

# ***The Rip***

**August 1983**

**The Royal Port Nicholson Yacht Club Magazine**



WN

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# The Rip

Vol.3, No.3  
August 1983

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

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

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### COVER

**HIGH SOCIETY**, Brian Millar's Davidson 37, joins this season's line-up of new boats. Although launched late last season, it did not race until the winter series. (Story p.14.)

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# Correspondence, love letters and advice

## Support misdirected

IT was with interest that I heard recorded at the recent Wellington Association meeting that Port Nick have sponsored a 470 yacht for the forthcoming Youth and Women's Worlds in Auckland.

What a magnificent gesture from a club with no junior members to seem to assist the youth of New Zealand in this way.

Unfortunately the youth of New Zealand will not benefit at all, although there is a one in 30 chance that the sole New Zealand representative crew may draw the boat. (The three women crews representing New Zealand provide their own boats.) But it is a nice move, and some wee lad from Pakistan or Peru won't believe his luck when he gets given a brand new sister-ship to the World champion's to use, courtesy of the Royal Port Nicholson Yacht Club and his US \$500 charter fee. And of course Port Nick's members who occupy high office in the Yachting Federation are seen to be doing their bit.

Unfortunately as well, no youth crew from Wellington, and only one women's crew, will even get to contest the New Zealand trials. This isn't because of lack of available youth or women, only money! Two youth crews and three women's attended Youthsail in December in the two-handed class from a total Wellington entry of 17. Where have they all gone? Well, mainly to cheaper boats, or back to keelers, where someone else pays the bills. You must have heard that both the boats that sank at Youthsail were cheap Wellington 470s, one sailed by Catherine Oliver and Jeanette O'Shea from your own club. And

that the New Zealand Women's Champions, Sue Higgins and Vicki Sowry of Wellington, could not afford to go. Sue had just returned from representing New Zealand at the Women's Worlds in Mexico at her own expense, a trip which Vicki had had to forfeit through lack of funds.

As a new 470 is worth \$6000 and the youth trials will be won by someone who has one (the women's trials are run in conjunction), Wellington's challengers, looking so promising six months ago, have all evaporated.

It's not surprising that a club which is seeking to do away with regional yachting associations doesn't consult its local association before making a decision such as this. The fact that Port Nick's delegate to the WYA is the commodore of a sister club shows how much local yachting administration and local sailing means to it. That's amply illustrated with another challenge for the elusive Southern Cross Cup in the offing. How much embarrassment must a "Royal" club take before it realises that its reputation and future lie not with a consistently badly-placed band of globetrotters, but with their sons and grandsons.

Dave Lackey's suggestion about combining with Worser Bay would do wonders for Port Nick! Real international champions sail out there — Greg Wilcox, Earl Berry, Joe Porebski, winners here, and in Europe and Scandinavia.

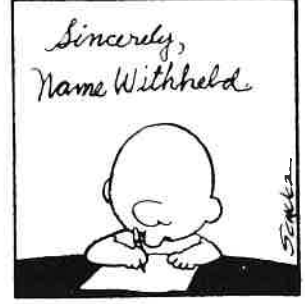
Instead of putting top small boat crew in big boats though, why not join them for a season? Buy your offspring or girlfriend a Laser or 470, try it for yourself, find out what it's like to sail by the seat of your pants unencumbered by instru-

ments, tacticians, and morons. Restless nights become a thing of the past without an investment doing cartwheels on its boat harbour moorings!

Most of your club "guns" were other clubs' guns first, and most sailed centreboarders. This town has virtually no yachtsmen between the ages of 19 and 35, and the main reason is the high standard of sailing, and the high cost of boats sailed usually by this age group. As well, fewer juniors go to intermediate level, and very few intermediates become seniors. We supply Auckland (i.e. New Zealand) with our cream — Jones and Jones, Berry, Knowles, Barnes, Dodson and Dodson, Meo and Meo, Carter, and Coutts, to date.

Without these leaders Wellington's sailing is going to suffer badly in the near future, but with intermediates not being able to compete because of cost, then we have no chance of new leaders, and therefore no future. We are not talking about international events, but grass roots junior and intermediate sailing and training, which your yachting Federation has decreed be conducted in costly international-class yachts.

To Royal Port Nicholson, I suggest: why not retain the sponsored 470 after the Youth Worlds, and make it available to the top Wellington crew for use in youth trials and other appropriate events like women's trials and Olympic trials? It could be named "Miss LV Sharpfarm Finance and Associates" and have dispensation granted to race under those colours at most levels, should the Club wish to share the cost. Then we have a base to build on, a target for Wellington's juniors and youth. Then you have potential



champions. Then you have potential keel boat heavies. And then perhaps Royal Port Nicholson will find its international glory.

On behalf of Wellington's youth and women's sailors I'm asking you to set your sights a little lower, and let the sailors of Wellington sample your generosity and foresight. Thank you.

JOHN LEYDON,  
(NZYF Coaching Panel Member)

## Club's support justified

MY FIRST reaction to John Leydon's letter was to question the propriety of biting the hand which feeds one - but then he has never before - whilst laundering my hard-won earnings through tri-radials, crescent cuts, clews, panels and patches - suggested I consider the error of my ways or those of the club I've helped to administer. He had not exhorted me to question our preoccupation with keeler racing or to redirect our priorities. No, some largish bee had obviously gotten into our correspondent's bonnet!

My second (somewhat defensive) reaction was to query the right of someone who is not one's fellow club member to question what one's club should aspire to in terms of its aims and objectives, let alone what it did with its money. One might argue that the business of the RPNYC is a matter for its members, not for general comment or public approbation.

Indeed it is possibly a great compliment (albeit backhanded) to The RIP that it should have become a sounding board for everyone's and anyone's regional and national grumbles! But since the RPNYC is involving itself in a wider arena, since we are into "buying" 470s and supporting challenges for the Southern Cross Cup and more especially since John Leydon - a respected yachtsman - takes us to task so thoroughly and questions both our direction and basic philosophy, I have decided to attempt answers to his various criticisms - constructive and otherwise.

Firstly, we have not **bought** a 470! We have loaned the NZYF (against their guarantee) the sum of \$5,500 for a set period so that they may provide a boat for:

# Editorial

IN THE light of the letters from John Leydon, NZYF regional coach, and David Lackey, replying in his many-faceted role of Vice Commodore, WYA representative, and Chairman of New Zealand Yachting Federation Offshore Committee, it appears that Wellington yachting is labouring under the burden of a serious communication breakdown.

Whether to disband the purportedly ineffectual Regional Association in favour of the national control of that august body in Auckland is a matter for serious consideration.

Two questions come to mind: If the WYA is dissolved, who will nurture the Capital's yachting interests if and when, say, David Lackey and Hal Wagstaff relinquish their executive positions on the Federation? And, if the WYA is retained, what measures should be taken to strengthen the lines of communication between the Association and its members — the regional yachting people?

One year ago, the Federation expanded the role of Harold Bennett from National Youth Coach to National Training Officer. He was charged with the task of setting-up regional coaches and compiling and supervising programmes for their implementation. These training schemes are for all yachtsmen, not just youth yachtsmen.

John Leydon is one of a panel of three Wellington coaches operating under this scheme.

It is pertinent to say at this time that the forces acting on the one hand to retain WYA regional control, and on the other to disband it, should be viewed with a weather eye.

Facing the rest of the nation (not to mention the world) on the water is a sizeable slice of the game and administrative roles are constantly changing to meet the needs of today. It is vital that grass-roots members be kept informed of the state of the play. A council of regional club representatives could surely present a united front — providing positive communication.

Letting everybody know what everyone else is doing is surely the key to retain and strengthen yachting in Wellington.

JEANETTE O'SHEA

a. the World Youth Championship;  
b. the World Women's Championship;  
c. the World 470 Championship;  
all to take place off Takapuna this summer. We are doing this in response to a specific request from the Council of the NZYF - i.e. a request from our elected representatives at the highest level of the sport. The rationale is that, in staging these events in NZ and providing a fleet of yachts, the NZYF is reciprocating the hospitality (which

included the provision of clean new boats) shown to **our** yachtsmen and women by former hosts, and fulfilling an obligation to the IYRU. It is, simply, **our turn**, and brought about largely because of the excellent showing of **our** sailors in these championships. The yachting world is paying us a great compliment; it is saying, "You've shown us that you're the best little yachting country in the world and we want to come and see how you do it!"

As a senior club we felt it ap-  
**(Continued on next page)**

## Letters (continued)

propriate to respond to this request promptly and without argument to thus lend support and substance to the scheme. In fear of sounding pompous, I would go so far as to say that we felt we should show a lead to other clubs. The real cost to the Club is some \$500 in lost/un-earned interest for the period of the loan!

To the statements "Port Nick members who happen to hold high office in the NZYF are going to be seen to be doing their bit", and "The fact that Port Nick's delegate to the WYA is commodore of a sister club shows how much local yachting administration and local sailing mean to it". I would say, "I agree". Both Hal Wagstaff and I feel we are doing our bit. He is not only RPNYC delegate and Lowry Bay Commodore, but also a Committee member of the IYRU, NZYF racing rules chairman, Olympic measurer, and yachting representative on the Olympic and Commonwealth Games Committee. In addition to being Offshore Chairman, I am on the Challenge Fund and Selection Committees.

In all these roles we are closer than one might think to what is happening at Junior and Intermediate level. Too right we are doing our bit, and too right we urged our Committee to support the 470 deal -but to suggest any other motive than the common weal is inaccurate and insulting.

It is true that the RPNYC Executive is unhappy with the cost and structure of higher yachting administration. We continue to question the need for a regional yachting bureaucracy which costs its local yachtsmen some \$2500 to (a) choose a representative to attend three council meetings per year, and (b) choose regional P-class representatives. What we were suggesting at the NZYF AGM is that the various functions of the regional association could be carried out by a simple committee of club representatives instead of a blossoming bureaucracy. This would release funds for young sailors for a kick off!

The Thames - Waikato association is active and effective and costs its members not one cent!

