

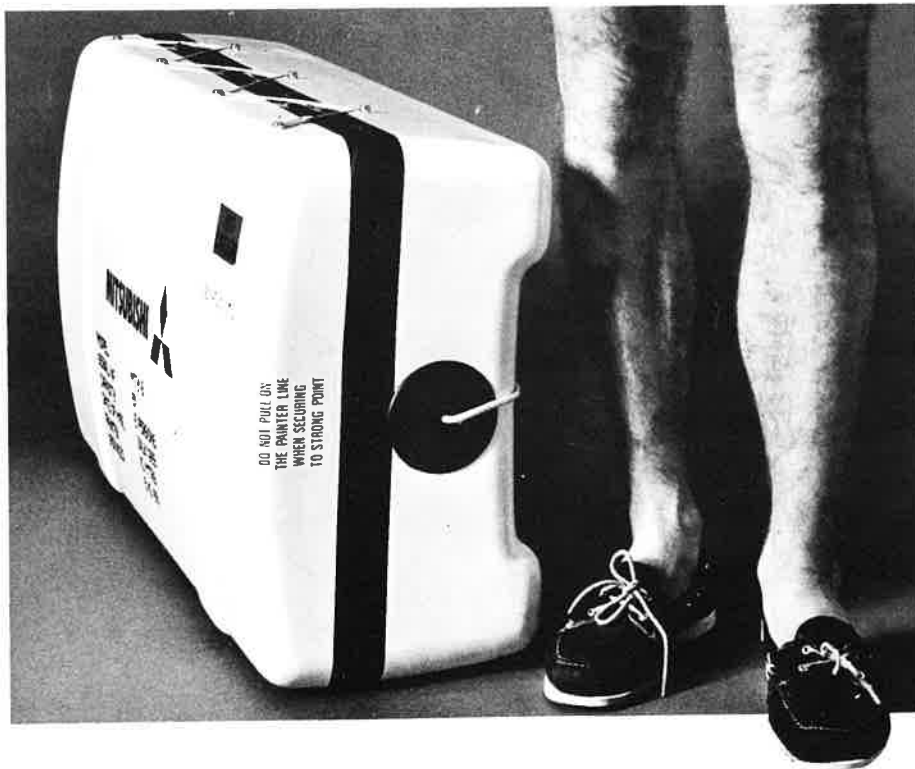
The Rip

February 1985

The Royal Port Nicholson Yacht Club Magazine



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The Rip

Vol.4, No.1

February 1985

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

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COVER

John Moody concentrates on the electronic aids while on the helm of LION NEW ZEALAND during her brief visit to Wellington.

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NEW ZEALAND

THE BOND STREET INN

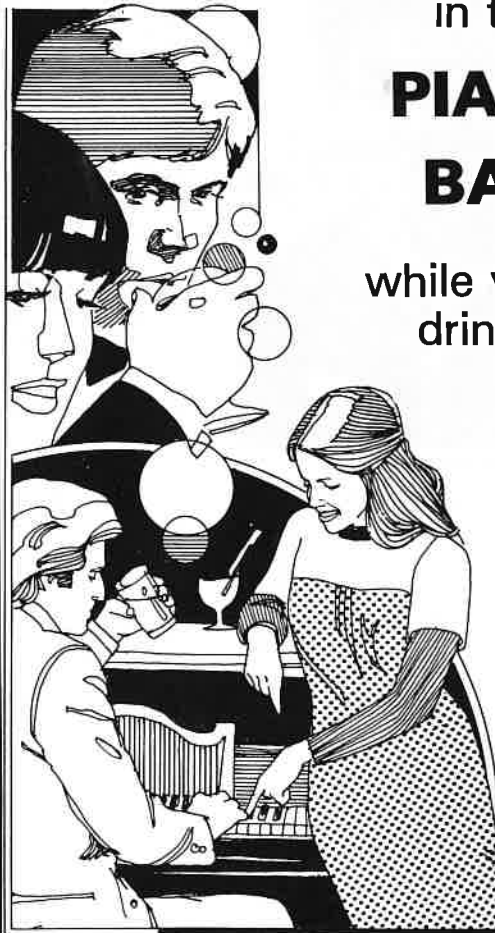
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New Club Manager

SINCE publication of the last issue of THE RIP at the end of 1983, the Club has acquired a new Manager — Grant Scoones.

Regular users of the Club and the slipway will be aware of the general "smarten up" which has taken place under his guidance.

Born in Dunedin and educated at Otago Boys' High School, he joined the Royal New Zealand Air Force in 1970 where he trained as a



Grant Scoones

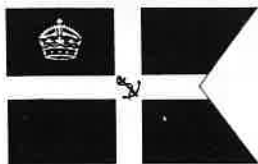
photographer. He served as Air Crew Communications Operator on P38 Orion Maritime aircraft, was commissioned as Administrative Officer in 1975, served with NZ Force South-East Asia, and completed 12 years' service in 1982.

During that time he represented both the RNZAF and the Combined Services at sailing and squash, and windsurfed while in Singapore.

Grant has owned several yachts, ranging from International Moth to Paper Tiger, Q Class, a trimaran, Great Barrier Express catamaran, and a 30ft schooner. He circumnavigated the North Island in the schooner in 1983/84, and skippered the Cavalier 32 COSTA BRAVA to 3rd IOR/PHRF in the last Vila Race.

He recently purchased the S&S 31 BOBBY SHAFTO from David Lackey, and is at present fitting it out with a view to competing in the 1986 Solo Tasman Race.

Before coming to RPNYC Grant was Manager of the Mana Cruising Club.



Commodore

IN WELCOMING the resumption of the publication of THE RIP after its period of enforced limbo, I know I express the feelings of all Club members that this will be the forerunner of a continuing presence.

May we wish the new Editor, Michaela Draper, and THE RIP Committee every success. I sincerely hope that members will actively support the magazine by forwarding articles, anecdotes and other contributions.

In sitting down to write these notes, I am reminded of another Club activity which appears to be headed for oblivion - namely the Wednesday lunches.

Janet and Pat are at present extremely concerned about the lack of continuity of support for this amenity. These ladies are faced with the problem of catering on one day for possibly 20-plus meals, while the following week only six or eight people turn up. This certainly is neither encouraging nor

economically viable from their point of view.

I believe it would be a backward step to drop the lunches but, being realistic, this is what will happen unless regular support is forthcoming. I should be pleased to hear of any comments or suggestions which you may wish to make.

The negotiations with the Wellington Harbour Board in respect of the Clubhouse are reaching a stage where the Executive will shortly be in a position to make a recommendation to the Club membership.

I believe that, with a degree of goodwill and cooperation on both the Board's and the Club's part, a satisfactory conclusion can be reached to what have been long and at times vexing negotiations.

In conclusion, may I offer you all best wishes for 1985, and recommend that all members participate in and enjoy the various Club activities programmed for the remainder of this season.

GARY TYE

Tell it to THE RIP

HOPEFULLY members will be pleased to see the re-emergence of THE RIP after a year in recess without an editor.

We hope also that you will now try to get back to thinking about THE RIP when you come across any happenings which are worth a mention. New boat launchings, old boat restorations, cruises, races, activities of members, social events — we want to know.

After a rigorous diet and extensive meditation we have mastered the art of being in two places at once, but being in three places or more is still a little taxing. Therefore we have to rely upon being told what is going on.

If you are not too happy with a pen in your hand, simply jot down a few notes or facts on a scrap of paper and drop it in the RIP box at the Club. Or if you just don't happen to have a scrap of paper, a phone call to the Editor or one of the Rip Committee, or even a quick chat in the Wardroom is sufficient. We will do the rest.

And if you know of an event yet to come which could provide a photograph or two, please let us know in advance so we can be there. Or if you have photographic skills, send us the results.

Remember, TELL IT TO THE RIP.

The Editor,
P.O. Box 9674,
WELLINGTON.

Correspondence, love letters, and advice

Washtub for outboards

BOTH the Club and the WHB are to be congratulated for the high standard of repairs and maintenance to all facilities in evidence at the moment — due largely no doubt to the efforts of both Club Manager and WHB Custodian.

Might I suggest, however, that boat owners could benefit from a simple new facility which would not be too difficult or costly to provide. It is a tank or tub in which to flush outboard motors with fresh water after use.

Traditionally the enthusiastic owner of an outboard motor must provide himself with a 44-gallon drum, motor stand, hose and draining device, all of which take up valuable shed space and are used infrequently. The other kind of owner ignores the problem, and lets his motor corrode quietly away.

How much more efficient to build a small concrete tub, complete with motor bracket, tap and plughole, which could be used by everyone. The collective saving of space would be enormous. The degree of efficiency would be high.

Possibly a suitable place would be near the bottom of the steps at the eastern side of the Clubhouse.

What about it, Executive?

SEAGULL SAM

Noisome blast

THE Wellington City Council has shown total lack of consideration (and perhaps even by-laws?) by installing a large extractor fan on the lower west wall of the Freyberg Pool which spews strong chlorine fumes into the Boat Harbour area and is a noise nuisance.

What is the Club doing about it?

FANNED



Editorial

BY WAY of introduction, the Commodore's Trophy Race at the end of the 1981-82 season was my initiation into sailing with the RPNYC. The following season I sailed on ANDROMEDA in the cruising division. Since then I have sailed on several boats in other divisions, and am currently sailing on FARCICAL.

As most of you are aware, Jeanette O'Shea resigned as editor last January to take up a challenging role publishing "Waterline", a new yachting magazine, leaving THE RIP editorless, and thus uncharacteristically dormant.

