

The Rip

November 1983


The Royal Port Nicholson Yacht Club Magazine



COMING EVENTS

ROYAL PORT NICHOLSON YACHT CLUB (Inc.)

Club Manager - 843 091

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--|---|---------|-------------------------------------|----------------------------|---|---|
| NOVEMBER 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| |  | | Luncheon 1930hrs Film Evening | | Bistro | Champ 5 Jessie L |
| 27 | | 29 | 30 | DECEMBER 1 | 2 | 3 |
| | | | Luncheon | | special pre- race function Bistro | Pat Thompson Hight#2 Christmas party |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1400 Children's Christmas party | | Sailing | Luncheon | Executive | Bistro | Champ 6 NAC Trophy |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| His & Hers | | | Luncheon | | Bistro | Cook Strait |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | Christmas Luncheon | Merry Christmas | | Normal bar hours |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Clubhouse closed | Saturday bar hours | | | | Normal bar hours | Clubhouse closed |
| JANUARY 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Saturday bar hours | No committee meetings during January | | | | | Clubhouse closed |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Clubhouse closed 6th - 12th January inclusive Slipping by prior arrangement | | | | | Normal bar hours | Feltex ropes #3 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | | | Luncheon | | Nelson race (EBYMC) Bistro | Hight Tro #3 |

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For over 80 years, the old established spiriteux vins house of Adet Seward of Bordeaux, have selected for us the greatest of the classic wines of the Chateaux.

From Germany we ship the wines of P.J. VALCKENBERG, established in 1876 and largest owners of the original and famous Liebfraumilch vineyards around the Church of Our Lady in Worms, sole producers of "MADONNA" Liebfraumilch, Valckenberg Bereich wines and also representing the exclusive estates of Baron Heyl Zu Hermsheim (Nierstein), Baron Zu Knyphausen (Rheingau), Dr Hans Licht (Bernkastel-Kues), and Carl Graff (Urzig). Valckenberg also ship to us wines from the great German estates of Schloss Vollrads and Graf von Shonborn. Another German agency is the House of KUPFERBERG, producers of the finest of bottle fermented Rhine Sekts, including their international award winning Kupferberg Gold and Kupferberg Grand Prix Riesling.

The Spanish bodegas of MARQUES DE CACERAS produce and sell wine made solely from their own grapes thus guaranteeing the authenticity of their Rioja wines. From Portugal comes DOW'S PORTS, produced by one of the most famous Houses of Oporto.

Italy offers the wines of MARCHESI ANTINORI, a family firm who have been making and selling quality wine for nearly six centuries in Tuscany and who are noted for Chianti Classicos from their well-known Santa Christina estate and more recently Tignanello, first released in 1971 and now one of Italy's most respected and expensive wines. There is the House of BERTANI, celebrated suppliers of Veronese Wines including Valpolicella, Soave and Bardolino since 1857; the small family firm of PIO CESARE who specialise in the greatest of Piemonte wines including the king, Barolo and the burgundy, Barbaresco; and CASA VINICOLA COLLAVINI whose wines of Friuli include the venerable Tocai and the fruity and soft Cabernet and Merlot.

The growth of California's vineyards and the demand for their wines have almost been of Gold Rush proportions over the past 15 years. Fueling the excitement have been the newer, smaller wineries with a number of brilliant wines headed by the superb Chardonnays and Cabernet Sauvignon and the interesting Zinfandel, a peppery red wine distinctive to California.

We are pleased to offer the most exclusive selection of California wines available in New Zealand; all personally selected by our own representatives in the districts where they are made and including the best of the Napa Valley Chardonnays from such speciality producers as ROBERT MONDAVI, CHAPPELLET, FARNIENTE, and FREEMARK ABBEY.

From the widely spread vineyards of Australia we bring the internationally acclaimed Hunter Valley wines of Murray Tyrrell including his stylish Pinor Noir and Chardonnay and the popular ready-to-drink-now, TYRRELL'S Long Flat Red, Australia's second biggest selling red wine and rated by the "Wine and Spirit Buying Guide" as the top commercial dry red in 1980, 1981 and 1982. SALTRAM'S Mamre Brook Cabernet Sauvignon, Metala Shiraz Cabernet, Chardonnay and Chablis come from Angaston in the Barossa; Brian Barry's gold medal winning JUD'S HILL Cabernet Sauvignon and Rhine Riesling blend the best wines of Coonawarra and Clare; ERIC BRAND sends his outstanding LAIRA red wines from Coonawarra; while from BROWN BROTHERS Milawa Estate in North East Victoria comes the fruity flavoursome Dry Muscat Blanc, and Shiraz, Mondeuse and Cabernet, a ruby rich red wine of considerable quality.

And then there are the magnificent Liqueur Muscats, from Brown, Morris, Tyrrell and others, a wine unique to Australia, made from red or brown Frontignac grape, and bidding fair to become as famous as the ports of Oporto.

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The Rip

Vol.3, No.4

November 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

Wellington's Southern Cross Cup team member, **PACIFIC SUNDANCER**, out for a shakedown sail on Auckland's Waitemata Harbour.

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Correspondence, love letters and advice

Where should Club loyalties lie? When the strings of the Club's common purse are constantly tugged at by national challenge committees, who should we assist? There's youth yachting, Olympics, Southern Cross, Admiral's Cup, Clipper Cup, Whitbread, and now even the possibility of America's Cup. THE RIP asked a cross-section of members their views on this question. Their replies appear below.

ANY yachting assistance fund should be in the long term for the benefit of all members, whether in the short term it is given to junior or senior members.

Let's not forget that today's senior members were yesterday's juniors, and the future success of Wellington yachting is dependent on our ability to encourage junior yachting today. We are all encouraged by the successes of our idols, and it is most important that our future champions are given that goal to strive for and hopefully surpass.

Surely it is fitting then that those dedicated few who strive to achieve the ultimate, receive our support, and in return, make every endeavour to assist with the development of our future champions.

WES LIDDY

OUR Club, like Evans Bay and Mana, is fortunate to enjoy a large, reasonably affluent membership. However, in all three Clubs that membership is based on a reasonably narrow field of activities. Ours is keeler racing; Evans Bay, trailer sailers and catamarans; Mana, power and sail cruising.

Evans Bay has admittedly a broader base to its activities than the other two and has retained its junior membership, but I believe our Club has led the way in Wellington towards actively supporting competitive Wellington yachtsmen and fostering international competition. I concede that this has been largely aimed at keel-boat sailing but not totally, and this shows that the Club accepts its responsibility to take a lead in yachting generally in Wellington.

In the past, those activities worthy of support have been fairly straightforward and easy to define. The support of the CERAMCO challenge I believe was justified if

only to support Geoff and Richard, and the recent assistance to the youth yachting championships.

However, if we look to the future we can see America's Cup, Admiral's Cup, Clipper Cup, Southern Cross Cup, Olympics, you name it, it's all on, and each activity will need a big budget.

What then is the proper way for the Club to go to put something back into the sport we all enjoy. Do we give a little to everything or do we accept that the pot is not bottomless and try to give greater support to just a few projects or events? And who is to decide?

Thinking these questions through I now firmly believe that big national challenges should be supported financially by individuals, and the role our Club should take is one of promotion and organisation, i.e. collection of an Olympic levy, support for raffles, organising the Wellington side of national appeals. The Club's challenge fund and other Club funds should be specifically aimed at Wellington and Wellington yachtsmen.

Projects worthy of support should be those where Wellington yachtsmen have made real personal sacrifices to put together a competitive challenge for international (and in some cases) national trophies. The PACIFIC SUNDANCER effort comes to mind. The A Class catamaran World Championships to be held at Muritai next year is another where some support may be justified. Perhaps also a Wellington yachtsman with a chance of Olympic selection.

We all know how difficult it is to mount a challenge from Wellington. The Club should encourage these people.

At the other end of the scale I believe the Club should continue its policy of supporting local yachting activities and projects that will significantly benefit the sport in the region. This includes the running of

national championships, youth yachting projects, building new pick-up boats, the provision of facilities etc.

To conclude, I support the management of the challenge fund to date and strongly commend the policy of supporting local yachting at all levels in recognition of the fact that our yachting draws so much from the talents and work of the other clubs.

Because the Club races over the whole harbour, including areas used intensively by other clubs, such as Worsler Bay and Evans Bay, it is essential that liaison and co-operation be maintained.

The yachting community in Wellington is closely interwoven, and the RPNYC should continue to play a role as a leader of that community and resist the temptation to become a little smug, even arrogant, in its relations with smaller clubs.

MIKE BRITTEN

YOUR question: Who should RPNYC sponsor?

Answer: The RPNYC.

Reason: Effective sponsorship can only be made from a position of strength. Until the Club works itself into a position where it has a strong base, we cannot be effective, and if we can't do it properly, why bother?

Remedy: 1. Get behind the suggestion that we merge with Worsler Bay. This gives us some youngsters to support initially (and more members). 2. Change the image of keelboat racing to make it more exciting (present-day dinghy sailors equate keelers with BORING), so that in their twenties these current youngsters move into keelers. (We don't want them any earlier as they have not learnt the basics.)

Result: With an increasing membership and better financial position (new Clubhouse?), we can again address the question, and the answer will then be THE YOUTH OF WELLINGTON, who will, because of effective support from our Club, again be the best in the country. And, because they are good, they will remain in the sport and become the future generation of keelboat crews.

But: How do we stop the cream moving to Auckland as usual, and

where do we get all those boats?

Spinner or Cotton Blossom each equates in value to one Farr 38 or Ross 40 (they do everything you need) and about 50 Olympic 470s. Now, 50 470s crewed by the best 100 yachtsmen Wellington could provide would soon establish the most competitive fleet in Australasia. Gold medals, here we come!!!

NOT GUILTY

I WOULD like to see our money spent on our people, sailing on our waters for the Southern Cross Cup series. We are the keeler yacht club of Wellington, and by supporting our local yachtsmen and encouraging participation in the Southern Cross, we are giving them all the opportunity for international experience.

Members who have been to SX have been privileged to have had the support of this Club behind them. If we'd been running it this year we'd have had a team, but we were outflanked by Christchurch. They wanted the trials — nearly got them last time — and what have they done with them?