The comments on our dismal Southern Cross efforts would be quite hurtful, were it not that the keeler yachties are pretty thick skinned. Sure, we haven't done so well

and have certainly ended up with egg on our faces more than once, but a little humiliation doesn't do anyone any harm. You see, every time we take a quixotic tilt at the elusive Cup we learn a little more about it, and one of these days we may do OK. Isn't that what it's all about?

All bull aside, what John is really saying is, "What are you doing for junior and intermediate yachting in the region?" On the one hand he is suggesting that we, a senior club, are escaping our obligations; that we are behaving in some sort of parasitic fashion - stealing boats from little children, and waylaying intermediate yachtsmen and turning them into riff-raff keeler yachties. On the other hand he seems to be saying, "Please help; you are a senior club and we need some assistance from you (even if your track record isn't much good)".

To John (and his busy bee) I say this:

1. The RPNYC doesn't owe anyone a living. We are 100 years old and have been through good and bad times. Essentially our record is one of achievement and is a credit to our members. Our officers are tuned to the needs and aspirations of our members.

2. Many RPNYC members are members of, or graduates from, centreboard clubs. Many, too, have worked their way through the classes and a few rank as champions. All these people understand the importance of giving physical, moral, and financial help to young sailors. Those of us who have come late to the sport are doing the best we can in our own way.

3. The interests of RPNYC members (insofar as their membership of the RPNYC is concerned) are not necessarily those of all yachtsmen in the region; most have specifically joined the Club for keeler racing, cruising, or sociability.

4. **Nevertheless** the RPNYC is acutely aware of its responsibilities in the wider sphere and in particular of the wisdom of investment in, and encouragement of, young sailors. I believe our track record is second to none, and cannot think of any request for youth assistance which has gone unheeded. Unsolicited voluntary and anonymous assistance has been given to youth sailing in the region in the past 12 months!

5. The Club has been, and will

continue to be, a major contributor to national yachting appeals and of such special projects as the "Spirit of Adventure" Trust and Whitbread challenges.

On behalf of the Editor and Club, I thank John for his letter. Besides suggesting he take a second good look at his source of information, I would say, "We are listening! Let's keep the dialogue going."

D. LACKEY

## More music, less drear

SEVERAL years ago, an enterprising house committee introduced musical entertainment into the Wardroom on Friday nights.

Two or three musicians would wander around with a violin, guitar, and harmonica. Some nights a piano player would tinkle the ageing ivories. The musicians would gather around and serenade groups of members, play their favourite songs, and generally create a happy atmosphere.

The musicians were either buskers from around the town or out-of-work musos who had a loose agreement with the Club; they played for something like \$10 each per night, plus all they could drink. Naturally enough, back in those days, RPNYC was the place to be on a Friday night.

Skippers could always find crew to sail at the weekend, the bar always enjoyed brisk trade, and the caterer was a happy fellow.

I do hope the new house committee read this and consider the benefits if they include it in their list of good things to institute. It would certainly brighten up the dreary winter crowd.

FLEET SCRIBBLER

## Bastardry out!

I DEPLORE with all the strength left in my ageing body the recent appearance of the English bastardism "yachtsperson", and it is with the greatest indignation that I observe this non-word being used in our own magazine.

"Yachtsman", yes, and "yachtswoman", certainly, but "yachtsperson"? There is no such animal — and even if there were, it would never get a ride on MY boat!

DISGUSTED MEMBERPERSON

# Cups, trophies, and pennants



The Club's glamour trophy, the Mills Askew Cup, won this year by COPPELIA, is accepted on behalf of skipper Phil Hartley by Don Murray.



ABOVE: Guest of honour, Wellington Harbour Board Chairman John King, addresses Club members prior to presenting the trophies at this year's prizegiving.

LEFT: Cathy Oliver collects the Kirkcaldie Cup for her winning performance at the helm of EXPECTATION during Centennial Week.

LOWER LEFT: Paul Gubb wears the Cruising Division Line Championship pennant and hefts other bulky hardware awarded to ROBB ROY.

BELOW: Shirley Macalister receives her certificate for coming second in the first ladies' race. LOWER RIGHT: Winning veteran Peter Doile comes away with the Maxwell Cup, won in SHEMARA. RIGHT: 2nd Division Line Champion pennant went to FARCICAL, and is collected by skipper Hugh Poole.



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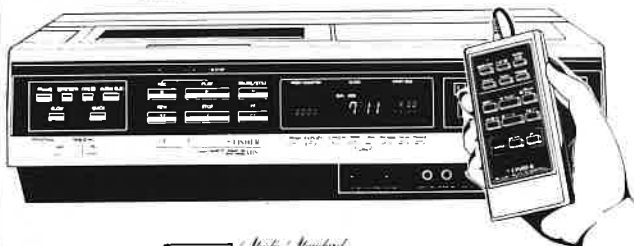
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# New President

THE new President, Mr Noel Manthel, has been a member of the Club since 1934.

He has been a launch owner since that time, and during the war years served on harbour patrol duties with the Naval Auxiliary Patrol Service (NAPS).

After the War he was Commodore for two terms, during which



Noel Manthel

time considerable work was done to restore the Club to its normal peacetime activities, and to return it to its present site at the Boat Harbour from where it had been removed to provide a base for American Naval forces.

Mr Manthel also spent two terms as a Wellington City Councillor.

By his own request, his term as President is to be restricted to three years.

## Laser racing

LASER racing from RPNYC every Sunday is the latest idea from the Club's newly-recognised "young" members.

Basically the plan is to revamp the interior of the Coene shed to accommodate about a dozen Lasers, in addition to the dinghys already there. Once this is done, dinghy racing will be revived in earnest. It is proposed to set courses in Evans Bay or the inner harbour to encourage the sport of racing among the young and young at heart (which probably includes those who think they are pretty good too).

Organisation of the whole deal is

## The birthday party

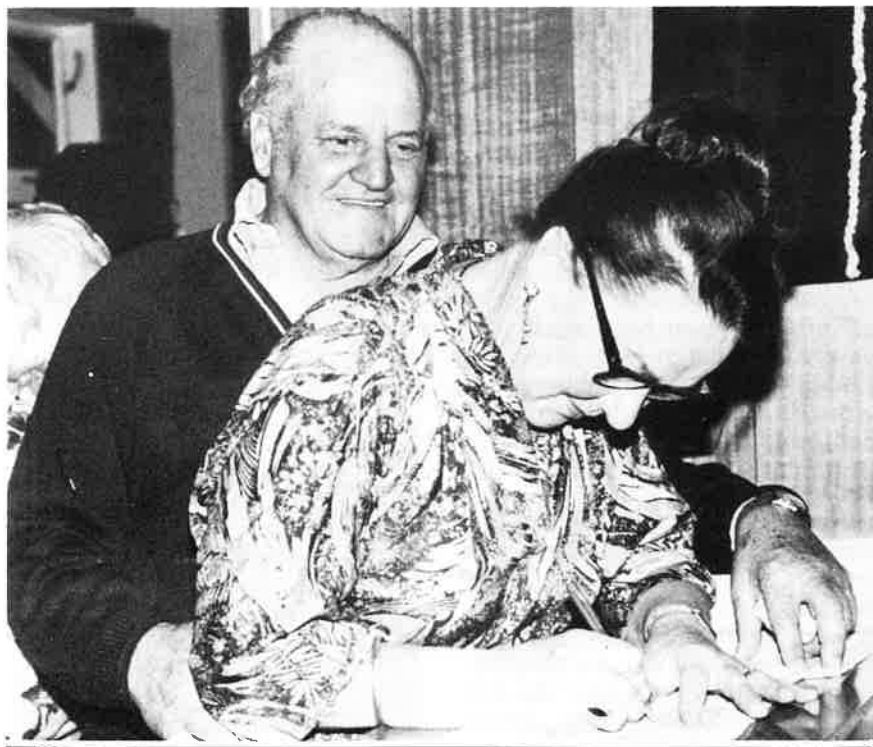


The ceremonial unveiling of a brass plaque mounted on the wall of the Wardroom marked the Club's actual 100th birthday, 16 May, 1983. The plaque reads: "This plaque commemorates the foundation of the Royal Port Nicholson Yacht Club (Incorporated) 100 years ago. 16th May, 1983."

The plaque was unveiled by the then Commodore, Graeme Hargreaves, at a birthday part to mark the event.

The 100ft paying-off pennant, which was flown by the Commodore's yacht NIZAM at the centenary sail past, was then signed by all the members present. It will be kept in the Club's archives, probably to be flown again at the next centennial celebrations.

Shown here are (above) Graeme Hargreaves unveiling the plaque, and (below) Frank and Eileen Ballinger signing the pennant.



in the capable hands of the Club's newly-appointed Dinghy-shed Captain, Phil Macalister. Phil's basic aim is to establish the young people of the Club and get them learning the ancient art of centreboard sailing.

Details of startbox facilities and pick-up boats have yet to be discussed with the Vice Commodore and his Sailing Committee, but at this stage all good ideas and offers of help should be directed to Phil Macalister, tel.849-304.

# Changes at the top

ADMINISTRATIVE change was the main theme of this year's Annual General Meeting, held at the Club on Wednesday, 13 July. Despite a particularly wet and cold evening, a large crowd attended to elect a new President, Commodore, Rear Commodore, Cruising Captain, Secretary, Treasurer, and Racing Secretary, as well as several new members to the Executive, and two new Port Captains.

Following the death earlier this year of Rear Admiral John Ross, the position of Club President has been filled by Noel Manthel, a Club member since 1934, a past Commodore, and now a Special Life Member.

Graeme Hargreaves, who led the Club ably as Commodore through the centennial celebrations, completed his third year in that office, and according to Club rules had to retire. His place was taken unopposed by former Rear Commodore Gary Tye.

David Lackey retains the office of

Vice Commodore, choosing to continue the racing administration side of Club activities, in which he is particularly skilled.

The new Rear Commodore is Brian King, a regular sailor with some years' experience on the House Committee.

The office of Cruising Captain vacated by Colin Baylis has been filled by Roy Cowley, a part-owner of ANDROMEDA.

Changes were made in the two particularly important positions of Secretary and Treasurer. Wynne Foothead, Secretary for 11 years, retires, and Tessa Williamson takes her place. Tessa has been House Secretary, and a member of the Backstays committee since joining the Club in 1980. Wynne will retain her link with the Club's administration as Judge.