During the following months no replacement could be found, so I decided to volunteer for the job. There were two reasons. To begin with, THE RIP, during the few years since its first publication in 1980, has come to play an important role in the life of the Club, and, in its recession, has been missed by most members. Secondly, I enjoy writing, so I saw taking on this role as filling a gap in Club communications and an opportunity to extend my interests.

Obviously, Jeanette's style and wit would take some living up to. However, my intention is not to emulate Jeanette's contribution, but rather to pick up a magazine in recess and put new life into it. I am new to journalism, my previous writing experience being limited to academic essays, reports, and the odd short story, but I hope you, as readers, will accord me a positive attitude in this new challenge.

I see THE RIP as a communication link stretching to all corners of the Club; a means of providing an historical record of Club events; a medium for discussion and education, and lastly, by showing the less formal side of Club life, a means of entertaining. It therefore must be representative of the Club as a whole, rather than the Executive, the heavies, or the most outspoken. It is to this end that my energy will be turned.

Since taking on the responsibility, I have been most encouraged by the response. Numerous people have offered photos, others have drawn my attention to possible stories, and still others have been most responsive when asked to put pen to paper.

I welcome all approaches from members who have a story, or think there is the possibility of a story about members, members' boats, race incidents, happenings around the Club, or anything at all about which you think the readers may be interested in reading. Furthermore, if you have any gripes, you have no right whatever to whinge in the Wardroom until you have submitted a "letter to the editor".

Well, here we go on this new tack. I am looking forward to my association with THE RIP and the RIP committee, who put far more into the end product than for which they are prepared to take credit. Albeit, I hope that my contribution will fulfil expectations, both yours and mine.

MICHAELA DRAPER

Another Opening another season



NOW IN his second term as Commodore, Gary Tye welcomed official guest Mr Frank Baldwin, recently appointed General Manager of the Wellington Harbour Board, to the Opening Day ceremony. He made the point that the Club and the Harbour Board had similar interests in their concern for the welfare of Wellington Harbour, and he hoped that the two bodies could work towards an improved spirit of cooperation, and could soon resolve the differences which had in recent times arisen between them.

(Subsequent developments have



Mr Frank Baldwin offers the Wellington Harbour Board's hand of friendship to the Club in his Opening Day address.

Commodore Gary Tye addresses the Club at the Opening of the 102nd season on September 22. With him in the official party are (left to right) Secretary Tessa Williamson, Rear Commodore Brian King, Mrs Jenny Tye, General Manager of the Wellington Harbour Board Mr Frank Baldwin, Vice Commodore Ian Greig, and Mrs Joanne Greig.

shown that this cooperation has come about, and it appears that a solution to the contentious issue of the Clubhouse is within sight.

The future of the Boat Harbour

PILE moorings, because of their substantially lower costs, rather than a floating marina, will be the most likely means of increasing mooring facilities at the Clyde Quay Boat Harbour, according to the General Manager of the Harbour Board, Mr Frank Baldwin.

Mr Baldwin, in an interview which followed his Opening Day speech in which he said "sheltered waters have to be used to maximum capacity", stated, however, that the Clyde Quay Boat Harbour was not at the top of the list of priorities.

"First priority would always be given to the maintenance of existing structures," he said, citing the breakwater at the Clyde Quay Boat Harbour, which is in need of structural strengthening, as an example. To defer would be to incur greater costs later.

The Harbour Board is investigating the mooring facilities problem at present. Mr Baldwin said that indications are that Lowry Bay is most in need of improved mooring facilities, and he expects the facilities there to be upgraded

"within the next five years".

Mr Baldwin is also aware of the increasing slipway congestion. The options at this stage seem to be a second slipway at the Boat Harbour or a new side-slip at Evans Bay.

In reply to the question of the inconsistency of mooring rentals he stated that all rentals from this year on would be reviewed annually, and moorings of a kind will be charged the same rentals. He was not prepared to speculate on what increases might be incurred on the \$2 per week Boat Harbour moorings, except to say that they were buoy moorings and as such would be compared with other buoy moorings.

He reiterated his message of the Opening Day speech, in which he "offered the Board's hand in friendship". Let's be fair to the real boatie," he said. In other words, he is keen to do as much as possible to improve recreational facilities in Wellington Harbour as resources permit. Maintenance aside, all priorities are arrived at in consultation with the clubs concerned.

Harbour Board plaque for Club



Signifying the spirit of friendship and cooperation between the Club and the Wellington Harbour Board, Mr Baldwin presents a WHB plaque to the Club, shown here being accepted by Commodore Gary Tye.

Racing Rules

RECENTLY a race was protested because the winning boat, which won by a corrected time margin of four minutes, allegedly had Peter Walker on the helm. The Sailing Committee, who lodged the protest, claimed that having Peter Walker on the boat, on or off the helm, during the race could affect the performance of a boat, and as such, is notifiable to the Handicapper so that he can make whatever judgements he thinks fit.

The 1984-85 Racing Programme states, "Alterations to a yacht which may affect her performance must be notified to the Handicapper." (p13).

The Sailing Committee acknowledge that the rules are open to interpretation, but reserves the right to be informed of "grey area" cases and to judge each incident independently according to its own merits.

Handicapping, as it stands, is based on the dimensions of the boat along with the recent performance, thus making the crew a dominant factor in the overall handicap. A change in crew means a change in potential to win. This does not mean that crews may not call on experienced yachtsmen, but, rather, when they do, they should inform the Handicapper, Peter Hewitson.

Uneventful AGM

THE 101st Annual General Meeting, held at the Clubhouse on June 27, was remarkable for its short duration and lack of contentious issues.

The major issue, the raising of subscriptions — a topic which in the past has always meant lengthy and heated discussion — caused barely a murmur. In fact Treasurer Jack Baillie's original motion that Senior subscriptions be raised from \$55 to

\$75 was amended by David Lackey to \$100, and the amended motion was passed with little comment. Some discussion followed about the level of other types of subscription.

A motion from Hugh Poole that in view of the magnitude of the subscription increase entry fees should be done away with was lost.

The date by which subscriptions should be paid was brought forward from November 30 to September 30.



Executive members for the current season, elected at the AGM, are as follows: FRONT ROW — Gary Tye (Commodore), Ian Greig (Vice Commodore); BACK ROW - Gary Nimmo, Grey McKenzie, Graeme Hargreaves, Bill MacQueen (Committee), Tessa Williamson (Hon. Secretary), Roy Cowley (Cruising Captain), Alister Macalister (Committee), Jack Baillie (Treasurer). ABSENT — Brian King (Rear Commodore), Craig Jones (Racing Secretary).



The Sailing Committee (left to right) are: Roy Cowley (Cruising Captain), Bruce Askew (Measurer), Chris Hargreaves, Gary Wagstaff, Bryan Coleman (Committee), Norm Foothead (Starter), Wynn Foothead (Judge), Ian Greig (Vice Commodore). ABSENT — David Lackey and Hal Wagstaff (WYA delegates), Peter Hewitson (Handicapper), Pauline Edwards (Timekeeper). NOTE: Nigel Crisp has now replaced David Lackey as a WYA delegate.

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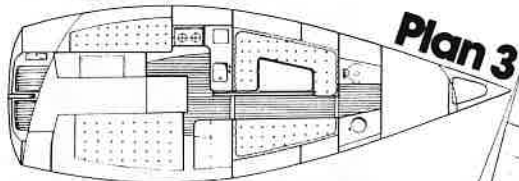
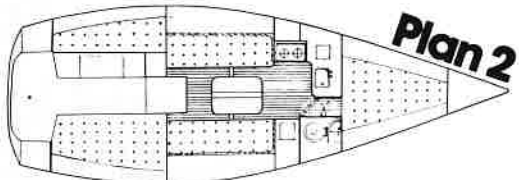
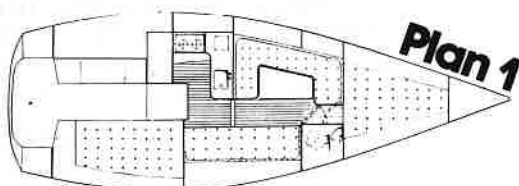
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B.W.L.	2.338 m	7' 8"
Displacement	2475 Kg	5446 lbs
Ballas† (40% disp)	990 Kg	2180 lbs
Draft Keel version†	1.750 m	5' 9"
Stub Keel - board up	0.711 m	2' 4"
Stub Keel - board down	2.285 m	7' 6"
Sail area main & fore triangles	43 m ²	462 sq ft

The Great RIP Photo Competition results

1st prize

A DISAPPOINTING number of entries was received for the first Great RIP Photographic Competition, sponsored by The Bond Street Inn. It would appear that our members are either lacking in skills or overburdened with modesty — and that few have cultivated a taste for imported Champagne.

However, of the entries that were received, a number were of excellent standard.

First prize, of 12 bottles of imported Champagne, goes to Rex Hebley, for this beautiful colour picture of a tranquil Sounds scene. It is sometimes suggested that pictures of children and animals have an unfair emotional advantage in photo competitions, but this print fulfilled all the other criteria for being a winner. We are sorry that we cannot reproduce it in colour here.

Second prize, of six bottles of Champagne, was won by Sid Salek for this well-composed and exposed study of ORIOLE on a sparkling Wellington afternoon. (Though one of the judges of this competition happens to own the subject boat, he



can be seen clearly sitting in the stern, thus proving that he had nothing to do with the photograph.)

Third prize, of three bottles of Champagne, goes to G. Head's action shot of FARR SOUTH getting

out of the way as MINT and WHISPERS II thunder by.

The winners of three consolation prizes of two free meals and a bottle of wine at The Bond Street Inn have been notified separately.

2nd prize



3rd prize



Check your records

SHOULD the records at the RPNYC be out of date re your phone number, address, or boat ownership, please fill in a change of address postcard available from any Post Office and send to:

The Club Manager,
PO Box 9674,
Wellington.

