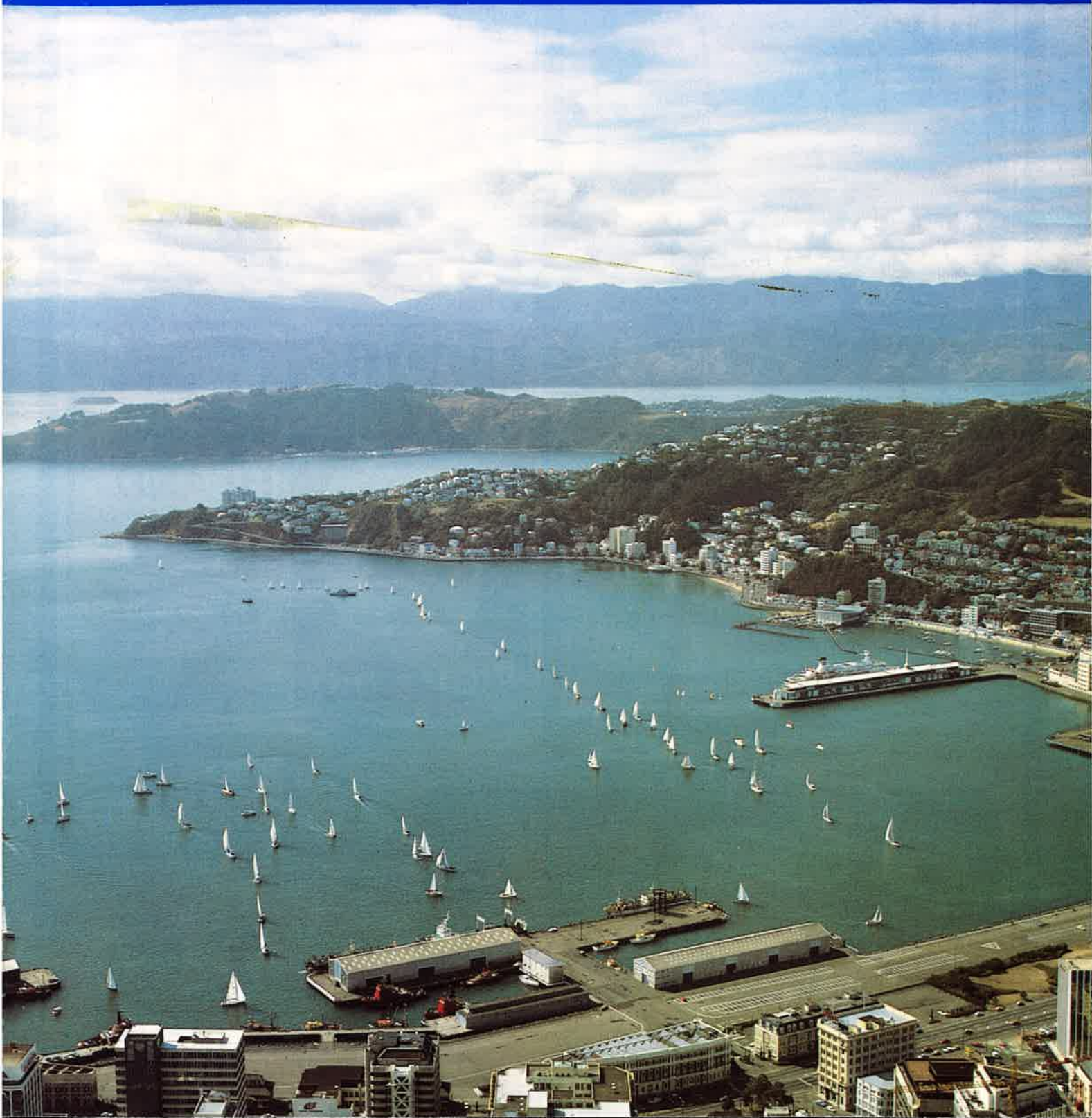


# *The Rip*

**April 1983**

The Royal Port Nicholson Yacht Club Magazine



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# The Rip

Vol.3, No.2  
April 1983

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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

An aerial view of the "Salute to Wellington" sail past, highlight of the Centennial celebrations.  
— Neville Atkinson photo.

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# Correspondence, love letters and advice

## Let's do it again

I KNOW that all members who attended the recent Centenary celebrations will wish to express the highest praise for the Club's officers, Executive, and Centennial Committee who put in so much time and effort to make the week the outstanding success it was.

Every function appeared to go without a hitch — apart from a few minor difficulties caused by the odd bit of unsuitable weather — and the Clubhouse was a credit to the Rear Commodore and his helpers.

It occurred to me that while I am quite prepared to hang around until the next Centenary I might not be in a condition to enjoy it very much. Therefore, as the concept of the celebrations was so good, would it not be worth considering holding a gala weekend once a year, or possible every two, or even five, years? The programme could include a special race on Saturday, followed by the already successful annual dinner, perhaps two short social races on Sunday — the afternoon one being for celebrity skippers — dinghy races etc. for the younger members, and a barbecue on the hard on Sunday evening.

How about giving it some thought, Executive.

LONGSTANDING YOUNG  
MEMBER

## Wrong ship

I HAVE just seen a copy of your November edition in which you feature on page five a picture of two Sea Cadets from HMNZS AMOKURA piping the official party on board. As the two cadets in question are very recognisable, due in no small measure to the excellent quality of your publication, I feel it is my duty to point out that both cadets are from Training Ship TAUPO.

Could you please correct this unfortunate error.

P. Dacombe-Bird,  
Lieutenant,  
New Zealand Cadet Forces  
Commanding Officer.

Government House

17 February 1983

It is my pleasure as Patron of the Royal Port Nicholson Yacht Club to extend my best wishes to you all and for your Centenary.

I am sure that you will all wish to join me as I take this opportunity of sincerely thanking the Administrative workers of the Club who have worked so hard behind the scenes to provide interesting, enjoyable and competitive sailing.

May I wish all taking part Fair Winds and Fair Weather.

DAVID BEATTIE,  
Governor-General.

## Assisting who?

THE yachting assistance fund - isn't it time Club members learnt a little more about it? Who provides the money, where does it go, and why?

CRUISER

## No sweat!

The Secretary,  
RPNYC.

I WOULD like to have a copy of your history — but as an ex printer I do not buy books manufactured by sweated child labour in Hong Kong.

You have no reason to be proud of the fact that your book is "beautifully printed in Hong Kong". You doubtless have several of your members in Wellington who could have had it beautifully printed in New Zealand for you.

D. L. DONOVAN

(Special note to members: If anyone has a copy of the Centennial Book which has been damaged by children's sweat, would they please return it to the Club, whereupon it will be replaced by one damaged by the author's sweat — who, incidentally, did the whole job for nothing!)

## Cop-out!

LEST some of the Gala Race yachties think that Commissioner Bob Walton was in error in taking WHISPERS II round Somes Buoy to port, let it be known that a certain member of the Sailing Committee was prepared to give evidence that the course was originally posted with "Somes to port" and subsequently, after the writer had read the course and left to escort his guest to the boat, amended to starboard under the instructions of the Sailing Committee.

So, dear Editor, you can see that, had the protest not been gallantly withdrawn by the Harbour Master, the result could only have been that all boats except WHISPERS II would have been disqualified, which would have been a pity as it really was an exciting sail and a clear win for the Commissioner.

L. R. ENGLAND

## On no account!

IT'S incredible that some months after the AGM where we were assured by the Chairman that audited accounts of the bar would be furnished we have not yet sighted the said document. Where is it?

DRINKER

## Words from afarr

Annapolis Md.  
USA.

I WOULD like to thank the Executive Committee and RPNYC members for the warm welcome I received during my fleeting trip to Wellington in January. The interest shown at the luncheon was most encouraging for a New Zealand revival and recapturing the Southern Cross Cup.

The very positive moves being taken by Del Hogg who, with Bruce Morris and Robin McKenzie, has purchased one of our new 30.5 rating boats, make me look forward to Sydney this Christmas. This — on top of the two sister ships being built in Auckland — augers well indeed for a Southern Cross victory.

Wellington undoubtedly has the crew talent in its youth ranks and, with guys like Hugh Poole involved to screen and develop it, the future looks bright.

I would take this opportunity to compliment the Club on its excellent Centennial celebrations, and in particular the efforts of Alister Macalister and Barrie Cronin in publishing the magnificent Centenary Book (of which I have two copies in the USA).

My life has certainly been busy and full in the last five months. Our two 36 ft (28.4 rating) boats have created quite a sensation in the SORC, winning Class F, and getting 1st and 3rd in class and fleet in the Miami-Nassau Race. In fact, MIGIZI, which I sailed on in the last four races after Bruce and I got thrown off FREEFALL, got five 1sts, and 15th in class and 10th in fleet. Had it not been for a disastrous 65th in the 1.6 St Pete-Fort Lauderdale (I was not there but FREEFALL fared an equally bad 45th), she would have won the circuit outright.

Congressional cup is next with Harold Cudmore; perhaps the Trans-Pac on GREAT FUN, Antigua Race Week maybe, Block Island Race Week on our new production 37s, then with Del for Southern Cross Cup — which I am really looking forward to.

Again, thanks for a good time.

Good luck for the next 100 years.

GEOFF STAGG

P.S. Plenty of beds for anyone passing thru.

## Editorial

IT was the week that was — and now, in the wake of the fanfare, bunting, and blue carpet, it's time to analyse the achievements of not really 100 years of existence but more particularly the past six months.

No one could dispute the amount of input from the various committees who, under the umbrella of Alister Macalister's Centennial Committee, came up with ideas and organised the implementation of them — creating a situation in which everyone found a compelling urge to make it along to join the celebrations. The Air NZ Series gave present-day yachtsmen the kind of big-fleet racing that brings out international qualities; 58 qualifiers makes good competition in anyone's language.

The enthusiasm with which skippers and crews took part made it patently obvious that Wellington keeler yachting came out of the doldrums — and the Sailing Committee must surely be asking themselves, having attracted this interest, "How do we keep the momentum going?" There were all those boats racing — all seemingly adequately crewed. Whatever happened to the old excuse of the crew shortage? And the young people — did they just arrive out of the woodwork? That barbecue on the hard, and the Laser racing, didn't just happen - they were carefully and painstakingly organised by a team of young enthusiastic Club members, actually asked, for the first time, to do something. And with it, hopefully, a precedent was established.

Symbolic of the crumbling of rigid roles — the ladies' participation was felt in more than just the floral arrangements and Iconoclast's shattered winches — Doreen Ower's Backstays were responsible for the magic of the Music Hall night — producing food at the drop of a hat — decorating — hostessing — and all the while participating in the racing events with equal determination. Upwards of 70 women met and strengthened friendships at a splendid mid-week luncheon presided over by eloquent speakers who, with razor wit and first-hand insight, spoke on racing and cruising locally and abroad.

And who could forget those wonderful occasions when the oldies gathered for their special races: Cakes and teas washed down with the proverbial nip or two; cussing and reminiscing with old arch-rivals; isn't that what real clubs are all about?

At the risk of foundation fathers turning in their graves dare we acknowledge that the Club has become a family centre? Surely not at all what those daring old men in their yachting machines envisaged when, as City Gentlemen, they met at the Pier Hotel on 16 May, 1883, and passed a motion that a yachting club should be formed — for the pursuit of their macho egos.

The Centennial celebrations have opened the doors and proven what the Club, its representatives and its members are capable of achieving. Should we not now consider keeping that excellent Centennial "think tank" arrangement alive — to plan for an annual week of revelry and racing? We won't be here to enjoy the next Centennial - so why not enjoy what we've got while we've got it?

JEANETTE O'SHEA

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# Centennial celebrations

## Vice-regal dinner

THE Overseas Terminal was the venue for a glittering vice-regal dinner which provided a fitting start to the week of celebrations commemorating the Club's Centennial.

**RIGHT:** The Club's Patron, His Excellency the Governor-General, Sir David Beattie, launches the Centennial celebrations.

**MIDDLE LEFT:** Wellington's Mayor, Sir Michael Fowler, addresses guests at the dinner.

**MIDDLE RIGHT:** Lady Beattie models a centennial sweatshirt presented to her by the Vice Commodore.

**BOTTOM LEFT:** Vice Commodore David Lackey presents an "ermine-lined" sweatshirt to Sir Michael Fowler.

**BOTTOM RIGHT:** Hal Wagstaff, as Commodore of Wellington's youngest yacht club, Lowry Bay, proposes the toast to RPNYC — critically observed by past commodore Noel Manthel.



## Centennial celebrations

# Real Oldies' Day

YACHTING'S Golden Oldies were remembered on a special Sunday when the Club held a harbour race with the doyens of a bygone era skippering the boats.