Lindsay England, hardworking Treasurer for nine years, hands over to Jack Baillie.

Peter Sutton retired as Racing Secretary, and this position is now

held by Craig Jones.

The Port Captains at Gisborne and Nelson are now R. Grant and D. McKee.

Elections were held for members of the Executive and Sailing Committee. Those elected were Ian Greig, Alister Macalister, Gray McKenzie, and Bill MacQueen for the Executive, and Peter Bacon, Bryan Coleman, Chris Hargreaves and Hugh Poole for the Sailing Committee.

Prior to dealing with the Statement of Accounts, tribute was paid from the floor to the excellent quality and presentation of the Annual Report. The accounts were approved with little discussion.

## NZ Yachting Federation

Speaking to his report from the Sailing Committee, Vice Commodore David Lackey amplified his comments about the cost of running local yachting associations in addition to the Federation. He reported that he had raised the matter at the Annual Meeting of the NZYF, and the Federation had undertaken to have a close look at its administration costs.

One direct result is that the compulsory NZYF levy of \$1 per member has now been made voluntary, but the Federation hopes that members who wish to contribute will increase their donation to \$2.

To a question as to whether the Club would now opt out of the Wellington Provincial Yachting Association, he replied that it would not, but that the Association would be trying to trim its own costs.

## Centennial Book

Copies of the Centennial Book were reported to be still available, but these would soon be sent out for sale through the booksellers.

## Absentee members

As many names listed as absentee members have been in the Annual Report for up to six years, the incoming Secretary was asked to look at this list for next year.

## Presentation from NZYF

To commemorate the Club's centenary, Graeme Hargreaves and David Lackey were invited to lunch by the RNZ Yacht Squadron and presented with a silver tray, engraved with the Squadron crest, our club crest, and an inscription. (See picture elsewhere in this issue.) Thanks

## Club's new Secretary

ALTHOUGH no stranger to secretarial work, Tessa Williamson is nonetheless apprehensive about taking over the role of Club Secretary.

"Wynne has done a tremendous job over the years and has a wealth of information at her fingertips. I have such a lot to learn about the Club's background administration. However, with the help of Phil Smith and one or two others, I hope to be able to do a good job for the Executive and the Club."

No longer involved with her own company, Tessa has spent the past year or so working with Lindsay England and helping him in his diverse business interests. Almost since the start of her membership, she has been actively involved with the Club, having been House Secretary for two Rear Commodores and played a founding role with both the Backstays and THE RIP editorial committee.

This past season has seen her out on the water in WHISPERS II most Saturdays no matter what the weather, and Tessa admits that her



Tessa Williamson

sailing skills have "progressed beyond just pouring out the Coke and handing round the Minties".

It sounds as if the Club has got itself a racing Hon. Secretary as well as an Hon. Racing Secretary!

## The new leaders



This year's Executive line-up is, left to right, front row: Brian King (Rear Commodore), Gary Tye (Commodore), David Lackey (Vice Commodore), Tessa Williamson (Secretary); back row: Craig Jones (Racing Secretary), Bill MacQueen (Committee), Gray McKenzie (Committee), Graeme Hargreaves (Immediate Past Commodore), Alister Macalister (Committee), Roy Cowley (Cruising Captain), Jack Baillie (Treasurer).

to the RNYS were recorded for this magnificent gesture.

### Social awards

A presentation of flowers was made to Wynne Foothead on her retirement as Club Secretary, and the Personality of the Year trophy to Barrie Cronin for his work in producing the Centennial Book, as he was overseas at the time of the champagne breakfast when it would normally have been presented.

### Subscriptions

In the spirit of the wage and price freeze, it was decided not to increase the subscriptions this year - even though club subscriptions are not covered by the freeze regulations.

### Suggested amalgamation

David Lackey reported that, following his speculative article in the April issue of THE RIP (p.11) about the merits of an amalgamation of RPNYC with Worser Bay Boating Club, he received the following letter from the Commodore of the Worser Bay Club, Mr John Wilcox.

Dear Mr Lackey,  
The Committee of the Worser

## Officers for 1983-84

**President:** Noel Manthel.

**Commodore:** Gary Tye.

**Vice Commodore:** David Lackey.

**Rear Commodore:** Brian King.

**Hon. Secretary:** Tessa Williamson.

**Hon. Treasurer:** Jack Baillie.

**Hon. Racing Secretary:** Craig Jones.

**Cruising Captain:** Roy Cowley.

**Executive Committee Members:**

Graeme Hargreaves (Immediate Past Commodore), Ian Greig, Alister Macalister, Gray McKenzie, Bill McQueen.

**WYA Delegates:** Hal Wagstaff, David Lackey.

**Starter:** Norm Foothead.

**Timekeeper:** Annette Jones.

**Judge:** Wynne Foothead.

**Measurer:** Bruce Askew.

**Port Captains:** Auckland - P.B.

Tanner; Bay of Islands - A.F.

Gatland; Gisborne - R. Grant;

Nelson - D. McKee; Picton - F.

Jorgenson; Whangarei - J. Davie;

Suva - R. Moody.

Bay Boating Club has discussed your published suggestion that our two clubs merge to common advantage. As a result, I have been asked to indicate to you our wish to meet to examine the issues involved.

Our Club is anxious to ensure that its own identity is not lost in such a move, particularly as it has established a considerable national reputation over recent years in centreboard yachting.

It is suggested a small working group from each of our Committees meet to determine the advantages and administration procedures involved in such a merger. These groups could then report back to the respective Committees to enable a full appraisal to take place.

I look forward to hearing from you and hope your interesting suggestion leads to closer ties between our two Clubs.

Yours sincerely,  
JOHN H. WILCOX  
COMMODORE

As a result it was decided that the suggestion should be taken seriously, at least to discussion stage, and the following motion was passed:

That this meeting direct the Executive Committee to join with representatives of the Worser Bay Boating Club to examine advan-

tages which might accrue to both clubs from an amalgamation of interests, and in what manner such an amalgamation may best be achieved.

Several objecting voices were heard.

### Dispute over Clubhouse

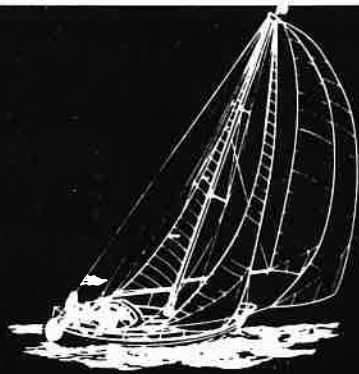
Following a question about the dispute with the Wellington Harbour Board over the ownership and consequent rental of the Clubhouse, Alister Macalister reported the present situation to be that the manager of the WHB, Mr Stewart, had sent a letter to the then Commodore, Graeme Hargreaves, inviting the Club's representatives to a further round-table discussion on the matter - without prejudice. The Club still claims that the Clubhouse is held in trust by the WHB, and that only \$3000 is owing to them. The WHB, on the other hand, still claims to own the Clubhouse.

### Previous Manager

Replying also to a question about the settlement with the previous Club Manager, Mr Jack Skinner, Alister Macalister reported that there were no claims against the Club pending at the moment. The Club was therefore not making any special provisions.

### Budget

The question of a budget for the coming year was raised, and it was  
(Continued on page 11)



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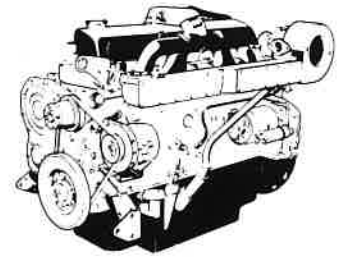
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## AGM (continued)

reported that an extremely thorough budget had been presented to the Executive by the outgoing Treasurer. A surplus of \$3620 was expected. Bar accounts could not easily be presented separately.

### Slipway

Hugh Poole, commenting that our slipway and cradle were the finest in New Zealand, pointed out that no maintenance cost had been provided for in the accounts. At least \$1000 per year should be allocated, and maintenance should be carried out regularly. Graeme Hargreaves noted that it had been totally repainted and repaired recently, and that the WHB had replaced the rails earlier this year. However, large boats should take more care in beam winds and use lines on the guide poles to avoid damaging the cradle. Thanks were expressed to the slipway committee.

### WHB negotiating committee

In view of the changes in Club officers, it was asked whether there would be continuity in the negotiations with the WHB over the Clubhouse. The present committee of Roger Manthel, Peter Lawrence, and Graeme Hargreaves will be unchanged, and will be joined by the new Commodore, Gary Tye.

## New Cruising Captain

ROY COWLEY started his yachting career in the early 1970s with Graeme Moore on WINDSONG. Then, in 1977, in partnership with Bill McCullough, Roy purchased the motor sailer ANDROMEDA from another Club member, Peter Wood. ANDROMEDA has been a regular member of the Cruising Division racing scene since then. 1982 was a special highlight, with the winning of the Club's Cruising Division pennant.

Other sporting interests include

### Dredging of Boat Harbour

It was pointed out that the Boat Harbour is silting up badly, and many larger yachts can no longer lie alongside at low water. Some dredging is necessary, and possibly the WHB's new dredging boat with its long arm could be used.

Graeme Hargreaves replied that the bottom of the Boat Harbour was very hard, and that it would be a difficult job, as well as being inconvenient for mooring holders. He suggested that the new Executive should look at the situation.

At the close of the meeting, special appreciation was shown, with acclamation, to all those standing down from office.

golf (Roy's a member of the Miramar club) and rugby (currently Vice President of Wellington Rugby Club).

He is a partner in a well-known Wellington firm of Chartered Ac-



Roy Cowley

countants (sorry we can't advertise, Roy!) and in the late 1960s spent two years in the UK with their international company.

Roy and his wife Pat are regular patrons of the Clubhouse and can frequently be seen enjoying themselves at Club functions. Their two children Richard (12) and Michelle (9) are active in school sports and thoroughly enjoy their cruising holidays aboard ANDROMEDA.

Roy admits (just) to joining the younger over-40s age group, and says he wants to see a greater emphasis on cruising activities for the Club as a whole, as well as ensuring the Cruising Division's continued role as the fourth racing Division.