International yachting is not all hard work and drama. PACIFIC SUNDANCE crew member Richard Macalister reflects on some of the campaign's lighter moments.

Off watch

"HELLO ... Yes. Friday 9.10 flight to Auckland. Returning 7.10 Sunday. Staying at the Royal International Friday and Saturday nights. O.K. See you Friday."

"Dear, I'm afraid we're training again this weekend, away Friday to Sunday. It's probably going to be like this for the next ten weekends over the trials."

This is one of the major problems of campaigning a serious triallist for a regatta. I have seen wives/girlfriends become very anti a yacht because of the demands, both time-wise and financially, that it places on their relationship.

To many onlookers who have never been involved, the glory that comes hand in hand with success, and the social activities that accompany a contest, are a bed of roses. However, there are two sides of the coin.

Probably the most intensive campaign in which I have been involved is the CERAMCO project, which lasted as a full-time commitment for about two years. The sailing side has been well documented; however, shoreside, it was an unusual campaign as the demands placed on all the crew in the field of public relations was very heavy. Every weekend in Auckland, for about six months, we were sailing around the Hauraki Gulf, either racing or training, and during the week we were taking sponsors sailing, showing people over the yacht, speaking in the evenings to Lions/Rotary Clubs etc., attending fundraising functions; always under the spotlight of both the public and the media. It's a side of a sport like yachting that is very time consuming and demanding backstage.

Well organised

The SUNDANCE campaign, both in Sydney and Hawaii, was exceptionally well organised and a credit to both Del Hogg and Bruce Morris. The input by Del was tremendous and very time consuming. The crew were kept informed by weekly newsletters and meetings, both in terms of an anticipated programme and financial considerations.

Bruce Morris's part as an owner was played down, as Del "fronted"



On Opening Day PACIFIC SUNDANCE owners Del Hogg and Bruce Morris displayed the many awards and trophies won by the boat in its remarkable 1983 Southern Cross Cup and 1984 Clipper Cup campaigns. They include: trophy for 3rd place overall in the Clipper Cup Series; trophy for 1st place in Class E in the Clipper Cup; two goblets for top point scorer in the Clipper Cup; a clock and plaque for top-scoring yacht in the Southern Cross Cup; many other awards for winning individual races and different divisions of both series.

for the three owners. But to me, Bruce was an excellent owner. He was obviously very involved with Del and Robin McKenzie re the financing of the yacht, but always remained as "one of the boys", never distancing himself from the crew, and always a good man with whom to have a beer. Although he didn't receive the media attention given to Del, his contribution was substantial.

Lieutenants

Ian Maskell and Arthur Stewart, both involved in a charter arrangement with the owners, also gave us a lot of free time to campaign, Ian organising sponsorship and Arthur running many of the fundraising activities. I would be surprised if any owner could find a better pair of lieutenants.

One of the most surprising aspects of campaigning a racing yacht, 40ft to 80ft, is the never-ending lists of jobs that require attention day after day. After each leg of the Whitbread, all 12 crew, for at least two weeks, worked 10 hours a day on maintenance around the

yacht. The list always got longer rather than shorter, and it was eventually a case of saying, "Right, finish the important jobs and then have a holiday."

SUNDANCE was similar. A typical day started with a swim at the pool at 0730 which was compulsory, much to the disgust of the late night partygoers. Initially, attendance was down; however, once everyone agreed that it could help everyone to get off on the right foot, a full turnout was assured. Once accepted, everyone late was given a "Billy Graham", which was a ticking off by "Boss Hogg". One day, B.H. himself showed human qualities, and turned up late. Several of us were eagerly tweaking up our vocal cords to do the honours.

Social activity

Away from the serious side of organisation, maintenance, training, etc., which probably takes up to 10 hours a day, there is always an extremely active social side. Yachties are similar to rugby players, except they don't know

Leave your problems with the Minders

when to stop!

Every major regatta is different. Cowes is steeped in tradition. Every country holds a national party where national food and drink are offered. The Whitbread Round the World Race is unique as you become very friendly with the other crews, and as well as parties being important, national sporting fixtures become a way of life. In every port we played rugby against the locals. In Capetown, against Stellenbosh University, in NZ against a NZ invitation side which included Haden, Williams and Cunningham, and in Mar del Plata, a seven-a-side tournament which included many national players. We were eliminated 4-0 in the semis.

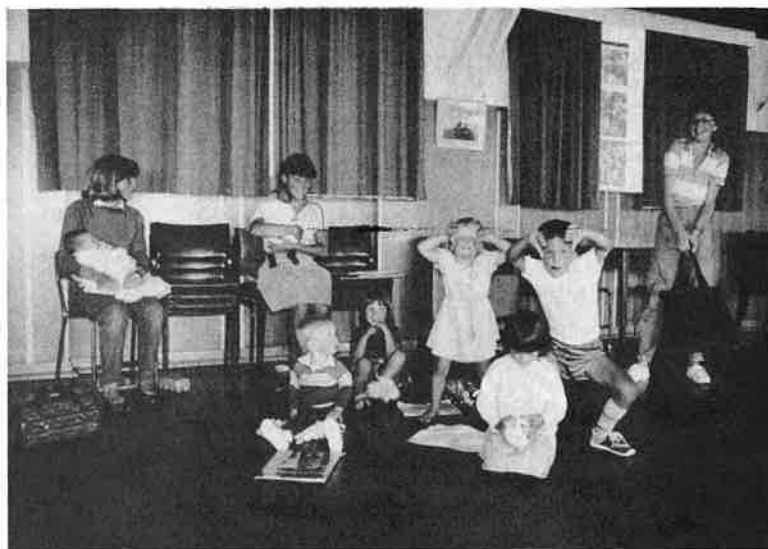
Egg-throwing record

As a crew we also competed in events such as the Hamble Fair, which is an annual community fair in the south of England. John Newton and I broke the English egg throwing/catching record. However, even that wasn't without controversy. A dispute between Don England and Newt over who threw the egg was reported in the Auckland papers, with a photo of the egg, and Newt was quoted as saying, "It was the most emotional moment of my sporting career."

Pram derby

Newt and Si Gundry also entered the pram derby around the village, where couples dressed up as babies for the occasion. The boys, unable to find suitable attire, stripped to the waist, acquired a Hamble marina trolley, and proceeded to be the victors, and only finishers, leaving overturned trollies in their wake.

Kiwis are usually the hub of many of the social events at any major contest, organising sporting, eating, and drinking events. Many of these events are what makes for a good series. Work hard and play hard seems an appropriate motto for any good Kiwi crew.



The Minders are Kim and Kara Murray, who have been coming along to the Club each Saturday since the beginning of this season to look after children of yachties between 4.30 and 7.00.

As can be seen from the photo, the children do seem to enjoy themselves, which is not surprising given the abundance of toys, books, and drawing equipment available.

Parents need not be concerned that their children will not be well looked after as Kim and Kara, who have had a lot of experience with small children, will go down and find you in the Wardroom should your child be upset in any way.

So, for those of you whose job it is to mind the children on Saturdays, spare yourself the \$1 fee and bring them along to the Club at 4.30 and enjoy a couple of hours with your spouse and friends.

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The advertisement features a man in a dark suit and tie, smiling and looking towards the right. He is holding a large, striped barrel. To his right is a bottle of Lion Beer Brown and a glass of beer. The bottle has a label with a lion and the words 'LION BEER BROWN'. The glass is filled with beer and has a thick head of foam. The background is dark and textured.

Lion New Zealand comes to town

IT WAS certainly no circus when LION NEW ZEALAND came to town early last month (though the antics of one of the crew might have caused brief uncertainty). Rather it was a highly-organised, high-powered business presentation.

The 78ft 6in grey monster blew in to Wellington during its round New Zealand fund-raising tour, and attracted great attention from the city's public.

Unfortunately their time was limited and the organisation was intense, so the crew were unable to accept the Club's offer of an evening's hospitality. Nevertheless a fortunate few Club members found themselves aboard on the various sails around the harbour put on for sponsors, Captain's Club members, and syndicate supporters.

Club member Kim McMorrان went one better and joined the boat at New Plymouth to sail to Wellington via the Sounds.

Captain's Club

RPNYC recently became a member of the Captain's Club (by a donation of \$500), entitling the Club to one of the excellent half-models of LION NEW ZEALAND



Peter Spackman obviously enjoys the feel of the wheel.

- now on display in the Wardroom complete with engraved Club name and crest - and an invitation for a sail.

The Executive decided that the fairest way of determining who would use that invitation was to raffle it. The lucky winner was Jock Holmes, who nobly sacrificed himself for the sake of the next



Wellington's public queued for hours to go aboard LION during her short visit to the Capital.

generation and gave it to son Rick.

Sailing on LION was a breathtaking experience, with impression after impression of size, strength, power, design and technology.

So much has been written about the boat in every yachting magazine that we need give no details here. Sufficient to say that even the less knowledgeable could not fail to be awed by the magnificent deck layout, the sheer size and functional beauty of the gear, the extensive electronics, and the superb "high tech" finish below.

Under sail - even the delivery and knockabout sails used for the promotional voyage - the motion was excellent. Solid, powerful, yet lively and responsive.

Public impressed

That the public were impressed was evident from the fact that a steady stream of people queued for over an hour at the wharf just to go aboard for a few minutes and look around. Nearby a well-set-up caravan sold T-shirts, beer mugs, badges, posters and other items to raise money for the Whitbread Round the World Race entry. Wellington's contribution was more than \$20,000 and a lot of goodwill.

