

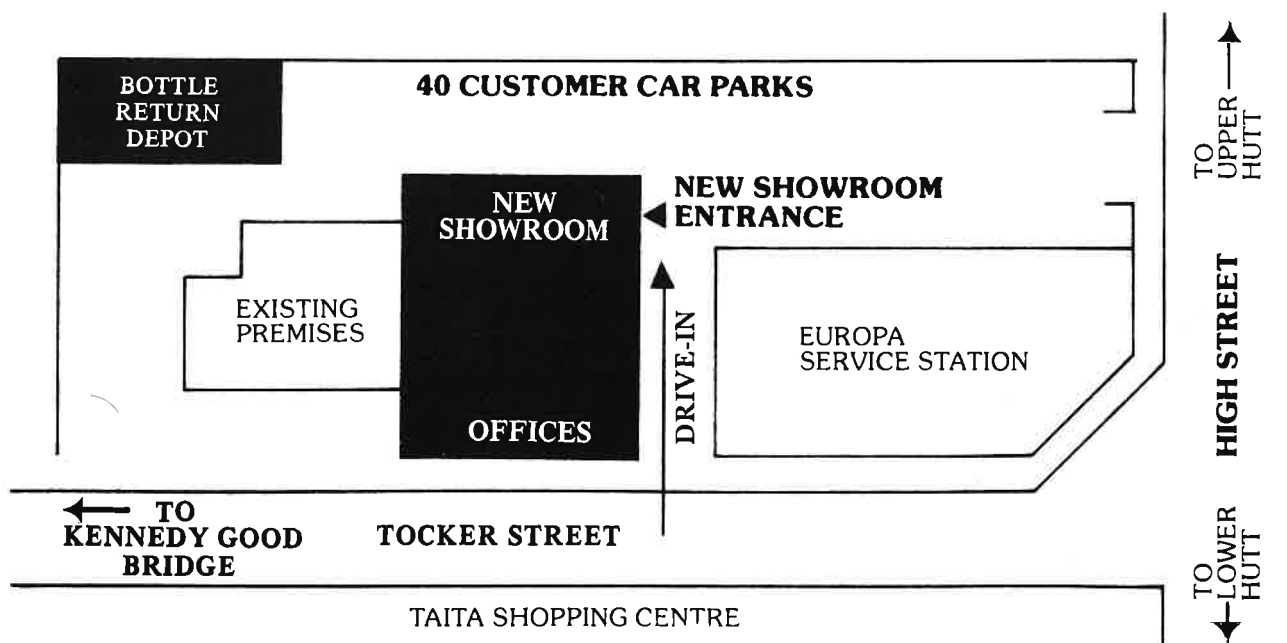
The Rip

July 1980



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The Rip

Vol. 1 No. 2

JULY 1980

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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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Special thanks to Gavin Loe and Laurel Tangye.

COVER

The new Commodore, Graeme Hargreaves.

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NEW ZEALAND



*It’s your hair that needs trimmin’
not your sails*

When you can’t tell rocks from whales

So, take the first tide

And come alongside

For a trim that’s absolutely winnin’



GEORGE JANIS

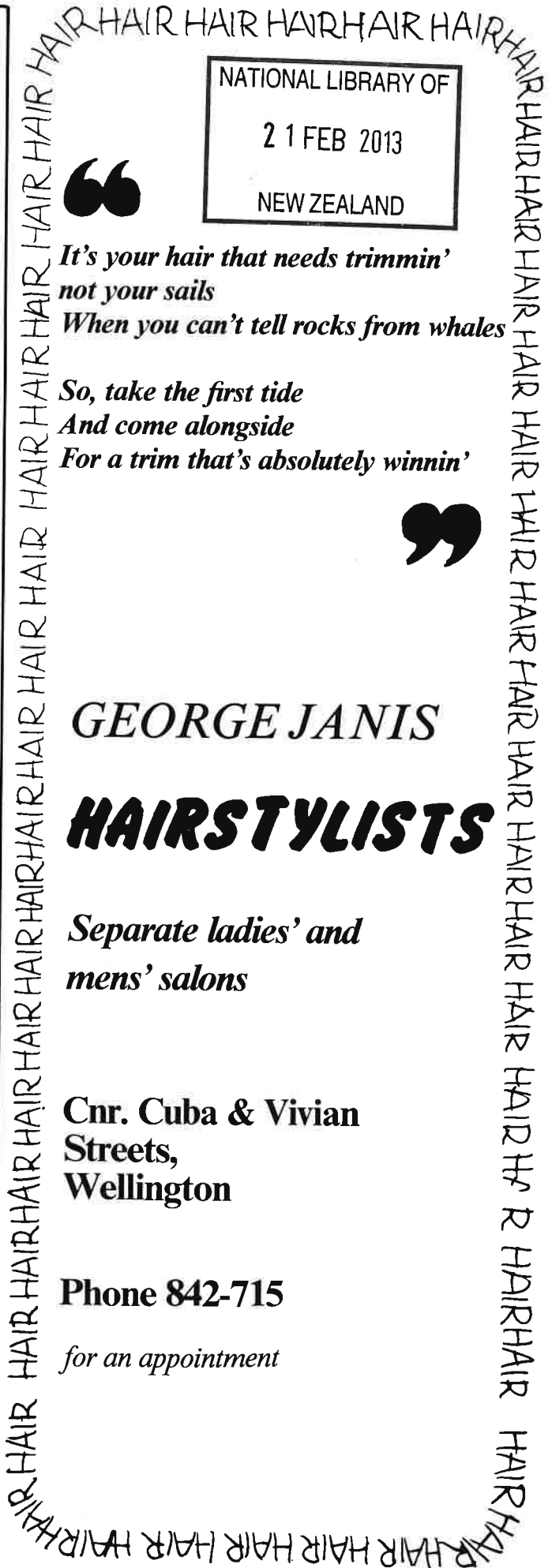
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Correspondence, love letters and advice

Back pat

Congratulations to the Royal Port Nicholson Yacht Club for its two recent face-lifts. The first — the painting of the Clubhouse — is a magnificent job, and gives the building a great air of dignity and purpose. The second is THE RIP. Well done for producing a magazine that's interesting, informative, and amusing reading! Long may it last!

— A SECRET ADMIRER

Cliquey

In view of the comments circulating after the first issue of THE RIP may I suggest that the journal be renamed, in honour of the "backers", THE CLIQUE RIP.

— A. MAZED

Old timers

Congratulations on THE RIP; long may it last! I am very interested in the article about TANGAROA, and I remember the old JESSIE LOGAN.

I owned WHITE HEATHER and sailed her in Tahitian waters for years. She was, I think, the last boat that Logan built.

Another old timer was SIREN which I bought in 1913 when I joined the club. I am probably its oldest member — just verging on 90.

I have had three SIRENS since the one built in 1895. The second one was built in Fiji in 1947 and was wrecked at Rarotonga by some people who chartered her from me. The third was a motor sailer built in Picton. She is still cruising somewhere on the NZ coast.

The fourth and present SIREN IV my sixteenth and definitely last sea-going yacht, was built to my design in Whangarei in January 1978. She is an auxiliary cutter of 43ft. I sail her single handed or occasionally accompanied by my wife (also well in the eighties). The yacht has a permanent mooring at Kawau where she is under the eye of the Harbourmaster and safe from thieves and vandals while I come home for a spell ashore.

Enclosed are photos of the first and last SIREN which I hope will be of interest.

— Captain J.R. Grey R.N.R. (Ret'd)
Windrush R.D.I.,
BLENHEIM

Acknowledgement

THE following letter was received by the Club in reply to its letter of condolence to Lord Ballantrae on the death of Lady Ballantrae.

BRIGADIER THE LORD
BALLANTRAE, AUCHAIRNE,
BALLANTRAE, AYRSHIRE.

Easter Day 1980.

My son and I were greatly touched by your message of sympathy at the time of my wife's death; and it brought back many happy memories of the Club, of Wellington Harbour, of the Cook Strait Race, and of much warm friendliness and hospitality — I think I could still name twenty members of the club straight off the head!

You wrote on Christmas Eve, I write on Easter Day — a shameful gap. I can only plead that I had 1000 letters from New Zealand alone — and every single one of them a help.

With greetings to you all,
Yours gratefully,
Ballantrae

Reaching out

The demise (popular Club word) of the racing scene at the Club is, I believe, due to the proliferation of heavy, non-competitive horse-powered launches draped with ill-fitting sails (probably borrowed). If they would take their bulldozing attitudes away from the racing track and their gin-slurred cussing as they incompetently and ponderously claw their way to windward on broad reaches the "pure-hearted" sportsmen could proceed with dignified competition according to the true spirit of yachting.

— (MRS) GRAY BROWN.

Planning ahead

How about, for our centenary season, arranging a grand 10R series of ocean races over a 3 - 4 week period? It could begin with, say, Lyttelton to Wellington, then Wellington to Brothers, maybe Kapiti to Mana, Mana to Nelson, Nelson to New Plymouth, or perhaps Nelson — New Plymouth — Wellington, and finally Wellington to Gisborne.

— LOOKING FORWARD

Was it a broach?

Out of a sense of *balance*, I question the terminology used in the presentation of The Rip Award on Saturday, May 25.

To *broach*, in the nautical sense, is to veer a yacht to windward in order to be broadside to the wind. An example of this was screened on TV in November of last year, and held thousands of viewers spellbound.

Further references are available from *Brian's Bending Boom Broach*, *Tic Tips Telford in Tide*, *Nizam's Notorious Nosedives and Desultory Doughy's Disastrous Dunking*.

I suggest what was performed was a whakawhatarauhoraitira, meaning literally *hanging entangled washing on mast*, while assimilating the broach. This is based entirely on *Horner's Five Thumb Postulate* — experience gained is proportional to the amount of equipment ruined.

For those who wish to attempt this unique feat the following may be of assistance:

Aim: To lift seaweed from water using only the crossrees.



Captain Grey's first SIREN, purchased in 1913 when he joined the Club.

Executed during any unexpected, abrupt and sudden liberation of the spinnaker, which will create maximum confusion.

Points are allocated on timing, recovery, poise, and the degree of difficulty.

Consolation: No matter how an object falls, it will always roll to the exact geographical centre of the yacht.

I anticipate some criticism of either the viewpoint that I put forward . . . or the fact that I put forward a viewpoint at all.

— PETE Cox's Orange

Winter migration

What is the Sailing Committee up to? We have a winter series programmed but nothing has happened. Evans Bay is running successful races, and I hear that the Mana Cruising Club has attracted quite a number of Port Nicholson yachts to its winter series. Indeed I have heard it said (though I can scarce believe it) that a largish proportion of our Executive and Sailing Committee are very much in evidence at the Mana Bar these winter weekends. Meanwhile the RPNYC is in a moribund stupor and the best winter for sailing in memory goes to waste as far as the Club is concerned. Is it because our Club is almost 100 years old that we engage in less activity than the others? Geriatric non-function?

— G.M. LOE

Lack of spirit

A common feature of all recent discussions about Club activities is a very real concern for the apparent decline of interest and enthusiasm among members. Racing has been the most obvious casualty, and the Cruising Section is but a memory.

However, it seems that social activities will be next in line unless members generally get their heads rearranged and their priorities straightened out.

Recent social events have not been well supported, and there has been a serious drop in attendance on Friday evenings.

The Friday evening gathering is traditionally the Club's main regular social event. Several people may be observed wearing ties. A reasonable meal is provided at a very reasonable cost, and it would be a sad thing if this amenity were to disappear through lack of patronage.

Saddest of all is the great desolation which descends upon the Clubhouse promptly at 9.30 pm. This can be attributed to one thing only — the

abrupt and premature cessation of the supply of alcohol under the terms of the Club's ancillary licence.

Assuming from this that there is no club spirit without alcohol to engender it, and realising that the major portion of the Club's revenue comes from Wardroom sales, we must ask two questions:

1. Why do other clubs appear not to have the same problem?
2. Is the Club taking full advantage of the provisions for extended hours permits?

A realistic look at the situation by our resident legal experts could be of great value.

— J.B. CRONIN

Ceramco shame

It is with concern we learn that the Club's Executive has approved, without consulting members, an investment (?) of \$500 in a yacht which is being built for the 1981 round-the-world yacht race.

The venture in question is being underwritten by a business organisation (Ceramco) as are nearly all others in this highly-commercialised race, so why are Club funds being expended in this way when they could far better be used in other directions? Indeed one wonders whether Ce-

ramco is actually helping yachting or whether in fact yachting is helping Ceramco.

A further point of concern is that for months the boat-building industry has been making representations to Government regarding the iniquitous sales tax on new boats. It is no wonder that these representations are getting nowhere when Government sees yachtsmen embarking on such grandiose schemes which can only be described as a grossly-extravagant use of resources and which will cost the country tens of thousands of dollars in precious overseas funds.

Furthermore, it must be remembered that the yacht the Club is helping is a private entry in the race and is not an official NZ representative. There are other boats from NZ competing, one of which is being built by a member of the RPNYC. Has this member been offered similar assistance?

In the circumstances it appears improper that the incoming Executive should have to account for the \$500 in the current financial year, and I suggest it would be appropriate for the outgoing Executive to accept personal responsibility for the sum and reimburse the club accordingly.

— BRIAN MILLAR



P.O. BOX 904 AUCKLAND 1
TELEPHONE 769 349

10 June 1980

Mr R A Manthel
Royal Port Nicholson Yacht Club
PO Box 9674
WELLINGTON

Dear Roger

My Committee are delighted to receive your Club's cheque for \$500.00 being one share in this exciting project.

Peter has told me of the very good reception that your Club afforded him in Wellington the other evening and we are more than delighted that Wellington is taking such an interest in the Challenge.

A Certificate is being prepared for the Club certifying the Club's ownership of one syndicate share.

Yours sincerely


J M Foster
For The Challenge Committee

Proposers' responsibilities for new members

A frequent complaint in and around the Clubhouse concerns the length of time it takes a new member to feel part of what goes on — both socially and in sailing. Getting to know other members — or worse still, getting a place in a crew — is rather like running the gamut of security round the gold in Fort Knox.

Of course, it's so much easier for established members to talk to those with whom they've shared sailing experiences . . . but, enthusiasts all, there's then little or no room for newcomers. And that's how clubs get the reputation for being "cliquey".

It is not enough merely to propose and second a membership application, and then leave the new member to sink or swim in what can be a potentially-hostile environment. He or she needs to be nursed into the mainstream of Club life, to become involved, and to feel a welcome and participating member.