In the past we have supported youth and Round-the-World. Both were worthwhile ventures and didn't cost the Club much — a little more than 50 cents per member. Backing the two CERAMCO crewmen, Geoff Stagg and Richard Macalister, to the tune of \$2000 apiece, cost us approximately \$5.00 per member — pretty cheap, because now they are supporting our Club members' current SX challenger, PACIFIC SUN-DANCER. Not bad value!

GRAY MCKENZIE

WITH Australia winning the coveted America's Cup, I sincerely hope that the RPNYC administrators, and the NZYF administrators in particular, recognise the fact that until NZ can consistently produce top Olympic results, this country will not have the depth of talent necessary to conduct a campaign to attempt to win this trophy with any chance of success.

I would like to draw attention to the following facts regarding the Olympic backgrounds of some of the skippers of the recent America's Cup series.

AUSTRALIA II, John Bertrand:
Bronze Medal, Finn, 1976
Olympics.

LIBERTY, Dennis Connors:
Bronze Medal, Tempest, 1976.

Continued on next page

Editorial

THE key to future progress and prosperity of the Club will be the clear definition of our objectives.

For as long as anyone can remember, we've been bumbling along, facing each problem or event as it occurred — bumbling pretty satisfactorily by and large, but bumbling nevertheless.

We've had objectives of a sort — the rulebook exhorts us to address ourselves to the sport of sailing, to support activities of an aquatic nature, and to mingle socially as yachtsmen — it's just that they are neither appropriate nor sufficiently well defined for the 1980s and beyond. We face a faster pace of life than our founders believed possible, we face political and economic change, increasing encapsulation by the city port, and myriad other pressures.

The Club has, over the years, been particularly blessed with able and keen administrators — they've burnt the midnight oil over race programmes, they've licked stamps, they've begged, borrowed, stolen, or converted to the Club's use everything they could lay their hands on from the firm's copying machine to the typist and, generally speaking, they've run a pretty good show on the smell of the proverbial oily rag. But, as any serving committee member will tell you, while the good keen men and women still have their place, the Club now faces the age of professional management and management techniques. Committee men and women must be free to **direct** and **plan** for what has become a sophisticated and complex organisation. Sound direction and proper planning are essential if we are to survive the decade in any sort of shape, let alone another 100 years.

"What," I hear you say, "are these pressures?" Let's examine a couple: take, for example, the socio-economic element: having started life as a gentlemen's/merchants' (i.e. a wealthy men's) club. Port Nick has, a century later, successfully hurled the morass of social or economic class distinction and can pride itself in being the most egalitarian of clubs — a club where the only distinction is how well one sails, and even that doesn't matter much! That's all well and good, but it does mean that our ability to fund ourselves by subscription is linked to the lowest common denominator — not the richest, not the average, but the poorest member — and we must cut our cloth accordingly. At the same time we occupy a valuable central city site with its commensurately expensive levels of overhead. This is perhaps the number one planning conundrum!!

Our juxtaposition with the port and lack of shoreside space caused the decline of centreboard yachting at Port Nick, a fact lamented by old and young alike. Ironically, the renaissance of Club activity during the seventies, with an expanding fleet and consequent influx of young crew, has resulted in a 1980s baby boom amongst members. Already there is a great pressure to provide "learn to sail" and other junior yachting activity. It is to provide a means of "investing in our youth" (and, for that matter, hanging on to their parents!) that the Worsler Bay concept comes into play, and constitutes planning problem number 2.

Then there are questions such as: "What sort of sailing should we be supporting?"; "Should we invest financially and emotionally in the Southern Cross?"; "What about the Clubhouse — facelift or bulldozer?"; "Should we support Round-the-World racers and America's Cup challenges?"

These and a hundred and one other questions deserve the proper consideration of your committees; priority must be given to the establishment of a proper management structure, freeing committee members to survey a clear course for the future.

DAVID LACKEY

COURAGEOUS, John Kollus:
Silver Medal, Soling, 1976.

VICTORY 83, Rodney Patterson:
Double Gold Medallist, FD,
1968, Gold Medal 1972, Bronze
Medal 1976.

VICTORY 83, Phil Cribbin: 6th
place, 470, 1976.

FRANCE III, Bruno Trouble: 7th
place, Soling, 1976.

This impressive line-up of top-class Olympic sailors shows that Olympic competition draws the world's finest yachtsmen, and, in my opinion, winning an Olympic series is the highest pinnacle any yachting crew can achieve.

I have been interested in Olympic yachting since the inception of the existing NZYF in 1954, and have seen the great progress the sport has made since P. Mander and J. Cropp won this country's first Olympic yachting medal in 1956 — a Gold in the two-man Sharpie class. Following this great event, the 1964 Olympic FD trials in Auckland was a classic series, held over 10 races. After seven races Geoff Smale was leading, after eight races Ian Pryde was leading, and after ten races Helmar Pedersen and Earle Wells won the series. It was generally conceded at that time that whoever won this series would win an Olympic medal, and this proved to be so, as Pedersen and Wells won the Gold Medal at Tokyo.

This event roughly coincided with the end of an era for most of the country's yachtsmen who had been encouraged to participate by the 1956 success of Mander and Cropp, and another generation of Olympic hopefuls proceeded to try to emulate the second Gold success of Pedersen and Wells in 1964.

To date this country has not again won a medal at the Olympics, but we have great numbers of Olympic hopefuls, who are applying themselves with the particular blend of dedication and concentration which is necessary firstly to compete at the Olympics, and secondly to compete with distinction.

This letter is in support of these young NZ yachties, whose efforts to reach the pinnacle of world yachting must be assisted by those people who are the backbone of the sport — that is, the average yacht club member. As Fred Dagg once said, "Get in behind," and assist these young people with every cent you can spare. Pay your Olympic levy with pleasure, because you will be helping to raise the standard of our chosen sport to the highest.

HUGH D. POOLE

Somewhere up front



The well-known 53ft Farr ocean racer COTTON BLOSSOM is now seen competing regularly on Wellington Harbour under the command of its new owner, David Gold.

I HEAR murmurings that there are a number of requests for assistance to many various yachting ventures. Perhaps it is because we are a well established club that there are so many requests.

As they range from around-the-world participation to individuals competing at local level, perhaps we should examine where our interests as a club lie. Like most sporting clubs we do not have unlimited resources to draw on for such ventures.

Giving a little to each could mean not enough to be of real assistance. Giving to one must have the approval of the majority of club members.

As junior yachtsmen and women are the future of yachting, they perhaps deserve serious consideration.

Ventures in which our own Club members are involved in should take precedence over others.

Support for crews and yachts within our own area seems to be more beneficial than support for an individual.

The larger ventures, e.g. SPIRIT OF NZ, could continue to receive our support with amounts equitable with our financial position at the time of request.

INTERESTED CLUB MEMBER

Chalking up the score

RE the Lackey-Leydon contest in the last issue, I score:

| | |
|----------|---|
| Lackey 9 | (clever bugger) |
| Leydon 1 | (rude bugger) |
| THE RIP | 10 for being there to air such beaut letters. Come on!!!!!! |

SX MORON

Ban the bangers

ONE of the most pleasurable Club activities must surely be the general "get-together" in the Wardroom after a Saturday race.

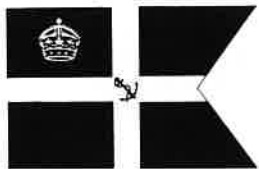
A most welcome adjunct to that gathering in recent years has been the toasted sandwiches made available so capably and willingly by various lady members.

But now these excellent sandwiches are being displaced by — I can scarcely bring myself to utter the words — sausages and chips!

The place even smells like a take-away bar.

After the high standards of catering set at Friday dinners, Wednesday lunches, and other Club functions, must we be cast down to such plebeian depths?

DOWNCAST DINER



Commodore

THE 101st season of the Club has commenced in good style both on and off the water. A good number of new boats have boosted the fleet, particularly in the 1st Division. This is a healthy sign and augers well for the strength of yachting in Wellington.

The various committees, i.e. Sailing, House, Cruising, and Backstays, have organised their particular activities in fine style and you are assured of an interesting and busy season in all areas.

We were very lucky to be able to entertain the Rt Hon Edward Heath at the Clubhouse during his short visit to Wellington. This function was organised at short notice — 24 hours — and to those members whom we were unable to contact in time, our apologies.

The Slipway Committee under Bill MacQueen has already made great progress on maintenance and general upgrading of this facility. However, please remember that it is up to all boat owners to ensure that this equipment is not abused and the area is left clean and tidy after use.

It is now that time of the year when the due date for members' subscriptions is running out. The Club is still faced with a considerable number of outstanding subscriptions to be paid, despite account rendereds having been sent out. Members are reminded that from November 30 Club privileges can be withdrawn from non-financial members. This includes being declared ineligible for points

or trophy races. Note Rule 20 (a) "All subscriptions are due on the day following the date upon which the Annual General Meeting of the Club shall have been held".

Obviously your Executive does not wish to take this drastic step unless forced to, so how about ensuring that your subscription is paid up.

The cancellation of the southern zone trials for the Southern Cross Series has been a disappointment. However, the Club is being more than ably represented by Del Hogg, his partners, and their boat PACIFIC SUNDANCER in the Auckland trials. This has been an ambitious project by the syndicate, and we congratulate them on their determined effort which resulted in a position in the New Zealand team. Furthermore, I have no doubt that they will be requiring assistance and support in their endeavours to achieve top performance in Australia, and I sincerely hope that the members of the Royal Port Nicholson Yacht Club will give of their usual generous help. There is no doubt that any success they have in Australia will "rub-off" on our Club.

Finally, I would like to welcome all new members aboard and wish them a long and continuous involvement with the Club, and to all members, may you have an enjoyable and successful season both on the water and in your various social activities.

GARY TYE

BOAT HARBOUR SLIPWAY

Due to recent problems involving the operation of the Slipway, it has been considered necessary to appoint permanent Slipway operators who will be the only persons authorised to undertake the operation of the Slipway. They are:

- Mr. P. Smith, Club Manager 843-091
- Mr. R. Carter, WHB Custodian 728-899 ext 880 (emergency only)
- Mr. K. Cameron 862-428
- Mr. R. Daniel 688-446
- Mr. W. MacQueen 720-303
- Mr. G. Nimmo 863-506.