Throughout the visit skipper Peter Blake and his crew were in constant attendance, no doubt answering the same questions hundreds of times over, but always pleasant and polite - leaving the impression that LION is a boat that has been produced with the best of New Zealand's skills, and that it will be truly worthy to carry New Zealand's name around the world.



A feature of LION is the names of all the sponsoring organisations appearing around the hull. RPNYC's name features in a prime position on the stern.

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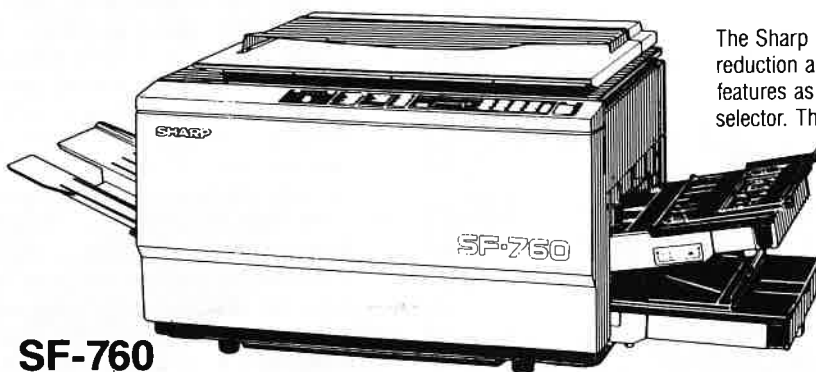
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Match racing isn't easy

THERE IS much more to match racing than at first meets the eye, as Mike Cudby, Evans Bay's Nolex 25 champion, found out when he competed against five others in the second Squadron Trophy series held in Evans Bay on September 8 last year. Despite exceptional start-line tactics, he failed to match his opponent, and consequently lost each race.

The series ended with Bryan Coleman, Chris Hargreaves and Peter Walker all holding a total of four wins in the series of five races. This presented a problem for the race officials Gary Wagstaff and Craig Jones, as it was too late in the day for a sail-off. After hurriedly consulting the Match Racing Rules they resorted to the formula — sum of winning minus losing times plus winner's elapsed times. This yielded the following results: Peter Walker, Kforce, 1st; Bryan Coleman, Just'ntime, 2nd; Chris Hargreaves, Marzul, 3rd; Mick Pinkney,

Bonus sailing seminar

INSTRUCTION, demonstration, discussion, a delicious lunch, and entertainment were the essential elements of the "Bonus Sailing" Seminar, held at the Club on Sunday, November 25.

Chaired by Gavin Loe, the seminar proceeded with speakers Arthur Stewart, Richard Macalister, Chris Urry, Peter Spackman and Peter Walker covering the spectrum of competitive sailing, from what to take in your "Woddy Noddy" bag through to the pitfalls of preparing for a race at a foreign international venue. However, the main emphasis was on topics relevant to the club yachtsman, such as team delegation, expediency on deck, and sail trim.

Each attender received a comprehensive handout of the points covered.

An entertaining and informative panel discussion followed, and Roger Manthel, who had taken his BRAVADO in hopes of extra tips, was not disappointed as he received a "bonus" pre-bend adjustment to his mast.

The SUNDANCE crew, who ran the seminar, saw it as an opportunity to give back to the members of the Club something of that which they had received, by sharing the knowledge gained from their national and international racing experiences.

Elusive, 4th; Hugh Poole, Big Brumus, 5th; Mike Cudby, Orange Roughy, 6th.

A Match Racing Seminar, open to all members, and attended by 34, was held at the RPNYC the preceding weekend. The seminar proved very successful, with the participants showing marked improvement in performance during the two days.

The seminar was conducted by Brad Butterworth, the NZYF expert on match racing. All aspects of match racing were covered, from pre-start manoeuvres through to off-wind/on-wind tactics.

Given the enthusiastic response, and the obvious gain from the exercise, it is the Club's intention to hold the seminar again in conjunction with the race next year.

Not cricket!



This sort of thing certainly wouldn't have done for the Duke, Sir. Not cricket, you know! Perhaps not even sailing ...

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Vice Commodore

WYA and NZYF

PRIOR to his departure overseas, David Lackey resigned his positions on both the WYA and the NZYF.

Nigel Crisp has been appointed WYA representative for the Club, and Gary Wagstaff NZYF representative.

Our thanks to David for his work in the past.

Southern Cross Trials

At a meeting called prior to Christmas, it was resolved that the Club would hold Southern Region Trials in 1985.

It is fair to say that, with the present evaluation method of selection, interest does not appear as widespread amongst members as might be hoped. There have however been rumours of several new yachts being in the water for the Trials, and we certainly hope this will be the case.

Sailing programme

This season is well advanced, with a programme based on a tried and proven formula. Now is the time to give thought to the future. With Club membership in the order of 800, there is obviously a wide range of interests to cater for. If members have views on areas where they believe there could be improvement, the Sailing Committee would appreciate hearing them.

Some ideas immediately spring to mind. For example, with the exception of the Marlborough Sounds/Tasman Bay area, very little is seen of the South Island by members. An offshore Around-the-Island race could be held in several stages, which could allow cruising stops in what would be new territory for many members.

Alternatively, a group cruise around the South Islands could be held. Such a cruise could encompass all sections of membership — from launches to racing yachts. Scheduled stops would allow course racing for the enthusiasts, enabling the Cruising Division to explore, fish, crayfish, etc. Such mass cruises have proven extremely popular overseas.

Another possibility worth con-

sideration is an extension of the Devonport 2-Man Around-the-North-Island Race. Members of this Club, Mana, Nelson, Lyttelton, etc. are at present penalised by having to sail around the Island twice to compete once.

Is there sufficient interest to add two further events to the existing race? For example, a combined race trophy for the Wellington-Auckland leg when the Auckland boats leave here, with the Southern vessels subsequently carrying on to complete their own event back in Wellington.

There must be many other possible events to which members have given thought. Let's hear from you!

It has been both interesting and encouraging to note in the last 12 months the level of interest amongst Club members in participating in major offshore events. We have seen yachts from the Club take part in last year's Southern Cross Cup series, this year's Sydney-Hobart race, the Clipper Cup series, the Vila Race, etc.

By way of contrast, many of the yachts involved have obviously not been state-of-the-art IOR racers. That members have been prepared to travel hundreds of sea miles to reach the start line in yachts which have little real prospect of top honours speaks highly for their enthusiasm, and for the glamour attaching to such events.

Sponsorship

There has been considerable expenditure of both time and money by members, but the cost of the very latest in racing design has in most cases been prohibitive. Against that background, it is pleasing to note amendments made at the 1984 IYRU Annual Conference to sponsorship rules. It now appears that sponsorship advertising may be allowed up to and including national events. Exactly how the rule changes will be interpreted remains to be seen. Even if liberally interpreted, New Zealand will still be handicapped to some extent by its comparatively small advertising market, which logically restricts the amount sponsors will be prepared to

spend.

Be that as it may, it seems clear from recent experience that there is genuine interest amongst members for participation in major events. Any liberalising of sponsorship rules is from our viewpoint a step in the right direction.

Transport Department Regulations

For many years, yachting administrators have actively opposed outside intervention in the sport. As with any pleasure pastime, the object is relaxation and enjoyment. Dictatorial regulations often do not assist, but rather simply create needless red tape. Overseas experience points to regulation by non-sportsmen leading to unrealistic requirements. After all, what is appropriate for a large ship may have no relevance to a 10-metre vessel. When for example did you last see a morse code transmitter on a pleasure vessel? Yet Ministry of Transport yachting courses still encompass morse code.

In 1983, we saw an enquiry into the tragic loss of life following the Auckland-Suva Race. More recently, I understand there has been an internal Departmental report completed on the well-publicised delivery trip of a yacht from Auckland to Mana by two completely inexperienced yachtsmen. There is also to be a public enquiry into the tragic spate of drownings over the Christmas vacation. Obviously, there is no room for complacency if we are to avoid forced regulations.

The Christmas delivery trip is a classic example of the case for regulation. Two inexperienced yachtsmen travelled one of the most potentially dangerous coastlines in the world. They stated afterwards they had been unable to read the compass (why did they leave?); they anchored off Castle Point believing they were in Napier; when they finally anchored and called for assistance in perfect yachting weather, they anchored amongst rocks where the skipper of the local Police launch considered it unsafe to venture.

Clearly ventures of this nature increase the pressure for regulation, which will ultimately affect us all. There is little that can be done with the novice at present other than to encourage membership of a club where the benefits of accumulated knowledge and experience are available.

Within our own Club structure, there remains a need for continuing education in the interests of increased safety and enjoyment. RPNYC courses in recent months have included Match Racing (Brad Butterworth), Offshore Racing (SUNDANCE Syndicate), and basic training on boating-related matters for lady members. It is interesting to note that the first two courses were well attended, while the ladies' basic course had to be cancelled for lack of interest. I sincerely hope that this was caused by miscalculation on the part of the organisers as to the standard already existing, rather than by a lack of interest on the part of those less experienced in improving their knowledge.

It is intended to conduct further courses. The NZYF offers the assistance of expert tutors on a very wide range of topics to conduct seminars. Think of almost any topic related to pleasure boating and a course can be arranged — from Overhauling your Diesel Engine to Advanced Yachting.

If there are particular areas in which you would like to see courses, please advise the Sailing Committee.

IAN GREIG

Custodian's corner

ROGER Carter, our friendly WHB Custodian, reminds members of the many services he offers.

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

Please do not foul the rubbish bins with your dirty engine oil. Bring it to Roger for useful disposal — and don't forget that the average filter holds a pint at least.

Boaties are still guilty of placing large, empty boxes in the rubbish bins, piling rubbish on top, and then wondering why the bins fill up so quickly!