## Race control



The Sailing Committee, left to right, are: Norm Foothead (Starter), Chris Hargreaves, Bryan Coleman, Hugh Poole, Peter Bacon (Committee), Annette Jones (Timekeeper), Craig Jones (Racing Secretary), Hal Wagstaff (WYA delegate), Roy Cowley (Cruising Captain), David Lackey (Vice Commodore and WYA delegate).

## Tell it to *The Rip*

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

Alternatively, post them to:

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

# Gary Tye leads Club

*STUNNING the locals with a faultless administrative performance in the controversial job of Rear Commodore during last season's centenary celebrations, Gary Tye is the members' choice to lead the Club into its second century.*

*Originally from the Wai-kato, Gary came to Wellington in 1953 after completing his education in Auckland. A development consultant with Fletcher Development and Construction Limited, he has been associated with the building industry most of his life.*

*RIP Editor Jeanette O'Shea talks to him about his involvement in yachting and his plans for the future of the RPNYC.*

## Money man



The Club's new Treasurer is Jack Baillie, secretary of an overseas shipping company, and member of the Club since 1975.

Serving with the RNZ Navy during World War II fostered a love of sailing, which led to a crew position with Alister Macalister on NIRVANA. He now sails frequently with Gavin Loe on ICONOCLAST.

JOS: What got you into yachting?

GT: I've always wanted to take part in yachting, but my main sports were rugby and athletics. I played senior rugby in Auckland, and I ran a lot on the track - mile and half-mile - and also played a bit of tennis. At that time I didn't really have any time for yachting, although I was always very keen on it and on anything to do with the water.

JOS: And the time came in your life to build a boat?

GT: Yes, once the family had grown up, we felt that if we didn't obtain a boat then, we'd never have one. So we decided to build. The history of the construction of SNOW GOOSE has already been reported in THE RIP.

JOS: How did you become involved with the Club?

GT: When I was building the boat, I met one or two people who were members of Port Nick. I had sailed a couple of times on RUSHCUTTER, which was Charles Troop's boat, and had been to the Club as a guest. It was about the time we had to register the boat, so I decided it was time I looked at joining the Club. If my memory serves me, Roger Manthel proposed and Bryan Coleman seconded us; I know Roger was involved because I'd met him through skiing.

JOS: Since launching SNOW GOOSE, you've raced competitively in the 2nd Division, and you've been pretty much of an offshore man too.

GT: Offshore only in the last season really - and I love it. We missed two of last year's series - we didn't do the Brothers race and, with hindsight now, made the wise decision not to do the Nelson race. But we did the others - the Gisborne race, the Kapiti-Picton, the Cook Strait and the Ship Cove race - and thoroughly enjoyed them.

JOS: What are your most memorable experiences during your racing?

GT: I think the Gisborne race ... just for the race up there, which was quite exciting with a reasonably wild night the first night; it may not have been for some people, but it was for us, being our first long offshore race; also very much for the fun we had up there. Certainly for us the



Gary Tye

Radio Gisborne race was the icing on the cake. I guess everyone likes to have a win occasionally - we're not a flying machine, but it's great fun racing. And they're great people to race with and to socialise with after the racing. We just had a boomer of a time.

JOS: How did you get involved with the administration of the Club?

GT: I was co-opted on to the Sailing Committee by Ron Legge, the then Vice Commodore, and enjoyed that very much, and I felt that it was a way of gaining experience as far as sailing matters were concerned - and it certainly was a great help. The next thing I knew, I was being asked if I would be prepared to stand as Rear Commodore last season ... and that's how it happened.

JOS: What do you feel you gained from that year as Rear Commodore?

GT: I certainly enjoyed it. It was a hard year to be involved, but the centennial celebrations were something that one experiences only once in one's life. I think I probably realised that, more than anything else, it's the people who make these events a success, and the participation of people was just absolutely fabulous, and that's what went a long way towards making the centennial events so successful.

JOS: As Commodore, how are you going to maintain that high level of participation which we all agree is so important?

GT: I guess that's the crunch

# into second century

question, and it's certainly one of the most important aspects of this coming year as far as I am concerned.

As Commodore, I want to ensure that people do participate, that the running of the Club and the organising of its programmes and events is such that it will retain the interest that came to light in the centennial year, and that we can build upon it.

I think it's most important that we do not lose that momentum. Once again, this can only be achieved by people being interested and supporting the various Club activities and events. The Executive's role is to make the pace and lead the Club membership along.

JOS: Do you have any ideas at this stage of what you would like to see happen and in which direction you would like to see the Club moving?

GT: I have lots ... The idea of some form of amalgamation with Worsler Bay has merit, and we should work towards ensuring that we get a new intake of members on a regular basis. This is not going to happen overnight.

Supervising the negotiations with the Wellington Harbour Board with regard to the Clubhouse to a satisfactory conclusion for the Club is high on my priority list. Only then can we settle down and plan the future in respect of facilities and membership.

JOS: How do you think the Club stands in relation to young people?

GT: I believe we have to work at that. One of the things that was highlighted by the centennial celebrations was the event that has become known as the Young Persons' Day, which was organised by the younger members of the Club. I think the older members had their eyes opened that day to the fact that we did have these people lurking in the background who were only too willing to do their bit and prove that they could do it extremely capably. I believe this is one of the areas we should build on - to encourage the young people to take further interest in the running of the Club, and there are many ways we can do this. They are certainly going to be the strength of the Club in the future.

JOS: How do you plan to do this?

GT: No specific ideas at this

stage, except to ensure that they are encouraged to make themselves available - perhaps starting off on the House Committee and becoming more involved in the Club's affairs.

JOS: How do you see the women's role?

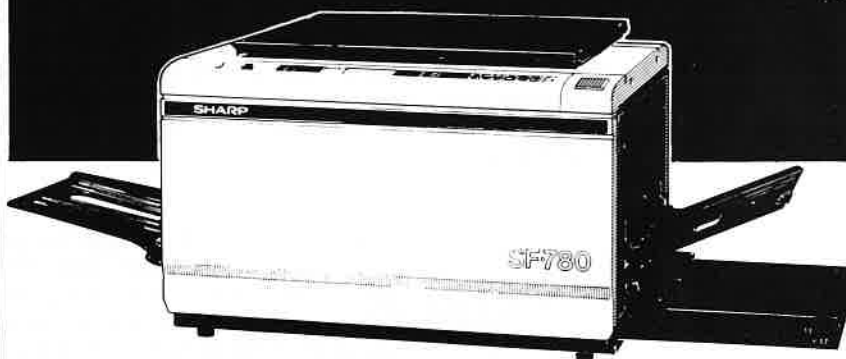
GT: I am a noted chauvinist and rather Victorian in my family's opinion. Once again, past events have proved that the ladies in the Club have a very strong place, and should be encouraged to take part in all aspects of Club activity.

JOS: RPNYC is where IOR yachting starts and finishes in Wellington. What are your views on this?

GT: I see that as an area of yachting in which the Club must continue to take a lead. Yachting in Wellington does not get the publicity that it should, and I believe that we should be seen to be effectively encouraging all aspects of yachting, whether it be IOR or any other form of yacht racing. I'm all for positive support.

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AGENTS THROUGHOUT NEW ZEALAND

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*Thirteen new yachts will ensure keen competition on Wellington waters this season, from international offshore racers to Cook Strait cruisers. THE RIP reports on the new contenders.*

# Big boat boom sets scene for season

WELLINGTON keeler yachting is alive and well. To date 13 newcomers will be racing on the harbour before the first season of the Club's second century comes to a close. Traditionally Southern Cross Cup year produces a blaze of activity, and although the Harbour Capital will not host this year's trials, a group of Club members, Del Hogg, Bruce Morris, and Robin McKenzie, have syndicated and produced an international challenger; Murray Sleeth is hard at work adding the finishing touches to a maximum rating Murray Ross design, and last March, Brian Millar launched his Davidson 37, HIGH SOCIETY. All have an eye on the blue water classic arena across the Tasman.

The syndicate's 37.5 Bruce Farr designed challenger was due to launch early in August and at printing time the final details, name, and colour schemes, were being finalised. All fittings and fixtures were selected and in place: Maxwell winches; Ronstan deck hardware; A Zapper 3/4 rigged extrusion measuring 56ft above deck supported by Navtec rod rigging, hydraulic vang and outhaul trim-reef.

Brooks and Gatehouse supplied the Satnav and battery of computerised instruments.

With the exception of foredeck and masthand, crew selection was complete: Number one helmsman, Geoff Stagg; number two helmsman and backstays, Del Hogg; Main-sheet/tactician, Fraser Beer (General Manager, Hood Sails, Auckland); Trimmer, Chris Urry; Navigator, Mike McCormach (Auckland); with Arthur Stewart, Bruce Morris, and Ian Maskell.

Directly following calculations SUNRUNNER was scheduled to sail for home in a pre-trials warm-up series. The cost of commuting crew to Auckland for build-up sailing prompted the decision to bring the boat to Wellington. Expected in mid-August, it will be in the Capital for some weeks.

THE long-awaited mythical masterpiece designed for Jim and Peter Woods by yacht-racing's guru, Ron Holland, has at last arrived to lift the tone of things in Port Nick Boat-Harbour.

Similar in looks to the Rolls Royce of yacht designs, the Swan

42, SPINNER, a cruiser/racer, was built at McManaway Marine in Picton, and from all accounts is a credit to their craft.

Hull construction is of three skins of kauri — basically edge-glued planks with two thin diagonal layers



**The Woods brothers' Holland-designed racer/cruiser SPINNER adds a luxury touch to the Boat Harbour.**

on the outside. It's the boat with everything; lots of Lewmar stickers — winches, blocks and traveller. Navtec rod rigging, hydraulic backstay, outhaul, and baby forestay hold up the mast, 63ft from keel step to wind instruments.

Yet to be rated, it is hoped the numbers will come up at about 33ft. The owners have no firm racing plans as yet, but will just see how it goes.