All Slipway bookings must still be made through the Club Manager who will allocate date and time of slipping.

Boat owners who use the Club's washing-down and scaffolding facilities must see that they are returned to their appropriate storage position in good order and condition. With this in mind Mr Bruce Emley has been authorised to keep a check on this gear and notify any breakages or damage. It is required also that the Slipway area will be left in a tidy condition with all rubbish removed prior to unslipping.

Finally, boat owners are requested to settle their accounts for slipping either prior to unslipping or as soon as possible thereafter.

W. B. MacQUEEN

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

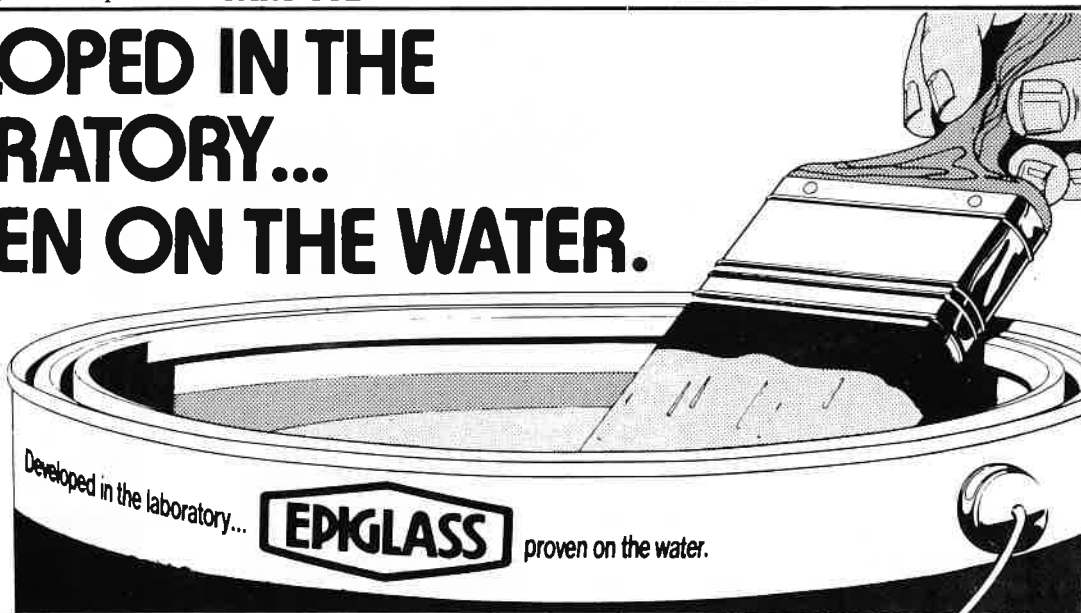
Developed in the laboratory



proven on the water



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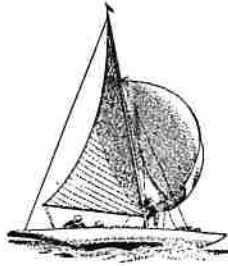
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The "Galley" Restaurant opens for business lunches and stays open till late evening. Family meals on Saturday and Sunday.
Different menu every day but featuring beautiful entrees, main courses and desserts.

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

Opening the second century



ABOVE: New Commodore Gary Tye addresses members at the Official Opening of the 101st season. In the official party are, left to right, Club Secretary Tessa Williamson, Chief of Naval Staff Rear Admiral C. Steward, Mrs Steward, Club President Noel Manthel, Gary Tye, Mrs Jenny Tye, Vice Commodore David Lackey, Mrs Kate Lackey, and Rear Commodore Brian King.



LEFT: President Noel Manthel officially declares the season open.

LOWER LEFT: Mrs Steward accepts a sheaf of flowers from Wynne Foothead's granddaughter, Stacey Hillson.

LOWER CENTRE: Roy Bridge collects the Waddilove Trophy for winning the Opening Day race.

LOWER RIGHT: A very new member finds the whole business rather boring. **RIGHT:** Assisted by Club Manager Phil Smith and Commodore Gary Tye, Mrs Steward breaks out the pennant.



Coming from behind

Blitzing the Aucklanders in one of the most brilliantly-orchestrated campaigns in Wellington's keel-boat history, Club members Del Hogg and Bruce Morris have directed their new Farr 30.5 and crew into top slot in the three-boat team to represent New Zealand at Australia's world classic — the Southern Cross Cup.

Where did those guys come from? Jeanette O'Shea talks to Del Hogg, co-owner of PACIFIC SUNDANCER.

BELL BOTTOM trousers were wide and the Bee Gees were big when Delvin G. Hogg hung up his squash racquet and looked seriously at yachting as a sport.

He was looking for a new challenge — one that would provide the level of competitiveness of representative rugby; playing on the wing for Manawatu for three years, and a squash career that peaked with him becoming Central Districts champion while he was on the executive committee and a referee of the NZ Squash Racquets Association.

While living and conducting the Hogg side of Hogg and Cardiff, Quantity Surveyors consultancy, in Palmerston North, Del purchased his first yacht, RENEGADE, hung it on a mooring in the RPNYC Boat Harbour, and joined the Club. Boats were ladies then ... She was a One Tonner. John Lidgard designed and built her for the 1971 Southern Cross Cup.

Commuting every Saturday to sail, with Manawatu mates Colin (Weazy) Liggins and "Architectural Jack" Cantlon, Del enlisted from Wellington a keen bunch of lads he had met and worked with while serving his cadetship with the Ministry of Works and Development — Bruce Morris, Arthur Stewart, and business partner, since they qualified at age 21, Brian Cardiff.

Wellington College Old Boys after-match functions and the Island Bay Surf Club gleaned Peter McDonald, and a few trips round



the Sounds on Bruce Morris's father's motor sailer TAPANUI solidified the Hogg entourage and sold them on sailing.

That year, 1972, the nascent yachtsmen raced a shakedown season at RPNYC which included a Wellington-to-Gisborne, their first time offshore, picked-up a modest share of silverware and set their sights on bigger things

The next year, with team expert Harry Dodson at the helm, they sailed the Sydney — Hobart.

"It was a pretty heavy downhill run the whole way," recalls Del, "quite an exciting trip. From memory I believe we finished about the middle of the field."

Competitive boat

Galvanised by the experience a decision was made to return to the international classic with a competitive boat — hopefully as part of a representative team.

Following the 73-74 season, in partnership with Arthur Stewart, Del went to Petersen, America's top designer of the day, for plans of a modification of the previous year's One Ton Cup winner, GAMBARE.

It was an era of radical change. THUNDER CLOUD, from the Cavalier 36 mould of STREAKER, was out of its time. Even before it was launched, the first of Auckland whizz-kid Bruce Farr's revolutionary 1104s had hit the water. The

PACIFIC SUNDANCER syndicate partners, and shipmates for more than a decade, Bruce Morris and Del Hogg.

1104s swept everything before them. It was said that off the wind they were as fast as the Two-Tonners. Therefore, when the Wellingtonians went into the SX trials with THUNDER CLOUD, in 1975, they came up against PROSPECT OF PONSONBY and were blitzed. Nevertheless, they returned to Sydney for another Hobart.

"That year we had some navigation problems and unfortunately overshot Tasman Island," said Del. "And by the time we got back, the race had gone past. We finished near the end of the fleet."

"From that I guess you learn that you need a very good crew, and it's teamwork that makes a boat win and that every person on the boat must function to the best of their ability. One mistake from one person can be very costly.

"Conditions weren't easy at the time and we were having problems with our log. But it was still the responsibility of the navigator to double-check. He didn't really carry out sufficient checks and he wasn't sure where we were. He should have told us to go inland, and when we finally did, we found we had gone too far. A pretty basic error, but it happened."

By now, Aucklanders ruled the waves. The winning streak that

the 8 ball

began with Chris Bouzaid's One Ton Cup successes in 1968 and 69 and continued through three successive Kiwi victories at Southern Cross, left the rest of NZ's yachtsmen pale by comparison. International challengers south of the Bombay Hills were left burdened with the added expense of transporting craft and crew to the top of the country if they were to be considered at all serious.

As Vice Commodore, in charge of all sailing matters at RPNYC, Del took the New Zealand Yachting Federation to task.

"The basic principle of that lobby was that if they weren't prepared to move the trial venue around the country, then to make it equitable for all participants in NZ, they should have more than one venue. In other words, they should have a trial venue in the two major centres of yachting at that time — Auckland and Wellington."

Successful

The lobby was successful to the extent that the Federation pressed the Cruising Yacht Club of Australia, who conduct Southern Cross, to allow countries to participate with more than one team. And they accepted it.

"I guess," said Del, "the basis of the lobby from NZ's viewpoint was that Australia had more than one team (one from each state) and it would be right that NZ be allowed two teams — one from the north and one from the south — on the same basis."

Southern trials

As a direct result, in 1977, Wellington won the right to conduct Southern Region trials for the SX Cup.

So, as a team member of the inaugural Southern Region team, THUNDER CLOUD, along with BARNACLE BILL and WHISPERS OF WELLINGTON, headed across the Tasman to compete once again in the international arena — this time for a serious crack at the Cup. They didn't succeed, but

their northern counterparts, JENNY H, SMIR-NOFF-AGEN and SWUZZLEBUBBLE, an all-Farr team, did. And for the third time the coveted trophy crossed the Tasman to roost for another two years in Auckland's Royal Akarana Yacht Club.

"From memory we finished about 7th in our first SX Cup series. It was good experience for Wellingtonians, and going into our next series in 1979, we realised we had learned a lot."

For the 1979 defence, Hogg headed the Farmyard Syndicate, to charter MARDI GRAS, a Farr



Dressing for dinner, Arthur Stewart helps to keep up the standard on RENEGADE's long voyage across the Tasman to compete in the 1973 Sydney-Hobart.

1104, which was in fact a development of the now legendary PROSPECT OF PONSONBY.

"Again we had better crew and people with more knowledge of what to expect in Sydney. It helped quite a bit — in fact I think we increased our placing to 5th."