Contact Roger for signwriting of the highest order of conception and execution at competitive rates.

Saucy Sal finds a new home



SAUCY SAL, a 22ft, inch planked kauri motor sailer, well known in both Picton and Wellington, has once more changed hands. She is currently moored at Evans Bay and is about to be given a complete facelift by her new owner, Trevor Ballinger.

This will not be the first time SAUCY SAL has undergone a change in appearance. She was built by Ernie Lane in the mid 30s as a boat with a large, self-draining, open cockpit and straight stem bow. She was named THE LILLY. Her second owners, Arthur Holmes, father of Jock Holmes, an honorary life member of the Club, and Sir Bryan Todd, who bought her as "a bit of a joke" during the war, later fitted her with a prefabricated top and changed her name to SAUCY SAL.

She became the Holmes family's Picton runabout. On one occasion she was put to good use as a Wellington-Picton ferry. After the war, when roofing iron, along with a lot of other materials, was in short supply and not available for holiday homes, a group of "smugglers" loaded her up to the minimum freeboard with a large pile of roofing iron and set off for the Sounds. VAGABOND, the Holmes family's Wellington boat, was to act as support vessel by accompanying her throughout the journey. However, for one reason or another (rumour

A familiar sight for the last 30 years or so — SAUCY SAL under Jack Cox's command.

has it, too many sherries), VAGABOND sped ahead, leaving SAUCY SAL to do or die. She took on several big seas as she made her way through the notorious Karori Rip. However, fate proved to be on her side. Although the engine coughed and spluttered in response to the unwelcome deluge, it kept going, and SAUCY SAL, together with cargo and crew, made it safely into the protective waters of Tory Channel.

SAUCY SAL did not remain a Holmes boat. Back in the 50s the RPNYC held an annual ball at the Majestic Cabaret, which were by all accounts events not to be missed. During the course of one of these memorable affairs Jock allowed Jack Cox, also an honorary life member of the Club, to persuade him to sell her at a very reasonable price.

Jack Cox took her to the Sounds half a dozen times, but kept her here in Wellington where he put her to good use picking up and laying marker buoys around the harbour. During Club races she often acted as a rescue boat.

Jack was very sorry to let her go, but at 77, he is more comfortable in the Wardroom.

Neville Jordan's Farr 38 LARRIKIN was the Club's only representative in this year's disastrous Sydney-Hobart race. Crew member Rob Rowlands tells of their varied adventures.

Larrikin shows the way in stormy Sydney - Hobart

IT'S Boxing Day, and at the CYC some comedian has dredged up Rod Stewart's "Sailing" to blast out over the marina. An already fresh southerly further heightens the feeling of excitement as massive bed-sheet-size flags on most of the boats flap impatiently. Already skippers are fixing the little red flags to backstays to establish their racing bona fides amongst the rest of the craft on the harbour, and the maxis' sails are marched along the marina berths like so many centipedes. This is it, guys!

It all began so well - gale-force southerlies popped us through Cook Strait like a cork, and apart from some damn fools in a light plane posing as the return crew, we saw nothing else of New Zealand save a wet, glim, Stephens Light and anonymous headlands west of Farewell Spit. Three hours on, six hours off, a great watch system in that we all rotated through the best and worst parts of the day. We saw one large school of whales, but thankfully they were not interested in us. More frightening was almost running down a sleeping humpback, estimated at 40 feet long, as we missed it by about that distance.

Satnav failed

Terry's navigation test came almost immediately when the satnav failed, so out with the sextant and gruelling sessions braced against the swell over the nav table. We went into red light mode at night inside, ostensibly to save night vision, but really to prepare Peter for what we hoped to be his major role in Sydney, earning real dollars to pay for the trip! Andy and Bruce started reading Slocum/Crowhurst and other classics of the sea, while Neville muttered over the dead satnav and I "muttered in the dark" into the ham radio.

Time stood still, and even weather forecasts ceased to be of use or interest. So it was on the fourth day that the wind came round on the nose, the barometer plummeted, we notched up a reef or two, No. 3 Jib, then as a real NW gale hit us, down



In the thick of it, LARRIKIN gets under way at the start of the Sydney-Hobart. Cockpit crew, left to right, are Terry Bach, skipper Neville Jordan, Peter Roberts, and Matthew Underwood.

to trysail and storm jib. This went on for some hours until those off watch could handle it no more, then we hove to. With just the storm jib up it was a simple matter of lashing the tiller to what had been the weather side, letting the jib backwind, and there she sat like a lamb for the worst of the storm.

With only four bunks available new intimacies became necessary, the poor skipper ending up with a wardrobe of wet sails.

After a good sleep and a substantial breakfast, it was with some surprise that we emerged from our bunks to observe a scene outside rather like the endless rolling hills of the Wairarapa. Enormously impressed with the effectiveness of heaving to (instead of just heaving up!) we got under way again and attempted to regain some 25 miles of southerly drift. Some say it isn't possible to heave to on fin keelers, particularly Farr 38s, but we did, and judged it a great success.

We had another blow up to about 40 knots some days later but not as prolonged. My remaining images are of outstanding phosphorescence, both in our wake and in water shipped in the cockpit, and of Venus leading us west in the evening sky.

Always the coastal sailor, I started steering on cloud features as a break from the compass with sometimes hilarious consequences. Even funnier were the watch that made a rush for the navigation lights when a ship appeared to be running us down, only to rise above us as a beautiful moon!

Australian coast

Eventually we were over the 160th meridian and in touch with Penta Comstat in Gosford. This is a privately-owned coast radio station that keeps scheds for yachts in Australian ocean waters generally and particularly those on their way to Sydney for "the Hobart". The names of some of the yachts drew endless mirth as did some of their antics; by the end of the trip LARRIKIN'S hapless radio operator was considered to be under great suspicion as to his sexual proclivities, with clandestine messages being assumed to pass from the depths of the radio shack in the port quarter-berth.

Finally after a couple of false alarms we got good RDF fixes off Lord Howe and the NSW coast and

we could quote an arrival time. McQuarie light started winking at us dead ahead out of a glorious sunset on the evening of the tenth day, and slowly the lights of Sydney rose out of the warm narcotic Australian night. We slipped into Watsons Bay about 2.30am to await quarantine and customs, and motored into the Cruising Yacht Club at Rushcutters Bay the next morning.

The big day

But now it's "The Day", and we leave the CYC marina early, as much as anything to skip the race "hype" that permeates the marina. All the crews seemed pretty gripped up by it all, and apart from the commonly held view that this would be the "one in seven that blew", the Aussie competitors weren't all that forthcoming. We saw LION NEW ZEALAND from the marina side like most of the rest of Sydney, but the size of their winching gorillas discouraged familiarity! As we slip out of our berth IN THE NAVY, an entry sponsored by Australia's Senior Service, is preparing itself with vast quantities of Champagne. They retired a few days later, suffering from chronic sea-sickness!

A cruise round the area of the start line makes sure we all know where it is and steadily the number of boats builds up. The pocket maxi from Queensland called THE OFFICE scores top marks for originality as it pounces about the start area with a thin cadaverous person hanging on to its forestay, dressed in pinstripe suit with broly, bowler and briefcase!

Exciting start

The wind rises to about 25 knots, and we ready our heavy kite, but as 1pm approaches it will obviously be a reaching start, so out with the trusty No 3 Genoa and full main. At the gun about half the fleet blossom forth with kites, only to have them collapse all over themselves and other boats. It is all very exciting as we surge forward about half way through the fleet, often close enough to touch those on either side of us, and trading good-natured insults. The air is so foul that there is barely 10 knots inside the pack and the water is white with the passage of so many craft. A patrol boat skipper, broken down in the middle of it all, can only wave his arms ineffectually as \$50 million worth of racing yachts bear down on him - no-one envies him one little bit.

After rounding the tug that com-

prises one of the starboard marks the wind comes cleaner and further on the nose, and by the time we pass the pallsade of spectators on North Head a good sea is running. We become aware that the other boats are shrinking to just sails, then dots around us as each takes its chosen course. Most were heading for the 100 fathom line where the current is reported to make 2 knots to the south, and we progressively reef the main as the sea and swell increase with the wind.

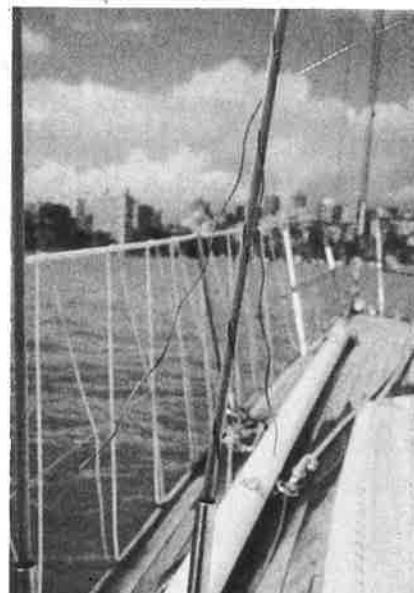
There seems nothing unusual about the race until the first radio sched at 5 pm when the list of retirements includes CONDOR, THE OFFICE, and other favoured maxis. Back on LARRIKIN, though, we plug on, entertained by extremely energetic dolphins ripping through the big swell, leaping out of the water and cavorting in a way I had never seen in New Zealand waters.

Weather worsens

Gradually conditions get worse, and by nightfall we are down to storm trysail and storm jib, the wind is hitting 45 knots, and the seas are quite steep. At 1 am a wave breaks on to our starboard beam and we go over, taking a bucket or two of water over the radio and satnav. The boys on deck go for a swim on the end of their harnesses while Neville has cans of food raining down on him after bouncing off the cabin ceiling! LARRIKIN rights herself immediately, however; all that is left to do is tie the kite pole back on and try in vain to retrieve the lifebuoy that is trailing in our wake, its little light bravely illuminating the surf.