To help us all turn over a new and welcoming leaf, the Executive has defined the responsibilities of those who propose and second membership applications. Proposers and seconders will now have to introduce the new member to:

- at least ten members;
- the facilities of the Club (including, for example, how to buy bar tickets);
- the Editor of THE RIP as soon as possible, so that details about the new member can be printed in the next issue of the magazine.

Membership, and the funds it engenders, are the life-blood of the Club. It is therefore the responsibility of us all to ensure that this vital transfusion of new blood is not rejected.

New members

Senior:

KNOWSLEY, Edward John

Occupation: Soldier

Proposed by: Peter Cozens

Seconded by: Richard Lewis

Proposer

comments:

Major Knowsley is a keen yacht owner and I believe his association with the Club will be mutually beneficial.

MARRIOTT, David Lloyd Beresford

Occupation: Naval Officer, Lt. Comm. RNZN

Proposed by: Peter Cozens

Seconded by: Howard O'Kane

Peter Walker is one of New Zealand's most experienced yachtsmen. He won the World Half-ton Championship in GUNBOAT RANGIRIRI, sailed GERONTIUS in New Zealand's Admiral's Cup team, and is Business Manager for Bruce Farr Yachts' design team.

Editorial

YACHT (yot) n. light sailing-vessel for racing; vessel used for private pleasure excursions, cruising, etc. v.i. to race or cruise in yacht. -sman, person who yachts.

THE Little Oxford Dictionary says it all, for here we have defined, with all the conflict of semantics, that object more commonly known in this country as "the boat".

Is the vessel defined above for racing the same vessel as that described for private pleasure excursions? Do you own or sail either, or both?

But more importantly, have you ever asked yourself why you go yachting?

Yachtsmen know the challenge of the seas, the successes and failures of adventure with this vast and variable component of nature. There is reward, satisfaction, and pleasure in sailing that ultimately defies description and definition, but also ensures that we go back to the sea when opportunity arises. Our approaches to yachting are as varied as our faces, and no matter what rules, regulations, or bylaws we have to duck or hurdle along the course, we all derive entirely personal results from our chosen sport.

It troubles me that so many of those who go sailing see a need to impose restraint on others, supposedly for the common good. I do not include requirements of safety in this, for that is for the good of us all, and my only comment on that is that each of us should be entirely responsible for our personal decisions in this area and must recognise that responsibility.

But in this rather complex age, full of new technologies, global change, and constant threat or existence of conflict, yachting offers freedom.

Freedom — look that up in the dictionary, but better still recall the last time you sailed out through the breakwater or pushed off from the beach.

I see that freedom as something we could lose, and I see much of the "infighting" in our sport, particularly in competitive yachting, as being one of the bigger threats. Sooner or later you'll rub gunwales (if you're lucky enough to have one) with another boat. If you don't like the look of her, tack away into your own bit of ocean. If you do, raft up, even if it is just to look and listen.

— PETER WALKER

Proposer **comments:**

Lt. Comm. Marriott is a professional seaman holding high qualifications. I believe his membership to the Club would be advantageous to all concerned.

Country:

TANGYE, Olwyn (Miss)

Occupation: Student

Proposed by: Geoff Stagg

Seconded by: Roger Manthel

Proposer

comments:

I feel sure that Olwyn will make an excellent addition to the club. I have no hesitation in recommending her.

Tell it to The Rip

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

Alternatively, post them to:

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

"Shackles" ships out



"GO with Grapefruit" — or words to that effect, has greeted passers-by on Oriental Parade for as long as many can remember. Shackles' milk truck, almost a landmark, will be seen no more. For with or without the grapefruit Grant Mayo, alias "Shackles", has gone. With crew of three, Des Skinner, Robbie Murray (a long-time friend from Z class days) and Steven Bunns, they will sail first to Sydney then up to Cairns where wife Jeanette (Panda) and daughter Sally will replace the delivery crew for a slow cruise back to Sydney.

Grant, a member of RPNYC for 22 years, plans to work ashore for six to twelve months, compete in the Sydney-Hobart race, then cruise southern Australia. This plan is followed up with a "then who knows", but the threat of 30 per cent sales tax will



A few last-minute adjustments to the self-steering gear before leaving.

ensure the MYTH OF KARORI'S departure from Australia within three years.

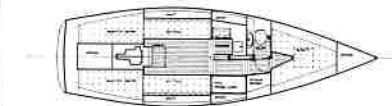
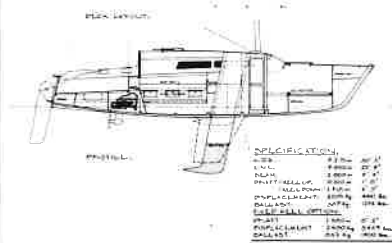
"Lucky!" some will say, but the dream of 13 years has only become reality through fortitude, hard work, and sheer tenacity. Aged seventeen, the young Grant Mayo, fresh from racing a Z class out of Port Nick, competed in the 1966 Auckland-Suva race on Hadfield Smith's well-remembered VEGA. Following a three-month cruise of the Pacific, he arrived back in town with one thought on his mind — to build a boat and get back there.

Bruce Askew designed a thirty six footer; Shackles provided the interior layout, they didn't like it, so they stretched it to forty two feet, lightened it, and the work began at his parents' home in Karori.

The hull is four skins of kauri, overall weight 22,000 lbs., beam 10'6", 53' mast above deck. Hadfield Smith called her "The Myth of Karori", and somehow the name stuck.

Eight years later, with mast and rigging still to be made, she was launched, and soon became the fastest yacht under power seen around these waters for years. Faced with rising costs, and between well-documented trips to the Sounds, Shackles finished her off, built the mast and rigging himself, laid teak decks, and with a new coat of gleaming white paint on the hull, sailed out of Wellington Harbour on June 3, 1980, to fulfill his dreams.

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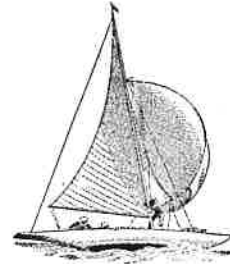
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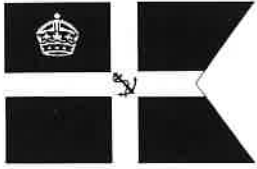
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Commodore

A highlight of last month's activities was our Annual Prizegiving with near record numbers attending.

Our guest speaker, Peter Blake, skipper of one of New Zealand's Round the World Race entries in 1981, told us about this country's involvement in the race, and he accepted a cheque from our club for \$500 which buys us a financial share in the boat, CERAMCO NEW ZEALAND, and a direct interest in this exciting project.

As this column is being written, we are preparing for the Annual Meeting, and by now you will be aware of the incoming officers and executive for next season. The nominations suggest a strong executive and dedicated flag officers who will give the club new life and vitality for next season. However, even the best of enthusiasm wanes without encouragement and support, so it behoves the members of the club to provide just that.

If there is to be a theme, or a positive aim for next season, I would suggest we make a determined effort to get more club boats on the water. That means the launches, the motor-sailors, and the yachts. We have programmed more family participation and social sailing in yacht racing this coming season and re-vitalised the cruising section. So members, weather permitting, let's have more involvement on the water next season with our large fleet of club boats.

This is my last opportunity as Commodore to address the Club, and I must thank you for the support that I have received from the club officers and members. Without this support I could not have carried out my duties. It has been a privilege to serve the Club over three rewarding years as Commodore.

Best wishes to all our members.

R.A. Manthel
COMMODORE

the backstays

IN case you missed the recent meeting of Lady Members, I would like to tell you that we now have a new committee within the Club — **The Backstays**. Thirty eight ladies attended the meeting chaired by the Commodore, and among the discussion that evening we tried to establish what our aims should be. Some of these were:

1. To hold Family Days where all members of the family would be welcome, either down at the Club or at any other suitable venue.
2. To encourage participation by more ladies in sailing or boating in general.
3. To host visiting yachtsmen.
4. To organise social events for ladies.

A committee was elected, consisting of : Jeanette Baylis, Barbara Hargreaves, Viv Holmes (Chairman), Jill Lawrence, Sue Melville, Jeanette O'Shea, Doreen Ower, Norah Stagg, Jenny Sutton, Tessa Williamson (Secretary/Treasurer).

To introduce ourselves to the Club we are holding a mixed social evening down at the Club on Saturday, July 19, and hope to see as many Club members as possible. For this first function we shall be asking all ladies to bring along a plate of their favourite supper food. A small charge will be made, with the object of creating a fund from which future activities can be financed.

Please don't forget that you can always bring non-member friends down to the Club at any time, so long as you sign them into the Visitors' Book and observe the usual Club Rules.

If you have some ideas for the Backstays please contact any member of the committee or give me a ring at home (722-908). Boating or sailing instruction for ladies has been mentioned; how many of us could safely handle a boat if the need arose? I'm sure we can find a few skippers willing to take groups out to "learn the ropes", as it were, to make us more useful and safer boating companions.

We look forward to seeing more members taking part in all sorts of Club activities.

— Viv Holmes
BACKSTAYS' CHAIRMAN

Sea Rescue not forgotten



An unidentified Club representative selecting a suitable gift for the Wellington Sea Rescue Service to mark the completion of their new building at Evans Bay.



Fred Ivey and Stan Jones, Third Division winners with IMPALA, survey their trophies.

Hardware handout 1980

OUR guest for the 1980 club prizegiving was international yachtsman Peter Blake and his wife Pippa.

Peter is skipper and project manager of CERAMCO NEW ZEALAND, the 20.7 metre (68ft) Bruce-Farr-designed all-New-Zealand-effort entry for the 1981 Whitbread Round-the-World Race. One of the world's most experienced yachtsman, he was recently skipper of CONDOR OF BERMUDA, and has sailed in both previous Round-the-World Races.

The yacht is scheduled to be launched in late September or early October 1980, then sailed across the Tasman to compete in the Sydney-Hobart Race in December. It will then do a 1000-mile testing run into the Southern Ocean. Following this it will sail back to Auckland via the major east coast ports of the South and North islands, and be shipped to Europe in April for a racing programme in British waters. This will include the 1981 Fastnet Race in preparation for the Whitbread Race, which starts from Portsmouth on August 29.

Pippa, whom Peter married last year, will sail with the boat up to the World Race then fly from port to port taking care of all provisioning and general management during the race.

The Commodore, on behalf of the Club, presented Peter with a cheque for \$500, thereby purchasing one share in New Zealand's first Round-the-World Yacht Race challenge.

Combined races

Smith and Smith Cup	ANDROMEDA
Campbell Rosebowl	KIDNAPPER
Commodore's Trophy	ICONOCLAST
Waterhouse Trophy	NIRVANA
Pat Thompson Cup	DIAZ
Charlie Neal Memorial Crew's Cup	PUGWASH
Maxwell Cup	PUGWASH
Kirkaldie Cup	C. Sutton KOAMARU
Whiting Trophy	T.Ray SAVANT
	M.Cox PUGWASH
	J. Sutton

First Division

Turnbull Cup	GRANNY APPLE
Mills Askew Cup	CHINCHILLA
Pet Cup	NIZAM
Rating Cup	WHISPERS II
Carina Cup	NIZAM
Line Championship	WHISPERS II

Second Division

Bothamly Cup	ICONOCLAST
Te Ruru Cup	NIRVANA
Hutchwilco Cup	VIRGO II
Pearce Cup	ODETTE
Harman Cup	KIDNAPPER
Line Championship	PUGWASH

Third Division

Isca Cup	KITTYHAWK
Annetta Cup	TIGHT SQUEEZE
Challenge Cup	IMPALA
Winder Cup	TIGHT SQUEEZE
Freyberg Cup	IMPALA
Line Championship	IMPALA

I.O.R. Inshore Championship

Jessie Logan 1886 Cup	GRANNY APPLE
NAC Trophy	VIRGO II
Bing Harris Trophy	KIDNAPPER
Lizzie Trophy	KIDNAPPER

I.O.R. Offshore Championship

Julian Family Trophy	VINTAGE
McLean Cup	NIZAM
Dimock Cup	VINTAGE
Manthel Cup	VINTAGE

Section II

Seabird Cup	VINTAGE
Barker Cup	NIZAM

Fiebig Offshore Cruising Trophy not yet finalised.
Elliot Cruising Trophy SOBRAON.

The winners



ABOVE: Margaret Cox with the Kirkcaldie Cup, which she won in SAVANT.



Jenny Sutton receives the Whiting Trophy for a well-deserved win in PUGWASH.

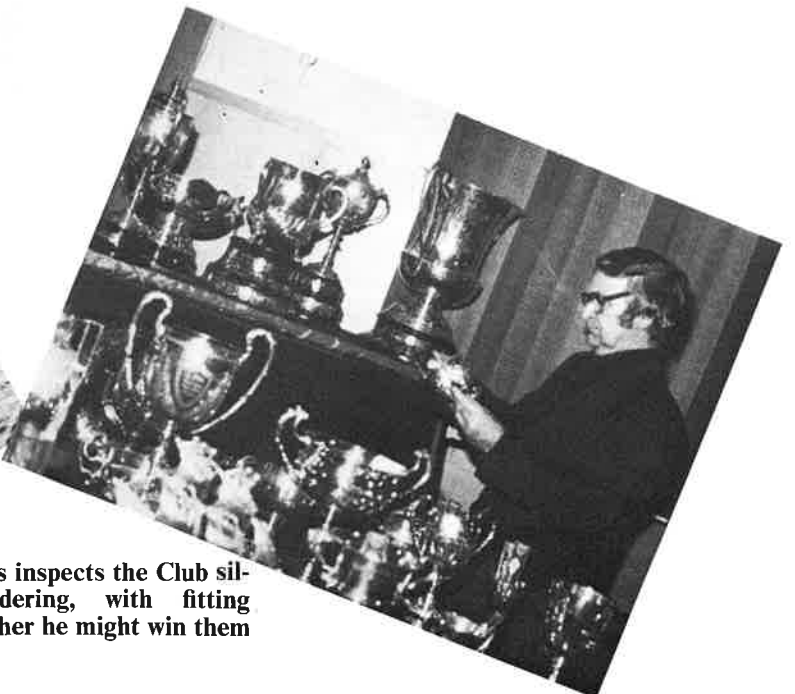


ABOVE: Commodore Roger Manthel presents the Club's cheque for \$500 to CERAMCO NZ skipper and project manager Peter Blake.