At the helm of Commodore Graeme Hargreaves' NIZAM was the grandfather of yachting himself - 91-year-old Harry Highet - who made a special pilgrimage from his home at Mount Maunganui to take part in the Centennial celebrations. And showing that time had not diminished his skill at the helm, he sailed into 8th place.

Harry's association with yachting dates back to 1908 racing 14ft dinghys out of the old Te Aro Yacht Club, which was later absorbed into Port Nick. He has been a member of Port Nick since 1914.

Recalling his early days of racing on Wellington harbour he said, "I



first raced at Port Nick in a catamaran, MORORO, in 1910



**ABOVE:** Harry Highet, New Zealand's grandfather of yachting and designer of the P-class.

**LEFT:** Bill MacQueen (right) talks to former Club member Bob Prince. Bob resigned 46 years ago when the annual subscription was raised from one guinea.

-then in the yacht SEABIRD, a 25 footer, which I helped to build in 1914.

"I won my first race in 1908 sail-



**Ernie Hargreaves, one of the Club's better-known old members, cuts the Centennial Cake.**



**The years have not diminished Herbie Dixon's charm with the ladies.**



**Winner of the Oldies' Race, Graham Baker, receives his prize from the Commodore's wife, Barbara Hargreaves.**



**Veteran members Walter Kaspar, Bill Nicholson, and Jack Scarrott talk over old times.**





Norm Foothead shows style at the helm of Whispers II.

ing a 14-footer and won the famous Winder Cup."

After World War I, during which he was awarded the Military Cross, his job as a draughtsman took him north to Whangarei. It was there in 1919 that he designed and built a seven-foot sailing dinghy. Instantly popular, it was soon accorded national status and today, known as the P-class, it is an integral part of yachting, having started many a youngster on a lifetime of sailing.

Harry recalls that Jim Lysaght bought the first one. "He used to sail it from the Mount three miles to school and back every day - rain, hail, or shine."

Transferring to Tauranga in 1921, he built a succession of three square-bilge 14s - PUTORINO, IMPUDENCE, and INNOCENCE. A colourful sporting career developed campaigning these boats around the country.

"I remember winning 17 out of 20 races at a Paremata regatta. We always started on scratch, but those



"Cappy" Rix and friends.

## Death of Club President

THE excitement of preparation turned to sadness with the death of the Club's President, Rear Admiral John O'Connor Ross, only a fortnight before the start of the Centennial celebrations.

Admiral Ross had been President of RPNYC since 1970, succeeding Sir Peter Phipps.

He had a distinguished naval career, rising from seaman to become Chief of Naval Staff.

Born at Port Chalmers, Admiral Ross joined the Canterbury division of the volunteer reserve in 1936 and served during the early months of the war as a gun-layer in defensively-equipped merchant ships.

For the remainder of the war he specialised in gunnery and was commissioned into the Royal New Zealand Navy on his return to the country in 1946.

He served on the cruisers ACHILLES and BELLONA till mid-1948 when he became a technical training officer on the shore base Philomel.

When the Korean war broke out in 1950 he was serving on the frigate TUTIRA, one of two ships sent to the war zone at two days' notice.

He later commanded the frigate KANIERE, and in 1952 became executive officer of Philomel from where he was moved to Wellington to become naval assistant to the



John O'Connor Ross

second naval member at the Navy Office.

In 1955 he became executive officer of HMNZS BLACK PRINCE then of HMNZS BELLONA before being promoted to the rank of captain while serving on the cruiser ROYALIST.

Admiral Ross was liaison officer in London for three years and returned in 1960 to become Commodore Auckland and then to command the ROYALIST.

In his retirement he produced several books, and was Wellington Area Director of the Defensive Driving Council.

Black ribbons were flown by all yachts competing in the first race of the Air New Zealand Centenary Series as a mark of respect.

boats were unbeatable."

In 1963, in recognition of his services to yachting, the New Zealand Yachting Federation accorded him their inaugural Yachtsman of the Year Award. The citation was: "For the man who has done the most for yachting in NZ."

Winner of the Oldies' race was Graham Baker, who is well remembered for his years of work in

various capacities in the start box.

Second place went to "Cappy" Rix sailing Gary Tye's SNOW GOOSE. "Cappy", aged 73, joined the Club in the 1920s. A boat builder (who served his apprenticeship with Joe Jukes at Balaena Bay), he built and raced several well known boats - CAPPY RIX III, POLLY OOLEY, SUE-LEM, and CRUSADER.



Bob Murie and family.

## Centennial celebrations

# The young and the foolish

THE Centenary week kicked off on Monday with a haphazard programme of events dubiously entitled a "Young Persons' Evening".

Initial plans of running laser races off the Overseas Terminal were put paid to by a gusty northerly and a vicious chop. With the foresight of Bill McGarry and the enthusiasm of Phillipe Macalister, the "Committee" agreed to a shortened course inside the Boat Harbour.

Meanwhile, back at the Coene Shed, Jim Gordon was bullying under 10-year-olds and their big sisters into rowing dinghies. Races

**By Jim Gordon**

were held over an arduous course -first child out to RED HERRING and back wins. The Mums entered into the spirit of things, causing general saturation and hilarity throughout.

Graham Moore continued his run of the honours in the Skippers' Race, at the expense of the Zambesi Finn Champion, and Commodore Hargreaves was convincingly out-sculled by Vice Commodore David Lackey.

At this stage of the proceedings, three lasers were rigged and, after a



Nicholas Moore, who won his dinghy race, is offered sweets by an elderly gentleman.

trial run, the first race was under way. It was soon apparent that controlling these tender machines in a confined space was no mean feat. Spectators imbibing at the makeshift bar in the Coene Shed were treated to thrills and spills a-plenty as competitors battled conditions.

The fastest time was appropriately recorded by "Rocket", with Bryan Coleman, Guy Beaumont, and "Corkscrew" pressing hard. A mixed race in fading light was awarded to Phil Macalister and Jody Oldham, who claimed to have completed two laps in the time the others took to do one!

Alister Macalister rose to the challenge and put up a commendable performance against those half his age, but mysteriously finish-



While the Zambesi Finn Champion rams the Rear Commodore, who is being denied sea room by the skipper of WHISPERS II, Graham Moore heads for line honours again.



ABOVE: Vice Commodore David Lackey gets his ass into gear to win the sculling race.

LEFT: With tiller extension firmly through the mainsheet, John Brooks prepares for his first Laser race.

ed with mud at his masthead. Gubby found his craft to be over-sensitive and is rumoured to be building a ferro laser for next summer.

The Zambesi Finn Champion was nowhere to be seen.

Home-made fittings enabled the barbecue to be fired up, and the wholesale selling and burning of chops and sausages commenced. Jenny Cooper and her staff produced magnificent salads in quantities previously unheard of.

In spite of adverse weather, all present generated a great deal of enthusiasm for this kind of family entertainment. The "young" certainly seemed to relish the opportunity to take part for a change, and future similar events would be popular.



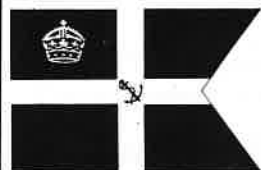
**TOP:** NIRVANA's skipper, Alister Macalister, is freaked out by the unaccustomed surge of speed.

**ABOVE LEFT:** Start of the boys' dinghy race.

**ABOVE RIGHT:** The girls' dinghy race finishes strongly.



**John Askew** relies solely on positive thinking for control.



## Commodore

I WOULD like to thank all members for their wonderful support for all the Centennial activities. The support from crews for the working bees show that club spirit is at an all-time high and the achievements are apparent for all to see around the Clubhouse. A truly outstanding effort.

The Centennial Committee did their homework and are to be congratulated by all members, be they young or old, active or social.

Air New Zealand are to be thanked for their support which added a lot of excitement and interest to the racing series.

Press coverage, apart from radio, has tended to be poor, and generally has included only the more dramatic events. Perhaps we should look on the bright side and see the lack of coverage by the press as an indi-

cation of the generally good seamanship of our participants!

We were honoured to have the Governor-General address us at our Centennial Dinner. This was attended by more than 320 people and was a most entertaining highlight of the Centennial.

Hopefully the young persons' functions and barbecues which were a lot of fun can be part of our regular programme in future.

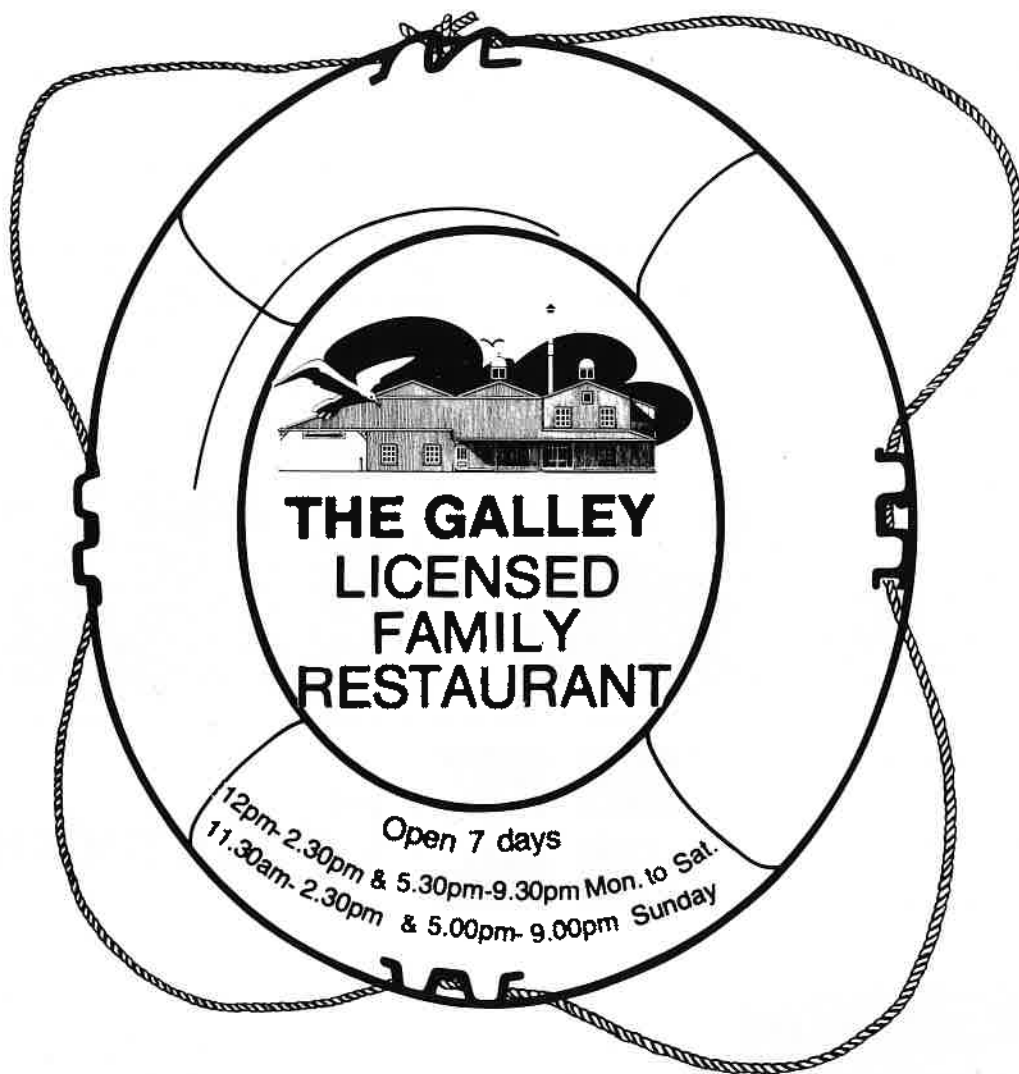
The sail past of all Club vessels — which after all is what our Club is all about — concluded the Centennial Year celebrations on a responsible note for all boat owners.

Finally I thank all fellow Flag Officers, who with their committees toiled for weeks to make the week a success.

GRAEME HARGREAVES

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# Vice Commodore

WITH a head full of Centennial detail and the hustle and bustle of that busiest of weeks, it was with some surprise that I found myself suddenly reflective of the Club's direction.

"What the hell happens now?" was the theme; "Do we just carry on carrying on for another hundred years?"

I think it was triggered off by the "Young persons' night" — a lousy windy night, a basically scruffy venue, a recalcitrant barbecue, and a certain casualness about the organisation — and yet what a great show! For the first time in years, it seemed, there was a vitality and vibrance about the Club which comes from a whole bunch of young people indulging themselves in spontaneous, uncomplicated fun.

"Where have all these kids been?" a concerned Club official found himself wondering.

Two things have become quite clear to me during my couple of years back in office — that the future of the Club is totally dependent on a regular influx of young members, and that, for a variety of reasons, we're not attracting enough of them.