By daybreak on the 27th we have everything together again, and attempt to tack south in heavy conditions. By that afternoon a number of boats have gone into Jervis Bay and Ulladulla for shelter. We consider doing the same, but as we don't know the coast, we don't fancy making an evening landfall, and decide to heave to instead. While quite comfortable now, we are of course losing ground back towards Sydney, and by the time we start sailing again on the afternoon of the 28th we have lost at least 30 miles.

The wind is still dead on the nose, and we try in 30 to 40 knots to crash through the sea with storm jib and trysail, eventually returning to the deep reefed main. After at last making some headway towards Hobart we discover in the early evening that the port cap shroud has two broken



The cause of LARRIKIN's retirement — two strands broken on the port cap shroud.

strands and is beginning to unravel. Rather than risk losing the mast we decide at 7 pm on the 29th to retire from the race and return to Sydney. By this time we are the 99th to retire out of 156 entries. Only seven boats retire after us. We had stayed in as long as we could, but the weather had not eased, despite the optimistic forecasts being sent out from the radio ship, WYUNA.

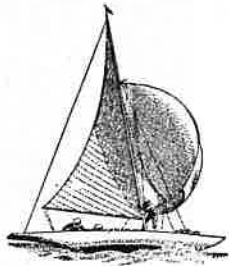
The scene back at the CYC was quite dismal, with broken boats everywhere. About 8 boats had lost their masts, and others had major hull and deck damage. Apparently many boats popped bulkheads also, and along with sea-sickness all these factors helped to force so many boats to retire, the greatest proportion ever to do so. The media made a great point about non-stretch sails causing excessive shock-loading to rigging, which was one of the reasons that the high-tech boats suffered so much damage. But really, in order to win a normal Sydney-Hobart, yachts had to be light, and it was just bad luck that they didn't have the usual light airs this year.

The return crew had a great downwind trip back to Wellington, arriving in less than 10 days. We all gained a lot from the Tasman crossings and the race, and are extremely grateful to Neville Jordan for the opportunity to crew on such a good boat.

Crew: Neville Jordan (skipper), Terry Bach (Navigator), Peter Roberts, Andy Scott (delivery and race), Rob Rowlands (delivery and race), Bruce Spedding (delivery), Matthew Underwood (race and return), Alan Wilson (return), and Peter North (return).

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Off with old - on with new

DON Delbridge was getting a tad frustrated with the interior dimensions of his Whiting half tonner SUGAR 'N SPICE!

His problem in a nutshell was an acute lack of headroom in a yacht which carried some 11ft of beam on her overall length of 31ft. The symptoms of Don's frustration were becoming evident in his "Quasimodo" posture and recurring neck cramps!

Enlisting the services of Jorgensons Shipbuilders Don drew up plans for a fancy teak coachroof cabin to replace the semi-flush fibreglass job the boat was born with. The men from "Jorgies" took a few measurements, pre-built the cabin at their yard, and on a fine winter's day arrived at the Boat Harbour with their traditional craftsmen's tools (chainsaw, grinders, axe, and Barry Crump handbook!) to raise the profile of the Delbridge yacht.



Two days later the metamorphosis was complete, and Don found himself the proud owner of a yacht that was now higher inside than it was wider with stacks of

Old and new cabin tops lie side by side on the hard as SUGAR 'N SPICE is prepared for its facelift.

good Burmese teak for him to while away his hours on.

The photo will give some idea of the work carried out, and oddly enough, an increase in performance was gained.

For the statisticians, SUGAR 'N SPICE is constructed in GRP (and teak), was launched in 1978 and designed by the late Paul Whiting. Her vital statistics are: LOA 9.35m; LWL 7.32; Beam 3.29m; Draught 1.72m.

Special rates offered at Shelly Bay

MEMBERS are advised of an offer by SHELLY BAY SLIPWAYS to provide slipping and repair work at preferential rates during the off-season this year (between 31 March and 31 August). SHELLY BAY SLIPWAYS also have available indoor storage and work space and the facility to accommodate up to three major refits indoors for vessels not exceeding 35 feet and one of 40 feet.

Enquiries should be directed to JOE HATWELL at SHELLY BAY SLIPWAYS, phone 886-081, or 889-147 after hours.

Rear Commodore

HOW nice it is to be writing, once again, for THE RIP. I hope that this issue is to be the start of a very successful term for our new Editor, and I trust members will give her every support and encouragement.

So far this season has been quite busy socially. I trust your Christmas was enjoyable - mine certainly was - and I am not enjoying being back at work. Nevertheless, I hope the weather is of a suitable standard to add to the enjoyment of both the Club Picnic and Club Week, so that the racing and associated social activities may be enjoyed more fully.

I must mention here the activities of a few of our members in the indoor cricket arena. Sad to say the news is not all good. An RPNYC team, with Kent Pearson as non-playing Captain, played a three-match series against Lowry Bay Yacht Club. We were newcomers to this game and were narrowly beaten in the first Test, and revenge was sweet in the second Test as we sailed to an easy victory. Alas, the third Test was won by a new-look Lowry Bay team; even with John Brooks in our team, we failed to impress. I am

sure an inter-yacht-club competition would be most successful, and if anyone would be interested in organising this will they please get in touch with me.

Ladies, please don't think you are being forgotten, for Lowry Bay have issued a challenge to an RPNYC Ladies' Team, and we would look to you to avenge the men's 2-1 loss!

Please do not forget Prizegiving on Saturday, April 27. The ceremony will be followed by something extra ... so watch the noticeboard for details.

The popular Champagne Breakfast will take place early in June, so, once again, watch the noticeboard.

Canteen: There are various items in stock at present, ranging from tea towels to ties. If there is anything you would like or think the Club should be selling, please let me know, especially if you can give me the appropriate details as to where we can obtain such items.

BRIAN KING

David Lackey, recently retired Chairman of the NZYF Offshore Committee and Vice Commodore of RPNYC, has left to live in Canada where Kate Lackey is NZ's deputy High Commissioner. Always one to delegate, he suggests we take a closer interest in national yachting affairs while he takes off for the skifields.

Get into yachting politics

It's only in recent years that Royal Port Nicholson, as a corporate entity, has involved itself with national yachting politics. Some of our members (including Jack Cox, then President of the Wellington Provincial Yachting Association) were involved with the formation of a national body, and several members, notably the late John Gillingham, Hugh Poole, Hal Wagstaff, Ross Telford, and John Wilcox, gained senior office from platforms other than this club.

This is understandable when one considers that the NZYF started life back in 1956 as a vehicle for our yachting representation at the Olympics. Naturally, having run out of space for dinghies, and having no Dragon class keelboats, Port Nick had little use for the new organisation and was content to lend tacit approval, and the use of its clubrooms for meetings.

Keeler involvement

It was only with the growth of offshore yachting in the late 60's and early 70's, and the replacement of the old RORC rule with the new international rule (IOR), that clubs with keeler orientation became involved. Hitherto, the offshore movement (principally Royal Akarana YC) had dealt with the Royal Ocean Racing Club. Now, with the advent of the Offshore Racing Council (ORC), a new world body and affiliate of the IYRU, it became necessary to form a New Zealand national equivalent. Thus it was the formation of the Offshore Committee as a sub-committee of the NZYF Council which brought Port Nick into the picture.

We have played an increasingly active role and today we rank as a senior club, not so much because of our age, our Royal warrant, or our size, but because of this involvement.

Today the Offshore Committee, just recently renamed the Keelboat and Offshore Racing Committee (reflecting its role as co-ordinator of all keelboat racing), is an important element in this club's sailing administration. But it's probably true to say that, apart from taking the

odd pot-shot at that committee's selection policies, the average member of RPNYC (or, indeed any club) has little understanding of, or contact with, NZ yachting politics.

We ought to!

The wellbeing of each and every sailor is dependent to some degree on the policymaking of the NZYF Council and sub-committees! I'm not for one moment suggesting that the policymaking has been all good — some of it has been decidedly dreadful, and there's a long way to go before NZ yachting can claim that its house is in order. I mean this not only in the budgetary sense, but also in the managerial sense, although most of the inadequacies of the latter can be attributed, one way or another, to the former. Indeed, a survey of NZYF organisation is currently under way — but more on that later.

The point of this valedictory sermon is, however, that members of Port Nick should be aware of what is happening at national level, and Club officers should make it their business not only to be apprised of issues and policy, but also to enter discussion and debate through our elected representatives. It's not just a case of hanging on to the the Southern Cross Cup, or defending NZ's medal supremacy at Seoul; it's a case of:

- Fostering nationwide **youth sailing**; ensuring from a practical yachting point of view a regular supply of talented crew. The Peter Lesters and Brad Butterworths of this world don't grow on trees!
- **Educating sailors**, of both sexes and all ages, in a variety of sailing-related skills.
- Defending our **freedom of navigation**.
- Maintaining a high **standard of safety**, thus avoiding undue regulation by the State.
- Protecting yachtsmen from external political and economic pressure (boat tax!).
- Lobbying for **better standards of public facility**; radio communication, weather forecasting, and mooring, slipping,

launching, and shore facilities.

- Selection, funding, and administration of **Olympic and international challenges**.
- Ensuring fair and equitable international **racing rules**, and systems of **measurement and handicapping** (no small task in this avaricious world!).

How is it organised?

The NZYF is a federation of clubs, not of associations, and each has voting power based on paid membership. The annual (June) meeting is more an exercise in democracy than anything else; it invariably runs short of time for much more than formal proceedings, which is just as well for it would otherwise get bogged down in trivia. Nevertheless, outside of the formal sessions, it is an excellent occasion for clubs to chew the fat on matters of common interest.