RIGHT: The line honours and aggregate champions. Left to right: Stan Jones and Fred Ivey (IMPALA, Third Division line honours and aggregate); Graeme Hargreaves (NIZAM, First Division aggregate); Arthur Wyness (WHISPERS II, First Division line honours); John Moody (KIDNAPPER, Second Division aggregate); Murray Sleeth (VINTAGE, both off-shore sections); Peter Sutton (PUGWASH, Second Division line honours).



SAVANT competing successfully for THE RIP Award for Broach of the Year.



Arthur Wyness inspects the Club silverware wondering, with fitting modesty, whether he might win them all next year.

Part two of yacht designer Bruce Askew's explanation of the complicated 10R rule deals with the influence of rating on hull design.

Understanding IOR (Part 2)

LAST episode I carried on a bit about the coefficients c_B and c_P as being measures of fineness more especially c_P (prismatic coefficient). A further explanation of its effect on our yacht will help in describing the 10R rule's approach to the problem of deciding how a yacht's lumpiness is compared with its neighbour's sleekness. This will be a very elementary explanation, but if I do it right it won't be too bad.

Take three basic hull types (Diagrams 1, 2, and 3 A).

Their respective displacement curves will be similar to those shown in Diagrams 1, 2 and 3 B.

If we relate each one to the rectangle that encompasses it we get the c_P , which is expressed as a decimal, ie. .483 or .522 etc.

Wave patterns

The previous reference to the potential speed being related to length should really refer to the distance between wave crests that each boat can generate. Waterline length works only when all hulls are very ordinary. After the bow, or entry, has forced the water away, making a hole called a yacht, the water then tries to return at its own pace. If this return coincides with the passing of the ship, everything works out nicely and orderly and our ship is moving economically.

A light, flat hull can be pushed on to or even ahead of the forward wave. Heavy hulls just make much bigger waves and require an unreasonable amount of power to do any better than displacement speed.

The appearance of the wave patterns of our three examples would be as shown in (Diagram C) when pushed. Other features like depth and displacement have an effect here, but they will be referred to later.

So that type 3 can go more quickly, it has a higher c_P . Just as the displacement diagram is incomplete in the ship's length so is its wave pattern. The rule makers, understanding this, have adopted a cunning system of assessment as follows.

The widest part of the vessel is found. First the measurer sets off a series of stations squared across the ship, usually at 100mm intervals around the widest part of the ship. The beam at each station is measured and by interpolation the exact widest part of the ship is found. This is sometimes complicated by the fact that the bulge is in different positions on each side. This measurement is termed B_{max} and is marked by rivet tacks or punch marks on the shear. At this position at a point $1/6 B_{max}$ below the shear line, beam is measured, becoming B in the final calculation. There is a definition of shear line and also limitations on topside

curvature to avoid measuring to the top of a bump. (See Diagram D.)

The points B and B_{max} generally coincide on S & S yachts.

Girth stations are then established on the hull. The forward ones are at points where a wire or chain $1/2 B$ and $3/4 B$ can be drawn vertically around the hull from shearline to profile to shearline. These become FGS and FIGS. The after stations are at $3/4 B$ and $7/8 B$. Often $3/4 B$ is not long enough to go round. Then the measurer takes the actual measurement as far aft as possible, becoming AGS. Subtracting $3/4 B$ from the measurement obtained gives GD (girth difference). GD is then added to $7/8 B$ and becomes AIGS. So in plan our three examples look like Diagrams 1, 2 and 3E.

Beam and freeboards are taken at these points named BF, BFI, FF, and FFI for the forward ones and BA, BAI, FA, and FAI for the after ones.

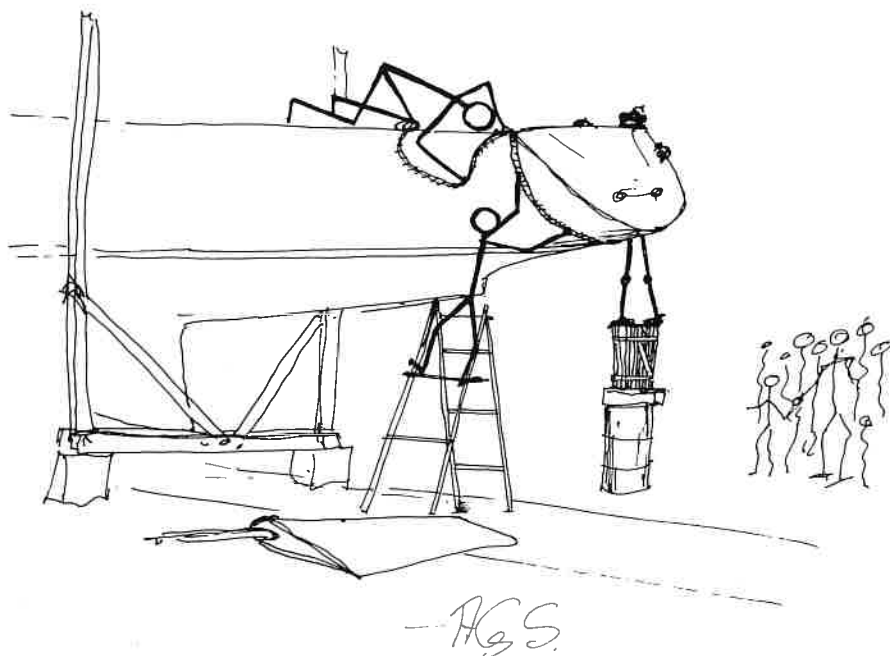
The after stations get further treatment. This is the area where the battle has been raging for some years. Heights are taken from profile to shear and at a $15\% B$ buttock line if the ship has a fat skeg. There is a special process for finding these dimensions and positions if the skeg and rudder prevent a chain girth being obtained. The heights are vertical heights aft — VHA and VHAI, BHA and BHAI respectively.

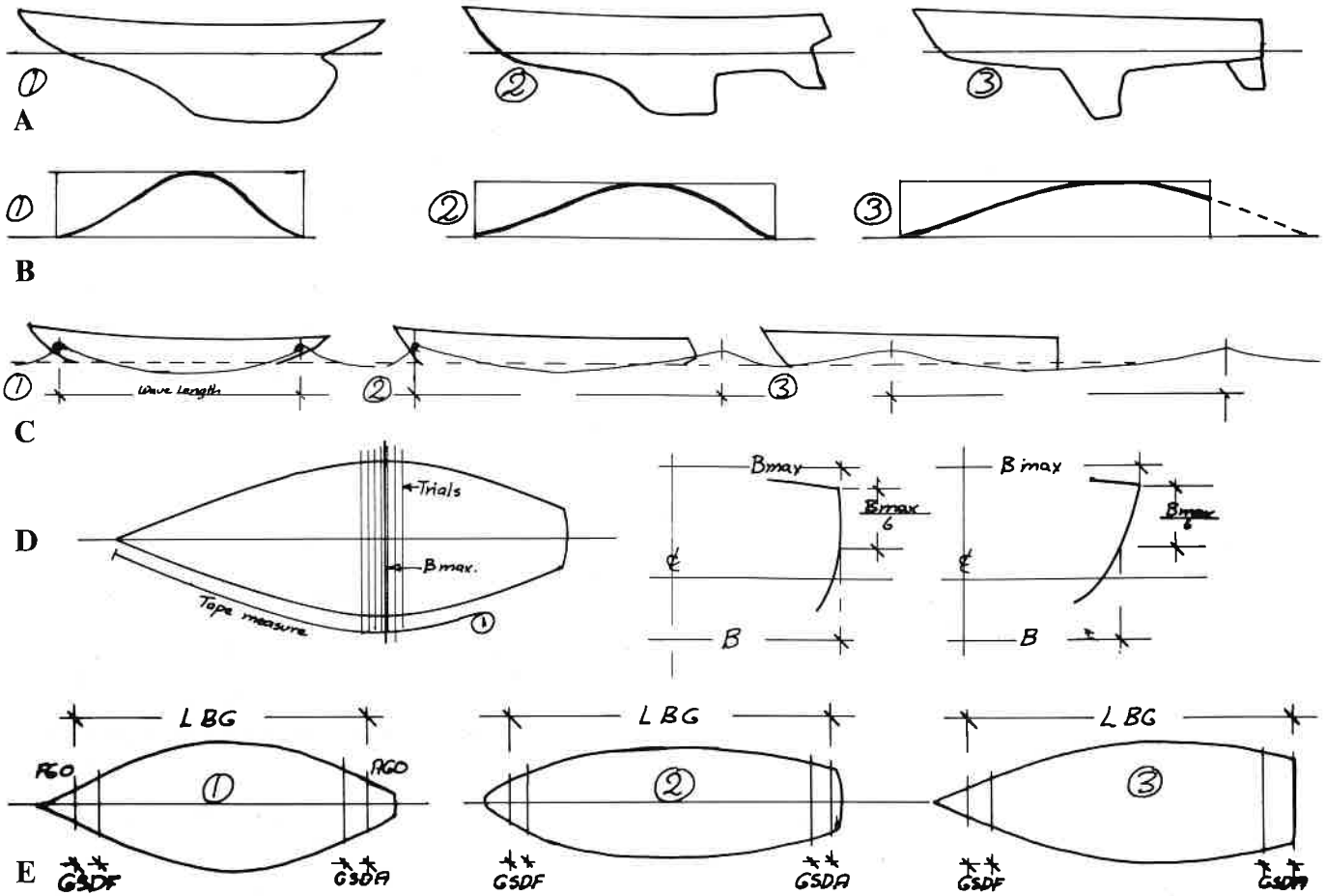
Component functions

All these factors are balled together in a morass of formulae with options for various features and produce factors FOC (forward overhang component) and AOCC (after overhang component corrected). These are both subtracted from LBG and give us the factor L as used in the final rating calculation.

The function of each component is to establish the effect the actual shape of the ends has, related to length and beam on the ship's wave pattern. In most recent designs AOCC is often negative, which has the effect of extending the LBG sometimes beyond the end of the vessel. This takes account of the effect shown in the wave diagrams (c).

If the girth station difference (GSDA or GSDF) is small it indicates that that end of the vessel is abrupt and therefore will have an unsatis-





factory effect on the boat's progress. Generally the finer the ends and the whole vessel are the better it can progress, especially in a seaway. Steeply-rising buttocks cause steep and turbulent stern waves, whereas a straight after run allows the vessel to leave its stern wave behind it. If the GSDA is wide, and after beams and vertical heights do not show great differences, it can be presumed that the vessel can go somewhat towards planing. It will have a high rating.

Type No 1. has a short LBG, and that is where a low rating starts. Large B means longer girth lengths and

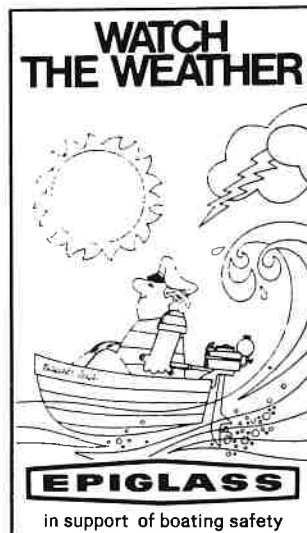
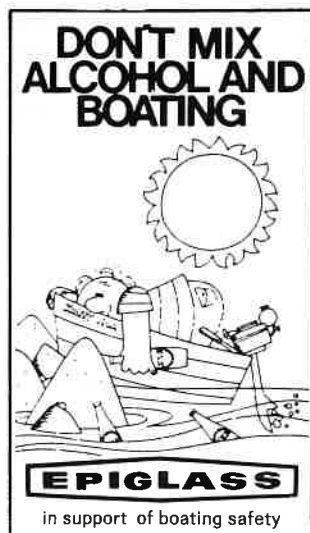
coupled with fine ends allows the girth stations to be well in from the ends. Generally these yachts are good performers in light conditions.

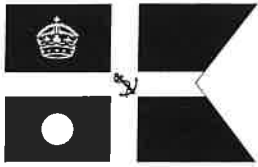
In the final rating formula B,L,D, etc. are proportioned to allow for the fact that yachts are not going flat out all the time. A yacht with a high maximum-speed potential may never in a race get the opportunity of using that potential. In effect these features are averaged.

Comments. Type 2 has always been the most satisfactory ocean goer and the most likely to make fast, safe,

consistent passages, and is the better type to own. It will eventually become the standard ocean racer, the variations being rig-to-displacement proportions, beam-to-length, and displacement-to-length etc. But unfortunately in the last few years the situation has been handled rather badly by the rule makers, as their attentions have been directed to fighting the battle of AOCC mentioned earlier.

In the next section we will consider Depth, Draught, and Stability, and make further comment on trends.





Vice Commodore

I GUESS the burning question that everyone is asking is, what's happening and why? Well, I will endeavour to inform you.

After a highly-successful Skippers' Meeting (140 people), your Sailing Committee, after many late-night sittings, has drawn up a tentative programme which we believe answers the salient points raised. Briefly, the format that we have drawn up for the incoming Committee to adopt is:

1. **Shorter Championships.** Championships will be broken up into a Spring and Autumn Series, but we will still retain an overall Divisional Club Championship, both Line and Aggregate. What this does is enable boats to pick a series say, the Spring Series, which will be the best 6 out of 8 races to give them a chance at a pot pre-Christmas, then cruise etc. after, which must attract many boats back into racing. It in effect breaks the season up into events that owners can choose from.
2. **Sponsors/Prizes.** We have made initial approaches to firms re sponsoring each Championship. An after-race announcement of

the day's winners will be made, plus presentation of appropriate prizes.

3. **Number of Championship races.** With the running of two series, more races will be scheduled — in fact 16, of which the best 6 of 8 will count for the Spring and Autumn Series, and the best 12 of 16 for overall Club Champion, an increase of 4 from last season.
4. **IOR.** The in-shore series has been retained. We have done this by starting all divisions off together at 12.00 hours on an 18-22 mile all-in course. Finishing times will then be used to work out divisional handicaps plus line results, and an overall IOR in-shore winner. Before you fall off your chair, remember — more harbour races, only 4 IOR races, 2 before Christmas, and 2 after. You don't have to do it with more drop races built into harbour racing, but at least the smaller-rating boats have a chance at the heavies, and that's what it's all about.
5. **Mark Foy starts.** Up 2 on last season to 5, resulting from support last season and comments from Skippers' Meeting.
6. **Cruising Division.** We have scheduled 3 Motor Sailers' races next season (1 up from last), but with an additional cruising section, starting 10 minutes after our true motor/launch/sailor friends. In plain words, we are endeavouring to separate launches from the types of Andromeda etc. to give a true race. No offence intended.
7. **Offshore Series.** We have tentatively programed a New Plymouth race, which means 7 offshore races with 5 to count. Identical to last season, but with more realistic timing. Initial discussions have taken place with Nelson and Mana re joint participation in New Plymouth Race, i.e. an offshore week and club team racing.