Cost is a factor; quite obviously in these economically difficult times a student is not going to squander his hard-won bursary, allowance, or rent money on a yacht club subscription of fat cat proportions.

This line of thinking led me to look at the whole gambit of Club subscriptions; if we can't attract young members because of cost, then they'll have to be subsidised by others, and then how do we pay for things like blue carpet? Obviously, we've been selling ourselves short for a year or so! But wait; what about the older members who are on fixed incomes or pensions and anyway don't get to use the Club so much?

The answer I've come to is a combination of a subscription holiday for the young, coupled with a user-pay philosophy, and it might look something like this:

	Annual sub
Cadet members (valid until end of full-time education)	\$10
Senior members	\$100
Senior members of over 25 years con- tinuous membership	\$50
Senior members of over 35 years con- tinuous membership	\$25
Country members, lady members or spouses of members	\$25

The above should fire up a bit of wardrobe passion and, incidentally, its effect would be to increase our current subscription income from \$29,400 to \$52,400 — not including cadet members.

Having attracted all these young members, how do we keep them amused? We certainly haven't got room at the Boat Harbour for junior and intermediate sailing. A Coene shed full of windsurfers is just one idea, but better still in my view would be a merging of our interests with Worsler Bay.

The advantages to both clubs would be many, but principally:

**Port Nick** would acquire a junior/intermediate sailing facility and, by definition, a regular flow of potential keeler crew members.

**Worsler Bay** would acquire a town clubhouse with a sophisticated social facility, licensed premises, luncheon, bistro evenings etc.

**Both** would benefit from the economies and efficiencies of scale, having a greatly enlarged subscription base, merged administrative offices, increased political clout, and computer-based membership records and registers. On the sailing side both would gain from a merging of both administrative and on-the-water talent. For old time's sake each could retain as much autonomy as it desired.

Doubtless this idea will meet with shock/horror reaction in some circles but it's not as if mergers of yacht clubs are anything new! Remember the old Te Aro Sailing Club? Of course you don't; it merged with Port Nick sixty five years ago!

DAVID LACKEY

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## Cruising Captain

YET another racing season draws to an end, surely the windiest we have experienced for many years. However, the turn-out of cruising boats has been very encouraging despite the high winds at the start. Most of the cruisers have had a race or two at least, and some consistent performers have been seen at the line on most days.

Congratulations to Kim McMoran in STORMY, who has had a go at everything. We are also very pleased to see the Maddevers in NANETTE performing very well, and Brian Parker in REFLECTIONS has been a consistent starter. By the way, if anyone fishes up a No. 2 genoa that floats by, ask

Brian about it.

I would like to congratulate all cruising boats and their crews for their participation in the year's racing, and I hope that the weather over the winter period gives us a chance for a few novelty events. My thanks also to the motor sailers who have made a good showing.

Finally, my congratulations to all our boats for the excellent show put on during the Centennial Week — it certainly was a spectacle that will long be remembered, and a credit to the hard work put in by the Centennial committee.

COLIN H. BAYLIS

## Centennial celebrations

# The ladies live it up

By Tessa Williamson

CELEBRATING a centenary seemed an excellent time to start a tradition in the Club. Not surprising, therefore, that there was an enthusiastic gathering in the Clubhouse on Tuesday, February 28, of ladies whose association with the Club ranged from only a few months to many, many years, to attend the inaugural Ladies' Luncheon, with guest of honour Mollie Whiting.

In her welcoming speech, Barbara Hargreaves gave a brief history of the ladies' involvement in the Club -



Barbara Hargreaves welcomes guests to the ladies' luncheon.

from the early days when they were invited once a year to watch the start of the race and then take afternoon tea at Kirkcaldie and Stains, to the more recent past with two Ladies' Races competed for annually: the Kirkcaldie Cup and the Whiting Trophy, which was presented to the Club in 1979 by Mollie and D'Arcy Whiting.

This served as an excellent introduction to Mollie, who regaled everyone with delightful anecdotes from her many years of sailing, and fascinating stories of the long cruise in TEQUILA with husband D'Arcy, which took them to Mexico, Hawaii, Alaska, and many other ports of call. She recalled one ladies' race in CORUBA with daughter Penny at the helm: D'Arcy (the one invited guest), who had made a suggestion and was summarily banished below and told to close the hatch behind him, got his revenge by making a flag with the word "HELP" which he flew out of the porthole. Mollie also recalled D'Arcy lecturing the children when they were little and saying there would be no loud voices or shouting - unless he fell overboard ... to which a small voice piped up "And can we clap too?"

Mollie said she was delighted to be connected in any way with ladies' sailing events, and was very much looking forward to racing on Wellington Harbour later in the day.

Kate Lackey, in thanking Mollie for helping the ladies celebrate the Club's Centenary, echoed Hawaii Yacht Club's magazine which said, in 1975: "To be in the company of Auckland's D'Arcy and Mollie



Guest of honour, Mollie Whiting, gives 'em heaps.

Whiting is to have fun. As yachtspeople, raconteurs, pranksters, amateur painters and warm friends, they enhance proceedings wherever they go," sentiments which were warmly shared by all present.

Later in the day (allowing time for the excellent lunch and wine to settle), the Ladies' Race was sailed in some of Wellington's more interesting weather. However, 50 plus knots were just to the liking of AZTEC, and Helen Coleman had the privilege of being presented with the Whiting Trophy by Mollie herself, who admitted that only Wellingtonians could go sailing on such a day.

Second and third placegetters Shirley Macalister (NIRVANA) and Annette Jones (KINETIC), also received high praise from the Club's very popular and welcome guest.

To judge by the support and enthusiasm for the Luncheon, there would appear to be a strong case for making such a function at least an annual event. We understand the Backstays are looking at the idea very seriously.



LEFT: Wine and women.



Pat and Jill, the ladies of the bar.



A bevy of pretty wet girls.



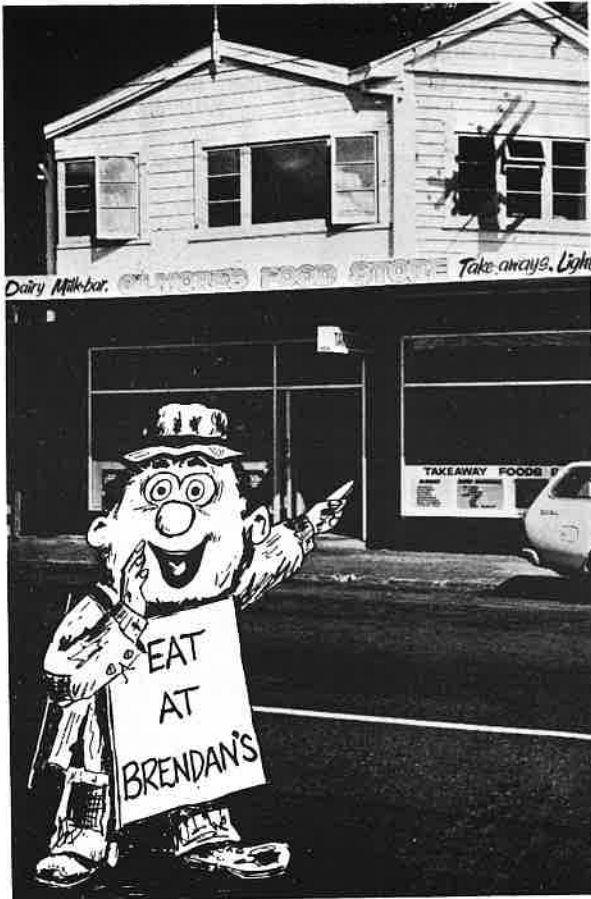
Joanne - back on dry land



The ladies tell the "big wave" stories.

**TOP:** Cathy Oliver drives **EXPECTATION** to weather.  
**MIDDLE:** Sue Hargreaves in command of **NIZAM**.  
**BOTTOM:** Helen Coleman receives the Whiting Trophy and the winner's bouquet from Mollie Whiting.





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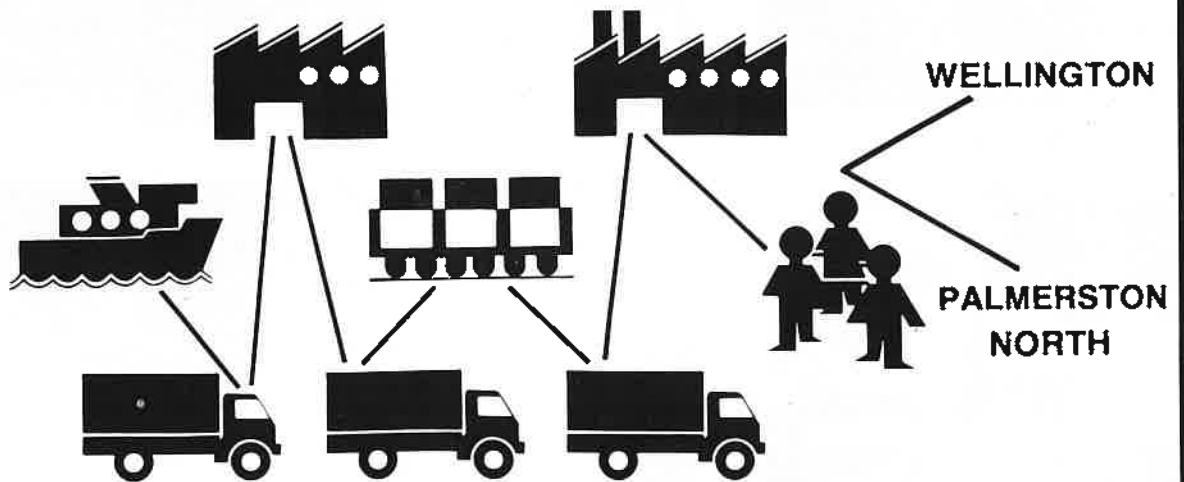
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## Centennial celebrations

# Ex-officers show the flag

By Alison Gibbons

DURING Centenary Week an evening was held for past flag officers of the Club. Unfortunately I talked to only a few of these men, but they all remembered some particular event during their period of office. The areas of club development on which they had concentrated were different; however, their reasons for belonging were similar. They all saw the Club as a place where any number of different people can meet with at least one thing in common, and without exception they all felt that this has continued to be the Club's strength to the present day.

NOEL MANTHEL was Commodore immediately after the war. His major task then was to rebuild the Club after the Americans vacated the present Clubhouse and the Boat Harbour. Accordingly, the Executive negotiated to occupy the Clubhouse, arranged dredging of the Boat Harbour and relaid the moorings. About this time too, Mr Broberg rewrote the Club rules. At this stage membership was relatively small, 180 perhaps, with no women involved at all. Mr Manthel was well known for his 36ft twin-screw launch ROSEMARY III, in which he made many Straits crossings.

KEITH CAMERON occupied almost every office within the Club from Commodore to Slip Master for about 17 years from the 1950s. He first raced ATALANTA, a first division keeler, and later bought TANGAROA - at 103 years possibly the oldest motor sailer remaining in the Club. Mr Cameron recalls the Old Clubhouse, big enough only for a billiards table with a gas heater for warming the fish and chips over. The pohutukawas along the Oriental Parade frontage to the Club were planted in this era.

LES EVANS, a familiar face around the Club, sees it as a lifestyle and he loves it! He now skips RHYTHM, before which he owned RAUKAWA, VULCAN and QUEEN CHARLOTTE, and over the years has sailed with his family to Noumea and up the east coast of Australia. While welcoming the advent of women into sailing, he is emphatic that they must be useful. Mr Evans, like everyone I talked to, believes that modern developments in sailing have not led to a less able breed of sailors; the importance, he says, is in the competition.

However, many ex flag officers who have sailed their own boats



Local and visiting members of the International Order of the Blue Gavel -- the world-wide organisation for past commodores -- are pictured with their host, RPNYC's present commodore, Graeme Hargreaves (front row, in white). They are: Back row -- Maurice Crisp (RPNYC); David Nicholson (Wainuiomata Amateur Boating Club), Ian McLennan (Kapiti Boating Club), Allan Perry (Kapiti), Ralph Von Kohorn (Mana Cruising club -- and Blue Gavel Pan Pacific Vice President and President of the NZ Chapter), Bill Hook (Kapiti), Bill Gasquoine (Kapiti), and Alister Macalister (RPNYC). Front row -- Kem Cox (RPNYC) and Ernie Hargreaves (RPNYC).

competitively, agreed that the degree of commitment from younger crew members is not as great as in earlier years - a reflection perhaps on the competing interests for leisure time today.

KEM COX would surely be one of the Club's most enthusiastic and travelled offshore racers with approximately 80,000 offshore miles clocked up. After the MATUKU sank in mid-Tasman, Kem stepped off the rescue freighter in Whangarei, went direct to Auckland and ordered a new yacht - SAVANT. During his time as Commodore from 1971-74, the present slipway was installed with the assistance of Ray Grover - the first slip of its kind in NZ. Mr Cox takes his racing very seriously; he has raced five times in the Sydney to Hobart and also circumnavigated the South Island.