The direction of federation affairs is in the hands of the COUNCIL, comprising representatives from each regional association of clubs. Port Nick is thus represented by Milton Pope, current WYA president; but note, he is representing the clubs, not the association!

Chairmen of the various sub-committees attend and take part in council meetings, but do not vote. It will be clear that, while membership numbers are about equal, the number of dinghy clubs greatly exceeds the number of keeler clubs; thus the councillors spend more time on dinghy matters, with which they are more at ease. This is not a criticism, but a fact!

The day-to-day decision-making process (and this is where the real power lies) is left to the NZYF EXECUTIVE, comprising the President, Vice and immediate past Presidents, and a hardworking executive Secretary. The executive works in close liaison with the SUBCOMMITTEES, who provide specialist or technical input and have varying degrees of workload and jurisdiction.

The KEELBOAT AND OFFSHORE RACING COMMITTEE, the biggest of these subcommittees

with its own paid secretary and organisational structure, is perhaps the most important from the keeler clubs' viewpoint; for the reasons given above, the Council is reliant upon it for the smooth running of the keelboat machinery, Each keeler club is represented on this committee, RPNYC by Gary Wagstaff.

KORC does not organise yacht racing — clubs do that; it is in the main a co-ordinating committee, but does legislate on matters of safety, rating, and measurement, usually following the policies of the ORC on which it is, in turn, represented. It also administers the physical tasks of rating and safety inspection through its own sub committees of experts (Bruce Askew, Bill MacQueen etc. being RPNYC members).

Other sub-committees whose activities influence our wellbeing are the RACING RULES COMMITTEE (Hal Wagstaff is chairman) and the CRUISING YACHT AND POWERBOAT COMMITTEE (Ralph Von Kohorn), who shoulder much of the government liaison and public affairs load.

A spanner in the works

I have taken some trouble to describe the anatomy of the NZYF, emphasising the club role. The Federation has assumed most of the tasks of the regional associations, but the latter are still a constitutional ingredient of the Federation; an intermediate-level bureaucracy.

In some regions, particularly where the clubs are far flung, they seem to do a good job, but in the case of the WYA this is highly suspect. The WYA still tries to do jobs which would be best left to its member clubs, or the national body. For example, it levies funds from clubs and then spends most of it on administration.

It has been RPNYC's view for some time that, while a regional co-ordinating committee is desirable — to ensure that we don't sail over the top of each other, and to nut out the odd common problem — it need be no more than a bare bones committee, meeting a couple of times a year. Its administrative functions — P class trials or whatever — could be delegated to the club most interested.

Two years ago, at the Federation AGM, we tried to amend the constitution to eliminate the compulsory nature of this third level of administration. We failed, but the exercise resulted in the current review of yachting organisation and, overall, I believe our message is getting through.

The future

In two major areas the Federation has failed miserably. Firstly, we have been poor communicators — not only with the public at large, but with our own membership, and secondly, though doubtless related, we've proved ineffectual fundraisers.

Thankfully, the present executive has recognised and is addressing these problems, accepting somewhat belatedly that their magnitude demands professional, not do-it-yourself, remedies.

Finally, may I stress that the NZYF is not some nebulous body wandering about the heavens or, worse, just over the Bombay Hills! There is, in the final analysis, no THEY, as in "What are THEY going to do about that?"

"They" is us — Port Nick and her sister clubs of the Federation, and it's only us who'll make it work. You may not fancy a career in yachting politics but, by supporting some competent person who does, by entering the debate and generally taking an interest, you'll make the world a better place for yachtsmen.



A selection from February's Lunch and Dinner Menus.

Chicken and Spinach Terrine.....	6.00
Homemade Sausages.....	8.50
Salade Nouvelle.....	9.00
Pasta Carbonara.....	8.50
Veal and Hazelnuts.....	9.50
Pork with Fruit and Ginger Chutney.....	9.50
Poached Peach in Champagne.....	4.50
Iced Zabaglione.....	4.50
Camembert and Walnut Bread.....	4.50

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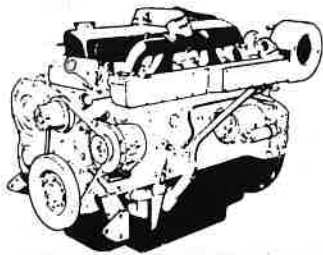
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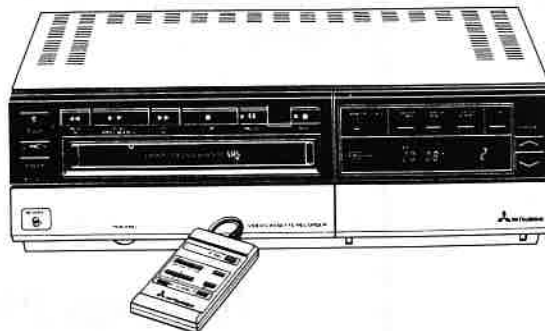
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Cruising Captain

THE CLUB has seen a very successful contribution from the Cruising Division yachts from Opening Day, with KAHURANAKI finishing second in the Waddilove Trophy race, to a memorable Island Bay race with OMEGA and REFLECTIONS finishing first and second respectively. Not to be outdone, REFLECTIONS improved one further place to take first place in the Pat Thompson harbour race. Congratulations specifically to Colin Bayliss and Brian Parker for their success in these two longer races.

The Spring Championship Series has seen a disappointing number of yachts competing. For those who have still not obtained Category 4 rating, you are urged to do so, so that all yachts racing take part officially in the Club Racing Series. Since Christmas, it has been encouraging to see a larger number competing in the Autumn Series, and it is hoped that this will continue for the remainder of the year.

One of the highlights for the Cruising Committee is the organisation of the Business House Race, this year sponsored for the first time overall by General Finance Ltd. Separate advices have already gone to all yacht owners, encouraging their support and participation in the event, the proceeds of which are going to a Youth Yachting Assistance Fund, to be administered by the Club. This will enable the Club to make grants to our top young sailors in the Wellington area, particularly in competing at various national events and for specific assistance to the development of our youth in Wellington yachting.

The Business House Race held on Wednesday, March 14, will commence with lunch at the Club, followed by a Mark Foy race starting and finishing at Port Nicholson, and concluding with drinks and presentations. The Club's full support for this event is welcomed.

I look forward to the remainder of the season being a successful one with full participation by all yachts eligible to compete in the Cruising Division.

ROY COWLEY

Waitangi Day Woopsies



Waitangi Day brought its fair share of woes and woopsies to the Boat Harbour. LEFT: Brian Cooper's CHARISMA assists the Harbour Board in sounding the western end. RIGHT: Tom Petherick blatantly defies Harbour Board regulations by swimming with his dinghy en route to LA PANACHE on the outer wall. Seen also were the heroines of FARCICAL trying to live up to the boat's name by wrapping the mooring line firmly around the prop.



The backstays

A FEW years ago we had an enthusiastic meeting to form the Backstays. With the wonderful support of the Club members we have raised funds for projects like the renovation of the Trophy Room, the covering of the lounge chairs, and this year either a microwave oven or radios for the Club. We have added to the graciousness and elegance of the Club, both in our presence and hopefully with our ideas.

Sailing and "messing around in boats" is the Club's prime function, and in forming the Backstays it was hoped that more women would be encouraged on to the water and compete in what was and is still to some extent a "man's world". We are achieving this very gradually; the members have noticeably increased. But is progress really moving fast enough? We had the opportunity to learn basic yachting skills last year; its failure was probably due to aiming at the wrong level. By that I mean the course was perhaps too basic. I believe that those women who wish to sail do anyway.

The Backstays have opened the way for women to come to the Club, crew or talk boats, and now part-own their own keelers. We have become a voice in the Club that is able to communicate right through

to Executive levels. Therefore, its role is becoming one of liaison rather than a separate group attempting to foster sailing for women apart from sailing for men. The Club has become used to its lady members being around on and off the water.

In this role-paying world of ours there are by tradition the typically "domestic" things that women do so much better than men (which the Backstays are always pleased to perform), but as there are always exceptions to a rule, if the gentlemen have any ideas, or want to help, please let us know.

On the social side, we will, I know, have a very interesting talk by Chris Cole-Catley and a successful luncheon during Club week. The next general Club function presented by the Backstays will most probably be a Music Hall evening in July, and for the ladies an exclusive name fashion parade perhaps in August in time for the spring and summer fashions.

It is marvellous to see that THE RIP has been published again, and long may it continue. Thank you everyone for your support in our endeavours.

Fair weather and good sailing.

JENNY COOPER

Drifting to Gisborne

THE 1984 Gisborne Race was punctuated by a complete lack of wind, together with long hot days and balmy nights. Wet weather gear remained stowed, and reefing lines were redundant.

At midday on Boxing Day the gun went, but nothing else did. Jerningham seemed miles away as several yachts languished, motionless on the line. Race favourite COTTON BLOSSOM slowly gained momentum in the lightest of northerly breezes. At Evans Bay there was a southerly of 8 knots and the fleet scampered across to Halswell to park up off Kau Bay.

In stark contrast to the northerly gales which battered Wellington prior to Christmas, the Harbour sparkled magnificently. The day was perfect - for water skiing!

COTTON BLOSSOM and NOT GUILTY were the first yachts into Palliser Bay where they commenced a duel that was to last for the next two days. COTTON BLOSSOM with her very tall rig was able to adopt a run-line course with confidence that she was faster than anyone else on the same course. Murray Sleeth knew that following the bigger yacht was pointless and that the only way his crew could pressurise COTTON BLOSSOM was by locating better wind. His first move was to close on the coast at Nauree and ghost around the Cape very close in. This was successful, and by midnight NOT GUILTY remained within striking distance. But unfortunately for them, conditions remained constant throughout the race, and there was

By Ian Gordon

no answer to their bigger rival.