The Kiwis lost the Cup in 1979 and have not looked winners since. By 1981, NZ yachting was decimated. With nasty pieces of legislation like boat tax, the Government lambasted the industry, and merely gathering one three-boat team for Sydney was seen as a minor miracle.

Aiming to restore former kudos after a period from 1979 when his name wasn't featuring in top world

events, Farr designed to the new rule that lifted the old One Ton size rating from 27.5 to 30.5. This became the minimum size for Admiral's Cup, and now Southern Cross. Untried, New Zealanders ordered three from Farr's new Sales and Special Projects Manager, Geoff Stagg. Fresh from a year's commitment on CERAMCO, Stagg conducted a whistle-stop, hard-sell tour of Australia and his home country. After talking with Stagg and observing the performance of two prototype 38 footers, FREEFALL and MAGIZI, Hogg was convinced that Farr was on the way up ...

"I gave a lot of thought as to who to go to, and I guess it was a decision between Ron Holland and Bruce Farr. I'd certainly met Holland last year to discuss a new boat — but Farr was always there."

It was in effect a totally untried design because FREEFALL and MAGIZI were both smaller than the minimum-rating 42-footer planned.

New syndicate

Hustling together a syndicate, Del convinced old-time sailing buddy, Bruce Morris, to partner him. A Wellington physiotherapist, Rob McKenzie, a tremendous racing enthusiast, joined them to assist in building the boat.

A sponsor was enlisted and PACIFIC SUNDANCER came out of Cookson's boatyard, fine-tuned and finished in mid-August. Acquiring itself well first time up in open company, a coalition Wellington/Auckland crew raced to victory in the prestigious Feltex Regatta. Losing the four-race series on a provisional rating technicality did nothing to dampen enthusiasm. As far as Auckland yacht racing circles were concerned, the Wellington boys had arrived!

Racing boat for boat with its sister ships, EXADOR and GERONIMO, the potent trio sailed rings around the Queen City's best. Del was well pleased.

"The boat is going well. The design looks good, it's fast, unique in its handling, well put together. It's got good equipment, good sails,

Continued on next page.



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Southern Cross

(continued)

and a good crew. And when you put that combination together you get a good boat, and I believe that's just what we've got."

Crew positions were selected with the utmost care. Aspiring young yachtsmen from the centreboard ranks were considered, but Del found there was no substitute for experience.

"One thing I noticed with people coming through from centreboards into keelers was that they've got to get used to working as a team. In centreboards they tend to be single-handed sailors and sometimes it's difficult for them to change and work with a crew of 12."

Experienced crew

The final selection got down to the hard-bitten blue-water men: Geoff Stagg, a total professional, who sails boats every day, (helm); Chris Urry, a former Olympic sailor and Admiral's Cup crew; Fraser Beer, former World Soling sailor, who has sailed with Buddy Melges in the USA; Richard Macalister, former CERAMCO crew and fresh from sailing aboard Peter Blake's LADY BE charter at the Admiral's Cup; Mike McCormick (navigator), two Admiral's Cups, four SX Cups; Robert Salthouse, (the one concession to youth), from the Cav 32 family (sailmaker); Bruce Morris



Returning from their first Sydney-Hobart in 1973 are, left to right, Peter McDonald, Arthur Stewart, Bruce Morris, Harry Dodson, Brian Cardiff, and (behind the lens) Del Hogg.

and Ian Maskell, 2 SX series apiece; Arthur Stewart, 3 SXs; and Peter Spackman, former Cornwall Cup winner, SX series and one of Wellington's most talented racing men. Standing in for Stagg, who was only aboard the boat for two races, is Peter Walker, probably one of the most experienced sailors in NZ. Peter, who's commitment to the series was only tentative, has sailed two Admiral's Cups and won the World Half Ton Championship, steering GUNBOAT RANGIRIRI.

"Putting a boat together today is a real team effort — right down to every member — through organisation, steering, sail trimming, naviga-

tion, and tactics."

Dedication is travelling to Auckland every weekend, and most of the seven Wellingtonians, despite family and business commitments, have been commuting for months. Arthur Stewart had to buy his wife a new car! Then there is the cost ... Megabucks! Why do they do it?

Del smiles and shakes his head from side to side. "I guess, as a businessman, I should know better. But I like the competitive edge and I think it's a good opportunity to help regain the Cup. Because I think we've got every show of doing it. NZ has four top competitive boats from which to pick a team of three for the series. All will stand us in pretty good stead for Australia. I don't think cost is of any importance — it's a personal thing to me. It costs a lot of money but I enjoy it. I guess the family are interested in the whole thing, Jan, Steven and Brendon — they're interested in what I do, and as a family I guess it's a trade-off."



The backstays

SINCE our new committee was formed earlier this year, we have been reasonably active both socially and behind the scenes giving support to the House Committee. At present we are organising a Casino evening for November 12 and the idea is proving popular amongst members. There will be a ladies' luncheon, with guest speaker, early next year.

Our meetings have been well attended, and much discussion has taken place regards purchasing a small yacht for lady members. To find out how many keen ladies there are, a suggestion was made that a

boat might be hired from Worsler Bay Yacht Club, and Annabel Tye has kindly offered the use of her Laser to any interested lady members. Please contact Annabel if you are keen.

Since introducing sausages and chips to our menu on Saturdays, the burden on the few helpers has increased dramatically. Remember that these people have volunteered their time and deserve all our support. If you can give us one or two Saturdays a season, please phone Viv Holmes.

GILL LAWRENCE

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 9674,
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Vice Commodore

A MONTH or two ago, I commented that last year's Sailing Committee had had the devil's own job of deciding when to cancel races. It's a damned-if-you-do, damned-if-you-don't decision, and most committee members roll over in bed and go back to sleep when the Racing Secretary rings on a wet and woolly Saturday morning. This year we have addressed the problem in advance and, while it won't please everyone, our decision is that for championship, general handicap and offshore racing the only

SX trials for Wellington

THE Sailing Committee of the Royal Port Nicholson Yacht Club has issued the following statement regarding future Southern Cross Cup Trials. The statement follows the decision of the Banks Peninsula Cruising Club to cancel this year's southern trials due to a lack of suitable entries.

"The Royal Port Nicholson Yacht Club:

1. supports the entry of two teams in the Southern Cross contest.

2. submits that the teams be drawn respectively from trials held in two zones, namely Northern and Southern.

3. Notwithstanding the above, should the offshore clubs in either zone decide for any reason that trials in their zone are inappropriate, then one or two teams may be selected from the other zone. A decision to cancel either zone's trials will be made at a meeting of offshore clubs in that zone held at least six months prior to the proposed date of the trials.

4. As a commitment to this proposal and to New Zealand's continuing participation in the Southern Cross Cup the Royal Port Nicholson Yacht Club hereby offers to conduct trials for the southern zone in 1985, subject to a firm commitment being undertaken by March 31, 1985."

David Lackey,
VICE COMMODORE

criteria for cancelling will be the risk of danger to life or limb. We must satisfy ourselves that to continue with a race will constitute a safety problem.

For special interest races and the novelty races we'll base our decision on the capabilities of the participants — or rather our perception of their capabilities. Suffice it to say, we won't be sending the oldies out in sub-zero weather!

Category 4 regulations apply to all harbour racing from January 28 (the first race of the new year). To all those who see this as yet another example of bureaucracy on the rampage, I'd like to point out that Cat. 4 is a table of MINIMUM STANDARDS of equipping — in other words an international technically-oriented committee (whose

members are at least as old and as wise as we are) has decided, NOT that this is the ultimate standard of safety equipping, but that to be LESS WELL EQUIPPED is imprudent.

There is no shortage of crew! The crew register (just inside the 'Hard' door) is overflowing with prospective crew men and women — some very talented.

In response to popular demand, the Sailing Committee has applied for, and received, approval to conduct the next (1985) Southern Cross southern region trials. Let's hope that there's money where our collective mouth is, and that we can get a worthwhile act together. The IOR is stable as to be almost benign (much to the horror of the designers) so an investment in an IOR boat is once again a viable proposition.

As we go to press PACIFIC SUN-DANCER is aquitting herself so well in Auckland that there'll be Wellington yachtsmen tripping over one another to get new boats on the water.

DAVID LACKEY

Roll up! Roll up! Come and buy!

For those of you who missed out on purchasing the wide range of excellent products the Club is offering for sale to members, there are still some stocks of the following:

| | |
|-----------------------------|------|
| *Sweatshirts (long-sleeved) | \$20 |
| *T-Shirts (short-sleeved) | \$10 |
| Centennial Books | \$12 |
| Tea Towels | \$3 |
| * Sizes: SM M OS XOS | |

Roll up! Roll up! Come and collect!

For those of you who ordered Sweatshirts during the sell-out period of the Centennial celebrations, these arrived some time ago and are now waiting for collection (and in many cases, for payment too!).

Roll up! Roll up! New season's arrivals!

A fresh supply of the Club's ever-popular jerseys and knitted jackets has arrived. Sizes as for the Club sweatshirts, price on application to the Club Manager.

Country members!

We will be more than happy to post any of the above to you, but would ask you to include at least \$1 for postage and packing.

Canteen prices

| | |
|---------------------------------------|---------|
| V-neck Jerseys (Sizes SM, M, OS, XOS) | \$40.00 |
| Zip-up Jackets (Sizes SM, M, OS, XOS) | tba |
| Pennants | \$25.00 |
| Lapel Badges | \$3.50 |
| Cuff Links | tba |

Rick Macalister sailed on LADY BE in the 1983 Admiral's Cup challenge. Here he reflects on the New Zealand team's performance, and contemplates the future.

Admiral's Cup in hindsight

ALTHOUGH New Zealand's challenge for the Admiral's Cup was somewhat hurriedly arranged after the excellent performance of SHOCKWAVE in Australia and subsequent controversy, the experience gained by management and crews in 1983 will place NZ in an excellent position for success in 1985.

Once crews, financing, and management had been settled in New Zealand, it was then up to the two nominated charter skippers, Ian Gibbs and Peter Blake, to select the type and size of yachts that they thought would be required for success in the Cup. The only limitation on yachts is that they must be in the rating band of 30 — 40 feet, which in actual length of the yachts is approximately between 39 — 52 feet.