BRIAN BARRACLOUGH sailed a P-class as a boy, but until joining Port Nick in the mid 1950s was not an active sailor. His first yacht was a 28ft keeler CHARMINE, which he built in his back yard; later he commissioned CRESCENDO, a one tonner designed by Bruce Askew. As Vice Commodore and then Commodore from 1975-77, Brian took a keen interest in offshore racing, winning the first Nelson and Gisborne races, and during this time

actively encouraged younger members to crew. He also organised the inaugural charity race.

RORY O'SHEA had a brief encounter of an absent kind with the rear commodoreship in the 1970s, before leaving to work in Sri Lanka. In his own words, along with some of the crew of TOUCHE, an entrant in the third division, Rory was the Club's first hippie. Another distinction was his successful writing and filming of "The Hum" - a film about Geoff Stagg's WHISPERS II.

ROGER MANTHEL also began his sailing career in P-classes, graduating to Z-classes and powerboats before finally opting to sail keelers. BRAVADO is his present yacht, replacing SPINDRIFT, a 32ft one tonner, and MOBY DICK. Mr Manthel was Commodore from 1977-80 and Rear Commodore prior to that. During this period the Club uplifted its ancillary licence, although only after a raid by the police. He was also responsible for arranging a public meeting to support development of the Evans Bay marina opened in 1979. Mr Manthel feels that the Club has a responsibility to boating, particularly with the increase in leisure time, which may ultimately need to be met by building a marina at Port Nick and expanding the Clubhouse facilities.

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## Centennial celebrations

# Smoke gets up your nose

ALTHOUGH the evening was fine, a strong wind caused the venue of the Centennial Week barbecue to be changed from Ward Island to the eastern end of the "hard", outside the Old Clubhouse. Good organisation, and the availability of meat packs, salad, and bar facilities, led to a highly-successful social function.

**RIGHT:** Members jostle to play "find the sausage" at the barbecue on the "Other Ward Island".

**LOWER LEFT:** Finding a soft spot on the "hard".



**LOWER RIGHT:** The success of the function is indicated by the crowd.



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## Centennial celebrations

# Salute to Wellington

ONE of the highlights of Centennial Week from the spectator's point of view was the "Salute to Wellington" sail past. Yachts in their respective divisions sailed past the flagship, HMNZS TAUPO, where the salute was taken by Rear Admiral Michael Saull. Thereafter they raced around the harbour, passing every yacht club on the way.



The fleet sails in line across Oriental Bay and around the flagship HMNZS TAUPO.



The Centennial Pennant, 100 feet long, flies from the masthead of NIZAM, the Commodore's yacht.



Members of the Muritai Yacht Club line the Eastbourne Wharf and cheer as the fleet passes by.



## Centennial celebrations

# Air New Zealand Series

DEL Hogg's syndicate-owned **INSTINCT** took handicap honours in the Air New Zealand sponsored Centennial series, the glamour event of the Centenary celebrations.

Racing consistently in favourable conditions, the Farr half tonner finished 6/14/5 in the three point-scoring races.

"Consistency was the name of the game," said Del, shortly after the announcement. "I guess we had an idea we might have been in the hunt - so we just gave it our best shot."

Speculation was rife throughout the series as sealed handicaps, that were subject to alteration, kept corrected finishing times a secret.

A maximum qualifying entry of 57 boats made the series the most exciting event in keeler racing to be seen on Wellington harbour for many years.

Weather conditions were light to nothing for the first race, and the 49 starters struggled to complete the 15 mile course within the time limit. **FREDERICK**, Graham Moore's 53 footer, finally crossed the finish line at Jerningham just 13 minutes before the expiry time.

It was a small boat benefit, and although the Renner brothers' **EXPECTATION** won division I, it was David Lackey's **BOBBY SHAFTO**, Pat Millar's **HIGH SPIRITS**, Bruce Askew's **KAMA**, and Peter Sutton's Police Commissioner Bob Walton, with his trophies for winning the Gala Day Celebrity Race on **WHISPERS II**, accepts the withdrawal of a protest from Harbour Master Captain Galloway.



**ABOVE:** Del Hogg finds some difficulty in believing that the **INSTINCT** syndicate has won the Air New Zealand Series.

**RIGHT:** Rotary President Bernie Hill presents a cheque to Stephen Fisher, son of Lew Fisher, for the Spirit of New Zealand Trust.

**PUGWASH** which seemed to be the favoured few.

For race two 50 boats crossed the start-line. Again weather conditions favoured the lightweights.

**FREDERICK** again got the gun, but the small boats were close behind.

Surprisingly, as tension mounted, protests were few. In race two, two were disallowed for late lodging, but **BOBBY SHAFTO** was awarded five



minutes for rescuing a crew member from the 28 ft trailer yacht **STORM-RIDER** who had become separated from his boat when it overturned and failed to right itself.

Of the big boats **EXPECTATION** still looked to have an outside chance, having consistently finished in the top slots of the first division, but the writing was on the wall ... Flukey breezes again dominated the final scoring race, and it became a battle royal among the second and third division.

The fourth and final event in the series was a gala race but compulsory to all serious contenders. The Centennial Committee had again joined with the Wellington Rotarians to make it a fund-raising venture for the Spirit of New Zealand Trust.



A glittering cast of celebrities was invited to skipper the boats. Their arrival by vintage car was a spectacle in itself. Among the guests were Sir John Marshall, Sir Thaddeus McCarthy, Sir Randall Elliott, numerous Cabinet Ministers, diplomats, and VIPs. But as they pulled-up in splendour at the door, race officials downstairs deliberated on how to stage a race with the inexperienced gentry helming the yachts in 50 knot winds.

Nevertheless, it was decided that the show must go on. The 15-mile course was shortened to a quick dash around the Somes buoy and back again, and 47 yachts started - a tribute to some of the little boats. The SPIRIT OF ADVENTURE, in town for the celebrations, joined the race, with 26 guests of Rotary aboard. In Oriental Bay, Wellingtonians braved the weather and lined the Parade as, prior to the start, competitors executed a sail-past - each boat being introduced by a shore commentary from Bill McCarthy and Ross Telford.

This time the big boats had their day - Lindsay England's



WHISPERS II, with Police Commissioner Bob Walton aboard, took an early lead and proved impossible to catch; it went on to win both line and handicap honours. Second was John Moody's KINETIC, helmed by Air NZ's Chief Executive, Norman Geary, and third was SPIRIT'S Skipper, Nick Hylton, sailing Les Evans' RHYTHM.

The RPNYC's Centennial series was a success in every way. The SPIRIT OF NZ Trust made \$1600 ;

**A wild Wellington blow adds excitement to the Gala Day Celebrity Race.**

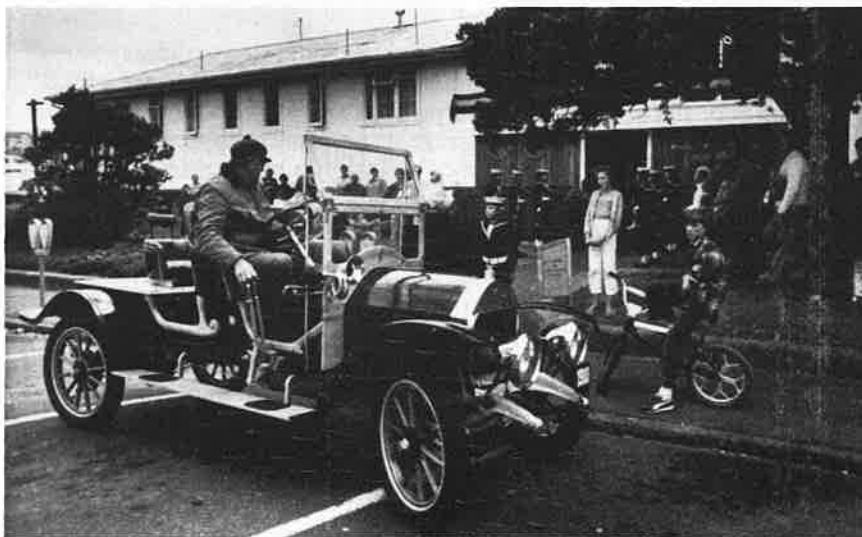
the winners, Del Hogg, Peter MacDonald and Bruce Morris, have a \$9000 travel prize to whack up between them; but most of all, the excitement and challenge of big fleet racing gave skippers and crews a lesson in racing tactics that will stand in their stead and carry them into the next century on a very positive note.



Minister of Trade and Industry, Mr Hugh Templeton, sports unusual headgear as he is rowed out by Chris Harris to sail CHINCHILLA.



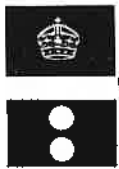
Mayor Sir Michael Fowler gets down to the nuts and bolts after arriving in an immaculate Hupmobile Eight.



Sea Cadets provide the honour guard as Sir Jack Marshall arrives in the oldest car in the parade.



A little smooth entertainment adds to the festivities.



# Rear Commodore

CELEBRATIONS, whatever they are remembering, are always a time of activity, pleasure, and great fun. Centennial celebrations, however, inevitably go that much further, and our recently-completed Centennial week has been no exception.

The participation by people associated with the Club has been amazing. It does not matter how much effort is put into organising a programme, it cannot be successful unless fully supported by individuals attending the events and functions. I believe the success of the Royal Port Nicholson Yacht Club Centennial was due not only to the effort by all those associated with organising and running the events, but also to the magnificent support of Club members, both past and present.

Personally, I have many people to thank for their efforts and support associated with the work leading up to and during the celebrations. To list them all would run the risk of overlooking a particular name or person, and I would sincerely regret that happening. To all, my sincere thanks for the exceptional support and work you have given.

However, a number of groups require a special mention, such as:

## Working parties

For several weeks prior to the celebrations a considerable amount of work was carried out redecorating and bringing the Club premises up to scratch. A total of 65 persons involved themselves in doing this work, and the final results proved that their efforts were well worth while. The majority of these people were drawn from a wide selection of yacht crews, and their willingness to turn out and do the work was greatly appreciated.

## Young persons

The evening events on Monday, February 28, were organised by a group of our younger members. This night, in my opinion, was a resounding success. The sight of some of the "not so young" enjoying the trials and tribulations of laser sailing in the Boat Harbour was enlightening to those not willing to test their skills, but also "invigorating" to the participants.

Well done, "young people", your efforts in organising the evening were greatly appreciated and a credit to you all.

## Barbecue

Due to the possibility of adverse weather (wind) the barbecue was finally held on the "hard", in the eastern corner. Once again, everybody appeared to enjoy themselves.

This type of activity could well become a regular event, and your House Committee will give this further thought.

## Old Time Music Hall

Due to lack of space the number of tickets available for this function had to be limited. However, this was a tremendous evening and a fitting finale to the week, organised

superbly by the Backstays.

## Flowers

A number of ladies of the Club spent considerable time organising and arranging flower decorations prior to and during the week. Many thanks for your help and efforts.

At the risk of repeating what others may be writing in this edition of THE RIP, I wish to add my thanks to the members of the Centennial Committee for the extremely long and strenuous efforts they put in to make the Centennial week a success. Theirs was a magnificent effort.

Finally, with our first one hundred nearly over, perhaps now is the time to assess what we want and where we go in the next hundred years, so we can ensure that, come the year 2083, members of the Royal Port Nicholson Yacht Club at that date can look back and celebrate with the same degree of pride and participation as we did.

GARY TYE

# Shape up or ship out

FIRSTLY, a welcome to all new members who have joined recently, and thanks to those existing members who have been instrumental in introducing the newcomers.

However, we do still appear to have a problem with a number of non-members using the Club premises on a regular basis.

It is quite clear that non-members may not visit the Club more frequently than once a month, and then only if introduced and "signed in" by a Club member. This privilege is unfortunately being flouted by a number of people and, while it is very pleasant to invite one's friends or crew members along on a regular basis, it is not acceptable to the Club on two points:

1. It contravenes the basis under which the RPNYC holds a liquor licence, and it concerns both your Executive and House Committee if these regulations are not observed.
2. If non-members wish to use the facilities on a regular basis then, quite frankly, they should make the effort to obtain membership and thus contribute to the overall running of the Club.

In an effort to bring the matter under stricter control, regular membership checks are to be re-introduced on Fridays, Saturdays, and Sundays. Members are reminded that membership cards are required to be carried and should be produced when requested, particularly when purchasing bar cards.

Remember, if you do have friends or crew members who use the Club on a regular basis, please use your goodwill to persuade them to apply for membership.

GARY TYE,  
Rear Commodore.



