, October 9.

A Children's Christmas Party is to be held on Sunday December 5, from 2.00 p.m. - 4.00 p.m. There is to be entertainment, a Father Christmas, and the event will finish with a present for each child from the tree. A small charge of \$5 per child is being asked.

The Club Christmas Party will be held on Sunday December 5 from 6.00 p.m. - 10.00 p.m. There is to be a buffet dinner and musical entertainment. Further details of this event will be advised.

It should be noted that the Children's Party has been timed to enable parents to take children home and return and enjoy the adults' function in the evening.

Centennial events

If any members have suggestions for social activities they would like to see programmed, please do not hesitate to make your ideas known, either by using the Suggestion Box

located by the Wardroom noticeboard, or by making a personal approach to your Centennial Committee or myself.

While we cannot guarantee to implement all suggestions, we hope that we may be able to present a series of functions that will be acceptable to the majority of our members.

General

The Club will be hosting the crews taking part in the Round New Zealand Race at the end of the Gisborne-Wellington leg. This will be early in January 1983, and further details will be advised at a later date. I am sure that the Royal Port Nicholson Yacht Club members will show their usual generous hospitality to our visitors.

Wishing you all a most successful and fulfilling season.

GARY TYE

Centennial celebrations

ALL members are urged to assist in every way possible with the activities programmed for Centennial Week.

Boat owners: Make your craft available for all events, whether racing or social.

Backstays and House Committee: We will want the Clubroom suitably decorated. We will want many old pictures displayed. We will want social activities in the Clubhouse. On the weekends it would be nice to have a light luncheon available.

All members: We want your suggestions. What do you want and expect? We want a list of names and addresses of persons who have an interest in yachting in any form whether as Club members or not. We want you to help to publicise our Centenary.

The week will end with a Gala Day on Sunday, March 6. This is being organised jointly by Wellington Rotary, the Wellington City Council and RPNYC.

The tentative programme is as follows:

Oriental Parade Activity

Iron Man Competition
Bird Man Competition
Continuous band entertainment

Royal Port Nicholson Yacht Club:

VIP reception 1200, followed by briefing.
"Sail Past" around Oriental Bay fountain with shoreside commentary.

Displays:

1400 - Yacht race starts.
SPIRIT OF ADVENTURE and spectator fleet to follow race.
RNZAF display.
Helicopter display
Wellington Sea Rescue.
Sea Cadets.

Overseas Terminal:

1630 - Presentation of trophies and Air New Zealand Trip to London prize.



The backstays

1983 promises to be an exciting year for the Club, and the Backstays will be right behind the various functions planned by the Centennial Committee.

There are now a healthy number of ladies involved in sailing, but it has always been foremost among the Committee's aims to provide some form of basic sailing instruction for those who require it.

With this in mind, it was decided at a recent meeting to purchase a Sunburst dinghy.

Sunbursts are two-person boats. They are extremely stable and carry a main, jib, and spinnaker.

It is proposed to house the boat in the Club's dinghy shed and it will be available to all members at all times.

The shed key will be kept by the Club Manager. A small fee per hour will be charged to cover maintenance.

We intend to compile a list of people who can be contacted to provide sailing instruction. Members

can then make their own arrangements to get out on the water and learn.

Naturally the emphasis is on ladies learning to sail, and we would hope you will all take advantage of this system.

Our second Mulled Wine night was an even greater success than the first. A Scottish touch was provided by two Scots College boys who led a circle around the room with their bagpipes. Other amateur and not so amateur musicians added to what was a great night.

Black and White was the name and in black and white they came — to the recent dance. The Rear Commodore wore one black and one white shoe and swore he had another pair just the same at home. One senior member resorted to a sheet [no he wasn't a ghost] and it didn't inhibit his dancing ability one bit.

Black and white decorations added to the theme and an excellent

When there's an oops !



Graham Simpson's WAI-ATA II was a casualty of the first Island Bay race.

band, "Proud Mary", received full support on the dance floor. There are plenty of good things to come but these will be co-ordinated under the auspices of the Centennial Committee. Meantime I wish you all a happy, successful summer season.
DOREEN OWER

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Convincing them on CONDOR

Jim Gordon talks to Club member Guy Beaumont after his return from the Pan Am Clipper Cup series.

YET another RPNYC member has recently been involved with international yachting events.

In an effort to match the escapades of his long-time friend and sailing companion, Richard Macalister, Guy Beaumont secured a crew position aboard the famous maxi CONDOR OF BERMUDA. CONDOR, having been redesigned and rebuilt in Auckland after the "Tahiti Incident", was being prepared for the 1982 Sydney-Hobart classic. Her new skipper, Dave Lewis, was looking for crew, and Guy proceeded to convince him that Wellington yachtsmen were worthy of the task.

Guy's previous sailing experience was on "anything that would float", but mainly on a Flying Dutchman he owned jointly with Richard Macalister and on the Macalister yacht NIRVANA.