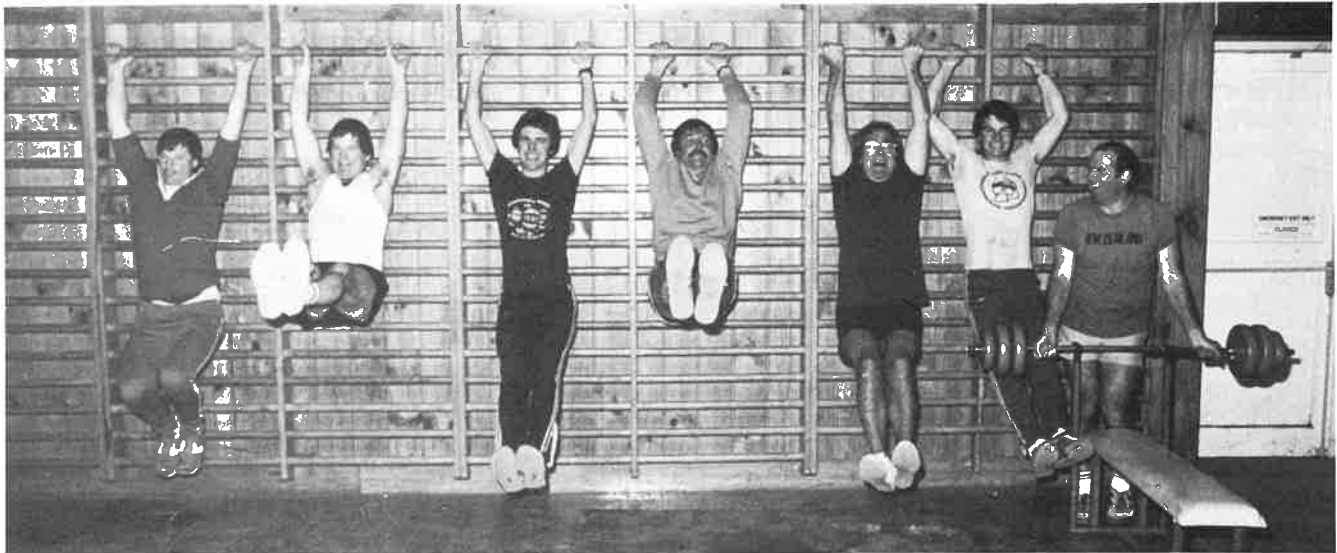
The best case yet for dredging the Boat Harbour, drawing 7ft 3ins it hit bottom three times while mooring after its maiden Cook Strait voyage.

FIRST of the Murray Ross 12.40 metres, or URBAN COWBOYS, Murray Sleeth's NOT GUILTY was transported to Wellington early in July. Three months later than



**One of two Young 88s already warming up for the coming season is PADDY WAGON, seen here in the last race of the Evans Bay winter series.**





scheduled, completion of the hull, decks, and cabin shell is progressing furiously at Evans Bay.

The boat will carry a 60ft keel-stepped Baverstock mast, in-line spreader 3/4 rig, supported by rod rigging. Hoods have supplied the sails, and the winches are alloy Maxwells.

Concerned at the delay in construction, Murray wrote telling them he was taking delivery ready-or-not. Consequently at time of writing the keel and rudder were still to come. Nevertheless the boat will be sailing in the Opening Day race on September 24.

A similar design, building in Auckland for Tim Sneddon, is due for launching in November. It has more concessions to rating and is scheduled for a five-year overseas campaign which includes the 1984 Pan Am series in Hawaii, the Big Boat series in San Francisco, the SORC, and the Transpac.

TWO newcomers to keep a weather-eye out for this season are the Young 8.8s, PADDY WAGON and SISTER MOONSHINE. First appearing at the Black Heart Rum Winter series, these remarkable toys created a good deal of interest.

Gary Gill and Warwick Young purchased PADDY WAGON following a stunning season in Auckland, where, in the hands of former owner, Ross Field, it won 15 of its first 16 starts and became the first ever keeler under 30ft to be relegated to first division racing. In big-name fleets, it consistently beat top 32 and 34 footers. After competing in the Two-Man Round-the-North-Island race, Field and one crew member delivered it to Wellington for sale. Vital statistics: LOA 8.981 metres; Displacement 275 kg.

Not super-radical, the design comes with a choice of three keels

**Just hangin' around in the Wellington College Old Boys' Rugby Football Club gymnasium are the crew of Wellington's Great Southern Cross Hope SUNRUNNER, getting fit for the rigours of the coming season. They are, left to right: Chris Urry, Arthur Stewart, Guy Taylor-Smith, Ian Maskell, Bruce Morris, Michael Boswell, and Del Hogg.**

and is versatile enough to satisfy both racing fanatics and cruisers alike. Mike Calkoen of Barton Marine (the agents) helmed PADDY WAGON in the Winter series, and says they are tremendous off the wind. The owners, he says, are really keen (whetting their appetites last season in a Nolex 25), and will probably start in the Spring series.

Peter Brown purchased hull and decks and finished SISTER MOON-

SHINE himself, launching in time for the Winter series. With a good crew of A-class catamaran sailors aboard, enjoyed "great racing". "We don't know how they rate," said Peter. "Evans Bay judged performance on local handicap. But nothing in the 2nd Division beat us. The closest PADDY WAGON came was 30 seconds. We'll be joining Port Nick to start in the Spring

(Continued on page 17)



**Could the bad times for New Zealand boat builders mean that designer Murray Ross is working part-time for the Post Office — or is he so overburdened with work that he is employing MOW architects to help out in the crisis periods? Murray Sleeth, hurrying to get his lean mean machine ready for Opening Day, could yet be persuaded that POST OFFICE is a good name for a boat!**

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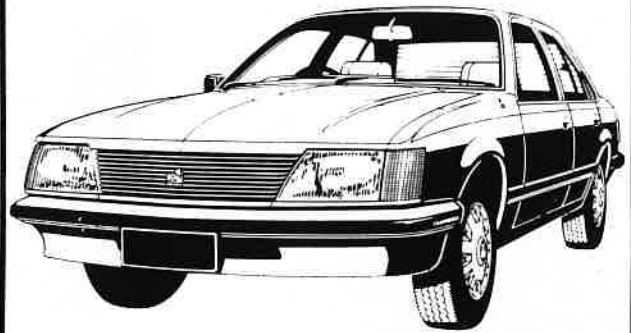
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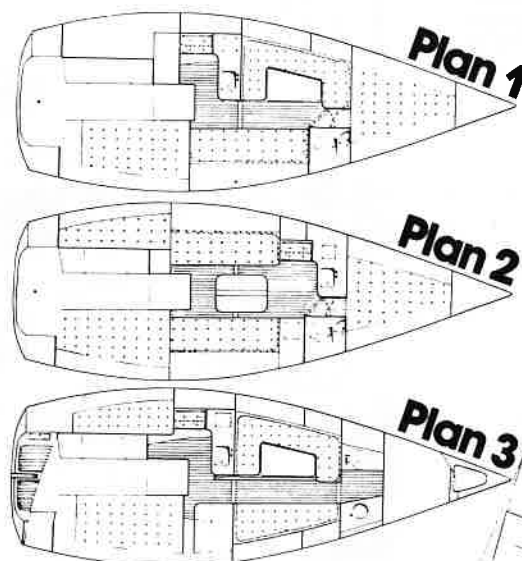
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### Specifications

LOA	8.981 m	29' 4 1/2"
LWL	8.017 m	26' 3 3/4"
Beam	3.298 m	10' 10"
BWL	2.338 m	7' 8"
Displacement	2475 kg	5446 lbs
Ballast (40% disp)	990 kg	2180 lbs
Draft keel version	1.750 m	5' 9"
Stub keel - board up	0.711 m	2' 4"
Stub keel - board down	2.285 m	7' 6"
Sail area main & fore triangles	43 m <sup>2</sup>	462 sq ft

series and can't wait to sail against the other boats."

An A-class man himself, Peter raced SUPERDRAGON and previously owned an H28 which he sailed to Hawaii and back.

A further two are building in Wellington; Jim Callaghan has the interior kitset, engine and shaft installed, some finishing to complete and should be in the water by summer. Alan Paterson has hull and decks in a purpose-built shed at Houghton Bay. Phil Hartley is installing the kitset interior and engine. Possibly it will be seen on the water by late summer.

TWO more Wellington fliers are taking shape, appropriately, in the old hangar at Rongotai. Surrounded by small aircraft and an amazing mixture of bulky rubbish are Peter Ballinger's Spencer 1237 and John Sladden's Farr 1020.

Both were built in Auckland and delivered at "hull-and-decks" stage, and are being fitted out by their owners.

Peter's is a big step up from SHIKARI, the Spencer half-tonner which he built himself and both raced and cruised with his growing family. His requirements were for considerably more room for cruising, yet with a relatively small sail area.

As John Spencer says, "What was really required was another WHISPERS II for length, but with two feet more beam. WHISPERS OF WELLINGTON would have provided enough room, perhaps, but would have needed too much sail for a family crew."

The resulting design is still very much in the Spencer style, strongly influenced by John's own experience of Wellington conditions. As he says, he has never been one to design what are labelled "Gulf cruisers" in Auckland — boats which are not capable of sailing anywhere and remaining in one piece, and which are not seakindly.

He comments on the "modern" breed of IOR boat which "got into a sort of rounded-off dory shape forward at least 10 years back." This shape, he says, is good for handling a short, steep chop, and for beating the IOR Forward Depth measurements, but is not impressive in heavy weather and rough seas.

Hence this design does not follow current trends, but he hopes that it will give Peter what he wants, and that when its performance is seen, Wellington will agree.



Hidden behind the smaller fliers at the Rongotai hangar are (left) John Sladden's Farr 1020 and (right) Peter Ballinger's Spencer 1237.

The hull was built by Don Senior, and with Peter having only weekends to spare from his business, the interior finishing is expected to take about 18 months.

JOHN Sladden's Farr 1020 follows the same philosophy as the very successful 11.6 — a family cruiser/racer designed to go fast with no concession to rating. The fibreglass hull arrived last December looking, as John says, "like a great white whale", without windows or fittings. He is fitting it out in teak, both below and topside trim. The interior layout is conventional for the design, and will incorporate stove, fridge, freezer, and shower. Working gear will include heavier winches for Wellington conditions.