# Who wants to be a millionaire? He does!

THE launching of Brian Millar's HIGH SOCIETY heralds yet another Wellington challenger for the Southern Cross team. The sleek 37ft Davidson design is Brian's seventh boat and the fourth keeler he has launched in his colourful career as one of Wellington's best-known racing yachtsmen.

Constructed from GRP, the hull, decks, and cabin were built by Export Yachts Limited in Auckland and arrived in town 10 days prior to going in the water. Interior fitting out and deck layout was well under way, and Brian expressed the hope that they would start unofficially in the Cook Strait race at Easter.

The standard design is a moderate displacement fast cruiser/racer. Hull weight is 1200 lbs - rating approximately 31.5. Brian's individual

requirements added a balanced rudder and double spreader masthead rig.

A full range of Hood sails will be aboard.

Brian will use Evans Bay's Winter series as a shakedown for the Southern Region trials which are scheduled to begin at Banks Peninsula Cruising Club later in the year.

If HIGH SOCIETY makes the team, Brian will prepare to represent NZ for the third consecutive time at Southern Cross. In 1979 his S&S KOAMARU was part of the second Southern Region team of three; the others were GRANNY APPLE and MARDI GRAS. In 1981 he made the team again in NGARURU as the only Wellington representative - with SOUTHERN RAIDER (Christchurch) and



Brian and Barbara Millar, with plenty of help from their friends, keep an eye on things as HIGH SOCIETY enters the water for the first time.

ROPERUNNER (Auckland).

And the Sydney-Hobart classic will be his sixth. He first did it in CARINA in 1966 and again in 1967. In 1969 he took his own yacht ARAPAWA.



"Baldy" gets the message from the Singing Telegram girls.



## The backstays

AS we wind down after the last few busy weeks, I keep remembering the tremendous support we had from everyone, particularly for the Afternoon Tea on Open Day. This was greatly appreciated. The Centennial Cake made by Gill Lawrence added the finishing touch.

There was such a response to the Ladies' Luncheon that we feel this should be at least an annual event.

The size of the hall meant that not all who wanted to were able to be at the Music Hall night. It proved to be one of the highlights of the Centennial festivities. The Capital Entertainers were helped by Roger Manthel and Rex Hebley. With helmet and all, Rex proved to be the best Laughing Policeman by gaining thunderous applause.

It was heartening to see so many ladies out there battling it out in the Ladies' Race. As Molly Whiting said, only Wellingtonians would hold an event in such conditions.

With such a beginning, 1983 promises to be an exciting step into the Club's second century.

We do most sincerely appreciate all the many offers of help we receive from the ladies, and often find ourselves in the embarrassing situation of accepting assistance from ladies who are not members (but whose husbands are) and who want to be more involved.

The Club would welcome your enthusiasm and willingness with open arms (after all, it's the workers who make the place tick, isn't it?), and as members you would be able to come down whenever you wanted, take full advantage of the Club's facilities, make up parties for the Wednesday lunches, invite your guests to the Clubhouse — among many other privileges.

With so much interest in the Club having been generated during Centenary Week, it would be a pity to see it being wasted. So, treat yourselves to a non-birthday present (Lady Membership is only \$27.50), and see what a difference it could make to your life!

DOREEN OWER

### Air New Zealand Series results

INSTINCT	41.7
SUGAR'N SPICE	43
NIRVANA	47.7
FARCICAL	52.7
ROBB ROY	53
SNOW GOOSE	57.7
HIGH SPIRITS	61
'OTNIP	63
TORTUGA	64
COPPELIA	64

# Gallant gang goes to

By Jim Gordon

CHRISTMAS dinner had hardly settled for the crews of 17 yachts which started in this season's Wellington-Gisborne race. At midday on Boxing Day the fleet scampered away from the Overseas Terminal in a freshening north-westerly.

Fresh from his success in the Spring Series, John Moody was keen to get on with the job and immediately ordered a spinnaker for the reach to Pt Halswell. This decision was to prove a little embarrassing as KINETIC made a wide detour into Evans Bay.

Line honours favourite FREDERICK was first around Kau Bay

the gybe necessary to clear the harbour.

KINETIC quickly recovered lost ground; BOBBY SHAFTO spent anxious moments heading for Christchurch, and the kite gear on SNOW GOOSE III began to self-destruct. Meanwhile, at the head of the fleet, there was fast and furious running across Palliser Bay and round the corner. GRIZZLY BEAR skilfully succeeded in carrying her large bag to the Cape and quickly opened a gap on the two other Farr 38s in the fleet.

About this time a number of participants began to regret that

Wairarapa coastline, and those yachts which chose to stay inshore got the worst of it. Obviously someone was impressed with the freshness of the breeze, as a local observer in Gisborne was heard to enquire after the "100 mph" winds which reputedly hammered the fleet!

Conditions were fresh enough, however, for TARUA, a heavier boat than most, to do 9-11 kts. wearing only small jib and mizzen — and for her crew to flatly refuse



and soon led the fleet in an exhilarating kite run to the heads. Apres-Christmas hangovers were much in evidence as several crews botched

extra helping of strawberries and pav as they struggled to shorten sail off Palliser. Violent gusts whipped down the steep gullies of the South

the skipper's kind offering of hot, greasy sausages.

With guest helmsman Rick Macalister on board, the Farr 1104 MACHINE GUN opted for the shorter but tighter course and experienced a bumpy night. Others decided to ease sheets for speed and headed further out to sea.

During the morning the wind shifted into the west and dropped away. By afternoon Hawke Bay was a dead flat maze of holes, and several yachts found themselves "parked up". EXPECTATION reported the frustration of her own custom-made hole within sight, but not reach, of more fortunate competitors.

The tall masthead rigs of the three big Spencers, FREDERICK, RED HERRING II, and AZTEC, enabled them to maintain their edge

Surrounded by beautiful and attentive ladies, Jim Gordon freaks out completely.



# Gisborne

on the fleet with the ever-present GRIZZLY BEAR chasing hard. The lack of wind also reduced FREDERICK's chances of a race record, which had seemed possible after the first 12 hours.

Crews of the smaller boats in mid-fleet spent the entire day struggling to keep way on as the holes became bigger and more frequent. KINETIC was plagued by the sight of TARUA's big red mizzen staysail as the Herreschoff ketch refused to be shaken off.

As predicted, Graham Moore's FREDERICK was first across the

Auckland) crammed into the Turning Basin in Gisborne Harbour, there was very little elbow room — just enough to raise a glass or two,

**RIGHT:** This candid shot from Gisborne shows that broadcaster Ross Telford is "on the air" 24 hours a day.

and all 34 crews were soon preoccupied with doing just that!

The atmosphere in the harbour remained festive for the duration of



line in 29hrs 31mins 34secs. Forty minutes later was the perennial AZTEC, which held out RED HERRING II by a further 14 minutes, and trying hard to the last was a well-sailed GRIZZLY BEAR, which finished five minutes later.

For those of us still at sea, there was the gloomy prospect of a windless night. Ten yachts, all within sight of one another after 33 hours of racing, slowly converged on Portland Island, half-expecting to be stuck there until daybreak. But "Huey" came to the party with a light but steady breeze which filled in from the south east. Those yachts which had stayed further out picked up the wind first and the race was on again.

The remainder of the fleet finally reached Gisborne during the early hours of the morning and TARUA, which had lost five places since Hawke Bay, tacked across the line at 7.11 a.m. to bring up the rear.

With 34 visiting yachts (16 from

our stay, and the local Sailing Club catered for our every need in rare fashion. Among other things, they provided cars, hot running water, cold running beer and inexhaustible hospitality.

The Radio Gisborne race was a day of reckoning for Wellington yachtsmen. Fastest time went to Auckland URBAN COWBOY (don't drop your bottle on the deck!), and handicap honours went to the less sophisticated but well sailed KINETIC and NIZAM on IOR, and to SNOW GOOSE III and AZTEC on PHRF.

A fun race the next day went to MACHINE GUN, which threw more water than anyone else and rigged the results. Any semblance of racing was out of the question from the moment ANTICIPATION and WHITE LIGHTNING hoisted the buoys up their masts. This didn't detract from the enjoyment of the day or the enthusiasm of the locals.

The New Year's Eve prizegiving was another superb feat of organization by our hosts in which the only people who didn't get their money's worth were those who misjudged the pace and passed out early! Les Evans was heard to claim that RHYTHM would go faster if she had a piano in the saloon; Rob McKenzie attempted to transform his boat into an Opera House; and Roger Manthel simply turned his yacht over to the crew.

The return trip to Wellington saw some interesting stopovers. TARUA enjoyed a roast chicken at Tolaga Bay! RHYTHM and SNOW GOOSE III went drinking in Napier on a Sunday! And several yachts became founding members of the White Rock Cruising Club. (Annabelle Tye was so impressed with the place that she wanted to get off!) And then there was John Moody, who had some help from another lady called "Liz"!

TWO years ago Bruce Farr, Auckland's top yacht designer, moved his operations to the East Coast of the USA. When Geoff Stagg's commitment as watch captain of CERAMCO NZ ended he joined Farr's team as marketing manager. In Wellington briefly to talk with two Club members who are contemplating a Southern Cross challenge, Stagg talked to Jeanette O'Shea about his new job, current overseas IOR trends, and NZ's place in the order of things international.

# Stagg heads new Farr design service

GS: I have become Marketing Manager for Bruce Farr & Associates. On the strength of that, there has been a new company formed called Farr International, which I am heading, and that company has been formed to sell Farr designs, to service Farr designs, and to offer a service to Farr owners in circuits all over the world, dependent on how much they want to get involved with us. Initially, we only really sell plans. My job is to sell designs which we tailor-make around a client — whether he wants to race around the world, do the Admiral's Cup, Southern Cross Cup or whatever; if he wants us to get a crew together for him, if he wants me to sail the boat, we offer him these services and — depending on what he wants to pay — he gets.

JOS: So you meet the client, get to know him, evaluate his needs, and then make suggestions?

GS: Exactly — we have a new Italian client who wanted a 60-footer. He wanted to do the Round the World Race. I went over to Italy twice to talk to him and found out that he really doesn't want to do the Round the World Race — it was just something he might want to do — so what he has now is a Grand Prix 60-footer, a stripped-out boat inside for the Pan Am Clipper Cup and the Orion Patch series in the States. We're going to build the boat for him in America and campaign it for him. So, it's quite fascinating. The whole idea is that, when many clients come to us, they don't really know exactly what they want. After consultation with me, I then go to Bruce with a

design brief, he comes up with something, I go back to the client and we sit down and talk further about it and, if he's happy with that, we go ahead and do it. But it's quite a complicated job.

JOS: Do you have any influence on the design concepts?

GS: I put a lot of personal input into it, but we have a very good team with Bruce and his partner Russell Bowler who is a qualified engineer and is really excellent. He does all the structural design aspect of the boat and Bruce does the line drawings and the concept; he then passes it on to Russ who does all the construction detail. And of course I'm doing more sailing than anybody and I put in all the input for deck layouts, internal layouts, rigs, winching systems, sails — that type of deal. But there's a great deal of discussion between the three of us.

JOS: In what direction do you feel IOR designs are moving internationally?

GS: It's just started to pick up again after a period of about three or four years when there wasn't much happening, and it's just exploded in the last four or five months, particularly in Europe and England, and we're starting to feel it in America. Australia and New Zealand — and in particular New Zealand are very depressed but it seems to be picking up again because I think everybody's started to realise they've got to do better than they have been doing in the past two or three years and get some decent boats and go out and put New Zealand back where they were.

JOS: Who are the current top IOR designers?

GS: Frers, Holland, Dubois, Farr. There are a few others around but I would say they're the top four. Davidson's very close, Pedrick's very close and two or three others aren't far out, but I'd say that's what's happening at the moment.

JOS: These Wednesday night racers they're into in Auckland — are they popular in the States?

GS: No. Americans don't seem to get into the lightweight boats except for Transpac where they're very popular.

JOS: Has the Japanese-designed TOBIUME which won the Pan Am Series upset anyone's design theories?

GS: No, not at all — TOBIUME is very similar to a Farr boat.

JOS: You got involved in some futuristic designer races — 8 men out on the wire. . . .

GS: Yes, the Lake Garda series — the Cento Miglia.

JOS: Tell us a little about that.