Ian Gibbs, skipper of the top Admiral's Cup yacht in 1981, chose a yacht well known to New Zealanders, WEE WILLIE WINKIE, ex EPIGLASS NEW ZEALAND, and renamed it SWUZZLEBUBBLE IV in line with his previous keelers. Peter Blake left his decision rather longer, and although inundated with possible yachts many ruled themselves out with exorbitant charter fees, some reaching US\$90,000. Eventually he settled on "LADY BE", a new Frers 46 footer, which was the fourth-highest rating yacht in the fleet.

Pre-race management was excellent, and when the crews arrived in Cowes on July 10, accommodation and meals were waiting.

Anchoring important

Racing on the Solent is far removed from New Zealand, with 2—3 knots of tide and little wind being common. Anchoring has been known to play an important role. In this year's 217-mile Channel Race the entire fleet was anchored at a buoy off the French coast, waiting for the tide (2 — 3 knots) to turn so that we could drift in the correct direction. What made matters even worse was 24 hours later and five miles from the finish, the entire fleet



Richard Macalister

was again anchored together, waiting for the tide to sweep us to the finish. Thus, the 217 mile race effectively became five miles!

The inshore races were slightly fairer with two of the three being sailed in good conditions. It was in these two that SHOCKWAVE and LADY BE performed well with 2nd and 3rd, and 3rd and 17th respectively.

Fastnet Race

The Fastnet Race, a 630 miler, was a fairly easy race with moderate conditions throughout. On LADY BE we had the problems involved with exotic sails, i.e., Mylar and Kevlar, offshore, driven home. We blew two sails out on our return from the Irish Coast, which left an effective hole in our wardrobe spanning a wind range of about 12 knots — which coincided with the conditions which prevailed to the finish. It is nearly impossible to repair the sails on board, so you end up using other sails out of their range, which can have a snowballing effect, i.e. the likelihood of other sails blowing out is increased. This is where I believe some sailmakers have failed in the last few years. They become so obsessed with making the sail as light as possible that there is little or no safety strength left. If they say 18 knots is a maximum — IT IS!

The Fastnet results have been well reported: SWUZZLEBUBBLE, the

top NZ boat, 9th; LADY BE, 14th, and SHOCKWAVE, after another navigational error, 29th — leaving the team 6th overall for the series. Creditable, but it doesn't compare with the success New Zealand enjoyed in the late 70s.

Since our return, some armchair critics have rubbished the idea of chartering yachts. True, it takes some of the nationalistic image away from the team, but — should you win with one, two, or three charter boats — it doesn't show in the record books. The benefits of a charter are firstly the cost and secondly that a proven performer for the conditions that are most likely to be encountered can be selected.

Logical charter

SWUZZLEBUBBLE IV, a pedigree of the Holland stable, was a logical charter as Ian Gibbs and crew had sailed a near-sister ship in 1981 with outstanding success. However, SWUZZLEBUBBLE IV had been modified to rate 30.5. This proved to be her undoing, as she didn't possess the legs to break free of the large group of minimum raters, therefore she was effectively sailing with a 0.5ft rating penalty.

LADY BE, the fourth-highest rating yacht in the series, managed 19th overall which, upon analysis of similarly high rating yachts, is creditable. The three larger yachts in the fleet finished 32nd, 37th, and 38th, while SHOCKWAVE and AMAZING GRACE, rating slightly lower, finished 27th and 23rd respectively. CARAT (ex RETALIATION), a Frers design rating 40ft, had won one of the most competitive events in the world the previous year, the SORC, but in England she was too big for the conditions which prevail.

The argument for large yachts is that they have the ability to clear their air in inshore races while the bunch (minimum raters) are constantly impeding one another. However, the AC offshore races

Continued on next page.

Old-timer donates books to Club

SEVERAL valuable books were donated to the Club recently by Mr Alfred John Vaughan, who celebrated his 101st birthday on September 29 at the Russell Kemp Home.

Mr Vaughan was born in England in 1882. Framed on the wall of his room is the telegram he received from the Queen on his 100th birthday.

He joined the Royal Navy last century and served for a period of 10 years. His service was in sailing ships, and he saw action in Costa Rica, Venezuela, and Argentina.

He has a collection of books on ships and the sea, and has donated several of them to RPNYC for its library. Despite his age there is a hand-written acknowledgement on the fly-leaf of each book.

He is still active and is affectionately known as "Old Pop" in

Older than RPNYC, at 101 years, and looking just as active, Mr Alfred Vaughan holds one of the books which he has donated to the Club.

the home. His hearing and eyesight are still good, and he retains a keen sense of humour as shown by a P.S. in a note to Alister Macalister, who accepted the books on behalf of the Club:

"One thing I don't have around me now is 'Jimmy the One' whacking my bare behind with his sword."

The story behind this was told with a twinkle in his eye.



Admiral's Cup (continued)

count for 5/8ths of the total points, and as calms are the norm in England the smaller yachts tend to accrue bonus handicap time, when, as so often happens, large yachts are anchored and the smaller yachts catch up with a favourable tide or the new breeze. LADY BE was an extremely fast yacht with A1 gear. However again it proved too big in 1983.

Another hangover that New Zealanders have is that they regard only a few designers of international acclaim, and these are generally New Zealanders. The most common in New Zealand are probably Farr, Davidson, Holland, and Frers. But if you look at the top ten yachts in the 83 Admirals Cup, these designers are not prominent.

How many of these designers would be considered by anyone building a yacht in New Zealand? And yet these yachts are winning consistently in European waters. At least some of these yachts are available for charter, and by assessing previous cups we can determine what size yachts are required for a successful challenge.

Criticism

Criticism has also been directed at the series and the conditions under which it is sailed. However, I believe that the three top teams regarding preparation, boat speed, and assessment of yachts required were placed 1st, 2nd, and 3rd, and also that in

1981 the best team won. Germany won the cup with two minimum raters and PINTA at 32.7, which I believe is the perfect composition for an AC team. These yachts were consistent and very well sailed and prepared.

Consistency

Italy had two exceptionally fast yachts in BRAVA and ALMAGORES, both of which had competed in 1981 with only modest success. However, with the stabilisation of the IOR rule the performance of older yachts can be optimised over time. However, the Italians were beaten through inconsistency. The third yacht PRIMA DONNO could manage only 35th overall, which shows that consistency within a team is more important than brilliance by some members.

The Americans were excellently prepared and sailed; however, although they were placed consistently, they did not possess the boat speed seriously to threaten the Germans and Italians.

The 1983 team learnt their lessons. Unfortunately Murphy's Law could be applied to the New Zealand effort, but 26 young New Zealanders experienced the frustrations of sailing in England, and should we return in 1985 I am confident we have every chance of adding to the NZ successes of the late 60s and 70s.

| Place | Yacht | Designer | Rating |
|-------|------------------|----------------|--------|
| 1 | DIVA | Joubert/Nivelt | 30.5 |
| 2 = | SABINA | de Ridder | 30.0 |
| 2 = | ALMAGORES | Valicelli | 32.9 |
| 4 | JUSTINE IV | Castro | 30.0 |
| 5 | PINTA | Judel/Vrolijk | 32.7 |
| 6 | BRAVA | Valicelli | 33.7 |
| 7 | OUTSIDER | Judel/Vrolijk | 30.0 |
| 8 | MAGISTRI | C & C | 30.0 |
| 9 | PRO MOTION | Dubois | 33.8 |
| 10 | SWUZZLEBUBBLE IV | Holland | 30.5 |

Message to be taken from LIONHEART report

Following the tragic sinking of LIONHEART on its return journey from the last Suva race, and the subsequent official marine enquiry, a private investigation was conducted by friends of one of the lost crew members. They enquired in great depth as to why the alleged error of judgement occurred, and pieced together transcripts of radio communications prior to the disaster. Their findings are summarised here by Alister Macalister.

CREDIT must be given to the authors of the private report which analyses the true cause of the loss of LIONHEART and highlights errors in the official MoT report. On the other hand little credit can be given to our yachting administrators who have dismissed it as a "plea in mitigation" and not recognised it as a constructive document.

There are lessons to be learned from the tragedy, and it would have been more responsible to have endeavoured to disseminate the results so as to educate yachtsmen rather than use the disaster as a reason to impose further regulations which are both impractical and unrealistic.

The official MoT report referred to a "wrong decision" and a decision "to try to enter the harbour under unfavourable and difficult conditions". In this the report is

misleading.

A wrong decision may have been made but surely the objective should be to try to establish **why** it was made and in fairness to those involved to determine whether the decision was **justified** having regard to all factors.

The private report establishes that it was not the intent of LIONHEART to try to enter the harbour. Very clearly its intent was to make a rendezvous with a vessel equipped with radar clear of land after which the decision whether to enter harbour or not would be made.

Much of the information in the report comes from recorded radio transmissions and the following relevant extracts give a better idea of what occurred than the official report.

From LIONHEART 2039 hrs:

Top class, big brass



The Woods brothers' immaculately-prepared ocean racer SPINNER shows her distinctive Holland lines at the start of the season.

We are very concerned about getting too close to the lee shore.

Reply to LIONHEART: We've got 56 mile radar. I don't know what our range will be for picking you up on a night like this but I would say it would be reasonably good. I would say an estimation between 10 (miles) probably 10 to 15 miles.

From LIONHEART 2039 hrs: We are somewhat nervous about making this landfall with the visibility as such. What would you advise knowing the capabilities of your radar?

To LIONHEART 2040 hrs: We'll try and meet you off Stephenson's Island. Try and stay out at least 3 to 4 miles.

At this stage both vessels checked that each had satnav so that their reported positions would be accurate and well within radar range.

From LIONHEART 2050 hrs: None of the people on board LIONHEART are familiar with radar and capability. Will the skipper of QUO VADIS be able to give us bearings to sail on to him?

Reply to LIONHEART 2050 hrs: Yes, Roger, yes, he said he'd definitely be able to do that.

LIONHEART then established that the fishing vessel would be "lit up all over".

From LIONHEART 2331 hrs: Do you have us on radar?

Reply to LIONHEART 2331 hrs: Roger, we are picking up a boat occasionally on radar at the moment. We'll just keep coming out to see if we can bring it in a bit more.