Nervous

Once in Sydney for the big race, Guy admits being nervous as to the forthcoming test of his own ability. The boat was also very much untried. After two races in a series off Sydney Harbour, it was evident that much tuning work needed to be done.

Aside from this, CONDOR was almost prevented from starting the classic when a High Court writ was slapped on her mast by the skipper of a 16ft skiff which had collided with the maxi in light conditions on the Harbour. Reports Guy: "The skiff owner, who was probably in the wrong, sued CONDOR for \$15,000. Bob Bell's response was to have his attorney flown out from the States who, in turn, filed a counter-claim for \$8000, being the



Big wheel at the big wheel.

cost of repairing the damage to CONDOR."

It was later revealed that \$3000 of this counter claim was the slipping fee which would have been incurred to get CONDOR in a position where she could be repainted. It appears that big slipways are rare in Sydney.

Disappointment

The subsequent race to Hobart was something of a disappointment for CONDOR: "We chose to take the rhumbline course and simply ran out of wind. Meanwhile VENGEANCE, who sailed well out to sea, never got below 5 knots."

However, all on board were pleased with the performance of the revamped CONDOR, particularly when she took the Cock o' the Derwent race in very convincing fashion — a race in which Baldy Millar's NGARURU was to receive handicap honours. Guy recalls that several spinnakers were blown from luff to luff when the maxi was being pushed hard down wind, and the tattered remnants of one kite ended up draped over a spectator launch which had ventured a bit close.

Following the race, Guy sailed back to Auckland on CONDOR, whereupon he set about to meet his debts and save a little for the forthcoming Pan Am Clipper Cup in Hawaii. It is common knowledge that full-time crew are invariably full-time broke, and it seems that Guy was no exception. However, resources were pooled and a plan to

attend the Flying Dutchman World Championship in Melbourne at Christmas was formulated. With Alistair Scott doing much of the elbow work, the old Flying Dutchman was stripped naked in a Kelburn garage and the rebuilding process began. At the time of publishing, the boat was nearing launch date, having been tightened and stiffened as a result of a ruthless saw and quantities of "magic" carbon fibre.

Outside chance

Transport to Melbourne was provided free of charge by an obliging shipping line, in conjunction with the NZYF. Guy reports that he and Alistair do not rate themselves even as an "outside chance", but are attending the Worlds as a learning experience.

"With the venue so close at hand, we'd be crazy not to participate and, in real terms, going to Melbourne isn't much more expensive than attending a regatta in Auckland.

Possibly their Flying Dutchman is the first-ever RPNYC boat to attend a World Championship event.

As for the Clipper Cup held in August, Guy says he's never worked so hard [not even on NIRVANA]! "Hawaii was all beer and skittles. The Americans and Japanese drank the beer, while the Kiwis were skittled! We were outclassed in every facet — but that's history now . . ."



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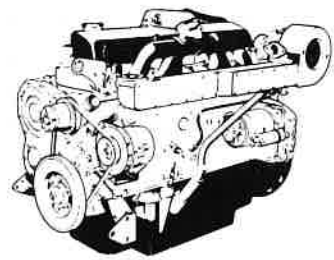
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Random notes

By
Fleet Scribbler

JOHN and Liz Moody's KINETIC has hit the talk show at the Club. Their seven starts and seven wins is the sort of performance you read about in Best Bets. Since the start of



the season they have won the Opening Day race, the general handicap, the Island Bay mark foy and the first second division championship race.

This kind of success story definitely warranted attention so a reporter was dispatched to check the scene aboard. Word came back that their tactics are somewhat offbeat. They drink out there.

Bopping to the sound of Seager on the stereo, the co-ed crew stack along the weather rail, swapping smokes and stories. Could it mean this new wave scene is going to set the standard for the Centennial Season?

IF you saw RESOLUTION TRADER playing speedboats on Opening Day, it wasn't because they had taken up water skiing. The absence of mast and rigging was the result of a foul trick.

While the mast was lying by the startbox at Evans Bay in preparation for re-stepping, someone took a set of bolt cutters to the rig. They removed all the halyards, the windex and the topping lift. Replacements, when they became available, cost \$500.

A chilling thought is that the thieves were obviously yachties!

Phil Cox and Grant Aikman prepare to fit a new keel to Dick Graham's KOAMARU after a misadventure rendered the original one obsolete.

IT is thought that the great God of the sea, Tangaroa, has been offended.

The culprits are Bruce Morris and Ian Mascall. We can only speculate as to what they did, but has he got it in for them!

First they tried to get out on big T's domain in a half tonner — He broke their mast!

Heavily disguised in a trailer yacht, they sneaked back out. He saw them. He sank them. They were swimming!

RIP thinks they should take up flying!



YACHT designer Bruce Askew has been greaking new ground in sailing vessels. He recently designed a 40ft catamaran to work as a trading vessel around the Pacific.

The result of an aid project put together by Wellington-based adventurer, Jim Siers, Bruce donated his design and supervision

time to the project.