I can assure all active yachtsmen, harbour and IOR orientated, that the programme is extremely well-balanced, something that your Sailing Committee has put hours of thought into, and all to get you on the water, which we are confident it will.

For the above to work, participation from other clubs is highly desirable, and to this end it was your

Committee's decision to abolish the Winter Racing Series at Port Nicholson, and actively promote the Evans Bay and Mana Series. The change of sailing grounds and adversaries has done much to foster relations and enthusiasm and all of the Executive and Sailing Committee members sailing at Mana agree that the whole exercise has been very worthwhile. It is amazing what a change of climate does to one, and how much it makes you appreciate your Club and amenities.

CERAMCO NZ

I am sure all who attended the very successful prizegiving would agree that Peter Blake's speech and film were tremendous. Now that the Club is a syndicate shareholder and there is a possibility that the Club may have representatives on the crew, I had the honour recently of a sneak preview of the 69-foot aluminium-built Farr-designed racer, and quite frankly it knocked me out. What a superb boat it looks; it just oozes speed, and I am proud that the Club is behind the exercise.

Talking of new boats, there are a few rumours floating around about quarter-tonners and Admiral's Cuppers. I sure hope they eventuate; we desperately need some new boats, so get to it, Baldy and others.

I recently attended the NZYF Offshore Committee executive Annual General Meeting. The main items to come forward were:

1. A strong drive to get IOR boats who have let their ratings lapse get revalidated by clearly spelling out the major changes in the Rule that have made these boats highly competitive.
2. Strong support for the PHRF system of alternative handicapping.
3. Single sideband radio will be compulsory for Cat.1 races.
4. Naming of two types of beeper compulsory for Cat.1 offshore racing.
5. Holding of IOR and PHRF subscriptions and measurement fees.
6. Clubs taking a more active involvement in screening boats entered for major offshore races.

Pub-to-pub



A vast array of the harbour's sailing craft assembled at the Boat Harbour for the start of the Pub-to-pub race, one of the last events of the season.

7. Try to get more status brought back into the major offshore events. At present there are too many and it was suggested that they be limited to 2 a season.

In general, there is a realisation that something positive must be done to get boats out racing again. Believe me, we are not alone!

In regard to PHRF, remember that the Club will be actively promoting this system for the coming season, and to this end we have subscribed to \$100.00 worth of computer time in Auckland to standardise the system NZ wide. We have made the commitment, so boat owners please get going. Richard Macalister is the man running the programme, so if you have any queries – grab him.

In conclusion, might I note that Andrew Stagg, Robbie Perrin and Robbie Jeavons have just won the Worrel 1000 Mile Long Distance Hobie Cat Race in the States from Fort Lauderdale to New York, which I am led to believe is a highly prestigious race. We will get a report for the next issue, but well done guys, keep flying that NZ RPNYC flag.

Yachting Assistance Fund

A Yachting Assistance Fund shows in our Balance Sheet, and members frequently ask what is its purpose. From time to time funds have been raised by groups of members acting as individuals and not in any official Club capacity. The moneys have been raised to finance some particular event, and any surplus has been paid into the Fund. The Fund exists to assist our members to participate in events outside Wellington where such events are for the benefit of the sport and it is desirable for Wellington to be represented. It recognises the high cost of travel to Auckland and overseas to take part in trials and contests.

I hope that your maintenance and tuning programmes are well under way and that we see you on the water again shortly. The season is only three months away and is going to be a cracker. See you on the water.

Geoff Stagg
VICE COMMODORE

Although the fund-raising is not an official activity, and the initial distribution of moneys raised does not come under the control of the Executive Committee, any surplus paid into the Assistance Fund becomes a Club asset. The Fund is invested separately from other Club moneys and retains interest earned.

A further source of income is commission received from a group insurance scheme. This year the Fund received a surplus from moneys raised for the Southern Cross trials and contest, interest, and insurance commission.

The Fund is not designed just to meet the expenses of participating in a contest or trial. Any contest wherever held involves expense for the contestants, and the purpose is to subsidise extra expenses and to encourage entries in events which will enhance the Club's image and benefit the Club by enabling its members to have greater experience.



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Conservatism dominates

THE AGM of 1980 will be remembered more for what it did not do than for what it actually did.

The minutes of the previous meeting and the statement of the Club's accounts were passed almost without comment.

The election of officers was considerably shortened by the fact that several nominations were received too late and had to be disallowed.

The proposed amendment to Rule 25(a) — intended to allow ladies other than wives or daughters of senior members to join the Club at a reduced subscription rate — was defeated. This caused some ill-feeling and disappointment among those who had hoped to see positive steps taken towards increasing the lady membership.

No significant general business was discussed, and the meeting finished early

The following officers were elected:

The Executive



FRONT ROW (left to right): Ron Legge (Vice Commodore), Graeme Hargreaves (Commodore), John Moody (Rear Commodore), Gavin Loe (Cruising Captain).

BACK ROW: Roger Manthel (past Commodore), Executive members Alister Macalister, Peter Lawrence, Gray McKenzie, Obscured, Les Evans.

COMMODORE: Graeme Hargreaves

VICE COMMODORE: Ron Legge

REAR COMMODORE: John Moody

CRUISING CAPTAIN: Gavin Loe

HONORARY TREASURER: Lindsay England

HONORARY SECRETARY: Wynne Foothed

HONORARY RACING SECRETARY: Liz Moody

EXECUTIVE: R.A.N. Manthel Past Commodore (ex officio), L. Evans, P. Lawrence, A. Macalister, W. G. McKenzie

SAILING COMMITTEE: B. Coleman, A. Osborne, M. Sleeth, P. Sutton

STARTER: N.G. Foothed

JUDGE: T. Moody

TIMEKEEPER: S. Hargreaves

HANDICAPPER: R. Macalister

RECORDER: To be appointed

SHED CAPTAIN: G. Beaumont

MEASURER: B. Askew

W.Y.A. DELEGATE: A. Robinson

PORT CAPTAINS: AUCKLAND P.B. Tanner, GISBORNE R. Crawshaw, NELSON C. Munt, WHANGAREI W.H. Mason, BAY OF ISLANDS A. Gatland

AUDITORS: Benjamin, Castle, and Inkster.

CLUBHOUSE SUPERINTENDENT: R.J. Skinner.

Special meeting

REALISING the anomaly that exists in the Club Rule 25(a) which effectively prevents unattached ladies from becoming social or associate members of the Club, and believing that the true situation was not explained clearly enough at the Annual General Meeting, the new Executive has decided to call a Special General Meeting to discuss this matter more fully.

The meeting will be soon. Notice of the date and time will be sent to all members shortly.

Annual General Meeting

Commodore predicts good year

By Gavin Loe

IF anyone could be said to have a background in Wellington yachting it is our new Commodore, Graeme Hargreaves. He started his nautical career with a P class, moved up to Zeddies (crying "starboard" in a



Graeme Hargreaves

quavering falsetto), then to the erstwhile glamour ships of the X class. He joined the Club in 1957 though a skeleton in his cupboard whispered to us that he became a member of Evans Bay in 1941. Holy mackerel, that was before Pearl Harbour!

Ambition got the better of Graeme eventually and he moved into exalted IOR circles first with the Spencer-designed "Touché" and later with his present yacht, NIZAM, a Jim Young 37.

26 boats

Both keelers were built by Graeme in his spare time, and to date he has constructed no less than 26 boats from P class upwards. NIZAM, launched in 1971, has been consistently successful, has raced in all the offshore events held by the Club, and in 1977 took on a supply of duty-free and

The Sailing Committee



FRONT ROW (left to right): Brian Coleman, Ron Legge (Vice Commodore), Murray Sleeth.
BACK ROW: Adrian Osborne, Alister Robinson, (WYA delegate), Richard Macalister (Handicapper), Norm Foothead (Starter), Tom Moody (Judge). Absent Peter Sutton.

headed for Suva in that year's race. It finished 19th out of 76.

However NIZAM is also cruised extensively, and can often be sighted with lines over the side fishing within inches of the dreaded Thoms Rock or just off the shingle slide in Palliser Bay to mention but two of the Commodore's secret proper places.

To cap it all, Graeme has a delightful wife Barbara (who enjoys her sailing) and seven children.

Three generations

There are three generations of Hargreaves in the club, starting with the indefatigable and Celebrity of the Year Ernie, our Commodore's father. It is rumoured that another generation has been sighted growing up fast. Enough is enough, some aver.

Graeme believes that the Club is in for a good year. He has been a member of the racing committee for many years and thinks that the best programme ever has been devised by Geoff Stagg for the coming season. He pays tribute to the immense

amount of work that Geoff has put into the new programme and is confident it will be a great success.

Centenary races

Another matter of great interest will be the preparation of events for the 100-year anniversary celebrations in three years' time. As our new leader sees it, a special effort will be made to attract yachts from all over the country by a series of well-funded races ending in Wellington. The major race will be a return from Gisborne, and once the fleet is in port a regatta will be held involving everyone in the Club. Later in the year an offshore race to an exotic destination may be held.

The new Commodore, being in the building trade, has plenty of ideas about improving the club premises, and also dealing with the membership difficulties.

The Rip has every confidence in our new Commodore and we wish him well.

Vice Commodore says Club must win

I MUST confess to being somewhat apprehensive in being elected Vice-Commodore of the RPNYC. Many worthy people have held this position and brought the Club through to the position it holds today. Thankfully the Annual General Meeting voted some very experienced members on to the Sailing Committee, Murray Sleath, Peter Sutton, Brian Coleman – who with the startbox officials, and most importantly, Liz Moody as Racing Secretary, should give us a sound team to tackle next season's sailing programme.

As in most incorporate clubs, members (especially country members) often wonder who such and such a person is. Where did he come from? And what experience puts him in this position? And the biggest question of all, "Will he make the grade?"

Well, my friends will tell you (and I would hope without malice) that I am ego-orientated, competitive, a story teller, and prone to exaggeration. (Humility does not come easily). I have a wife, Jean, and three self-supporting children. We live in Paradise Valley, Tawa.

As the Sales Manager of M.F.L., Mutual Funds I am kept more than occupied in both travel and sales motivation, covering a self-employed staff of 100.

Seafarers

I come from a long line of seafarers (mother's side), and have been around boats most of my life. Paramata Boating Club 1938-1955, no competitive yachting again until 1975 when I was reintroduced to the sport when my friends were looking for a makeshift crew for WHISPERS II, owned then by G. Stagg. This whetted my appetite sufficiently, and the purchase of a Farr quarter-ton 727 followed. 'OTNIP was the name given this very lively craft, and with the aid of a good crew of over-6ft giants we captured the Third Division, Line Honours (3 years), aggregate, and most of the trophies of that division and several combined trophies. 'OTNIP was sold in December 1979, and since then I have



Ron Legge

been a member of WHISPERS II crew.

Born in Wellington in 1930, I have seen many changes to the Harbour scene, especially the increase of small craft. Where in the past it was not possible to take your centreboarder and take part in other club programmes, today it is the accepted thing. Trailer sailers have also come into their own and brought another dimension to the scene – family involvement. All clubs have undergone a restructuring to cope with this tremendous explosion in both racing programmes and facilities.

Difficult landlord

Wellington Harbour is a natural deep-water, picturesque waterway, and a sight to see when the season is in progress. Unfortunately the landlord (WHB) appears to be difficult, and gives the impression that if there is money to be spent, we the pleasure boaties will have to struggle to obtain any consideration. A club that suffers like RPNYC must surely wonder what it has to do to achieve any consideration. It has a boat harbour which is archaic in today's world, no room to expand because of the Freyberg Pool and Overseas Terminal, and is in a situation of not being heard by the powers that be.

For my part it is hard to understand. We have members covering every form of industry and commerce (nationally and internationally), people with years of experience and ability in professions and trades. Surely with 98 years behind us, and the collective experience of all members, it would be to the Harbour Board's advantage to get alongside these people and discuss some future planning. Yachting and power boat-

ing is growing, not only in the number of boats, but by people wanting to participate. Except for the marina berths – situated at Evans Bay – the rest of the facilities are deplorable, with the Club organisers left in a situation of frustration.

Aspirations

The editors of THE RIP have asked me what I would like to achieve in this, my first year of office. This I have contemplated since my nomination, and while many changes have run through my mind, it is too early to speak out and define these thoughts. One thought that has stayed with me this far is that *the RPNYC must be the winner*, not individuals, or individual segments. It is only in the total membership of the Club that our future lies.

I can assure every one of you that the Sailing Committee will endeavour to provide the best possible programme and implement new ideas, but we need your support as owners, skippers, and crew to get behind the Club programme and make this a very successful year.

Ron Legge
VICE COMMODORE

Rear Commodore urges participation

TO these people who ask "Who is this John Moody character?" the following notes should help:

In brief I fill in the time between weekends as area manager of Gib-



John Moody

sons and Paterson NZ Ltd, a division of Ceramco.

My yachting background goes back to 1968 when I moved to Auckland to work. After two seasons sailing M class 18ft centreboard yachts I purchased my first boat — a 1903 Mullet boat named MARU. In 1971 I was transferred to Wellington so the Mullety had to be sold and was quickly replaced by a Hartley 16ft trailer sailer in which my crew (another prop forward) and I won the open division of the NZ Trailer Sailer Champs in Auckland.

The next boat came in the form of a Tasman 20 trailer yacht in which we spent most of our time with its spreaders in the water. (A fairly tender machine!)

In 1974 when John Hollings bought CRESCENDO he sold me his Paul-Whiting designed Reactor KITTYHAWK. With a crew consisting of two props, a hooker, and one flanker we had reasonable success in the heavy but went super slow in the light!