From LIONHEART 2340 hrs: Have you managed to get radar contact yet? Over.

Reply to LIONHEART 2340 hrs: No, negative, we haven't got you on radar yet.

Last transmission — LIONHEART struck and sank 2341-2345 hrs.

From the above it is clear that the decision to approach land and make a rendezvous was only made after the skipper was satisfied they would be under radar surveillance. Both LIONHEART and the fishing vessel had satnav and were clearly capable of getting within 10 miles of each other. The record shows they in fact passed about 2 miles from each

other without LIONHEART having been detected on radar. The skipper of the fishing vessel was confident he had the capability of picking up LIONHEART in the conditions but he was not alone in this. Other experienced seamen and yachtsmen were aware of the arrangement being made and of the reliance that was being placed on radar and had the opportunity of voicing concern at these arrangements being made, but no one questioned the decision.

In light of the above it is difficult to say that the decision to attempt a rendezvous was blameworthy on the part of the skipper of LIONHEART. Any person in his physical condition and with the assurances he received could be expected to take the course he took. Wrong the decision may have been, but certainly not unjustified or blameworthy.

Something positive

So much for the "plea in mitigation", but is it not more important to endeavour to get something positive and constructive out of the investigation? Crew vetting has been suggested, but it won't work in practice — a man may have perfect credentials as an offshore yachtsman on paper but not be experienced in the type of craft he is to sail in. Years of sailing in for example ICONOCLAST would not in my view qualify a person to handle NOT GUILTY in storm conditions. Also what about fitness? Stamina and fitness are essential criteria, and next we will have to pass fitness tests before going offshore. Where will it end? There may even be an age limit! Who is to judge the capability of a crew not only as individuals but as a team?

The conclusion to be reached and the lesson to be learned is simple and clear. Radar has limitations, and its ability to pick up a yacht falls off rapidly as conditions deteriorate. Further, radar is only as good as the operator.

Radar is a supportive aid only and should not be the primary means of navigation in adverse conditions. Everyone in this disaster seems to have accepted that radar had capabilities which it did not possess. It was estimated in good faith as having an ability to pick up a target at between 10 and 15 miles — it failed at 2 miles.

Education and not further regulation is the best means of preventing a similar disaster.

Notes from The Commodore:

Children in the Club

I HAVE received a number of complaints from members regarding the behaviour of some young children when visiting the Club with their parents.

While children are welcome, it must be stressed that the onus is on the parent/parents to ensure that they are supervised and not left to their own devices.

Your co-operation would be appreciated.

Consideration is being given to running a creche for children on Saturdays from 4 — 7 p.m., in the hall, and would require those wishing to use it also being involved in helping to run it on a roster basis.

Any parents wishing to avail themselves of this facility should send name and address to Hon. Sec., by mail.

Mailing lists

THE Club has a considerable number of husband/wife members who receive separate mail from the Club. This would also apply to family groups.

In an endeavour to help control costs, we would be pleased to receive instructions from those members who would have no objections to receiving a joint mailing.

Please be sure that, unless we receive instructions to the contrary, the existing format will continue.

GARY TYE

Club notice-boards

WILL members please note the following guidelines in relation to the various notice-boards on Club premises.

1. Board inside front door is a message board only, and is intended for use by members wishing to leave messages for other members.
2. General notice-board opposite stairs in Wardroom is for notices/information of general interest to all members. Responsibility for authorising material to be placed there rests with the Commodore, Secretary, and Club Manager, and material will be removed after a reasonable interval.
3. Sailing board opposite glass doors from hard is intended for notices etc. of specific interest to boat owners, skippers, and crew members. Responsibility for authorising material to be placed there rests with the Vice Commodore, Racing Secretary and Club Manager; again, documents will be removed after a reasonable time.
4. Small board to side of Sailing board is for use of Club members who have goods/services of a nautical nature they wish to sell/promote.* It is not intended as a crew register, and efforts should be made to ensure that potential crew fill in the forms provided in the orange folder.

These moves are intended to improve Club facilities for members by ensuring that dust-covered pieces of paper do not remain on the various boards to obscure fresher and more relevant material.

* Please remember that THE RIP makes its columns available to members free of charge to advertise items for purchase/sale/swap.

Phil Smith's summer time

PLEASE note that, as the racing season is now well under way, Phil Smith is now available to assist Club members each day of the week **except Tuesdays and Thursdays.**

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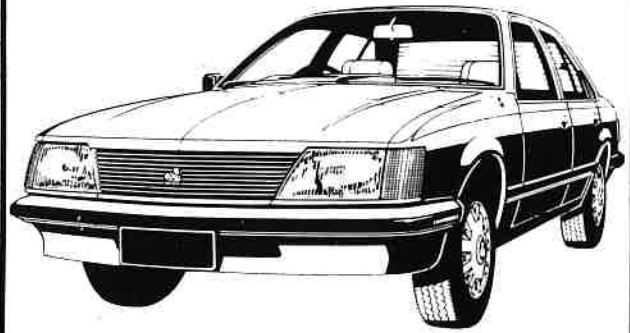
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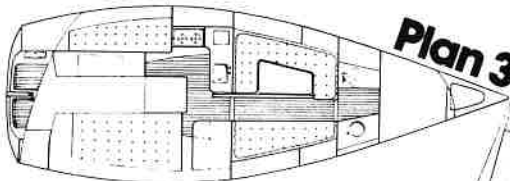
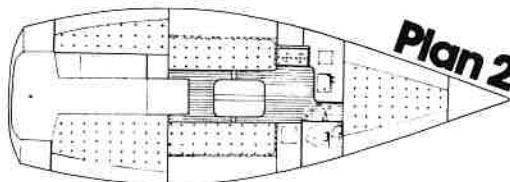
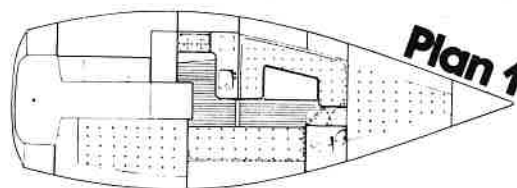
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| Ballast (40% disp) | 990 Kg | 2180 lbs |
| Draft Keel - variation | 1.750 m | 5' 9" |
| Stub Keel - board up | 0.711 m | 2' 4" |
| Stub Keel - board down | 2.285 m | 7' 6" |
| Sail area main & fore triangles | 43 m ² | 462 sq ft |



Rear Commodore

THE 101st season is now well under way, and from a social viewpoint we got under way in grand fashion on Opening Day.

The season was officially opened by our new President, Mr Noel Manthel, who during his short speech showed that he knows exactly what is going on in the yachting scene in and around Wellington. Following the official ceremony a truly magnificent afternoon tea was provided, and other social events began. I would take this opportunity to thank all those lady members who helped with the tea and who provided and arranged the flowers. The evening was a great success with the dining-room open, providing a special menu, and the disco upstairs. The dancing took a long time to get started, but things certainly started to hum when it finally got going.

Chinese Dinner

Wednesday evening, October 12, saw 90 gourmet Club members and friends partake of a six-course meal and many bottles of "Fu Gai" wine. The evening started at 1800 hours for pre-dinner drinks and the meal was served at 1915 hrs. Following the meal fortune cookies and tea and coffee were provided. The evening was a worthwhile experiment and seemed to be greatly enjoyed by all who attended. I think we will be repeating the evening early in the new year.

Meals

Friday night dining is well under way with a changed and changing menu.

Wednesday luncheons have again commenced, and for those who work close enough to the Club, I would recommend these to you and your friends.

Light meals are being provided by the Backstays on Saturdays following races. The introduction of chips and sausages seems to be a popular move.

Coming events

Casino Evening, Saturday November 12 ... I am sure the

Backstays will make this an evening to remember.

Christmas Party, Saturday December 3 ... The Bill West Jazz Band is booked, there will be a supper to remember and a cocktail hour to blow your mind. Come dressed for the occasion.

Children's Christmas Party, Sunday December 4 ... A committee of mothers led by Lee McKenzie has

this well organised. Some interesting sights will be there; I hear a whisper that Ross Telford is going to be the Christmas Elf!

Club Picnic, Sunday January 29.

"Club Week", February 18 — 26.

General

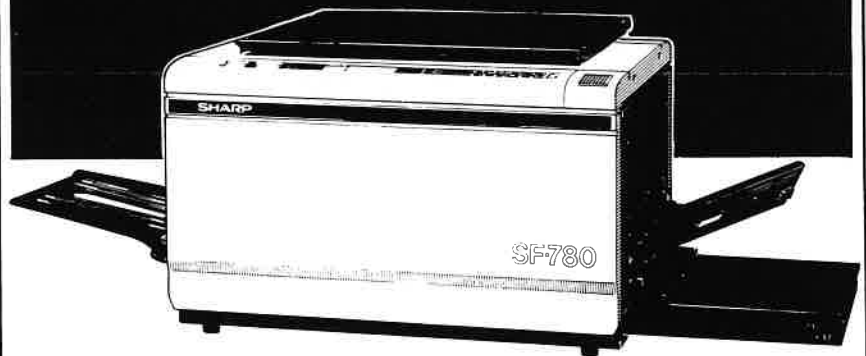
The Club is in good shape, on both the sailing and the social sides; let's continue to build on our successes. If you know of any friends who use the Club and are not members, please prevail upon them to become members.

I would take this chance to wish you all a most enjoyable and relaxing Christmas.

BRIAN R. KING

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AGENTS THROUGHOUT NEW ZEALAND

5309A

America's Cup — throw the cat another canary

by Richard Macalister

ONE of the favourite topics that has occupied the minds of all the "Arm-chair Admirals" that frequent the bars throughout NZ is whether we should mount a challenge for the America's Cup. However, a decision such as this cannot be made by the whims of the public that were enthralled by the recent series. All factors must be considered and a decision made on the viability of a challenge.

NZ yachting, which requires ever-increasing funding, can be classified in the following categories:

1. Centreboard sailing, including Olympic classes;
2. Offshore events, i.e. Southern Cross Cup, Clipper Cup, Admiral's Cup;
3. Whitbread Round-the-World race;
4. America's Cup challenge.