GS: The Cento Miglia is a 100-mile race round Lake Garda, sailed in a class boat which has very few rules apart from the fact that the boat is not allowed to be over 44 ft and it must be self-righting — other than that, there are no restrictions. So two years ago Bruce designed two boats — GRIFFO and FARNICANTE — and they've been going really well since they've been sailing in Italy. I sailed in the Cento Miglia in September — we won by 25 minutes on GRIFFO for the second year in a row, and FARNICANTE broke a mast on the last reach into the finish. There's a

tremendous amount of interest in these boats — they're very very these boats — they're 44 ft long, they weigh 3500lb, have an incredible amount of sail area, and they're very, very fast (they do 12kts upwind, and they were timed on Lake Geneva in Switzerland on an hour time run at 24kt, so they're very very quick). Since then, we've just scored a commission to do a new exotic 33-footer in Kevlar and Nomax and this boat will weigh 2500lb with the same sail area as the 44s. The brief from the client is that he doesn't care if it hits anything and sinks — it's just got to be fast and win. Unfortunately, after the Cento Miglia they brought in some new laws which banned the trapeze racks . . . we've got cantilevered racks on these two boats like the 18-footers . . . so Bruce is now re-thinking his way round this, but they're neat boats which are a lot of fun.

JOS: Aren't they the equivalent of Grand Prix boats?

GS: That's right — that's what they're called — Grand Prix boats.

JOS: Yes, where all the designers get . . .

GS: They're called PYRA, which is a Performance . . . it's a group of boats which isn't handicapped — it's a show boat for the public really, where they decide to have a bunch of these really fast, really exotic boats and take them around the world and race them in a series and have prize-money. But of course that fell through because yachting is an unprofessional sport, and if anybody gets paid he loses his amateur status, so that blew up. But it's a bit different in Europe — this is a very different series. So that's it — they're show boats — like you said before, they're like Grand Prix race cars.

JOS: Do you build them for clients or does your office actually enter them?

GS: We don't build at all — although we have some production boats. We sell drawings, plans. If the client wants us to get involved with the builder we will.

JOS: So the client actually orders drawings from you?

GS: He goes out and gets it built. . .

JOS: And you get involved?

GS: Sure we get involved. . .

JOS: And that happens with all the other design offices?

GS: A lot do. It all depends on what the boat is, who the client is, and so on. In our case, because we're really trying to break into the American market, we're offering a little bit more than most people —



**Geoff Stagg talks about his work in the United States while in Wellington recently.**

like, anybody who gets a boat from us at this stage gets me as well for quite a chunk of it.

JOS: Does that include cruising designs?

GS: Yes, sure. But we don't build the boats, we sell the drawings, and if the client wants us to get involved with the building of the boat we'll do so, but for a fee.

JOS: What's happening with the alternatives to IOR?

GS: There's none.

JOS: You don't have an alternative system in the States like PHRF?

GS: Oh yes, they have PHRF and MORC (Miniature Offshore Racing Club) as well as IOR, but there's no alternative to IOR. People are getting dissatisfied because what happens with PHRF is you get penalised if you keep winning — you get a crew or a skipper's penalty put into boats — if you keep winning, they just whack you round the head. Whereas, with IOR, you have your fixed rating and that's it — if you sail well, you win; if you don't sail well, you lose. . . which is a much fairer system. MORC is a little bit in between IOR and PHRF, except that it also has a clause whereby if you keep winning you get penalised.

JOS: Having seen what happened to the New Zealanders in the Pan Am series, how do you see this country's future in international competition?

GS: Well, I think the results in Hawaii shook a lot of people, especially those who were involved in and remember the mid-late 70s where New Zealand was very very good. So we get the feeling they're

now very determined to get back and put New Zealand where it was.

JOS: What do you think they have to do to get back up there?

GS: They have to get the latest up-to-date designs, go through a real re-training programme, get the best guys on the boats, train extremely hard, be very positive, and get on with it and do it.

JOS: In America, are there selection trials for crews as well as boats?

GS: Just boat selection.

JOS: From what's been happening here, it seems we have the boats but we just don't have enough people of sufficient calibre to sail them. Do they have an equivalent to Youth Sail in the States?

GS: Yes, very much so — in fact, this was where New Zealand got the idea originally, from the programmes in the UK and the US. The problem with New Zealand is harnessing the very good talent that exists in the youth of the country and leading it in the right direction. My impression is that there is definitely a lot of talent in New Zealand, particularly in the younger age bracket now with the 470s, the Finns, the Tornados. It's extremely strong, they have some very talented young people. It's a difficult transition from one-man or two-men boats into offshore racing boats. The thing that's important on these big boats is compatibility and the will to win. A lot of the younger, very good guys tend to think they should be calling the shots and you invariably get an older guy who is calling the shots and you get confrontation — the old versus the

**Continued on next page.**

# Stagg interview (cont.)

new — and it's very unhealthy. I think they must be very careful so whenever New Zealand puts a top effort together they must have it all sorted out before it goes from the country. There's got to be harmony on the boat — and that's putting it politely.

JOS: How do you think they can achieve this?

GS: Well, if they really want to do it, they've got to look at all the youth of New Zealand, they've got to train them, put these young guys through a selection process, evaluate them, really spell out to these guys what they really want to do and how they're going to do it and why, and let them know exactly where they stand. The sign of a really successful boat is that there are very few words actually spoken. They should evaluate these guys either by a match-racing series in little boats or just getting them out in the weekends on the big boats and looking at their performance. There's a lot of talent around. If these young guys can be harnessed into doing it the right way New Zealand would be back where it was five years ago. I have no doubt of that at all. If you can blend the new breed of talented young yachtsmen that's coming up with the cream of the older guys it would be an unbeatable combination. In many cases, this is what's been happening overseas and I think New Zealand tried it with the last Admiral's Cup team but there was just so much disharmony on board the boats that the resulting performance of the boats was not good.

JOS: Part of the problem has been the cost of the boats; people have been forming syndicates to put boats together for a trials series and everyone who's made a financial contribution wants to be on board. How do they manage in other countries? Does one guy build the boat and pay the good crews?

GS: Yes, unfortunately, that is to some extent the case, but New Zealand has spent too much time blaming that. It's always been their excuse — if we do badly it's because we haven't got any money or we didn't have the right guys on the boat because we had to put the guys with the money on the boat. I think that's a cop-out in many ways — but that's only my personal opinion.

JOS: How do you see that situation being overcome?

GS: Well, there are no two ways about it — someone has to put the money in the boat — you've always got to have two or three people putting the money in the boat — but as long as they're prepared to go along and enjoy being part of a crew but not be involved in tactical decisions or steering the boat if they're not up to it, then there's no problem. All boats need two or three guys for want of a better word for ballast — it's a part of sailing. Of course they're involved because they're on the boat and that's the way it has to be. If the person putting the money in is not a good sailor he should be aware of it (or be made aware of it) and therefore play a role that has nothing to do with pointing the boat in the right direction. That's not difficult, and hasn't

happened in many boats in New Zealand anyway, but a lot of people use it as an excuse for not going well. New Zealanders are unfortunately very good at blaming everybody but themselves — the economy, the owner, or whatever. But it's time they became much more positive and just went out and did it.

JOS: Well, it looks as if we might be having something like that coming our way in Wellington — the boat that Del Hogg and Arthur Stewart are putting together. Is that sure?

GS: No — but its 99 per cent there.

JOS: So, they haven't actually ordered the plans yet?

GS: They've got the plans — but that's off the record! Both Del and Arthur are extremely positive about it. I had a meeting with them the other day and they want me to steer the boat. They've vast experience in putting boats together themselves and I think it'll be a very very good boat — if they can harness the talent that's within Wellington.

JOS: This is a Farr 30.5.

GS: Yes. It's a Farr 30.5 rating boat which is a new 40-footer — it's the new 1-ton in brand. They up-lifted the 1-ton rating ban from 27 to 30.5 ft and this is the fifth one we've sold in the world and we're expecting big things from it. But like everything it has to have a good crew and be well managed and well planned.

JOS: Who bought the other four boats?

GS: They've gone to Spain, England, Australia and New Zealand.

JOS: What'll they be doing with them?

GS: Admiral's Cup two of them,

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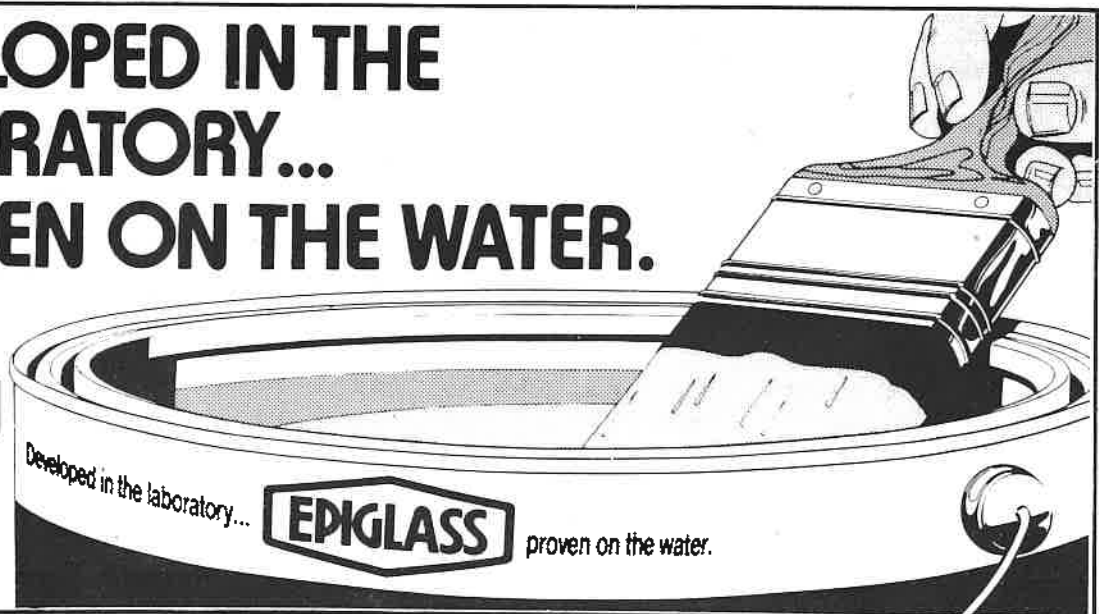
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## Kapiti - Picton Race record for AZTEC



and two are doing the Southern Cross Cup. So if we can get these guys going and motivated, I think it'd be good for Wellington, it'd be good for New Zealand to become more positive. They can harness the talent down here, I'll be sailing on the boat — we're expecting big things from it.

JOS: And you have two more going to Auckland?

GS: We have one definite — two maybe. The definite is being put together by Tom McCall, who owns a Farr 38 at the moment. Stu Bretnall is making noises about taking the other one but, until we've got the cheque, it's not assured but it looks good at this stage.

JOS: Tell us about FREEFALL, the boat you're currently sailing on in the States.

GS: FREEFALL is the first race boat in the States we've had for a long time — the latest race boat. It was launched three months ago. It's been doing a series of races down in Florida called the FORA Series — the Florida Offshore Racing Association Series. It's a big thing for Florida. We've raced the boat ten times and it's got nine firsts and a second; as time goes on, we're coming up against better and better competition and the boat is going extremely fast. We've got a lot resting on this boat in America because, as I said, this is the only latest boat that Bruce has there, so we have to make it go right and it's going better than we ever thought it would do — it's just fantastic. Bruce is very fired up about it, I've been sailing on it in every race except one and it's certainly just blowing everybody away. Of course the crunch is going to come on February 5 when the circuit starts — the Southern Ocean Racing Circuit — SORC. So, we've got an owner who has put together a very good campaign, he's spent a lot of money, and we can only hope for that little bit of luck that's so important, and for a good series.

JOS: This isn't a 30.5, is it?

GS: No — it's a 28.6 — a smaller, rating boat, a customised IOR race boat — Kevlar construction, kledgecell cord, the best of everything and Bruce's latest thinking. It's going extremely well and creating a lot of interest. I've sold two of them since we put that in the water. We were very surprised about that because the boat was originally commissioned by an owner who had a Farr half-tonner and just wanted to evaluate Bruce again before he committed himself to a new Admiral's Cup boat so he

A NEW race record for the Kapiti - Picton race was set by Bryan Coleman's AZTEC when he crossed the finish line in 15 hrs 41 minutes, breaking his own record.

RED HERRING II finished two minutes later, followed by BRAVADO and NIZAM - all in record-breaking succession.

"A yachtsman's dream" was how IOR winner Graeme Hargreaves, NIZAM's skipper, described the race. "We went out of the harbour on one tack to mid-Cook Strait,

picked up a norwester and laid through in one board to Kapiti."

Rounding Kapiti at 2 a.m. - just eight hours after the Port Nicholson start - the fleet hoisted spinnakers and carried them shy to the entrance of Queen Charlotte Sound, where notoriously fickle wind conditions made an exciting but frustrating 25-mile dash to the finish.