Highlights

In October 1976 two highlights of my yachting career occurred. Firstly I married an ace for'ard hand, and secondly had my first taste of offshore racing with Roger Manthel in SPRINDRIFT. From that time I concentrated on convincing my father that what he most needed in life was a sound investment — in the form of a partnership in a half-tonner. With Dad convinced we then found an unsuspecting Brian Cardiff with a beautiful Lidgard half tonner KIDNAPPER. Since the beginning of this partnership the NAPPER has done a lot of sailing, and proved that a well-organised partnership can be very successful. We even managed to win a bit of silverware last season.

As Rear Commodore I will be involved with more land-based activities but I am personally convinced that the future success of our Club depends on the participation of as many club members as possible in racing and cruising events. With Ron Legge in charge of the racing scene and Gavin Loe in control of the cruising section I'm sure both of these areas will be well catered for.

In the first instance the key to success lies with YOU. If you have ideas, complaints, etc. don't mumble into your jug of beer; front up and give us a chance to look at your suggestion or act on any complaint.

Good sailing and socialising.

Cruising Captain plans full programme

THE Cruising Captain for the year is Gavin Loe.

Gavin is a city solicitor with a long history of sailing. He began "playing with boats" as a boy in Takapuna, and was active in Z-class competition.

He joined the Club in the mid-1950s, and sailed for several years with Jack Cox in Atalanta.

Being aware of the broader aspect of the world he spent from 1959 to



Gavin Loe

1973 overseas. During that time he bought a 60-ft yacht, the JONATHAN SWIFT, in France, sailed it to the Caribbean, and spent two years operating it as a charter boat.

His present yacht, ICONOCLAST, while perhaps not so long is no doubt just as heavy, which is probably the reason why few other boats are prepared to go near him during har-

Secretary and Treasurer



The Club's unsung heroes, Secretary Wynne Foothead and Treasurer Lindsay England, were both returned to office unopposed, with the Club's gratitude for their many hours of unobtrusive but vital work behind the scenes.

bour races. Designed by Bruce Askew, and built in steel by Les Evans, with woodwork by Malcolm Collins, it was launched in 1977, and has since become a legend for its gourmet cuisine.

Gavin was a member of the Executive last year.

He is now in the process of getting a cruising committee together, and members interested in joining or with ideas are invited to give him a ring at 724-467 (office) or 768-013 (home). It is hoped to organise a full programme, and already the incipient committee has in mind a few projects to startle the locals. Watch the notice board for details.

Lady membership axed

THOSE who did not attend the Annual General Meeting may be interested to know that the proposed amendment to R.25 designed to involve ladies more closely in Club affairs was defeated by the votes of 44 members. The vote is a clear direction to the Executive Committee to *abide by the existing rules* and not allow ladies any special privileges. It is a pity that those who rejected the rule change did not give the matter deeper consideration. Perhaps this will be

done at some later General Meeting. (See announcement on page 14.)

As matters stand, to comply with the rules we can allow only *wives* of members and *unmarried daughters* under 18 years of age the benefit of associate membership. *All* other ladies must be full members and must pay a full entrance fee and full subscription.

Rule 32 as amended some years ago empowers the Executive without
(Continued on next page)

notice to classify a member in the appropriate category. There is now no alternative but to purge the list of associate members and to classify those who do not qualify as associate senior members. Widows, de facto wives, and many others will now receive a full membership account, and it will be interesting to see how many remain with us.

Ladies, please note that I accord you the title of lady and will continue to do so. Many present thought that you should be classified as "persons". I hope I never live to see a "persons' race".

— Alister Macalister

Members' choice

THE AGM on June 25 was fired to life by a resolution to amend Rule 25(a) concerning Associate Membership to include a new category — that of Lady Membership.

To put the whole issue in very simple terms, those ladies who are "spouses or single daughters" of Senior Members are entitled to Associate Membership. All other ladies who are interested in membership — either for the sailing or the social side (or both) — are obliged to become Senior Members or be permitted on the premises only once a month as visitors of Senior Members.

In other words, a female has to be in a formal relationship with a Senior Member or pay Senior Membership sub plus entry fee. There is no alternative. It is appreciated that increasing revenue from subscriptions must be one of the aims of the Club, but the current ruling seems to take no account of the fact that the ground rules of personal relationships have changed somewhat over recent years.

The resolution, which had the full support of the Executive, sought to amend this situation by creating the new category of Lady Membership. That is to permit women not covered by the Associate Membership (annual subscription \$17) to become members at the subscription rate of \$22.50 — half Senior Membership sub and no entry fee.

The thinking behind the resolution was to encourage ladies (in non-formal relationships with Senior Members) who are keen to become involved in the Club to do just that.

However, the AGM did not agree. The heated debate from the floor consisted of many and varied ways of wrapping up the cry of NOT FAIR, and even went so far as to include nonsensical claptrap about Human Rights and sexist statements about Person Memberships. Needless to say, the resolution was blown out of the window on a huge draught of hot air.

Now the writer (please note, that word has no gender) feels that is a pity. Judging from reports of the large and enthusiastic response to the Ladies' Committee meeting — which was attended by Associate Members and ladies who were not members but were keen to take out membership if there were scope for them to demonstrate their willingness to participate actively in Club activities — it would seem that *there* was an ideal opportunity to increase everyone's enjoyment of the Club's facilities ... and ultimately to increase Club membership. It is a very simple and logical equation: a more active social side equals more enjoyment equals more participation equals RPNYC is the IN place equals more members.

However — judging by the reactions at the AGM — that is not what Members want. Therefore, Members, you are left with a choice: either the Club remains as it is (which it won't do for long — it will simply go on driving people away), or you can turn it into a vibrant, forward-looking place where people go because they want to be where it's at. Yachting and boating can only benefit from a greater membership.

Members, the choice is yours.

— EXCLUDED

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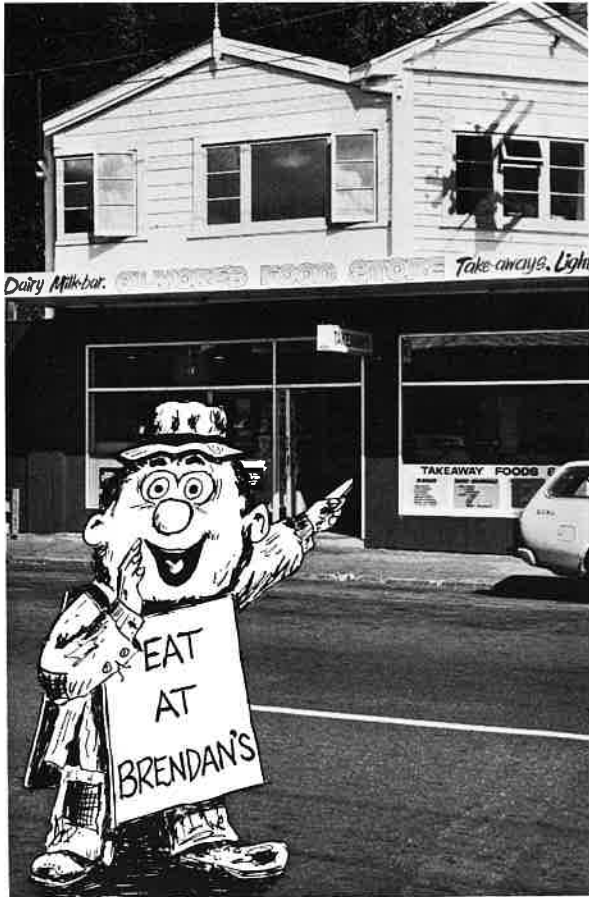
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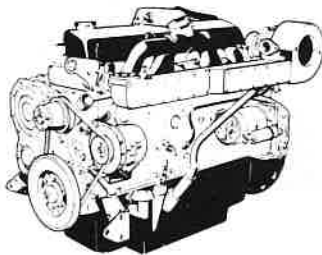
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One hundred and forty guests attended the highly-successful newly-instituted Club Dinner held on Saturday, May 28, at Wakefield House. The enthusiasm generated will ensure that this event becomes a permanent feature of the Club's social calendar.

Celebrity dinner a Club "first"

ONE of the most successful social functions in recent years was the newly-instituted Celebrity Dinner. Prophets of doom were confounded as the not-cheap tickets were sold out within a few days.

Guest speakers designer Bruce Farr and skipper of the SPIRIT OF ADVENTURE Nick Hylton added much interest to the evening, while the formidable task of the Master of Ceremonies was handled with admirable skill and hilarity by Bill

McCarthy, assisted involuntarily by steadymen Brian Millar and "Rocket".

Club Personality

Highlight of the evening was the presentation of the Club Personality of the Year award. This was given to 80-year-old Ernie Hargreaves, in recognition of more than 50 years' membership of the Club and a lifetime of active yachting.

Club Boat of the Year was NERO, which under the guidance of its owner and skipper Alister Shanks won line honours in the last Vila race. It gained further distinction by running ignominiously on a reef on the return journey, and had to be towed off.

Other guests at the dinner were Kathy Cochrane (accompanying Bruce Farr), Judy Hylton, and Peter Walker and his wife Anne.

The Wakefield House venue was a refreshing change from the all-too-familiar surroundings of the Clubhouse, and encouraged members and their ladies to get the good gear on and front up scrubbed and shining.

Apart from a few unfortunate deficiencies in the sound system, and a marked unwillingness for people to go home despite pointed suggestions from the caterers, the evening went without a hitch, and it seems certain that the Celebrity Dinner will in future become a regular feature of the Club's social programme.



ABOVE: Ernie Hargreaves receives recognition for more than 50 years' membership of the Club.

LEFT: Alister Shanks does not agree entirely with some of the comments about why NERO won the Boat of the Year award.



Master of Ceremonies Bill McCarthy quells the unruly mob with a glance.

The Phantom Entertainer. He appears at every party. No one knows who he is.



World-famous Auckland yacht designer Bruce Farr gives an outline of the thinking behind his new production models.



Nick Hylton, master of the SPIRIT OF ADVENTURE, talks about the training ship and its work.

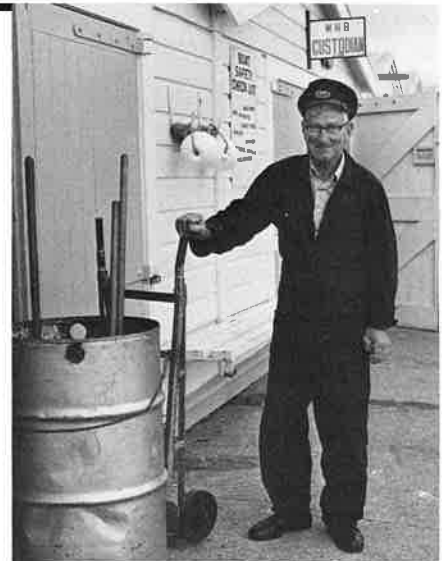
Farewell to Bill Thompson

"WHEN are yer leavin', Bill?" we asked as Bill Thompson, War Veteran and Harbour Board employee of 34 years scattered the remains of his lunch at our feet. "It's for the sparrows," he explained.

After having his retirement postponed twice, his time as Custodian of the Boat Harbour was due to run out on May 30.

"And when did you come here?" After three-quarters of an hour of reminiscing we had learned that he was paid off the TONGARIRO in Wellington in March 1946 after a long and colourful wartime record as an able seaman in the British Merchant Navy. Three months later he joined the Wellington Harbour Board as a Watchkeeper, sailing on the pilot launches and manning the signal tower.

From there to the store, and 15 years ago, on March 1965, he set up shop in the W.H.B. shed at the Oriental Bay Boat Har-



bour as Harbour Board Custodian.

Born in Leith on the east coast of Scotland, Bill last saw his father on D-Day, 1944. He met his wife while running out here in wartime convoys. She died in an accident in 1971.

Feeling and looking too young to retire, Bill fondly recalls with admiration some of the veteran Club members such as Joe Warmington, well in his eighties, working on his boat NUKUTERE; and Mick Ahern carrying his old dog around when it was ill.

"I'll miss everyone," he says. "They have all been such good company and so friendly."

Surf sailers

"It will be of interest to yachtsmen that "surf sailers" are now regarded as wind-driven vessels. As such you are advised that they are entitled to be recognised as yachts and are subject to either the IYRU Rules in a racing situation or the Regulations for Prevention of Collisions at Sea. So watch it, or you might find that if caught on port tack by a surf sailer you have a protest on your hands!"

— Royal NZ Yacht Squadron Newsletter, May 1980.

In February of this year RPNYC Honorary Life Member Alister Macalister was invited by the Spirit of Adventure Trust Board to sign on as Fourth Mate on the SPIRIT OF ADVENTURE for a 10-day training voyage from Napier to Lyttelton. In somewhat less than perfect conditions he learned of sailing from a bygone age.

Sailing on the SPIRIT OF ADVENTURE

AFTER the simplicity of a conventional cruising sloop rig it was like stepping into the past to arrive on board the SPIRIT OF ADVENTURE in Napier for a coastal passage to Lyttelton via Picton. The rigging on the square yards of the foremast was impressive, and at first I had grave doubts of my ability to understand its complexities and keep my knowledge one step ahead of the 25 trainees due to come aboard. Any fears I had were soon dispelled after meeting crew members, who were at pains to assist me at all times.

The first few hours were spent browsing about the ship, followed by an evening with the Master for the voyage Captain Barry Thompson, a Master Mariner and a member of the Spirit of Adventure Trust Board.

I was interested to learn what the Trust does and the manner in which it goes about running the ship. Basically the aims of the Trust are similar to those of Outward Board. Its objectives are to enable trainees to find their self-confidence, to develop initiative, to learn to live in close quarters with others, to respect their convenience and feelings, and to learn to work as a team.

Master

The main task of achieving these aims falls on the shoulders of the regular Master, Nick Hylton, a massive American with a wealth of sailing experience behind him. Nick's patience and manner with trainees was outstanding.

The First Mate was Gordon Ingram, a real seaman who without fuss controlled deck operations. The Second Mate was Miss Heidi Richardson, again quiet and efficient.

These three regular crew members by their efficiency and example commanded the respect of the trainees and ensured that discipline was no problem.

Besides myself there was another

volunteer crew member for the voyage — the Third Mate, Jim Jeffrey. Jim was an ex PAMIR man with a detailed knowledge of square-rig sailing and completely at home out in the yards or with any form of ropework. With his guidance references to upper and lower fisherman topsails, raffees, fore topsails, fore courses, etc. started to make sense, and I became less apprehensive of the rig. It was also interesting to listen to his accounts of the PAMIR voyages and to meet other PAMIR men in Napier and Lyttelton. A tremendous bond seems to exist between these men whether or not they served as crewmates on the same voyages.