Another scheme in operation is a sailing fishing boat. Designed for a Dunedin client, the vessel will be engaged in tuna trolling and will work the Pacific as far up as Norfolk Island. The boat is scheduled for completion in about 12 months.



“Boffin” concludes his advice on servicing diesel fuel systems.

Dealing with diesels (Part 2)

Well, I said, settling down for a longer session, now is the time to check and service the entire fuel system. It should be done in this order.

TANK: Where possible, the fuel tanks should be emptied. If your tank has an inspection cover, this should be removed and the tank inspected by eye for corrosion, sediment, or water, all of which are undesirable and should be removed by draining the tank at the lowest point, or by pumping it out. Check the fuel shut-off valve for leakage and tighten the gland nut, if one is fitted. We don't want any leaks! Follow and inspect all fuel lines to the water trap.

WATER TRAP: This is a plain metal bowl-type filter and serves only to settle out water and larger sediment. Shut off the fuel valve or cock, remove the bowl from the trap, and clean it out. Usually these are fitted with a drain valve and, once serviced, all that is required is periodic drainage at this point. Inspect the rubber ring, and if it is not perfect, replace it. Always carry a spare ring.

PRE-FILTER: Usually, if one of these is fitted, it will be of the CAV Filtrap type, with a glass bowl at the bottom. To dismantle this, remove the small bolt at the top of the filter. This goes right down to the glass bowl, and the filter then breaks down into three pieces - a sediment bowl, a throw-away filter, and the top. Replace the filter and rubber seals. Always carry a spare set. If the pre-filter is made by Bosch, the whole unit should be taken out and the filter unscrewed with a strap wrench. Smaller filters by CAV do not have a glass bowl, but are serviced in the same manner. Having cleaned out the pre-filter, we move on to the final filter, usually mounted on the engine.

FINAL FILTER: These are of various designs. However, they generally fall into two categories - the replaceable filter type and the serviceable type, the former being by far the more common. Generally filters are dismantled by removing a

centre bolt, but some Bosch units require a strap wrench to undo them, and some like the Bryce have two bolts holding on a lid. Discard the cartridge, clean the housing, and fit the replacement cartridge and new rubber rings. Again, always carry a spare set.

LIFT PUMP: The lift pump, or low-pressure pump, is the most neglected pump on the engine. Have you looked at it recently? If you have neither a water trap nor pre-filter fitted, then the lift pump will have stopped the lot. Remove the top cap of the AC type pump and lift out the gauze underneath, clean out the sediment and any water. If the body is badly pitted or corroded, have the pump serviced or replaced, and protect it with a water trap and pre-filter as previously mentioned. Further life will be greatly extended. After cleaning, reassemble the parts and tighten the screw lightly. (Note - I repeat, lightly.)

BLEEDING: Having replaced the filters in the system and checked that all pipes and unions are tight, the system will now require bleeding of all air.

Fuel systems now generally fall into two categories: 1. the non-return system, and 2. the return-to-tank system.

If you have No. 1 then you must

proceed as follows: Loosen the bleed screw or plug on the top of the final filter only, provided that this is the highest point on the fuel system, then use the hand lever on the lift pump to draw the fuel up from the tank. If the pump does not feel as if you have action, rotate the engine until the pump works. Time must be allowed for all traps and filters to fill with fuel, then air and fuel will bubble out of the plug at the filter. As this can be a messy business, try to fit a piece of rubber or plastic hose into the hole and lead it into a bottle or tin. When all froth has stopped and only solid fuel is observed, the system should be bled and the engine is ready for starting. If a good flow of fuel is not observed, check all fuel lines to the engine for kinks or damage. Repeat this procedure if the engine does not start. Remember to replace the plugs!

If you have system No. 2, all you need do is to work the lift pump lever until good solid fuel is felt, then start up the engine. Once started, the system will purge air as it runs. This return system is easily fitted to engines with pumped-fuel systems and is well worth the effort of fitting, as it makes stoppages caused by air bubbles almost impossible. Remember, a fuel starvation could be a very dear lesson.

Best of luck.

Cruising Captain

THOSE of you who were fortunate enough to have attended the Opening Day ceremony will have realised what an excellent event it was. The work put into the preparation of the Clubhouse by the Backstays, the committee, and all other volunteers was well worth the effort.

I was particularly pleased with the effort made by some of the yachts to fly their flags and bunting to great effect. One was reminded of the days when all yachts and power boats in Port Nicholson made the effort to “dress ship” in the appropriate manner for important club ceremonies.

As you know, the season is young, and the Cruising Division

has yet to show up in strength. However we are looking forward to another good season with the promise of two or three new boats.

The Cruising Committee has decided that, due to the lack of interest, our Wednesday night film/lecture evenings will be discontinued. Nevertheless, if anyone has an interesting lecturer or film, please do not hesitate to contact me or a member of the Cruising Committee and we will be only too pleased to arrange an evening. I would like to thank those few stalwarts who attended the interesting evenings we have run in the past. Cheerio and good sailing.

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