The 100-mile race was the fifth event in the Club's offshore series. Second place went to RED HERRING II, and third to AZTEC.

had that one done. It's a bit of a hybrid because rating 28.6, it doesn't fit anywhere. It's not a 1-tonner or anything like that, and it's just slightly above the B Division rating in the States. So it was a little oncer of a boat but there's a tremendous amount of interest in it which we didn't really expect. So the owner has now gone ahead and commissioned a new Admiral's Cup boat from us, which is very encouraging. He couldn't use that for the Admiral's Cup as the maximum rating range is 30 ft. We always knew that but it was just intended for the owner of the boat to evaluate Bruce to see how he was going and he's ecstatic, which he should be after the number of wins it's had and the way it's just decimating the opposition. He's already said go ahead and do it, but we're not doing it yet as he wants it

for '85 so we're evaluating these new 30.5s and doing one of those for him.

JOS: What else is coming up for you?

GS: We've got this new production 37-footer which is going very well — we've sold three of those — and we haven't even finished the plug yet, and it's very hard to sell in the States something people can't see or touch, so we're amazed we've sold three. They're due for launching in May. There's the big Italian boat that's due to start in March — a 60 ft IOR race boat for Pan Am and the Mediterranean. And we have a 42 ft custom very fast exotic cruising boat we've got to do for the Commodore of the Corinthian Yacht Club in Philadelphia. Also we have a lot of interest in Round the World boats — we haven't had any confirmed yet but we're very busy.

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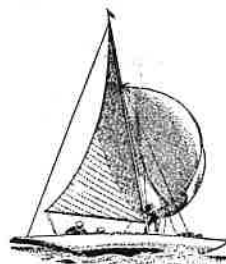
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# New stars for Southern Cross

SOUTHERN Cross fever is with us again, and the recent announcement by a syndicate of Club members of their intention to proceed with construction of a 41 footer will ensure top quality representation for Wellington in what is shaping up to be a single-minded effort to regain the classic Southern Cross Cup for New Zealand.

The syndicate, headed by Del Hogg, Bruce Morris, and Robin McKenzie, have commissioned expatriot designer Bruce Farr to complete drawings of a 30.5 rating boat.

Already set up to produce two of these ultimate international racers for Auckland and Paeroa interests, Cookson's Boat Builders, Auckland, will add the syndicate's challenger to their construction programme.

Building was scheduled to commence on April 1, and launching date is set for August 1. The boat will sail in the Auckland selection trials which begin in October.

Spurred on by an overall win in the Centennial Series in their Farr half tonner INSTINCT, speaking on behalf of the syndicate, Del Hogg is convinced that their decision will turn the tide for NZ international yacht racing.

"In 1977 a Kiwi team of Farr designs, JENNY H, SWUZZLE-BUBBLE and SMIRNOF-AGEN, won the Cup," he said, "and we intend to be part of the 1983 challenge to recover it. Our hope is that Wellington yachtsmen will get behind and support us. The boat is an exciting new concept in IOR thinking, and we believe Wellington has a wealth of talented crew to man it."



Fittingly dressed for winning the Air New Zealand Series, INSTINCT syndicate members Bruce Morris (left) and Del Hogg (right), with crew, prepare for the centennial sail past.

Geoff Stagg, now working for Farr in his international USA-based company, has undertaken to helm the boat in the trials and thereafter at the Sydney series. A total crew of 10 will be required.

"We want this to be a total Wellington effort," said Del. "We are very mindful of the fact that a balance in crew is essential. We are looking for the best, and hopefully we can incorporate young international dinghy sailors with experienced offshore people."

To ensure that the top talent is aboard, Del says it is essential that Wellington clubs, and particularly Port Nick, support the venture.

"We do not have unlimited resources, and I would hate to think

that local talent was prevented from taking part because of a lack of money.

"We hope our decision to sail in the northern selection trials will not become an inhibiting factor; It will mean extensive travel for crew, but to enable us to prove ourselves as number-one boat, we must try out against the two sister ships."

Hull construction, incorporating the latest computer-aided technology, will be in Kledgcell foam, Kevlar, and fibreglass for lightness and strength - and completed will weigh only 6000 kilos. It will be an update on the prototype FREEFALL, that, skippered by Stagg, emerged top in its class in the prestigious Florida SORC series.

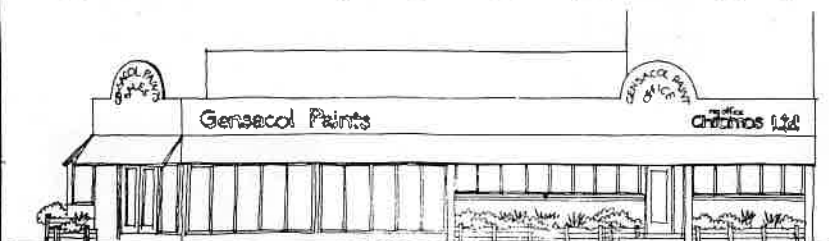
According to Del, the design incorporates all Farr's hopes of breaking back into the tough international IOR market.

"He's producing boats that are equally ranked with Frers, Holland, and Dubois. With this design he is out to prove that he is number one," said Del. "That's why Stagg is coming out - to prove this boat is a world beater."

"The offshore rating rule has stabilised," said Del, "and you no longer have to compete with radical rule changes. The lines show no extreme ideas; that means you can count on it being competitive for at least three or four seasons."

Following Southern Cross the boat will go to Hawaii for the Clipper Cup.

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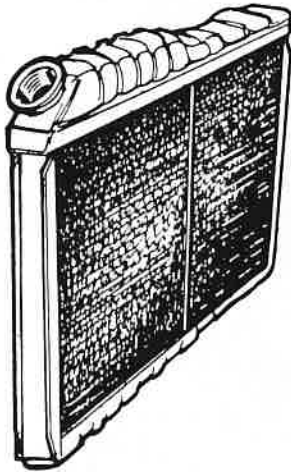
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"HOW can anyone do this for enjoyment?" I thought, fighting my way to the foredeck to claw down our spitfire in exchange for our slightly-too-large working jib.

Twelve miles in as many hours and, every time the haze lifted, there was Stevens Island in the same bloody place! Damn Cook Strait!

Things were looking brighter all the time, however, as we had both decided we'd had enough and were bashing our way towards Admiralty Bay to drop the metal thing over the side and grab a couple of hours of well-earned rest. But, what the hell's that?!! SPIRIT OF MERC — another 32-footer — heading our way, climbing over huge mountains of water about to cross tacks with us any moment. A quick look down at my hands ... left, right, pause ... it's O.K. Callum, we're on star-board.

SPIRIT OF MERC leapt off another mountain and dropped below our stern amidst yells of exhilaration from both crews. Hell, this is fun! How could we have dreamed of stopping?

## Exhaustion

Twelve hours later, we were across the Ship Cove finish line and heading for Picton, periodically collapsing on the cockpit floor out of sheer exhaustion and looking forward to sleep — weeks of it. But 48 hours was the limit, and then back into it again.

What a race and a half! That last handful of miles into Ship Cove was probably the most memorable of the entire race, apart from an exhilarating kite run across the top of the North Island bursting up to 12-13 kts. Normal people don't fly kites in those conditions, but everyone else was so we joined the insane for a terrific 4-5 hours.

It wasn't all text-book stuff, however. O.K. Callum, now we've tried the kite up sideways, I think we'll put it up the right way and see if it works better.

I'd rather not mention the calms experienced down the west coast and at Palliser and Turnagain. But I guess the freestyle circumnavigations around RATERE and the bathes in the Tasman were all a part of it.

We really didn't think we'd stand a chance against those Auckland boys in the light stuff, so you can imagine our surprise to learn that

we'd come 6th overall and 3rd in the 3rd Division. Isn't it amazing what a

By Mike Hughes  
good handicap will do?



Mike Hughes and Callum McLeod home again after their circumnavigation.

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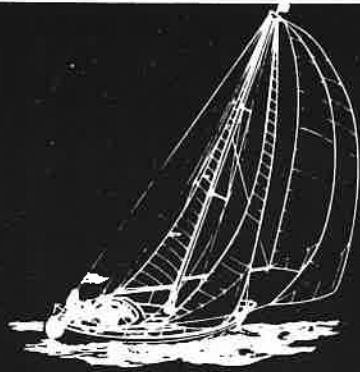
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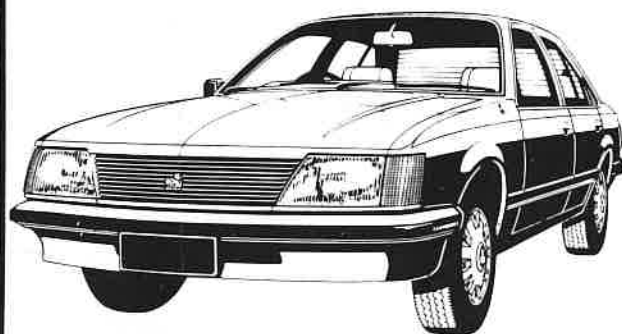
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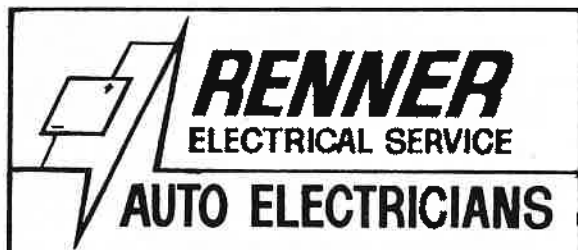
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# Bacon makes Grand Slam

THAT racy-looking machine with the beaut navy and red paint job that will no doubt have been observed around the harbour is absolutely the very latest design from Laurie Davidson.

Built in Lyttelton by Ian Franklin, who originally commissioned the design for himself (he has another due to launch shortly), the super-lightweight offshore version of the Wednesday-Night-Racer is owned by Peter Bacon.

"My specific requirement was that it be light and strong," said Peter. Modifications to the original plan are mainly in a heavier mast section and the interior layout. We have more headroom and provision for offshore racing and cruising."

Hull construction is of Kledgecell foam, with wooden ribs. The deck is plywood. The mast is stepped on a galvanised iron girder, which runs from for'ard to aft and ties all floors and ribs to the bulkhead. The keelbolts run through this for added strength.

Although the boat at present is a stripped-out shell, provision has been made for navigatorium and galley. Sleeping accommodation for up to 12 will be provided by pipe and main saloon berths.

The front section is devoted to sail storage with provision for a shower and head.

## Statistics

Vital statistics are : LOA 36'6", Beam 11'4", Draft 6'9". The hull displacement is 8000 lbs. The mast is 54 ft to the keelstep and is by Yachtspars. The ¼ rig features double spreaders, running backstays and checkstays.

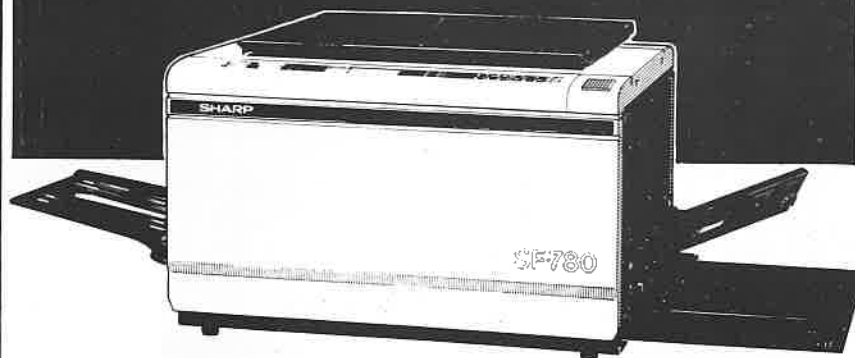
The deck layout is clean and simple : The winches are Maxwell aluminium, 2 x 24s for the runners, 2 x 26s for the primaries. The halyards run on to one 22" and one 24". All halyards and mast adjustments run through jammers.

"The sail wardrobe is first on the list of things to buy," says Peter, "and until we can get a full-sized spinnaker up, the boat's potential can not be fully realised. The best test to date was on the delivery voyage from Lyttelton to Wellington which was completed in 21 hours."



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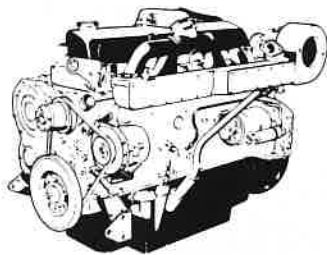
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# Local boys don't make good

POOR Alister Scott! On arrival back from the States I sold him the idea of attending the Flying Dutchman World Champs to be held in Melbourne in January 1983.

His memories of sailing with me and in my old boat had been until then only pleasant. A few excursions in near-perfect conditions, combined with blistering tacks and great upwind speed, convinced us both that the Olympics were just around the corner. Someone should have told him differently.

Lots of talking and ideas all culminated in the idea to re-build the old boat. Five months later our little baby emerged from the Scott's shed at the top of The Terrace. A few sails on Wellington Harbour revealed a number of things; firstly, the boat was going well and all changes made appeared to function well. But more importantly, Andy Ball's hold on Olympic selection did not appear to be in danger; crew work could only be described as less than adequate!