Provisioning

On Tuesday morning we started to get the ship ready for sea and to receive the trainees. Lights and flags for dressing ship had to be lowered and stored, and then stores started to arrive. The quantity of food required to feed about 32 persons for 10 days has to be seen to be believed. The vegetable locker and the foredeck had to be cleared out and rotten vegetables discarded. We then loaded sacks of potatoes, carrots, pumpkins, cabbage, lettuce, and other vegetables. After that came cases of pies, chickens, and meat, with fruit, bread, and countless other items in vast quantities. No mother seeing the piles of food could have had any fears of her dearly-beloved starving.

In the middle of provisioning, the trainees started to arrive. Suitcases were unpacked and their gear put into kitbags, and they were then issued with wet-weather gear, jerseys, and safety harnesses.

Although based in Auckland the SPIRIT OF ADVENTURE does not cater only for Aucklanders, and it was interesting to learn that our trainees came from as far afield as Whangarei and Invercargill, and that each paid the same amount for the voyage.

By
Alister Macalister

Those living away from Auckland are not penalised by any extra travel cost. This policy is in line with the objectives of Mr L.J. Fisher, who donated the SPIRIT OF ADVENTURE to "the youth of New Zealand to give the young people throughout New Zealand the opportunity of experiencing the pleasures of sailing."

The lads were all in the 14-15 year age group, and virtually none had had any previous sailing experience.

The voyage started a little late due to the late arrival of some of the trainees, but late in the afternoon we cast off. Within an hour we had these inexperienced lads up the mast and out on the yards like monkeys, and all sail set. SPIRIT OF ADVENTURE boiled along towards Cape Kidnapper at up to 10 kts, lee deck awash and everyone enjoying the experience. Around the Cape it was another matter, with a cold southerly on the nose and a short sea. With her square rig SPIRIT does not point high, and we ended up motoring.

Rapid recovery

Gradually the noise on deck subsided as more and more boys hung over the rails. This situation continued until we reached Castlepoint, where we anchored behind the light. The trainees made a quick recovery and appetites returned. Boats were soon over the side for rowing races, and a party went ashore to explore and visit the lighthouse.

Word of our arrival spread, and we soon had a visit from the local reporter and photographer. In the evening we set off again under motor to try to make Palliser. Conditions got worse and the trainees again suffered, so we returned to the shelter of the light after a few hours.

Next morning we departed in

slightly moderated conditions and eventually reached Cape Palliser. Sail was set, and we headed for Tory Channel — a great sail. Despite the conditions we endeavoured to impart some basic knowledge of seamanship, navigation, the use of radar, rope-work, and rules of the road to the trainees. In the conditions we were experiencing tuition was a bit of a problem in that the lads seemed to lack concentration and were apt to make a quick dash from the wheelhouse to the rail.

Conditions outside Tory reported to us by the rail ferry were not good, with a heavy sea, so we headed up the coast inside the Brothers and through the Northern Entrance to an anchorage under Pickersgill Island. Next morning we proceeded to Picton. Unfortunately it rained hard and blew from the south during our stay, but the lads had several outings exploring the Edwin Fox hulk, visiting the engine room and bridge of the rail ferry, and the scow Echo.

Outward Bound visit

Late that afternoon we sailed down the sound and back to our anchorage in Shakespeare Bay. On Sunday we visited the Outward Bound school where the lads did the obstacle course and the rope course before departing for Lyttelton. Once outside Tory entrance we again struck head wind and rough sea so we had more motoring. We intended to call into Kaikoura, but weather conditions prevented this and we elected to go to Akaroa. It was not until we were near Pegasus Bay that we could sail again, but once sail was hoisted the motion became easier and we had a pleasant trip into Akaroa.

The practice in port is to send the lads off and to open the ship to the public. We did this in Picton and again in Akaroa. It was amazing how many people turned up in these small ports without any advance publicity. While in Akaroa a barbecue was arranged for the lads despite the cold conditions.

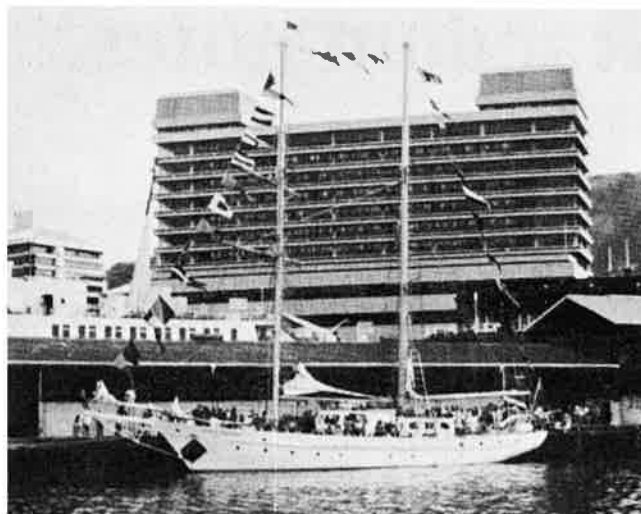
We departed Akaroa under sail with an escort of small boats until near the entrance. A most interesting day was spent in exploring the various harbours on Banks Peninsula and we then sailed close along the coast off Sumner and Brighton. SPIRIT must have been quite a sight from the shore with all sail set — about 11 sails in all.

The night was spent in Port Levy.

Next morning we arrived in Lyttelton to a warm welcome from a band of persons previously having sailed on SPIRIT, called "Voyagers".

The SPIRIT OF ADVENTURE at Queen's Wharf on one of its visits to Wellington.

— "Post Office News" photo.



These Voyagers assist in every port and give the permanent crew some relief.

For the record, SPIRIT is a steel schooner with square yards on the foremast. Her overall length is 105' and beam 21'6". The draught is moderate at 10'6". Mast heights are 85' and 89', and tonnage 125 tons. Power is provided by 335 h.p. Cummins diesel. She has been designed as a training ship and fulfills this function perfectly.

I could not help but to be impressed by the way the trainees matured in our short 10-day voyage and how leaders developed. Unfortunately due to weather conditions sea training and sail handling was not as extensive as would normally have been the case, but I think that all lads left with a knowledge of the basics and

respect for the sea. I doubt that any regretted making the trip.

The day on board starts between 5 a.m. and 6 a.m. with a quick swim. Galley and mess-room duties are shared, and at sea lookout, helmsman, and navigation positions change about every half hour. The evenings were not wasted and there is either tuition or a quiz on nautical matters with keen competition between watches. This competition is also evident in sailing, rowing, and other activities.

Would I go again? Certainly. I was most impressed, and believe that the Spirit of Adventure Trust is to be commended for what it does. There is no doubt in my mind that the trainees leave after even 10 days better equipped to look after themselves and with greater confidence.

THE following news item appeared in *The Dominion* on June 27. There appears to be a message here for all those who have an interest in the future of our harbour and the activities on it.

A harbour the way you want

THE Wellington Harbour Board is calling on the public to tell them what's what, and what should be around the harbour.

The Maritime Planning Scheme calls for written submissions on the environmental, aesthetic, geological, ecological, recreational, island, reclamation, transport, industrial and port aspects of the harbour from today till September 30.

Board chairman Mr H. A. James said the board had worked toward the introduction of a maritime planning scheme for eight years. It was a big step forward, he said.

The board is anxious that as many people as possible make submissions and leaflets explaining the scheme are available from its office.

It has also distributed a more complex 47-page discussion paper to libraries and places where the public can read it. Copies are also available from board offices at \$5 each.

Random notes

NIRVANA can be defined as "oblivion" or "heaven". Surely the former has to be more appropriate for the well-known boat of that name when, during the Ladies' Race, she was nearly run down by an incoming ferry. That bit of excitement proving too much for her crew, she headed for home, only to find herself on collision course with the outgoing ferry!

Setting the pace for future top-class racing, intrepid veteran Brian (Baldy) Miller has purchased preliminary plans from Sparkman & Stevens to build a 43ft racing sloop. Based on Victoria's 1979 Southern Cross Cup entry CHALLENGE, the yacht will carry 80 per cent rig and is designed to rate under two tons. Pending the sale of his well-campaigned KOAMARU, Brian hopes to have the new boat ready in time for the Admiral's Cup trials scheduled to be held in Auckland in February 1981. And if that is not a challenge for the flowers of Wellington yachting, Gray McKenzie, Roger Manthel, Geoff Stagg, Frank Turvey, Phil Hartley, Ron Legge and Del Hogg to resign from the rapidly expanding Retired Skippers Association, what is?

Among their ranks (handkerchieves, Ladies) and reported to be relaxed and enjoying his third attempt at retirement, Snow Oliver has moved to Taupo, has purchased a house in a prime situation overlooking the lake, is sailing with Boyd Marshall on his 1979 NZ Championship runner-up Nolex 25.

Noted among the flock towards country membership are Wal Edwards and Sue Gianotti to "well north of" Te Kuiti; Charlie Duncan to Tauranga where he is rumoured to be building a ZAMAZAAN which will not doubt slaughter the yachting scene up there; and Ron Parkin — now gentleman-farming in Ohau but keeping his city interests afloat with the proposed Greta Point Pub, which is still being hotly contested by a few residents in the area who, at the latest hearing on May 7, called for a Rate-payers' Poll which could mean a lengthy delay. However, the committee reserved its decision and Ron and the syndicate must await the outcome before construction can begin.

Country members, we are pleased to record, are alive, well, and winning major offshore races . . . as Alistair Shanks, skipper of NERO, proved by taking line honours from a fleet of 17 in this year's Tauranga-Vila race.

By
Fleet Scribbler

This was duly noted by the Club which honoured NERO with the newly-commissioned Boat of the Year Award presented at the inaugural Annual Dinner. It seems that, although the race was a breeze, getting home was a major battle fraught with obstacles, not the least of which was a reef to which they became ungracefully attached. Fortunately, with the aid of tide and a large charter launch, they were unceremoniously dragged the rest of the way across and shown the way out through the normal entrance. NERO is currently in Auckland undergoing major surgery with John Lidgard, and is expected back down this way about September.

An overwhelming turnout of ladies at the inaugural Backstays meeting somewhat rattled the Flag Officers who, nevertheless, did a splendid job chairing the gathering. However, nerves showed through when, in reply to an early comment from the floor on the "demise" (new Club word) of social activity, the Vice-Commodore said hesitantly: "I . . . I maintain a very bad effect on social occasions." Could it be his deodorant?

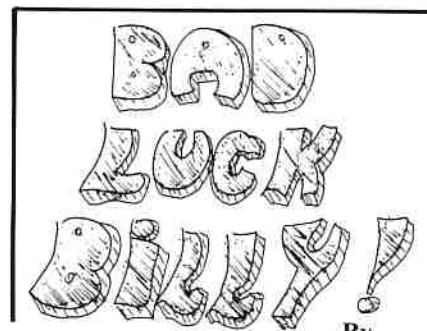
A topic being debated at considerable volume and with much fervour in certain corners of the Wardroom in recent weeks has been whether or not the Sailing Committee should have the right to alter the conditions for competing for a trophy which were laid down specifically when the trophy was donated.

The Bing Harris Trophy was donated specifically for a 50-mile 10R race to be sailed within the harbour, and the course detailed.

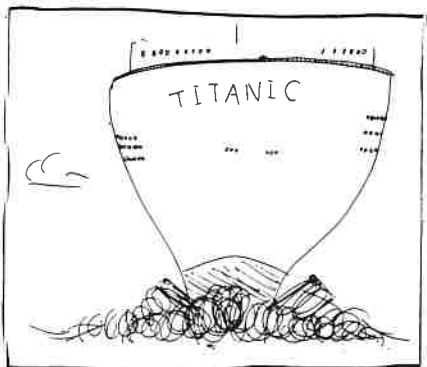
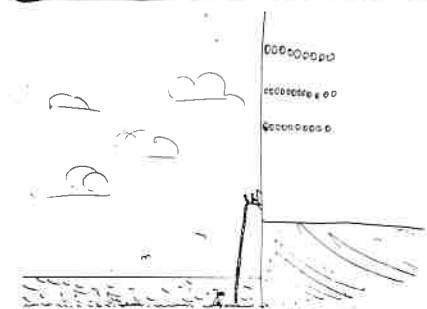
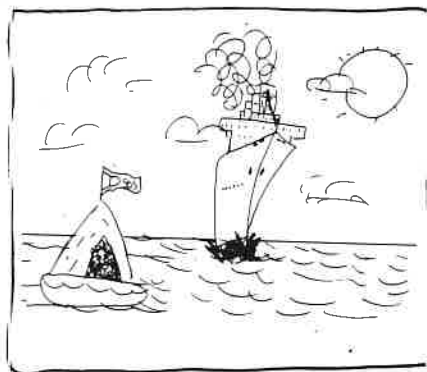
It is believed that the Sailing Committee, realising that this event is not particularly popular, specially among the small boats, intends to shorten the course this year.

It is known that the donor is not at all pleased.

A certain well-known Television sporting personality was overheard on The Terrace early one recent Sunday morning protesting that he should have been allowed to sing — after all, his name when said quickly sounds almost like that of one of the Beatles. Meanwhile his wife was trying to pour him into the car.



By
Paul O'Shera



Ex-Wellington yachtsman Digby Taylor, now living in Auckland, is building a new Lawrie Davidson-designed entry for the 1981 Round-the-World Race. The 51ft boat, which is now well under way at Herne Bay, is being built in fibreglass, and will be of maximum size Admiral's Cup type.

Eight Wellington yachts have joined the fleet of 47 varied craft sailing in the Mana Cruising Club's highly-successful winter social racing programme, the Relling Cup Series.

The Relling Cup

By Peter Spackman

THE Mana Cruising Club's winter race series for the Relling Cup is in full swing at present with a record 47 entries, including eight Wellington yachts. Being sailed in the protected inshore waters between Mana Island and Plimmerton, the series has attracted a wide variety of craft. These range in length from 16-foot trailer sailers to the 45-foot RED HERRING II, and include one trimaran.

A notable feature of the crews is the large number of family teams, proving the popularity of this type of racing. Mana members have been helpful in providing moorings for the visiting Wellington boats, although the shallow tidal channel and bar crossing at the entrance are a new experience for some Wellingtonians. Many have begun to appreciate the good facilities at "home".

Understandably handicapping is no easy task with such a large number of entries, and there have been the usual doubts expressed as to the sanity of the handicapper.