Design features include a handy boarding platform on the transom, easy fitting handrail mounts on the cabin top, and anchor well covers without awkward catches. The standard loose-footed mainsail will be used, and power will come from a Volvo sail drive unit.

John has considerable racing experience in his Farr 7500 KNICKER, and looks forward to joining the keeler fleet.

Two more of these fine machines are reported to be under construction around the Capital. One is for Gavin Hoare, who although not a member of Port Nick yet, proposes to become one and race with the Saturday fleets. Building in a warehouse in Lower Hutt will continue until "all the little jobs are done", and launching date is tentatively set for October.

The other is for Brian Cooper of Upper Hutt. His is receiving full professional treatment in Auckland, and is expected to take its owner on

a Christmas cruise before taking its place among the Capital's fleet.

ROBERT Fisher's SEA FLYTE II is a standard stock design Lotus 9.2 designed by Alan Warwick. Recently purchased from Aub Levy (Mana Cruising Club), this versatile big small cruiser/racer will race in the 2nd Division this season when the owner's time permits.

Mostly built in Auckland, it was finished off by Aub Levy and launched early in 1981. Robert describes it as a "very tidy 30 footer," and is most impressed with it to date. "Mostly I bought it to potter in the Sounds," he said. "We'll have no trouble crossing the Straits; it took a 50 knot trip from Mana to Wellington very well."

A 50ft IOR racer from the design board of the Lidgard Group is under way at Lidgards, Auckland, for Alistair Shanks. The former owner of SPERO and more recently NERO, Alistair is reported to be making no concessions to cruising and is planning his new boat's campaign around the 1984 Pan Am Clipper Cup series.

Construction is sandwich using a white pine core skinned with S-Glass and Kevlar. The fin keel is a refined shape providing 54 per cent ballast ratio.

Kevin Lidgard designed the hull while John Lidgard designed the layout and rig, which will be masthead with an unusually large mainsail.

Apparently there are five Davidson 28s out there in the metropolis, in various stages of construction, and to their owners we say "Come on wherever you are, the racing's fine ..."

# Bacon, eggs, and bubbly

A CHAMPAGNE breakfast heralded a brief return of the good times for 200 Club members in June. A change of format from the now almost traditional celebrity dinner, its success could set the scene for many more.

Primed with vast quantities of bacon, eggs, and bubbly, and stirred by a barrage of bawdy tales from Master of Ceremonies, Radio NZ's Brian Waddell, a lucid audience were in fine form for the announcements of this year's honourees.

Waddell, a self-confessed underprivileged child ("the closest I ever came to yachting as a child was sailing match sticks in the river." And ... "If I had been born one of Bardot's triplets, I would have been the one bottle fed.") captivated his audience, chased all the ladies, and generally kept events rolling.

## Personality

Personality of the Year went to THE RIP's hardworking photographer and sub-editor, Barrie Cronin, in recognition of his work on and ultimate production of the Club's Centenary publication. Through the ever-present lenses of his sophisticated equipment, he illustrated and wrote a book worthy of a place in the annals of NZ history. Painstakingly sifting through a mountain of old photographs and newspaper clippings he documented an accurate coverage of the Club, its history, triumphs, and tragedies.

The contents of his prize were consumed by well-meaning friends as Barrie was holidaying in the United States. He was later presented with the trophy at the AGM.

Boat of the Year was awarded to RATERE, for its successful participation and the only Club representative in the 1983 two-man round the North Island race. Skipped by Callum McLeod and crewed by Mike Hughes, RATERE finished a creditable fifth overall in a prestige fleet of predominantly Auckland boats.

Another safe voyage was applauded with the presentation of champagne to EXPECTATION's skipper, Des Renner, for the boat's participation in the Auckland-Suva yacht race. In the wake of a tragic return journey for two of the Suva

entries, SOUTHERN RAIDER and LIONHEART, Des said, when receiving his prize, that all offshore racers should sail a mandatory season in Wellington waters.

Other personalities remembered with champagne for notoriety throughout the year were: Byron Kindell, for his support of the bar; Brian (Baldy) Millar, for being such a great guy; Jill Green and RIP editor, Jeanette O'Shea, for their close encounter in the ladies' race. RED HERRING II's skipper, Roy Bridge, was mentioned in dispatches for something like "whipping the crew"? Brian Jaspers (navigator), looking none the worse for wear, collected the bottle in Roy's absence.



Centennial Book author Barrie Cronin is presented with the Personality of the Year award at the AGM.



Master of Ceremonies, sporting commentator Brian Waddell, demonstrates how he sweeps ladies off their feet.



Colleen and Byron Kindell indulge their champagne tastes to the full.



Callum MacLeod, with the Boat of the Year award for RATERE, chats with Brian Waddell and Rachel McCulloch.

## Champagne inspires challenge

DURING the celebrity breakfast, a wager was arranged between cruising division skippers Alister Macalister (NIRVANA) and Paul Gubb (ROBB ROY) for a match-racing event. Crew were hastily conscripted from the breakfast patrons and the race was held that same afternoon.

At precisely 2.30 pm, in brilliant sunshine and favourable though light airs, the two boats took their marks on the line.

Tactician Rory O'Shea called an excellent start and ROBB ROY gained an early lead. It was one that NIRVANA was never to capture. As it rounded the White Lady, with refreshments already exhausted, a marked deterioration in crew performance was evident, and despite the big-name line-up aboard, NIRVANA's position in relation to its adversary steadily worsened. Parked-up in calm patches around Somes, NIRVANA's crew could do little but watch as ROBB ROY, sailing in a private breeze, widened the gap and went on to win by an impressive margin.

# Winter warmth

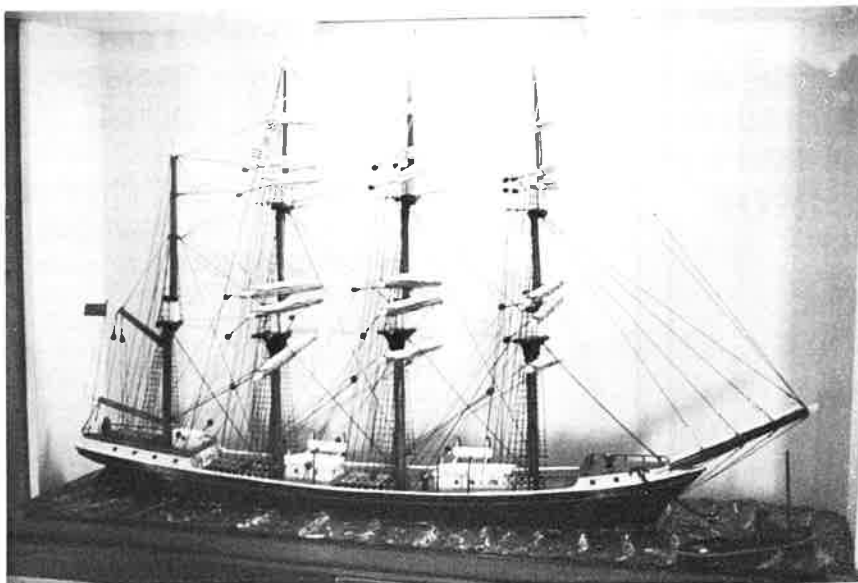
Wine, women, and song featured strongly at the backstays' traditional winter mulled wine evening.

About 120 members ate, drank, and sang to the strains of guitars, piano, and an expert rendition of the spoons.

In the kitchen, Peter Lawrence stirred an evil brew that loosened vocal cords and tightened the patrons.

**RIGHT: Peter Lawrence mixes up an evil brew — a headache in every glass!**

**BELOW: Guitarists Alan Dunn and Rex Hebley strumming up a storm.**



Presented to the Club at the mulled wine evening was this model square-rigger, fully restored by WHB Custodian Roger Carter. The model was originally given to the Club many years ago by Mr Benasconi, and has spent the last 10 years languishing in Ian Macalister's basement in a sorry condition. Although the name TURNER LEYTON was painted on its bow, records show that there was never a ship registered in that name, so the model is now unnamed. It is, however, a typical example of a four-masted barque, of which hundreds were built around the beginning of this century.

## Squadron's gift



Commodore Graeme Hargreaves displays the engraved silver tray presented to the Club by the Royal NZ Yacht Squadron to mark our centenary.



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# Vice Commodore

A NEW season dawns and, as always, our expectation is for things to be better - better weather for a start! Boat'll go faster, too (it should do with its new gladwrap finery). Crew going to think about what they're doing this season. Better programme? It's a tall order for the Sailing Committee to match the glamour, the excitement, and the busyness of Centennial year, particularly in a non-Gisborne race year!

Well, let me tell you, we're going to give it one hell of a go, and while, at the time of writing, our programme boffins have still to put finishing touches to their handiwork, I can give you a brief preview of what's in store:

- a pre-season MATCH RACING series for invited skippers in Noelex 25s (by courtesy of the Noelex 25 Owners Assn.) - early September
- a pre-season/pre-Southern Cross warm-up series to help tune up our SX hopefuls. - late September.
- Opening Day - 24 September
- Spring, Autumn, Inshore, Off-shore series as previously (we are pretty happy with the basic format which has evolved in recent years).
- Brothers race - brought back to Labour weekend. Brrrrrr!
- Southern region SX trials - Lyttelton 5,6,11,12,13 November.
- Ship Cove race and "cruise in company" - Waitangi weekend.
- Club Week (by popular request along the lines of, but on a smaller scale than, Centennial Week) - 18 to 26 February.
- Easter is late, which allows us (for a pleasant change!) to fit everything in.

## Safety

A year ago we instituted minimum standards of safety equipping for our INSHORE racing, and chose the NZYF Inshore safety rules (Part VI). In so doing we jumped the gun on our brother clubs who, at the urging of the NZYF offshore committee (who now coordinate ALL KEELER RACING), have followed our example but adopted CATEGORY 4 of the Offshore Minimum Standards (Part III). We

feel it is sensible and tidy to follow suit.

There is little difference between the two systems; a yacht racing last season with the right gear will have little trouble meeting the new requirements, and everyone is required to reach Cat.4 by the first Autumn Series race (the first race after Christmas).