Boat and crew arrived in Melbourne in mid-December ready to start some serious training. What a joke! A combination of pretty girls and difficult customs officials put our idealistic plans into hold mode. Anyway, still keen, we started in the first regatta: the Australian open - sixty-eight boats

By Guy Beaumont

and what appeared to us to be a mighty short start line. We finished the race and didn't come last - a minor triumph the way we saw it. Finished the first regatta in 48th position; unfortunately can't claim we ever pushed the front runners, although secretly we knew they were worried.

First race in the Worlds started on January 2. Five NZ boats including Milton Pope from Wellington. We of course knew the rest of the team were upset that we hadn't qualified - they could pick ability, depth of experience, and bullshit.

## FD week

Scotty and I settled for FD week. This series is sailed in conjunction with the Worlds on the same course but starting 10 minutes later. We met our Armageddon in this race; half way up the first beat we capsized - not a problem usually, it had happened plenty of times before. However in this case our boat sank underneath us; both of us decided we didn't want to finish that race anyway.

The next day we found our boat on the shores of Corio Bay in the hands of two fishermen who were attempting to salvage it. A few repairs and we sailed the remaining three races. We didn't set the world on fire, but both of us feel we learnt something.

## Review

### Centennial Book

The Royal Port Nicholson Yacht Club — One Hundred Years 1883-1983.

Compiled by J. B. Cronin.

Published by Millwood Press Ltd.

IT seems fashionable these days to produce a book to mark any significant event. However, the book produced by RPNYC to mark its Centennial is no mere concession to fashion. It is a well-presented, excellently-printed 80-page volume, summarising the development of the Club through the 100 years of its existence.

The horizontal format is most suitable for displaying the many photographs the book contains. Early pictures of Wellington's waterfront, the Boat Harbour, and of old boats are of considerable historical interest, while present-day boats and Club activities are well documented.

Critics might at first feel the lack of reference to Club personalities, but it would have required a much larger volume and years of research to deal adequately with the many colourful characters who have been a part of the Club during its 100 years. The book's aims are stated clearly in the foreword, where it is noted that it is not intended to be a definitive history but rather a commemoration of the Centennial, with an outline of notable events.

For all that, the book is comprehensive, and includes chapters on the Foundation Years, Later History, Opening Days, Social Events, the Boat Harbour, the Clubhouse, the Naval Auxiliary Patrol Service, the Start Box, the Sanders Cup, Disasters, Boats and Owners, the Do-it-yourselfers, Tales of Achievement, International Offshore Competition, Ocean Racing, and Boats of Today.

While being of great interest to RPNYC members, both past and present, the book also adds to the documentation of Wellington's history, and to the history of yachting in New Zealand.

The book is being offered to members of all yacht clubs at a special discounted price of \$12, at which price it represents good value for money. It may be purchased direct from RPNYC (details elsewhere in this issue).

Guy and Alister in action at Melbourne.



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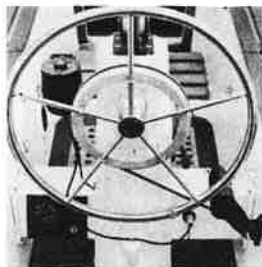
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# Random notes

FURTHER to the saga of the well-publicised Whiting Trophy race — it is understood that one Ron Legge, who assisted Norah Stagg during her part in negotiating WHISPERS II in the stormy ladies' race, is indisposed.

While gallantly assisting ladies ashore after the race, it appears he tripped on a dinghy painter, breaking two toes and severely damaging other parts of his anatomy.

It seems that chivalry doesn't always win hearts. To think if it had been Ron Legge and not Sir Francis Drake who set the precedent, women — to this day — could be carrying their own bags!

By  
Fleet Scribbler

"Collision wrecks yacht cockpit".

The KAMA/ICONOCLAST meeting in the Whiting Trophy Ladies' Race wasn't quite as traumatic as "The Dominion" headline made it out to be, but the heavy ICONOCLAST came out a bad second-best to KAMA, which only lost a chip out of its bow. Both yachts were designed by Bruce Askew, but KAMA had the advantage of being built by him as well. We suspect that this proves nothing except what was already well known - always keep an eye on the ladies, especially near Ngauranga buoy.



A little lacking in nautical garb, local provider Brendan Gilmore ensures that RAUKAWA is well supplied for its journey.



While Rory O'Shea (left) is either camera-shy or having difficulty facing the light, RAUKAWA's new owner and crew prepare for departure.



Late last year Jim Ower launched his trailer-sailer SAPHIRES. Built by him, the boat meets Marine Department survey requirements, and will be used as the base for Jim's sailing school on the harbour.

SHARING a beautiful day on the harbour with 28 kids might not be everyone's ideal experience, but MELANION's skipper, Pat Millar, made a recent splendid Monday an unforgettable occasion for the pupils of Kimi-Ora school for the disabled.

"It is an annual occasion," said Pat, whose wife Morva is a teacher at Kimi-Ora. "And fortunately these last two years have been perfect weather."

The children were divided into three groups, and while one lot toured the wharfs, the other picnicked on the hard. Later in the day a breeze sprang up and the third group were treated to a sail over to Halswell and back.

"The highlight of their day this year," said Pat, "was when I fell in the Boat Harbour fully clothed, in an unscheduled attempt to retrieve the dinghy. They were all mightily amused."

MORE new racing yachts are arriving. As owners try to fill gaps along the windward rail, a futures market in crew for the 83/84 season is under way. The bidding for this form of moveable ballast is brisk, and we are told that an 80 kilo sit-and-say-nothing now commands two cold cans and a largish slice of bacon and egg pie per race.

Older members are muttering about "professionalism" and "not in my day" etc., but we say all change is progress. Or vice versa.

A CLOSE encounter of the turd kind. . .

Lots of points for devotion far beyond the call of duty to a Certain Executive Member who called in to Cockle Cove during the summer holiday and found Lorna Maddever in tears because of a pile of very offensive matter which had been "cast" on her front lawn during the night by an unknown but obviously human party.

After commiserating with her and agreeing about the lack of responsibility of certain boaties which brings discredit on us all, CEM bravely offered to get a shovel and remove said offensive matter.

Have you ever tried shovelling someone else's shit? There is nothing — but nothing — going for it.

Lorna might well have been upset, but CEM was off his food for days, and still shudders at the recollection.

The RIP suggests that unless boaties are toilet trained they should stay at home with their own plumbing — or else do it on their own front lawn and study the full effect the next day.

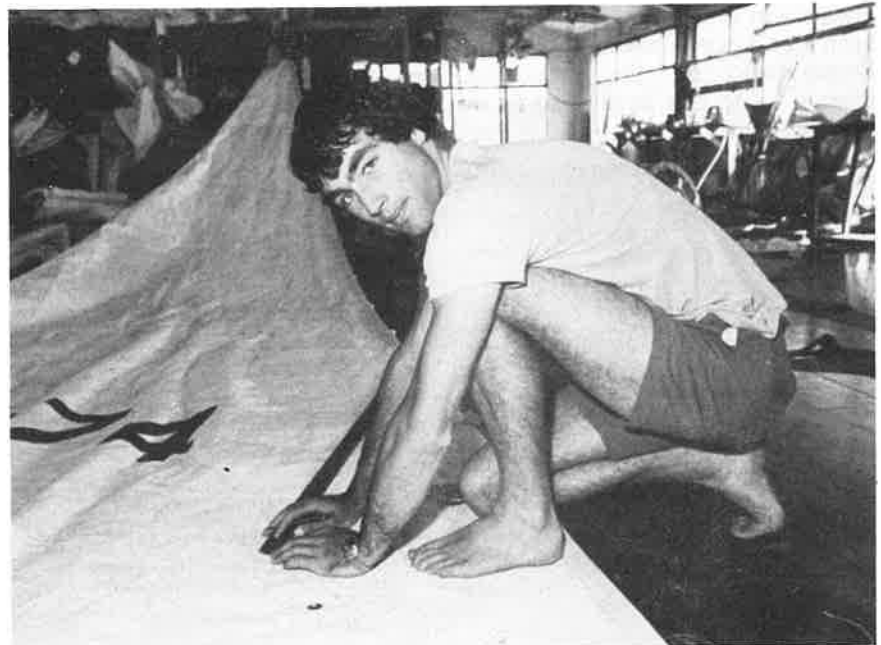
THERE have been some changes at Hood's Wellington loft recently. Former manager John Leyden has left to go into the sailmaking business on his own at Paremata, while Meredith Webster (photo right), who has worked there for some years, becomes the new manager.

EARLY in the season Hal Wagstaff launched his quarter tonner ADVOCAT (picture below), the latest version of one of his own Harmonic

## Winter Series at Mana

REMEMBER these dates and start times for Mana Cruising Club's winter series for the Relling Cup.

Race 1	Sunday May 15	1000
Race 2	Sunday May 29	1000
Race 3	Sunday June 12	1000
Race 4	Sunday June 26	1000
Race 5	Sunday July 10	1000
Race 6	Sunday July 24	1000
Spare day	Sunday July 31	1300



designs. Hull and deck moulding was done in Nelson by the Potten/Nalder and Biddle group, and the rest was finished by Hal at

Seaview.

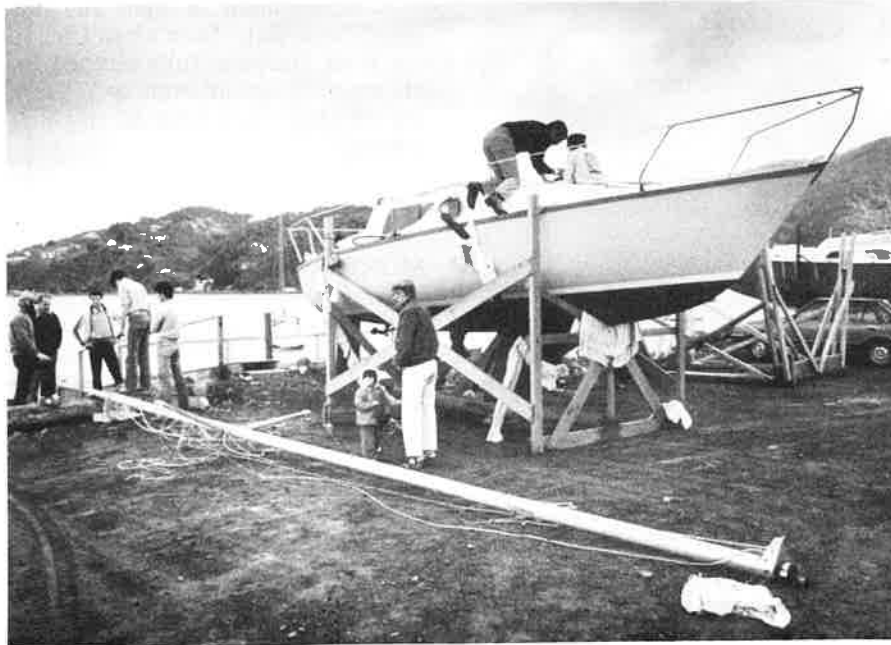
ADVOCAT is set up as a comfortable cruising craft for Hal and Trudy, with galley, toilet, shower, self-tacking jib and all Category II gear.

More recently Hal has made a further claim to fame by being nominated as director of hull measurement for the 1984 Olympics at Los Angeles.

### FOR SALE

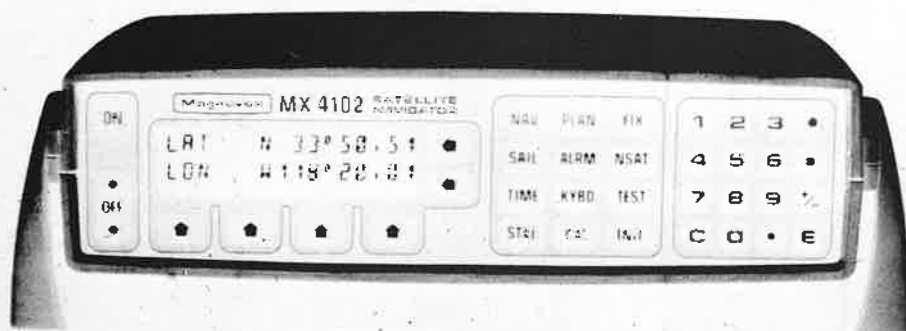
Ply praaam dinghy, 8ft 6in; 1 pair oars (new); 2 life jackets (new).  
Contact: Roger Carter, WHB Custodian, Boat Harbour.

AMAZING what people will do for money. . . Les Evans even sold RAUKAWA for a sackful of greenbacks. (Rumor has it that he's now setting up the Wellington Regional Office of the US Treasury.) Molly will be delighted that she can at last have her new carpets and they can now settle back down into the RHYTHM of life.



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