A total of six races is programmed, with three having been sailed at the

time of writing. The weather has been kind, with two races being sailed in very light conditions and the other in a moderate north-westerly. Line honours have been hotly contested in all races with CINJAN (Geoff Stagg) just pipping KOAMARU (Baldy Millar) in the two light races, and KOAMARU just holding off the fast-finishing RED HERRING II (Murray Bridge) in the moderate breeze.

Handicap honours

On handicap the honours have been well shared out, with the smaller yachts DANAE (Arthur Rendle) and RED FRED (Steve Mercer) winning the light races and the larger SEEKER (Brian Cooper) and trimaran SURVAYA (Murray Gardner) taking 1st and 2nd in the moderate weather.

Overall results, after three races prove the handicapper's worth, with half-tonner ODETTE (Ted Wood) leading from Gazelle trailer sailer GLENFIDDICH (Neil Blance).

The Relling Cup evolved about 10 years ago when the Mana Cruising Club comprised mainly launch owners. Alec Relling, owner of one of the club's four or five yachts, organised the first series, and donated the trophy.

Originally yachts raced around Mana Island and no handicaps were given. However, with the inclusion of trailer sailers in the fleet, the racing area was moved to the more sheltered waters inside Mana. Also at this time handicapping was introduced because of the wider variation in the size of yachts. It was decided that any size of yacht should be able to win the series, and that racing should be of a more social and not-too-serious nature. This was to encourage participation by the novice as well as the more-accomplished yachtsman.

The club has retained these original principles, and judging by this year's record fleet, they have played a major role in the success of the series.

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MY CRAFT IS MOORED / TRAILED

Club member Rory O'Shea spent six months in Sri Lanka last year making a film on an extensive aid project. While in Colombo he was delighted to discover the Royal Colombo Yacht Club, and sent us this account of a day's racing third-word style.

A Royal Routine

Saturday morning's sun slides through the window slats that keep the hotel's deranged cats out, its deranged guests in. The hotel doubles as a jungle gym for the half dozen albinoish-pink lizards that have been sharing the shower and toilet with me for the last few months.

After a breakfast of curried eggs there is time to start a letter home before the morning dip in the pool. I'm waiting for the phone to drown out the rattling of empty coffee cups dancing on a vibrating air-conditioner. It will bring, hopefully, an invitation to go sailing for the day in the Royal Colombo Yacht Club's weekly jaunt around the buoys in Colombo Harbour.

The wait for the call passes with a game of guest spotting, a study of French and German tourists and of honeymoon couples trying to disguise their bouts of Asian giddiness. I wonder where, what, why they all come.

The phone rings. Tall Canadian Paul from the UNICEF office will meet me at the Yacht Club about 2.00 pm. Races start at 3.00 p.m. — which Sri Lankan time adjusts to around 4.00 p.m. — so there's time for a plate of chili-smothered cashew nuts, a painful taste treat, in an attempt to get one's body temperature up to a level that will stave off melting in the hot afternoon sun.

Out into the scorching sun with a cheery "gidday" to a startled security guard asleep in the shade of the gateposts. I dash across Galle Road, dodging ox-carts, Morris Minors, and finely-decorated wooden trucks, all competing for a space of road with white Mercedes Benzes transporting shady-looking Indians, pushbikes with three Sri Lankans on each, buses and more buses. I make it to the shaded bus shelter designed for 20 people, but giving shelter to 40. After an unshaded 10-minutes wait, No. 431 comes and I rush to get a space on the step at the back door — the only

door, in fact. A toe-hold is secured among the six people already hanging on by the tips of their toes. Perhaps luckily, as the bus fights its way through the ox-cart-Mercedes jungle, I get pushed further into the rusty furnace-like interior. There follows a three-quarters-of-an-hour ride to the central station, a change of buses, and the same situation until the new piece of rusting metal deposits me at the gates to the port area another half an hour later.

One more official-punctuated trek before reaching the sanctity of the tin shed that is the "Royal Colombo Yacht Club". After much vigorous head wagging the three guards at the gate let me into the port compound. It is relatively short walk — through men pulling handcarts, carrying bulging bundles on their heads, hanging on to crowded trays of trucks — to the yacht club. It is a little shack with puddles of water on the floor from a recent hosing-out — deserted but for two Sri-Lankan boat-boys dropping gleam-



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ing varnished dinghies from a rusting gantry crane into the harbour's oil-slick. I was early.

This was my second visit to the Club. I was glad to be early. The first visit had ended rather ignominiously. After a pleasant sail up the coast in an Englishmen's 34-ft Van de Staat-designed Sri-Lankan-built sloop, a two-bottle (locally made Rawleighs London Dry Gin . . . not a bad substitute for the real thing) discussion under the cockpit awning on the pros and cons, mostly cons, of the Sri-Lankan boat-building industry, we had ventured into the Club after a Wednesday evening race. Fresh from a tour of the footprints in the Van de Staat's paintwork, we ran straight into the mouth of a very noisy Englishwoman. After an hour of being harangued about the rabies problem in Colombo, with the gentle pace of sober drinkers threatening our chemically-induced clarity, I had reverted to biting the lady's leg, growling and baring my teeth, before beating a hasty retreat.

Luckily Paul arrived early and I didn't have to face the rabies lady undistracted. The race was a team race, although we didn't find that out until after the first leg when our other team boat screamed at us for not giving way to them on starboard. The boats were of a clinker sailing-dinghy class, slightly more sophisticated than our Sea Scout cutters, mostly with cotton sails, manila sheets, rusting galvanised rigging, and were either varnished or had a Sri-Lankan pediatric paint job.

From the gun . . . which we missed by about a minute . . . the rabies lady's husband worked the flukey 5 to 10 knot wind-shifts to take the lead around the first mark, then the second and third marks. It was Paul's first time on the helm as he normally only crewed for the other part-owner of the boat but — amidst pleasant conversation of aid schemes around the Island to the histories of each of the dozen rusting hulks rafted two and three together waiting for a buyer from some African, Indian, or Arab emerging nation eager to take on the Western Powers' control of the sea — we managed to keep about the same distance away from the leaders.

The leaders fell into a hole, and after a discussion about the legalities of such a move, Paul agreed to slip under the hawser of one of the hulks, saving us about half a mile and putting us within striking distance of the leader. He promptly sailed away from us faster than he had at the start and took another two boats with him, leaving us to finish fourth and after a

The Saga of Somes

FURTHER steps towards opening up Somes Island to the public were taken in May when Wellington City Councillor Keith Spry called on the Wellington Regional Planning Authority to report on ways to solve questions raised by the Minister of Agriculture and Fisheries, Mr MacIntyre.

These questions involved the provision of amenities such as toilets, water, barbecue areas and garbage disposal, and the possibility that a ranger would have to be appointed — no doubt to protect irresponsible yachtsmen from attacks by angry resident penguins.

Already there has been a dispute between the Wellington and Lower Hutt Councils as to which body should have jurisdiction over the island, although press reports have not made it clear whether both Councils want control or whether each is anxious to defer to the other.

While heartened by the prospect of some progress, the intrepid assault team from RPNYC has not lost its initial distrust of bureaucracy. With the object lesson of the failure of their summer campaign still fresh in their minds, they have undertaken a rigorous winter training programme. Practice assaults have been mounted on a number of prominent local strategic areas, and it is with satisfaction that the team reports that on the Club's behalf they have now claimed full possession of Massey's Memorial, Halswell Light, the Zoo,

time penalty for sailing under the hawser (a verbal rule of the day) last, letting our other team boat down badly.

A few gentle drinks accompanied by what must be a worldwide habit amongst yacht club patrons, enthusiastic post mortems of every leg, humble winners keeping aloof from the noisy losers until 7.00 p.m. or so when the winner's humbleness is forgotten as attempts to enlarge next week's ante to two bottles rings through above slurred "we almost had them at the top mark" diagnoses. Into Paul's car and off for my home for confused French and Germans and happy lizards.

Before passing through the guard-

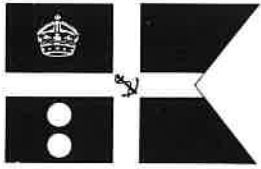


Assault Force burgee bearer and equipment carrier Tessa Williamson reaches the summit of Massey's Memorial and claims it for RPNYC.

Parliament Buildings, George's Fish and Chip Shop, and the Railway Station.

Further targets will be selected preparatory to the big push for Somes, scheduled for early summer. Only prompt and constructive action by Government and local bodies to cut through the ever-increasing tangle of red tape and make Somes Island available as a public recreation area will be able to turn aside the might of the RPNYC invasion.

ed gates we detour around the stacked carcrates on the now-deserted wharves looking for any sign of the 10 missing vehicles UNICEF claim were landed two months previously and the Port Authorities have no record or knowledge of. "They'll turn up sometime," Paul assures me before dropping me back at the hotel where another sortie into the kitchen results in a chili-free meal amongst a dozen staring bewildered brown eyes (I don't think they have seen pots on fire in their kitchen before) and into the bar to the cheery voice of Donald Karumaratne, one of Sri Lanka's leading cameramen . . . "Ah, Mr. Rory, Mr. Rory . . . But that's another story!!"



Rear Commodore

Changing bar hours

The review of the Licensing Control Commission by the Parliamentary Sub-Committee has, to date, produced nothing that could alleviate our problems with the licensing hours.

The legal requirement that any extension of the hours already provided must be linked with a bona fide yachting activity has clearly hindered the Club's social scene. Appeals by our legal representatives on the basis of restaurant operation and crew selection have not been allowed; consequently, with the new season forthcoming, the House Committee and the Executive have again reviewed the situation.

Our primary need is for extended hours on Friday nights and, to this end, the Executive, Wardroom and House Committee, Cruising section and the Backstays will cooperate in providing lectures and films every Friday. Extended hours licence applications will be made for each of these events.

You will now be able to come to the Club and "learn something" on Friday nights.

Restaurant

In anticipation of the extended hours on Fridays, the Dining Room will be able to provide a greater range of meals over a longer period of time. Please let us have your suggestions as to menus and prices.

In accord with numerous requests, our range of wines has again been extended. In addition to our range of New Zealand wines, we can now supply wines from Australia and Germany.

Club modernisation

Over recent years, several proposals have been given to the Executive for consideration, but regrettably no action has been taken to date. The latest membership figures again point to the need for action, not only by the Executive but also by each and every member.

To recount the three latest propo-

sals would take considerable space; however, the following summary should provide food for thought.

The basic factors in the need for modernisation are: increased membership; greater utilisation of present facilities; improvement in the quality of social activities, and better dining facilities.

Recent changes in social trends also affect the Club's operation. Gone are the days of ballrooms and drinking barns; substituting for these are the restaurants with dinner/dance facilities. Dining out has become the accepted trend, especially with the younger generation. It is this generation (which, incidentally, is reflected in our membership lists, where members who joined in the last 10 years are a 2:1 majority) who have the future of the Club in their hands.

Range of facilities

Modernisation of the Club must take all generations into account and continue to provide facilities for the wide range of social activities, from the traditional events such as Opening Day and Prizegiving to bowls and snooker.

In addition to the present events, facilities should be available for lunches and dinners on Fridays, Saturdays, and Sundays; family meals and entertainment; specialised dine and dances (Greek, French, German); celebrity dinners and lunches for specialised groups (ladies, skippers, business personnel, etc.).

To achieve these aims, greater utilisation of our present space is required. To cater for, say, 1000 members, major reconstruction of the buildings is not required. At a time of static membership, poor national economy, and high finance charges, the Club should merely upgrade facilities within the present building.

PROPOSAL 1: The present hall should be converted to a dine and dance restaurant, with new kitchen and servery. This restaurant would have the finest view over the harbour

Making a lasting impression



Faced with impending nautical oblivion, and inspired by the Vice-commodore's recent example, retiring Commodore Roger Manthel seized his chance to make a lasting impression on the Club.

The progress of early Sunday joggers was obstructed and the calm of the morning shattered by his electronic aids as he set to work on the front of the Clubhouse.

To those passing hastily it appeared that he was painting a slogan saying "Be kind to old flag officers", but closer investigation revealed that he was merely varnishing the bricks.

The precedent has now been firmly established. All future flag officers will need to be handy with a brush!

of any such establishment, and would be decorated accordingly. A gallery would be constructed outwards from the present upstairs foyer and used as a cocktail area during the dining operation, and as a lounge/children's playroom during racing.

The downstairs lounge partitions would be removed and the room converted into a hall which could double as a bar and games room. The present bar would remain unchanged.

The budgeted cost, which includes lounge ceiling fire-proofing, decor, and furniture, is \$60,000.

Restaurant management would be by lease and open to the public, but with special privileges for Club members, and would return in excess of \$10,000 profit per year to the Club.

PROPOSAL 2: This is similar in context to Proposal 1, but excludes the commercial operation of the restaurant.

The present hall would become a combined family lounge and dining room by excluding the gallery. The downstairs lounge ceiling would not have to be fire-proofed, and considerable savings could be made by transferring kitchen equipment to the new upstairs kitchen. The downstairs lounge would have the present dining room partitions removed (as in Proposal 1), and would be used as a large bar on Saturdays after racing, and as a games room.

Upstairs furniture and fittings would be portable, allowing conversion to a hall.

Budgeted cost, including decor, is \$40,000.

PROPOSAL 3 (R.A. Manthel and L.R. England): This proposal would extend the ground floor dining area by removing the partitions, and by

removing the walls between the lounge and the present bar, opening up the whole ground floor. The bottom of the stairs would be realigned for entry into the present lounge, and a porch constructed over the main exterior doors. A small dance floor would be included, and the kitchen upgraded for an improved meal service.

The first floor hall would be upgraded to provide luxury facilities to attract conferences, meetings, etc. and the facilities would be improved for Club dances, discos, etc. The hall kitchen, men's toilet, foyer, and trophy room would be upgraded.

Tentative estimates show the cost to be approximately \$35,000.

Conclusion

Each of the above proposals would have a profound influence on the Club's social activities. Present members would be drawn to the Club in greater numbers, and new membership would naturally accrue.

Your thoughts on the above proposals — whether for or against, or with alternative ideas — would be welcomed.

H.D. O'Kane.
REAR COMMODORE.

Executive decisions

New members

It has been decided that the third Friday of each month will from now on be known as New Members' Night. An extended licence will be applied for on a regular basis, and proposers and seconders will be expected to introduce their proteges to the members, hospitality, and amenities of the Club.