I don't want to give the impression that the Club's lawmakers have gone berserk, but I should add that this season - in fact until further notice - yachts will be required to sail the right way up!

With an injection of new blood, and with all divisions well

**Opening  
Day  
September  
24**

represented, your Sailing Committee is working hard to provide another programme of the sort you've come to expect, and a season of activity to suit every taste and inclination.

Happy sailing.  
DAVID LACKEY

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The advertisement for Brown O'Clock features a central image of a bottle of Lion Beer Brown on a sundial. The bottle is condensation-covered and has a label with a lion and the words 'LION BEER BROWN'. In the background, a couple is sitting on a beach. To the right, there is a glass of beer with a thick head of foam and the Lion Beer Brown logo. The text 'Brown O'Clock' is written in a large, bold, serif font across the top. At the bottom right, the slogan 'Anytime's a good time.' is written, with 'Mackay King ZB793' in small text below it.



# Brian King is new Rear Commodore

I MUST confess to a certain amount of apprehension in being elected Rear Commodore of the RPNYC. Even though I stood for the position once previously, I think I am now in a better position to handle the responsibilities of the job. I served on the House Committee in the days of Bruce Ussher and served as many years as a Wardroom Officer. I am a teacher at Scots College where I am kept busy during the working week and with Saturday morning sport.

I joined RPNYC in 1973, along with quite a few other young people from Worsler Bay Boating Club. I suppose my biggest claim to fame in centreboarders was sailing in the final Cornwell Cup in 1973 on Lake Wairarapa. Sailing with Rob Herbison, we had a strongly-contested battle for last place with Mike Muir and Barry Swanson. The Cup was won by Peter Spackman and Jamie McDowell.

My first experience sailing on keelers was with Barry Cooze on SOIXANTE-NEUF which would have been 1973's equivalent to ROBB ROY. Then came my first taste of 1st Division racing on AURORA II for half a season.

After this were five years (1974-78) with Kem Cox on SAVANT. These years included many highlights: winning the 1st Division aggregate Championship; the 1975 Brothers Race (line and IOR) in a race in which 20 started and only six finished; a cruise to Fiordland which ended with a circumnavigation of the South Island, and two Sydney-Hobarts. Since 1978 I have been sailing on NIZAM, and have been able to share in many successes along with Graeme and the rest of the crew.

I hope my term as Rear Commodore is an enjoyable one, both for myself and, much more importantly, for the Club's members. I already have the basis for an excellent House Committee, and I am sure we will be able to offer many memorable occasions for young and old. I sincerely hope that as many members as possible support the social events of the Club, and I hope that we can cater for a wide range of age groups. I know it will be im-

possible to please everyone, so if you have any positive suggestions, please do not hesitate to speak to me.

The first social event of our 101st Season is the Opening Day, September 24, and I hope to make this a special day.

Let us look forward to a successful sailing and social season. See you all on Opening Day.

BRIAN KING



Brian King

## Has anyone seen Phil Smith?

TO avoid that question being asked too many times, our club Manager has asked THE RIP to advise members that his days off are as follows:

Mondays from noon

Tuesdays all day

Thursdays all day during the winter season.

Phil also wishes to advise members that he will be on leave from 19 August - 5 September.



## The backstays

WE are now beginning our third session as a Ladies' Committee of the Royal Port Nicholson Yacht Club.

A keen, enthusiastic committee was elected at our recent annual meeting and the apparent keenness was made obvious by the efforts, not only in the preparation but in the general running of our Mulled Wine Evening, once again a tremendous success. (Wine consumption up by 24-42 flagons; attendance up by 30 per cent.)

Your new Backstays Committee for the 1983/84 season is: Gill Lawrence (Chairperson), Jenny Cooper (Secretary), Elaine Bailey, Jeanette Baylis, Jo McCulloch, Eileen Ballinger, Norah Stagg, Jeanette O'Shea, Annabel Tye, Jo Allan, Trish Delbridge, Sue Hargreaves, and Jeannie Dreaver.

During the past two years we have achieved a great deal and it is so satisfying to see more ladies entering into Club activities. However, our aim this year is to get more ladies on the harbour with a special emphasis on the young people, and this, we



Gill Lawrence

hope, will have the support of all skippers (and their wives). The young enthusiasts are there and they must be encouraged. After all, they are the future yachtspersons of the Club.

GILL LAWRENCE

*Andrew Macalister reports on the eventful Noumea to Cairns race, in which the new Holland 10.05 SIDESADDLE was dismantled.*

# Sidesaddle to Cairns

JULY 6th — race day in Noumea, and despite all the assurances of the Cairns Yacht Club officials over the past week of a fast downhill slide to Cairns in the SE trades, the inevitable had happened — it was blowing 20 knots from the west. But the locals said that never happens ...

SIDESADDLE — five weeks old and already a veteran of 2000 miles — was a Holland 33-footer built in Auckland by Lidgards, and was on her delivery trip via Fiji, Noumea and Cairns to Port Moresby, where she was to be shipped to Hong Kong and her two owners. Designed to win next year's China Sea Series, the yacht boasted all the latest gear: B&G 16-function display and sat-nav; Navtec hydraulics; Lewmar winches; Horizon sails, and even two RPNYC members — myself and Ian McDonald, our navigator.

## Small fleet

A rather depressed fleet of seven yachts faced the starter's gun — none relishing the thought of 1350 miles on the wind — and, after a quick kite run out to Amadee Light-house, the fleet soon started to sort itself out. Our main opposition was SATIN SHEETS (an ageing Petersen 42), SANGAREE (a Holland 44), and AEGIR (a Miller 40); favourite for line honours was SAILMAKER — an Adams 42 that can only be described as radical: she was a centreboarder with only 10ft beam (Comparatively we were 9ft shorter and yet had 6" more beam), and also featured a permanently-set kite pole, no windows, lifting stern-hung rudder and a "patriotic" lime green and yellow paint job. Her design specifications had been for a downwind flyer with no rating concessions — comparative to that of the Ross designs — which we felt were far superior for that designed task.

The next three days remained as a beat with the wind slowly moderating and the fleet separating to the north and south as the first obstacle was reached — an extensive area of reefs and cays stretching over 150 miles and lying right across the rhumbline. AEGIR and we went to the south, SATIN SHEETS went straight through the middle, trusting their navigator's skill (or was it just



**SIDESADDLE at her berth in Noumea just before the eventful race to Cairns.**

because she's an ally boat?), and the remainder of the fleet went to the north. At this stage, SATIN SHEETS held line and handicap after saving 50 miles by taking her shortcut while we were 4th on line and 3rd on IOR — a position that pleased us as pounding into big seas was big boat weather and not to be recommended for 33ft yachts.

For the next 36 hours the fleet began to feel the effects as the low moved away and the wind swung round to the SE and eventually settled down to do what it was supposed to — blow 20 knots up our chuff.

That day and a half gave us a good opportunity to dry out (our clothes) and have our first proper meal of the trip — we found it impossible to cook on our stove which was not gimbaling properly, and were getting sick of Mars Bars and French bread.

## Freshening wind

As the wind freshened and the seas built up, the run really started and by the next morning it was blowing 25-30 knots with a lot of

squalls about. It had been an interesting night with a couple of broaches to keep the crew on their toes (or, in some cases, their heads) and then, after each broach, judiciously putting in another reef! By daylight we had taken the kite down for a poled-out No.3 and then shaken the reefs out as we found a kite and reefed main a lot harder to manage, especially in the squalls. So we were now keeping on an even keel while sacrificing only about 1/4 knot boat speed.

We were clocking up the miles, and this weather was to last for the rest of the race, providing great sailing. That is until 4 pm on the 12th when it abruptly ended for us.

We had been surfing along very nicely and maintaining our handicap position when the deck block on the running backstay blew apart and the mast immediately took a noticeable bend for'ard! In the next ten seconds we tried to round up to take the weight on the forestay as we knew that the middle of the mast was about to go without the runners to hold it, but the poled-out headsail prevented us in doing so and then — BANG! — and we had five sections

of mast in the water. It had broken initially where the runners were connected to the mast, then at the checkstays, lower spreaders, 6ft above deck, and at the deck.

Our immediate problem was to stop the upper sections of the mast, which were under the bow, from bashing against the hull as the boat was thrown about by the 8m seas, which were often breaking. We managed this by lowering our sailbags against the hull to take the impact and then tried to stream a drogue but this was unsuccessful as the main and No.3 were doing this to greater effect except that they were forcing us side on to the seas — now we were riding sidesaddle!

## Hectic work

After 1½ hrs of hectic work, we had all the sections and sails lashed on deck just as night fell, but we now had another problem — how to get the sails off the broken mast while the boat was being thrown about so violently that it was impossible to stand up, let alone move about on a deck covered in a tangle of halyards and rigging; we also had three very seasick crew after half-an-hour of this motion and so the decision was made to motor into the lee of Likov Reef, 50 miles to the NW.

Next morning, after a wet and unpleasant night in very low spirits, we got into the lee of the reef and, by 1100 hrs had anchored behind a tiny island about 50m long and 11ft high — an exceptionally welcome sight as it provided enough shelter for us to work on the mast. After a hard afternoon's work we had all

the sails, rigging, boom and mast sections below deck and a spinnaker pole sleeved into half the spare pole set up as a jury mast. This high-tech spar featured a radio aerial, double shrouds, double purchase blocks on the fore and backstay and, just to be safe, a checkstay; it was fitted into the existing section of mast below deck and secured with wedges (courtesy of the breadboard). We still had to rig up halyards and lace the luffs of the trysail and storm jib to the mast and forestay respectively before we could get sailing and, after a long debate, it was decided to spend the night behind the island and get underway in daylight — much to the dislike of some of the crew who (sensibly) did not feel safe anchored so close to the reef in that much wind.

However, after a night of anchor watches and taking constant bearings on the island and stars, we finished setting up the rig and, 36 hours after breaking the mast, we were sailing away from Turtle Island for Cairns in the inaugural Turtle Island-Cairns race for jury-rigged yachts.