As a simplification, 1 and 2 are funded either partially or wholly by the Yachting Federation with some public and private sector assistance, but 3 and 4, while maintaining representative status, should receive financial support from the commercial sectors with some degree of public support, but with no financial assistance from the Federation.

I believe that youth and Olympic

centreboard sailing is probably the most important step in this ladder of progress. Here we lay the foundation for the other three classes. However, we must be careful that fund raising for the other events does not leave the coffers dry; already Peter Blake has announced a 1985/86 Whitbread challenge, which is going to soak up over \$1.5 million from the commercial sector and a considerable amount from the public. In view of this, is the necessary finance available for an America's Cup challenge?

An America's Cup challenge is a major undertaking, and although we are very proud of the excellent record that we have at all levels of international competition, historically, it is no better than Australia's, and it took them 20 years to win the Cup! Even with a superior yacht they struggled to win, largely due to the 132 years of experience acquired by the Americans.

On the positive side, the America's Cup is currently going through a period of change. The design of 12-metre yachts, which had been stable for many years, underwent a dramatic change this year, and it is rumoured that Lexcen already has a more radical yacht

designed for 1987/88. Also, the wind and sea conditions that will be encountered in Freemantle will be very different to those at Rhode Island Sound, which will also lead to a change in design.

We have the designers (Farr, Holland), sailmakers (Tom Schnakenberg), and the crews. However, with regard to the latter they become the pawns of the game. To become involved in the challenge will require complete dedication on a full-time basis that will often be tedious, the financial rewards being minimal, and the only motivation being the chance of success at the end of the line. Will 30 young, experienced New Zealanders be prepared for this commitment from a population of only three million?

Finance

Personally, I would like to see a NZ challenge for the America's Cup if some further criteria can be met. Firstly the considerable financial backing must come from both the commercial sector and also somebody in the mould of Peter de Saavary or Alan Bond, who are prepared as individuals to sink several million dollars of personal money into the challenge for reasons of nationalistic pride and individual recognition. This also brings in the human factor — such a person's usually a colourful, rather outspoken character with whom the public can identify.

Financially there must be no limit placed on the challenge. Although the amounts involved are usually a closely-kept secret by those involved, I would guess the minimum required would be anywhere from NZ\$4 million to \$15 million. If you have to penny-pinch, it's a waste of time trying.

Having fulfilled those criteria, we would have to accept that we were very much the "underdogs", as there are already a number of American and Australian challenges planned, with a considerable wealth of experience and unlimited financial support. But if a group are prepared to accept the magnitude of the task, I believe a challenge should be mounted.

Club loses life member

IT is with sadness that we report the passing as a result of an accident of Special Life Member W. W. "Bill" Percival at his home on the Whangaparaoa Peninsula recently.

Bill was one of the band of seasoned hard sailing keel-boat skippers racing out of the Boat Harbour prior to World War II, and his family was well known in yachting circles in the pre-War era in Wellington.

He grew up in Hataitai and, as a lad, crewed on numerous centreboarders before graduating to the AILSA with "Punch" Jordan. Later, he bought the SEABIRD from Dave Kirkcaldie (donor of the Kirkcaldie Cup) and raced her until 1938 when he bought the launch

RIALTO which he skippered throughout the war years in the Naval Auxiliary Patrol Service (NAPS).

In the post-War period, he lived in Christchurch where he will be remembered by many as the genial "mine host" of the White Hart Hotel. Subsequently he owned a hotel in Dunedin, and prior to retiring managed the Rutherford in Nelson.

He retired to the Whangaparaoa Peninsula where his property overlooked the Gulf from a 25m cliff, and it was while working near the edge that he must have lost his balance and fallen. Bill was aged 76, and is survived by his wife and a son and daughter.



Cruising Captain

THIS first report for the Club's magazine is designed to give members some brief information on the objectives the Cruising Committee has set for the 1983/84 season, and to give further information on key activities being planned at the present time.

The sailing programme has included a number of additional courses, which should assist the members competing in the Cruising Division of the weekly Club's sailing calendar in having enjoyable racing, but also ensuring that all yachts competing in the weekly races have excellent, but friendly competitions. It is the wish of the Cruising Committee that all skippers can compete regularly in these events, and increase the Cruising Division's fleet numbers, and ensure that this important section of the Club is seen to be participating actively in the Club's racing season.

It is also planned to have a limited number of evening functions, and the first one of these will be a film evening at the end of November. As other occasions and interests of members dictate, we will be endeavouring to have a limited number of such Wednesday evening functions which will be open to all Club members.

The main activities that the Cruising Committee has planned for this season will include two new events — the first, a cruising weekend at Ship's Cove over February 4, 5 and 6, and secondly, a special afternoon cruising event on the harbour on March 14.

The event at Ship's Cove will coincide with the Club's offshore series, and is being held in conjunction with the Waikawa Boating Club. Robin Weymss, the Commodore of the Waikawa Boating Club, has expressed keen interest, and their club at Waikawa is fully supporting the idea of both clubs getting together for a social weekend. Although specific details

and planning are still to be finalised, the general outline will be a meeting and social afternoon at Ship's Cove, followed by a barbeque. On Sunday, we will be having some events, including social races down from Ship's Cove, back towards Ruakaka or Kumetoto Bay area, and would hope to involve any families and others taking part in a number of fun activities. This will then leave us the Sunday evening for drinks, and dispersal either on Sunday evening or Monday. All of this, of course, is dependent on the weather.

Full details will be circulated in more detail to Club members, but at this stage we would ask you all to pencil in the weekend and make it a successful joint club effort.

The other new event on the calendar this year is the Cruising Divi-

sion's special afternoon racing event on Wednesday, March 14. It is our intention to have business enterprises and companies in Wellington sponsor Club yachts in a mark-foy event for a designated charity. Full details of the charity will also be confirmed at a later date.

The afternoon will commence with lunch at the Club, with the first boats in the mark-foy event commencing at approximately 1130 hours, planning to finish at about 1500 hours, with both start and finish at the Clubhouse. This will be followed by a function in the Clubhouse, taking full advantage of the Club's licensing facilities.

We feel that golfers and rugby and cricket fans should not be the only ones to have mid-week sporting events, and we consider that an afternoon's racing on the Wellington Harbour in one of its mild 10 to 15 knot breezes will make for a very enjoyable occasion. It will also bring a number of the Wellington companies and business houses into contact with the Club's activities, and at the same time, benefit the charity approved by the Club.

The Cruising Club Committee, comprising the Club Captain, John Rainey, Graham Moore, and Gavin Loe, would like your full support in all the activities being held, and look forward to big numbers participating in all our events.

ROY COWLEY

Hard case!



Just out of the dock, Murray Sleeth's Ross 40 NOT GUILTY goes on trial in Evans Bay. According to the evidence presented to date, she could be judged a success.



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Windjammer cruise in the Caribbean

AFTER spending three days in San Juan, Puerto Rico, Karen and Paul Hastings joined Viola and me in time to leave early the next morning for a flight to Saint Martin, the main island of the Leeward group in the West Indies and base for the windjammer POLYNESIA, or "POLY" as she is affectionately known to crew and passengers alike.

"POLY" is a 248ft refitted Portuguese banks schooner originally built in 1963. She carried 126 passengers and a crew of 50. Like most yachts, she was completely underpowered when running on auxiliary, but once under sail she handled very well. The crew plus passengers help to hoist and set sails — certainly necessary as it was all block and tackle, no winches.

The Barefoot Cruise Company run a number of tall ships, the POLYNESIA being the second largest in the fleet. These windjammers cruise most of the islands in the Caribbean, and the reason for us choosing the Leeward Islands as our destination was that they all vary in nationality. Some, such as Saint Martin, have dual nationality, half Dutch and half French.

Fun cruise

From the time we stepped on board with Rum Swizzles handed to us before we had placed the second foot on deck, the stage was set for a fun cruise of one week's duration. From Saint Martin we visited Saint Bart, Anguilla, Saint Kitts, Astasia and Sabba, all islands having their own special characteristics and history. We sailed from island to island by night and during the day explored, many of them with fortresses built in the sixteenth and seventeenth centuries. All had beautiful beaches, warm clear water, and excellent surfing and snorkelling spots.

The POLY's captain was a mad Scotsman called "Captain Jock", who regularly weighed anchor and set sails in full traditional Scottish dress, with bagpipes chanting "Amazing Grace" — a real character with a great love of sailing and, would you believe, rugby.

by Brian Cardiff

With four Kiwis on board having the same interests, he treated us as VIPs of the cruise. The North Americans really could not follow what it was that gave us the special treatment. Everyone on board was very friendly and most had either returned from cruising in previous years or were planning to return again.

Story time

Each morning, the early risers could help themselves to "Bloody Marys" at 0630 hrs and then freshly-baked buns and coffee at 0700 hrs to follow with breakfast at 0830 hrs, then story time by the Captain — a performance on its own that nobody missed. At Saint Bart, the main theme of his morning story was that the island was a French island with beautiful beaches (all topless) and that the girls on board must be very careful not to

get sunburned as it made "them very swollen and brown".

Saint Bart was our favourite. Gustavia, the capital, originally settled by the Swedes who later handed over to the French, was a quaint little town on the edge of a very sheltered harbour — an older version of Russell.

Each evening commenced with Swizzle time, 1630 hrs to 1800 hrs, followed by dinner and some form of entertainment by the locals or talent quests by the passengers and crew. On the last night, the Captain, Chief Engineer, Hastings, and Cardiff, entertained with a few hakas. Most nights we set sail around 2300 hrs with the bar operating at full swing, and I was fortunate enough to take the helm of POLY in beautiful warm 25 knot trades, bowling along at 10 knots. Our longest passage between islands was 90 miles.

Evening entertainment

From start to finish no matter what age, as a single, couples, or with groups, even a secretary with her boss who happened to be her ex-husband would you believe, it was fun all the way. I am sure we will return again, and there is a possibility that Captain Jock will visit our Club — he has our Centenary Book.