Colour television

The Club has recently purchased a colour television set which will replace the existing colourless set in the Trophy Room. It will be viewable to rugby watchers in the lounge adjacent to the Wardroom at appropriate times during that season.

Centenary

The Vice-Commodore has planned a major yacht-racing event to coincide with the 1983 Club centenary. Further details will be published as they come to hand.



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South

Contact John Leydon at the Wellington loft.
Greta Point Marine Centre
Tel 863-551 P.O. Box 11421 Wellington

The RPNYC will celebrate its centenary in 1983. To commemorate this occasion the Executive has commissioned John Macalister to prepare a history of the Club. He would welcome any historical information which members may have.

Beginnings

WELLINGTON Harbour has been the scene of sailing since the city's foundation. The early colonists had very little in the way of public entertainments — theatre, for instance, did not begin until 1843. But from 1841 the town's pioneering inhabitants were regaled with aquatic sports. To celebrate the anniversary of the first emigrants' arrival at Port Nicholson an annual Anniversary Day Regatta was held, organised by the Wellington Regatta Club.

It was a grand spectacle. Spectators crowded the shores and, in later years, Queen's Wharf became a favourite vantage point. There were races for sailing ships and trading vessels, for cutters, "bona fide square-sterned ship's gigs", dinghies, and for sailing and paddling canoes. The picturesquely-named Black Diamond Race was for boats belonging to coal hulks, manned by men engaged in the coal trade, and propelled by coal shovels.

Club protests at threat to Tasman Bay

Having ruined the scallop beds of Tasman Bay by greedy dredging, fishing interests from Nelson and Motueka are now seeking permission to set up marine farms for mussels and scallops in the area. Without question these will create navigational hazards and interfere with the enjoyment of the Bay, which is one of the best cruising grounds in this country. Tipped off about these dire developments by the Nelson Yacht Club, indignant protests have been filed by the Club with the Ministry of Fisheries. We are optimistic that the fishermen will be invited to set up their farms elsewhere. Notwithstanding our enthusiasm for scallops, cultivated or wild, we believe the preservation of the delights of the Tasman Bay National Park have priority in the interests of members.

... no club has ever been started in Wellington which has received such a large measure of support from those who are directly interested or which contains so many elements of success.

In addition were model yacht races and various contests — the Greasy Pole, the Greasy Pig and Duck Hunts, the One Tub Race, and so on.

However, although Wellington can claim to be the first yachting centre in New Zealand, dating from 1841, it was not until 1883 that a yacht club was successfully established. Various attempts had been made previously, but all were of short duration. Canoeing was a firmly-established sport, notably with the Star Boating Club, but not yachting.

One reason for this must have been financial. Not until the 1880s did successful colonists begin to feel their prosperity. This was the time when large houses were being built, when wealth was being displayed. Yachting was one area into which money was channelled.

Club formed

So it came about that, at 8 p.m. on Wednesday, May 16, 1883, a large number of gentlemen attended a meeting at the Pier Hotel. They moved that those present form themselves into a yacht club, to be styled the Port Nicholson Yacht Club. By the end of the evening 28 names had been taken as members of the new club, with an annual subscription of one guinea.

Rates for use of the not-yet-built Club boatshed were also fixed at the first meeting. Later that week an application was received by the Har-

By John S. Macalister

bour Board from the Star Boating Club, endorsed by the PNYC for permission to erect a boatshed on a site to be rented from the Board. The Board recommended that the Minister of Public Works grant the request.

The first meeting of the Yacht Club was adjourned until the following Wednesday, at which time the committee submitted the rules for adoption.

Safety measures

Twenty one members attended. Additions and alterations were made, the most important of the former being that each yacht should carry one or more lifebuoys. Other safety measures were discussed. One, which was lost, proposed that open or half-decked boats, carrying sufficient weight to sink in case of filling, should not be allowed to join the Club unless provided with airtight compartments, tubing, or cork. Another proposal was

In October 1921 the title "Royal" was granted to the yacht club, by which time it was a firmly-established feature on the aquatic map of Wellington.

that no yacht, unless racing, should be permitted to have its sails laced to the mast or boom.

Much heat was generated as the arguments of safety confronted fears that this proposal, if adopted, would limit the number of members. Expediency won. The motion was lost.

At this second meeting the roll of members numbered 58. The New Zealand Times commented:

'... no Club has ever been started in Wellington which has received such a large measure of support from those who are directly interested, or which contains so many elements of success. Under the auspices of this institution Wellington Harbour will become more and more the centre of yachting in the colony ...'

Rules adopted

Tuesday, May 29, 1883, the date of the Club's third meeting, saw the adoption of the submitted rules, with the addition that those engaged in building yachts for sale or hire would be excluded from the Club. This appears to have been aimed at a local boat-builder, T.R.H. Taylor. Although a founding member of the Club, he objected loudly and publicly at the Harbour Board's recommendation in favour of the boatshed application. Had not his application for the same been turned down a few months earlier, on the ground that no boatsheds would be permitted on the breastwork? And would not the Club's boatshed be on the breastwork?

The election of offices, except Commodore and Vice-Commodore, took place at this meeting as well, and the Club flag was decided upon. It was to have a yellow background with

Calendar

Saturday, July 19, 8 p.m., in the Wardroom.

First Club function organised by **The Backstays**. Music, late licence, supper. \$2.00 per head. Ladies a plate.

Thursday, August 7, 7.30 p.m., at the Club.

A very special evening of talks and films on nautical subjects, arranged by the Cruising Section. Late Licence. Watch Cruising Section noticeboard for further details.

black cross, and the letters P.N.Y.C.

No further business was discussed, and the meeting ended.

This then was the birth of today's Royal Port Nicholson Yacht Club. Since then, with odd lapses, the Club has advanced from strength to strength.

The Wellington Regatta Club soon passed from the scene. In December 1884 the PNYC appointed a Regatta Committee, as the WRC had failed to make arrangements for the forthcoming regatta. At the end of the month a meeting of the Regatta Club, attended by only six members, resolved to wind up the club's affairs and hand over the balance of funds to the PNYC. This decision would have been made earlier had the Regatta

Club been able to muster a quorum.

During, or just after, World War I the PNYC was saved from an untimely demise when it amalgamated with the Te Aro and Te Ruru Clubs. This remedied the situation caused by a shortage of manpower.

In October 1921 the title "Royal" was granted to the Yacht Club, by which time it was a firmly-established feature on the aquatic map of Wellington.

If any one has any information or photographic records which may be of use in compiling a history of the Club as the centennial year approaches, would they please contact the writer of this article, either by writing to 2B Sefton Street, Wellington 1, or by telephoning 726-457.

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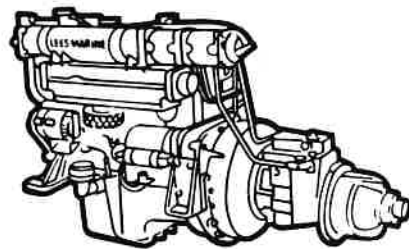
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Miscellaneous

IN this issue of THE RIP we are starting a column of miscellaneous advertisements: Crew Wanted; Crew Places Wanted; Boats/Gear for Sale; Boats/Gear Wanted, Swap section etc.

This is a service that is offered free to Club members; a nominal fee will be charged to anyone outside the Club who wishes to take advantage of the space available.

A box for advertisements, letters, articles, rumours, and scandal has been provided in the foyer outside the Wardroom.

THE RIP is *your* magazine — written by you for you. Why not make the most of it and let THE RIP make your sailing life easier?

Found

Brass-cased chrome-plated wrist watch, found in men's shower in Clubhouse on the weekend before Easter. See Club Manager.

RPNYC Foredeck Union

Applications are now being called for to join this elite group.

Qualifications:

- 5 years' harbour racing;
- 5 years' drinking experience.

Applications must be received before September 1st, 1980. No skippers allowed.

Applications to:
P.O. Box 15122, Miramar, Wellington.

Wanted To Buy/Hire

Pest exterminator for Club Rats: Ferocious four-legged, furry, feline applicants, see Club Manager. References essential.

Club fashions

Join the IN scene . . . get yourself a RPNYC jersey, zip-up cardigan or T-shirt and blend in with the crowd. Seriously though, folks, these delightful garments are on sale at the Clubhouse, from either the Secretary or the Superintendent, Jack Skinner. At \$25, \$29, and \$9 respectively, this fashionable gear has to be the buy of the season.



Boat Snakes

Boat security is a growing problem. Locks can be broken. Alarm systems depend on others to respond. Watch-dogs eat heavily and are miserable when wet.

The answer — the Boat Snake.

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All common varieties readily available. Exotic models to order.

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Bowling along together

Did you know that we have an Indoor Bowls Club within the Club? The fleet gathers once a week at the start line — our hall — where a pleasant evening is had by all.

Maybe your carless day was Tuesday, but you no longer have that excuse so why not join the crews as from next Tuesday? The start gun goes off at 1930 hours. Welcome aboard!

Uncollected prizes

LISTED below are the boats and skippers for which certificates are held from this season and previous seasons. It would be appreciated if people concerned would contact Liz Moody (Bus. 678.629; Home 836.251) to arrange to collect them or provide an address for sending them to.

1975/76

AURORA II L. McDonald
CASSIQUE M. Segedin
KIRIBILLI R. Green
OTNIP R. Legge
RUNAWAY A. Bates
SHIRLEEN A. Martin
SPIRIT OF PELORUS JACK M. Britton

HELENE I. Crooke
RATERE J. Synott
TAOTANE G. Croft
VIRGO II H. Poole
AURORA L. McDonald
SHIKARI P. Ballinger

1979/80

NERO A. Shanks
VIRGO II H. Poole
DE FACTO I. Oxley
FRODO J. Young
CROSSBOW T. Christie & A. Preston
BORN FREE T. Clarke
NIRVANA J. Gerard
VINTAGE R. McMorrان
BERONTAK J. Illingworth
REWANUI G. Gibbons
ANDROMEDA R. Cowley & W. McCulloch

1976/77

CABOCHON O. Oliver
CALYPSO N. Le Page
CAVELI D. McKee
CHIARA I. McGregor
CHINCHILLA C. Harris
DELFIN D. Taylor
MELANION P. Miller
SEEKER A. Cryer
STROMNESS G. Ditchburn
WITCHCRAFT I. Craig

1977/78

SHIKARI P. Ballinger

1978/79

RHYTHM L. Hoare
FARR SOUTH D. Hogg

Teaspoons — 1978/79

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SPIRIT OF PELORUS JACK
REREMAI
RHYTHM
OTNIP
VIRGO II

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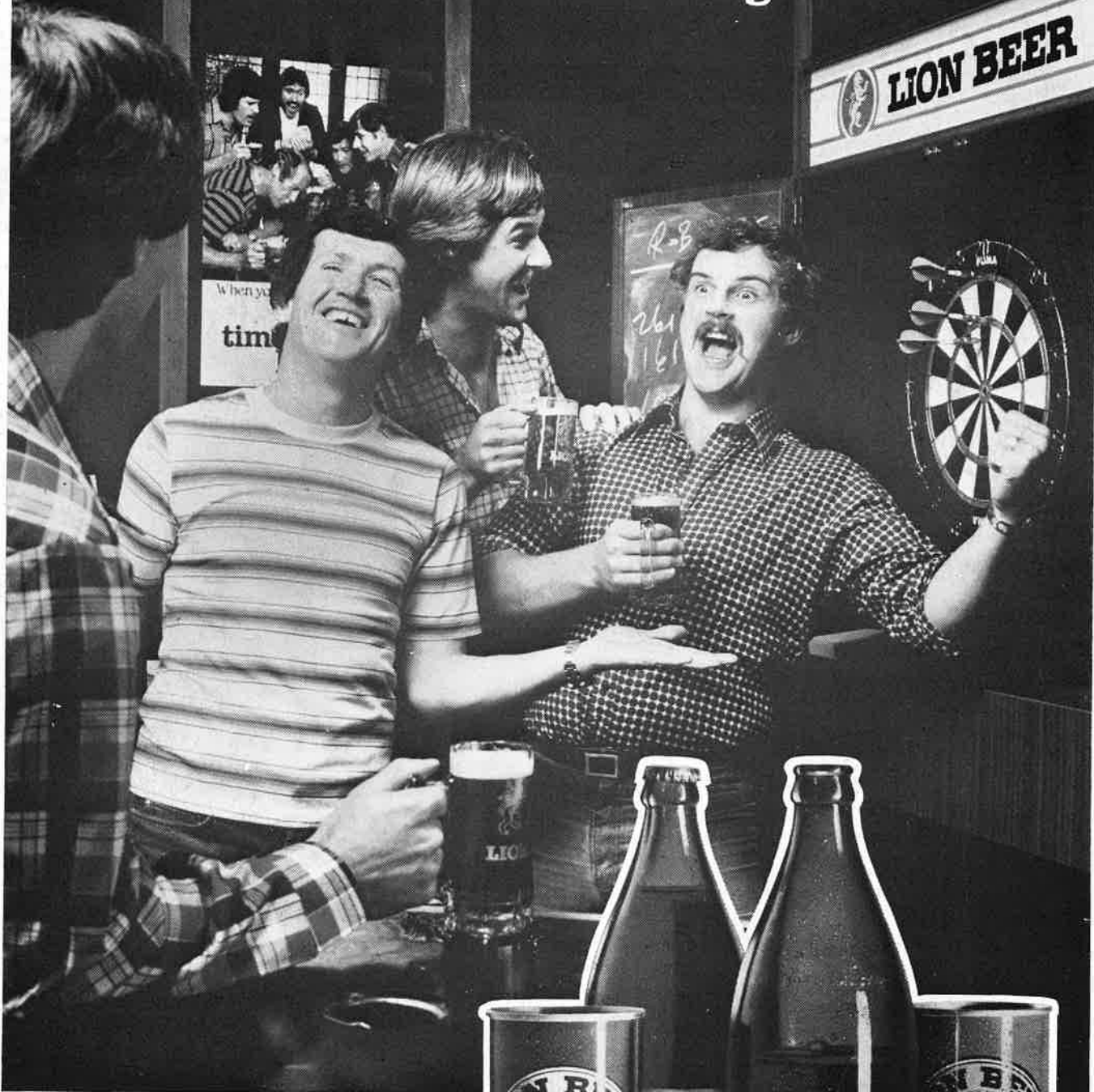
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