## Not last

That morning we re-established radio contact with a worried Cairns Yacht Club and found that SAIL-MAKER had just finished with SANGAREE five miles behind and SATIN SHEETS set to win IOR. Three days later, we reached Cairns after sailing along nicely at a 5 knot average over 450 miles, and still beat one of the race yachts in! As the skipper was heard to say at the finish: "We always thought the boat was fast, but now we know it is!"

## Famous last words

AS Immediate Past Commodore, I would like to take this, my last opportunity, to thank you all for the support I have received during my three years of office.

It has been a high honour to be Commodore throughout the Centennial Year, the success of which would not have been possible without the assistance of David Lackey, Gary Tye, and Alister Macalister, who led their committees so ably.

The highlight of my term has been without doubt the Centennial Dinner. To be seated between our Governor-General and his delightful wife was truly a magnificent experience.

With many new faces appearing on all committees and still maintaining continuity of personnel shows encouraging growth into our second century. I feel that with persistent fine-tuning in all departments, the Club will remain close-winded and sail faster.

We are proud to have a past Commodore and Special Life Member, Mr Noel Manthel, elevated to President.

To the new Commodore, Gary Tye, I wish every success, and I will continue to do everything I can to assist him and the Club in its future progress.

G.D. HARGREAVES

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

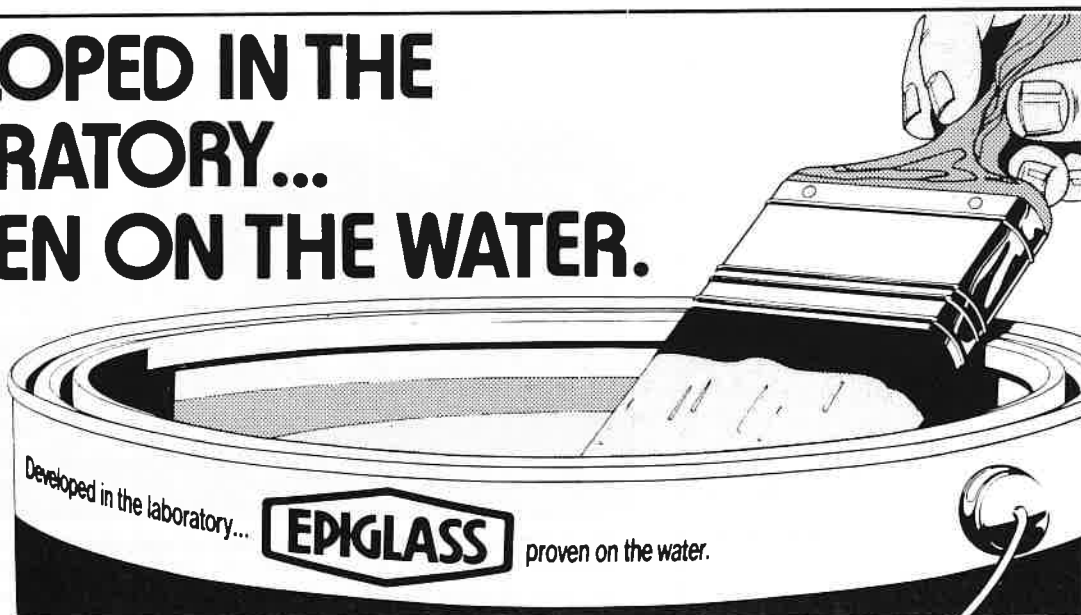
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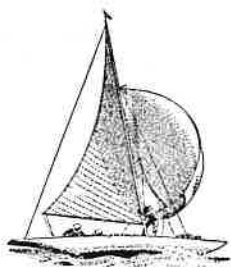


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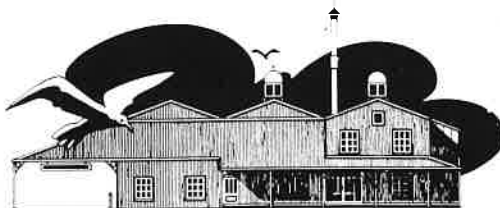
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P.S. Soda Fountain Cafe just the place for lunches to take sailing

# Random notes

HIGH praise to outgoing Treasurer Lindsay England for his excellent production of the 100th Annual Report and Statement of Accounts. The long-familiar "little blue booklet" will not be missed, and his larger format, bolder presentation has set the standard for annual reports in years to come.

His splendid efforts were almost doomed, however, by a monumental bungle in the Post Office.

The Reports, well printed and on schedule, were inserted in their envelopes, addressed and franked, and delivered to the Post Office.

Some unnamed employee instructed the carrier to put them in the lift, then promptly went off duty, forgetting to notify the next shift of their presence.

That evening the diligent cleaners, seeing all the clutter still in the lift, set about removing it forthwith, and had burned approximately half the mailing before the bungle was discovered.

The gloomy tidings, delivered by a fresh-faced youth the next morning, set emergency procedures into action. Top marks to printer, Nick Bond, for putting the job back on the machine immediately, to Jeanette Baylis for running off another complete set of labels, and to Lindsay and his helpers for still getting the reprinted Report in everyone's hands in time for the AGM.

## By Fleet Scribbler

SUPER sportsman Ross Telford recently led a party of yachtspersons on a tour of some of the more exciting ski slopes down South. The trip was a great success — except for the Elf himself, who returned with a leg in plaster. While to some he is a pitiful sight, others maintain his crutchwork is a deft as ever.

WITHOUT doubt everyone is aware of the current building boom in Wellington; well, developments are really happening on and around the water as well.

Apparently it all began during Centennial Week, when the already much-publicised Ladies' Race was subsequently billed as a demolition derby. The effect was devastating! Maybe it is coincidence, but from that (purportedly) minor repair job, things have snowballed!

The skipper, Mr Loe, must have decided, with the chippies aboard, that it was time for a bigger, brighter, better saloon. This may have been inspired by the weather being a little discouraging for parties in the cockpit. Chandeliers were flown in from Czechoslovakia, marble fireplaces surrounds from Italy, and Sotheby's were given a brief to find and purchase a suitable antique dining suite.



**Where does all this stuff come from? Inconveniencing boat owners, and making life unnecessarily difficult for the diligent Custodian, Roger Carter, was this heavy layer of fat which covered the Boat Harbour last May.**

ICONOCLAST recently spent 24 hours on the slip like the Duke of York's men, being halfway up and also halfway down. It seems the winch motor lost interest in hauling up the weed-encrusted heavyweight and blew up in protest. There was no panic, and everyone on board was saved.

THE following sobering report is reprinted from "The Dominion" of 23 July:

## Yachties face breath tests

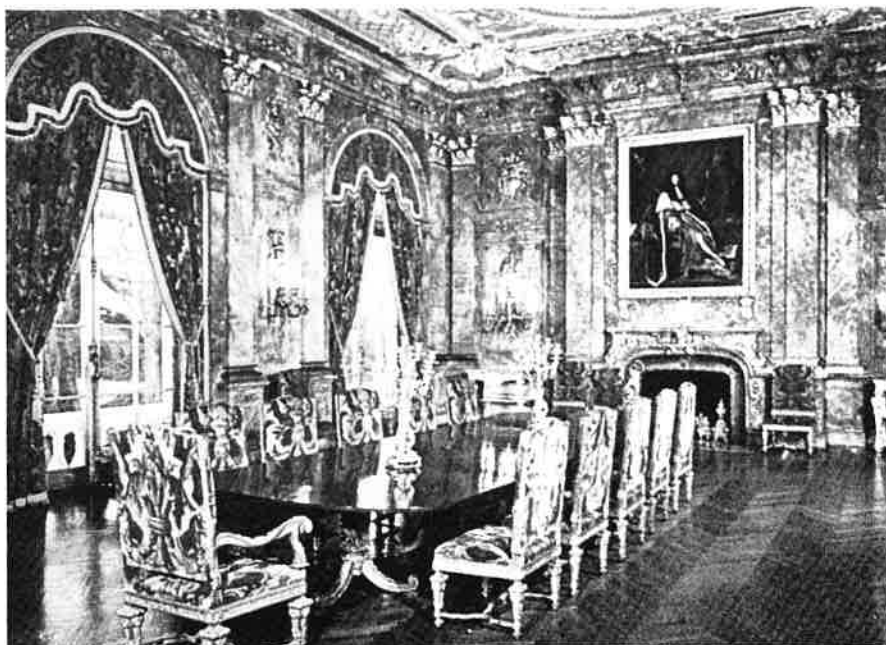
BREATH testing may be introduced on Sydney waterways in a bid to stamp out drunken yachties.

Captain Nick Costelloe, who becomes the city's harbourmaster next month, said he was investigating the use of breath testing to cut the number of water collisions.

The proposed "boat booze blitz" follows a record number of water accidents last summer.

"We are examining the possibility of using police to determine whether alcohol is involved in boating accidents.

"Whether the breath tests can be used on the water has not yet been determined," he said.



This sneak preview of the plans for ICONOCLAST's refitted saloon came from our usually reliable industrial spy. We understand that no decision has yet been made between velvet drapes and tapestries with an antique nautical motif.

A BOAT Harbour shed used to be a dank and dark grotto full of ancient gear, empties, and dirty glasses. Not so any more. Latest in a line of more than elegant shoreside environments is Alister Macalister's newly fitted out No.20. We noted superb joinery, an ultra-hygienic workbench, pull-out chopping board, radio, tape-player, stove, a refrigerator well stocked with cooling drinks, and a special changing area where a huge overhead globe gives light and heat at the same time. It was whispered that a microwave oven was on its way, together with suitable reclining chairs. Prominent also was a large roll of carpet, which we can only assume will be laid shortly.

Some say that conditions will have to be absolutely right before NIRVANA (which means a state of Buddhist beatitude) leaves her moorings next season.

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Seeking inspiration from "House and Garden" magazines, Alister Macalister considers the next sweeping innovation to his semi-detached seaside apartment.



Retiring after nine years as Secretary, Wynne Foothead receives a sheaf of flowers from Roger Manthel on behalf of the Club.

## Above the fridge



Seen recently floundering in the Boat Harbour's icy waters near an upturned dinghy, Les Evans explained that he was diving for freezers. We assume that he came out with at least two!



At the end of a long job — Graeme Hargreaves celebrates his retirement after three years as Commodore.



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