RPNYC plays Poneke



A belated centennial activity was a rugby match, held early in September at Evans Bay Park, between a Club team and Poneke Rugby Football Club, which is also celebrating its centenary this year. Competition was willing in the short-duration match, but despite the inclusion of Club "heavies" such as Brendan Gardner, Robbie Herbison, "Rocket" (Mike Muir), Mark, Chris and Ken Hargreaves, and "Hippo" (Kelvin Weir), Poneke won the day 16-9. The referee was Hugh Hall.

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L.M.V.D.

Starting at the top

HOORAY! Whoopee! At last you've got yourself a crew place on a racing boat. Visions of Saturdays full of team-work, exhilaration and victories stretch before your eyes, and collecting cups at Prizegiving seems no idle fancy.

But the bubble is soon burst by your skipper. "If you can't swim, you'd better learn FAST We won't stop to collect you if you go overboard in a race."

Gulp!! Horrors!! It's nightmare country all over again. How do you explain that you can't bear to put your head under the water 'cos your mother nearly drowned you in the bath as a kid. And that you can swim — as long as you know that when you put your feet down, your head'll still be above the water. And that you hate with phobic intensity the sound of water in your ears. And that you're short-sighted and wear contact lenses — to take them out makes you as blind as the proverbial. And ... and ... and you're too bloody old now to start learning anyway. And there're heaps of other people (some of them boat owners) who sail regularly each Saturday who can't swim. And

Two days later you're enrolled at the Freyberg Pool, hoping like crazy there's no-one from the Club there to see you make a complete ass of yourself.

First lesson

The morning of the first lesson arrives, and you're there — lily-white and internally quaking. Everyone else in the class looks supremely confident — and as for the little brats who're leaping in at the deep end and frolicking about in the waves

First words from the instructor: Let's see how many of you can float. First impossibility — you **know** you can't, but you make the effort anyway. Oh dear, she says, don't you know that if you don't put your head down your feet won't come up? (Inside your head goes the truculent murmur — of course I know that, you silly old bat, but you don't think you're going to get me doing it, do you?)

However, you've paid your money — for 10 lessons — and if you really want to go sailing each Saturday you'd better start getting some value out of the exercise. So —

here goes ... a breath big enough to get Stu Wilson from one end of Athletic Park to the other, eyes closed so tight you see stars, hands clinging on to the rail for grim death (or is it life?), and — your worst fears are confirmed: your ears gurgle, your cheeks feel as if they're going to burst, it is the purgatory you'd imagined it to be ... what's this? Your feet are off the floor and your body's horizontal in the water!

Despite yourself, you almost start to grin — you've done it!

Mind you, don't get too excited — the earth-shattering step you've just taken is only the beginning. Everything else you do that day — immediately following this monumentally traumatic experience — has to be done with your head under the water. What a sadist the

instructor is — doesn't she realise the sheer bloody hell you're going through? Does she expect you to become an Olympic trialist in 10 lessons, when you more closely resemble a trembling jelly(fish)?

Somehow (they say the devil looks after his own), you make it to the end of the lesson. Then it's a hot shower, a large brandy and a fag — and you're so desperate you couldn't care which order they come in. Some time later, you've stopped shaking and started to sort it out in your head. And by the end of the week you've worked out that if that's the price to be paid for cleaning out the Trophy Room at the end of the season, then you'd better start paying.

So, you pack your bathers and towel for your second lesson.

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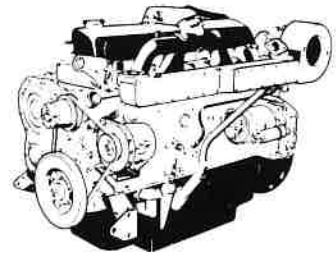
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Random notes



Commodore Gary Tye shows polar bear fortitude by diving to recover the lid of SNOW GOOSE's copper tea pot from 12 feet of icy August water at the Evans Bay Marina.

By
Fleet Scribbler

A WELCOME addition to the meagre 3rd Division fleet is Simon and Nigel Crisp's Davidson quarter-tonner BASHFUL, which they bought in Taupo. It was originally owned by Bob Graham (ex SNOW WHITE) in Auckland, and was the wooden plug for subsequent fibreglass versions. As Nigel now has bigger things on his mind full time, Simon says that BASHFUL will be sailed mainly for fun, whenever they get the chance.

Championship match racing



FAULTLESS crew performance and tactics are the prime requisites to win a match-racing series — and Graeme Hargreaves, sailing BIG BRUMUS, trounced his five competitors with a stunning combination of both to win the RPNYC Championship Match Racing series, held in Evans Bay in September, with four wins out of five races sailed. A momentary loss of concentration, said Graeme, cost him the clean sweep. Bryan Coleman, sailing STITCH 'N TIME, was the only competitor to beat him.

"We should have tacked under his lee-bow. I lost concentration for one second as I sighted the line — he tacked under my bow and crossed the finish 10 seconds ahead."

A complete absence of wind delayed the start of the first race by two hours, but throughout the day

Racing is as close as it comes as Graeme Hargreaves (BIG BRUMUS) jostles with Bryan Coleman (STITCH 'N TIME).

the breeze filled in, enabling all 15 scheduled races to be sailed.

Hosted by the Nolex 25 Association and supported by a small spectator fleet, the series brought a new dimension of racing to the Club, and because of its success, we should see it again.

Results of match-race:
Graeme Hargreaves, BIG BRUMUS, 1st.
Peter Sutton, WAVE TRAIN, 2nd equal.
Bryan Coleman, STITCH 'N TIME, 2nd equal.
John Moody, MARZUL, 3rd.
Chris Hargreaves, SUNFLOWER, 4th.
Graeme Pederson, ELUSIVE, 5th.

Timely gift to Club



With a flourish, Graham Paterson unveils the handsome brass clock and barometer which he presented to the Club on the occasion of its centenary.

Custodian's corner

BOAT owners — Please stop fouling the rubbish bins with your dirty engine oil. Bring it to me for useful disposal, and don't forget that the average filter holds a pint at least.

* * * *

Shed owners embarking upon that big shed clean-out can, on request, have delivered empty (and removed full) their very own rubbish bin.

* * * *

It is remarkable how many quick-thinking and resourceful sailors can place a large, empty box in a bin, pile rubbish on top and then wonder why the bins fill so quickly.

* * * *

10 out of 10 to the owner who threw into the Boat Harbour a plastic bag printed with the following:

"Compliments of Marlborough Harbour Board. Help to keep the Sounds clean and tidy"

* * * *

For signwriting of the highest order of conception and execution at competitive rates, contact me.

* * * *

Late starters of the season — if you still have some of the oil spill around your water lines, see me for a drop of the magic stuff.

* * * *

ROGER CARTER

Don't blow it

THE following notice about the required standard for LPG installation on boats has been provided by Godfrey Wilson, Wellington Branch Manager of the Lombard Insurance Company.

LPG in boats — NZS5428:1983

NEW Zealand Standard 5428:1983 "Code of Practice for the Use of LPG for Domestic Purposes in Caravans and Boats" was declared on 22 April 1983.

Boat owners will be well aware that LPG (Liquid Petroleum Gas) is an extremely dangerous fuel if not handled properly. It has been directly responsible for many injuries to people and total losses of vessels.

Additionally, insurance policies may not be valid if a fire occurred on a vessel with an installation that was not up to Standard 5428. We will be updating our present policy warranty referring to LPG to bring it into line with the new Standard.

We recommend that boat owners obtain a copy of NZ Standard 5428 from the Standards Association of New Zealand, Private Bag, Wellington, and check their installations. Alternatively, they could arrange for a suitable tradesman to check the installation and if necessary bring it up to standard.

Ted Heath drops in



BRITISH statesman and former Prime Minister Edward Heath made an impromptu visit to the Club following his speaking engagement at the opening of the Michael Fowler Centre.

"I am here as a yachtsman," he told members. Your yachtsmen and designers have an enviable reputation world wide. My present boat MORNING CLOUD (the fifth) is a design by Ron Holland, and even though he does choose to live in Ireland I feel we owe a great deal to you here."

Mr Heath's second yacht MORNING CLOUD was part of a British

Edward Heath — still racing competitively despite having to forgo this year's Admiral's Cup series because of the British elections — takes time out to meet Club members.

team of three that won the Southern Cross Cup in 1969.

Although still racing competitively, when asked about Southern Cross he shook his head. "It costs so much now. The first time we came out (in 1969) it cost 750 pounds to transport the boat. Qantas gave us 50 per cent discount on air fares, and we had a 50 per cent discount on hotel accommodation. Now it costs \$25,000 to transport a boat. With no discounts, air fares and hotel accommodation costs four times the amount."

He said he had noted with interest the announcement that NZ would launch a challenge for the America's Cup, if the Australians won it.

"What I would like to know," he said, "is where will you get the money?"

Club Rugby Trip to Australia

Impending Club visit to the Royal Motor Yacht Club, Rose Bay, Sydney, for the All Blacks' last test, August, 1984.

- One week away.
- Accommodation and travel arrangements plus tickets to the match guaranteed, with interested travel agents.

ENROLL NOW

NAME

ADDRESS

.....

RPNYC MEMBER (yes/no)

NON-MEMBER

Further details in next issue of THE RIP

CONTACT: Graham Paterson,
c/o Royal Port Nicholson Yacht Club,
P.O. Box 9672,
WELLINGTON.

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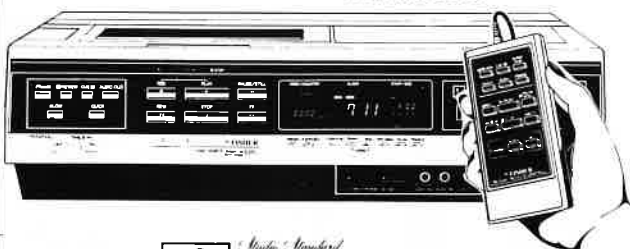
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HOOD WELLINGTON

Meredith Webster has the experience on the water and in the loft to keep your sails at their peak. Call Meredith for tuning advice or sail checks — he's there to help you.



SAILMAKERS

HOOD AUCKLAND 23 Poore Street, St. Marys Bay,
P.O. Box 415, Auckland. Telephone 794-060.

HOOD NORTHLAND School Road, Paihia, Bay of Islands.
Telephone 27573

HOOD SOUTH 301 Evans Bay Parade, P.O. Box 11421,
Wellington. Telephone 863-551