MINT, NIZAM, HIGH SOCIETY and JOKATO seemed to make good of the light stuff early, while AZTEC and RED HERRING found themselves in the company of much smaller boats.

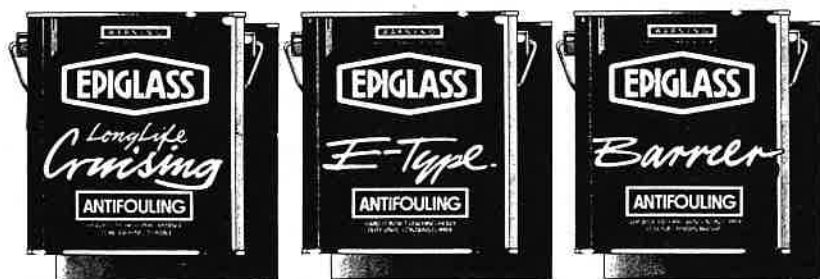
The first afternoon for those of us at the back of the fleet was made more frustrating by having to buck the tide up to, and around, Palliser. TERRAPIN soon recovered from an abysmal start and maintained good boat speed by taking a wide arc south of Palliser Bay. By midnight she was close on the heels of MEANTIME where she stuck like flypaper for the duration of the race. The crew of TERRAPIN maintain that tracking MEANTIME was tactical, but there is some speculation that her imported navigator only had charts of Poverty Bay itself!

SEQUOIAH II looked very smart with the crew in their new shirts but lost ground early by heading into Palliser Bay. Ahead of her were SNOW GOOSE and the Herreschoff ketch TAIRUA looking resplendent with a large red mizzen staysail. After over-indulgence on Christmas Day some crews reflected that it was a comfort to have a calm first night at sea. Those on watch thought otherwise as they struggled to make way. Often the only indication of forward motion was the sparkling phosphorescence of passing plankton.

Relaxed

The second day provided light southerlies which strengthened to a tumultuous 10 knots by afternoon. COTTON BLOSSOM and NOT GUILTY increased their lead over the fleet, followed by MINT, NIZAM, HIGH SOCIETY and GRANNY APPLE. Temperatures were warm and crews relaxed. Attitudes became even more relaxed that day when COTTON BLOSSOM so generously advised the fleet that according to their shipboard computer, she couldn't lose on IOR or PHRF. In that case it was definitely time for another gin and bugger the spinnaker which had collapsed yet again!

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That COTTON BLOSSOM didn't pick up PHRF proves again that computers are only as smart as their operators. It was a shame for Goldy that TERRAPIN didn't have single-sideband and hadn't heard his checkmate announcement.

The radio scheds were crisply conducted by Ross Telford, who was called upon to provide forecasts, positions, and waterpumps. Once AZTEC was safely in port, Anabelle Tye of SNOW GOOSE took over the scheds with equal enthusiasm, although often drowned out by heaving snoring!

By the third day the fleet was spread over the course in several directions ranging from two to 32 miles offshore. In hindsight it would appear that the skippers who closed on the shore at night and headed out to sea during the day maintained the best progress by exploiting the land and sea breezes.

Whatever breeze there was regularly died at sunset, enabling the "Happy Hour" to take place in peace. Those less weight conscious crews who had provisioned for a slow trip were able to enjoy culinary delights prepared and eaten in comfort.

Hawke Bay was a millpond, again!

Generous welcome

Fifty six hours after the start, COTTON BLOSSOM crossed the finish line in Gisborne some 10 hours ahead of NOT GUILTY, who had been plagued by parking attendants. The closest finish was the 43 seconds separating NIZAM from HIGH SOCIETY. Aided by a completely bare gallery, MINT sailed well in the light to finish third.

As yachts entered Gisborne at all hours, day and night, they were met by the Gisborne Yacht Club tender and presented with a rubbish bag full of such goodies as fresh bread, cold cans, a cask of wine, a flask of McLeay Duff, road maps, and razor blades.

It transpired that these gifts represented a small foretaste of the generosity we were to experience from the people of the Gisborne Yacht Club. Each yacht was met by a local host who catered for the crew's needs wherever possible. The organisation in the Harbour Basin was nothing less than superb as crews were washed, lubricated, and sustained.

On New Year's Eve the traditional prizegiving was held at the Sandown Park Hotel, which is a relative Mecca for the multi-talented



Limp sails on the startline give a preview of the weather to come on the Wellington-Gisborne race, starting on Boxing Day.

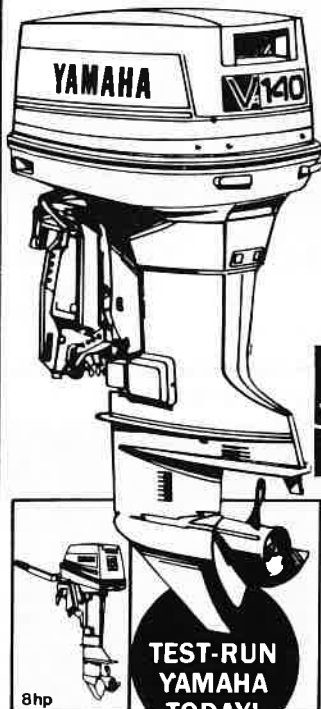
yachtsmen who can devour a huge buffet meal and quaff vast quantities of the local Riesling while simultaneously groping on the dance floor and describing every sail change of the race to riveted locals.

The highlight of the race was undoubtedly the hospitality of the local people. The most unforget-

table feature was the trip home; the fleet sailed into the teeth of a nasty gale. PHRF winner TERRAPIN spent 20 hours under bare poles and TAIRUA lost 5ft off the top of her main mast. Wind gear and sails were also damaged as Wellington welcomed us home and brought us back to earth.

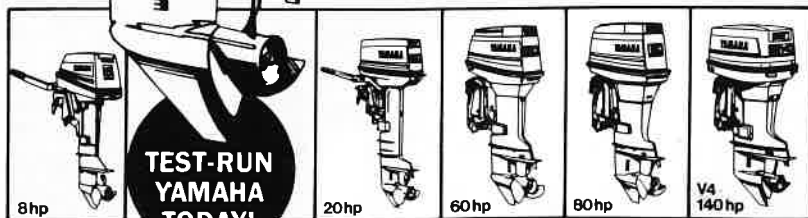
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Carrying on



ABOVE: Frank Healey challenges bravely but unsuccessfully in the well-turned ankle competition with Nicci Treadwell, Jo Livingstone, and Julie Harrington.
RIGHT: Dashing and debonaire Greg Turner sports boater, blazer, cane, and Lynne Chapman.



“No, no, it isn’t THAT sort of party.” Dierdre Syder fends off a festive feel from Matthew McCulloch.



Away from the cloisters for the evening, Sister Brian King explains to two eager novices the religious significance of Christmas and the benefits of the sheltered life.

Sheik el McKenzie plies Minnehohoho McKenzie with firewater as Lynette Chapman places other temptations in the path of Sister King.



Andrea Walters does not take seriously the suggestion made by Ian Greig.



at Christmas



ABOVE: Having temporarily given up his habit, Sister Brian King charitably prevents Jane Ower from becoming a fallen woman.
LEFT: Putting' on the red tie and hitting the footlights are Jo Leech and Rick Holmes.



These five ladies adopt a relaxed approach to the whole business.

Sheik el McKenzie introduces Jack Baillie to some unusual Arab customs.



If there's music, there must be dancing, and Graham Paterson is just the one to keep the traditions alive. Assisting him is Bev McMillan.

Lisl Prendergast tries not to notice as Norah Stagg forces the demon drink on Graeme Hargreaves.



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Ocean racing — the easy way

By Hal Wagstaff

NELSON is the human focal point of Tasman and Golden Bays, which comprise some of the best cruising grounds in this quarter of God's earth, so it was really only a matter of when rather than if our northern colleagues would begin racing to Nelson.

It happened on Boxing Day, 1984, when 24 yachts crossed the Devonport Yacht Club start line in a fresh sou-wester, bound for Nelson, via North Cape, in the inaugural Auckland-Nelson Race of 605 nautical miles (the longest nonstop ocean race in New Zealand). The regular Auckland - Gisborne race started the same day, and when that is taken into account a fleet of 24 in the Nelson event was a success in itself.

I was pleased to be a part of the scene as one of 12 aboard Don St. Clair Brown's ANTICIPATION.

The sou-wester quickly took the fleet past Kawau and through the night to Cape Brett. There, the wind faded until the slightest of sea breezes came in as we passed the Cavalli Islands. Up to that point we had opened up a lead of 7 or 8 miles on the fleet. But even the sea breeze faded into calm, at least where we were out from Doubtless Bay.

The skippers immediately behind us read our predicament and the weather well, and pushed in nearer to the coast where they picked up a local breeze to sail right around us, and North Cape, thereby pushing "ANTS" into 4th or 5th position at Cape Reinga where there was a flat sea and insufficient wind to fill a lightweight spinnaker. CLARK GABLE reported she was 23 miles ahead at that point, a report we could not (or did not want to) believe. A shifting zephyr of 3 or 4 knots, generally southerly, saw us peg-back CLARK GABLE in a day's sailing and at the radio schedule that night we were again miles ahead.

We sailed slowly through the third night and early the next day in very light winds and calm seas. Don summed up the conditions at the stage when he said, "If Ian Ferguson was in the race he'd be miles in front."

About opposite Kawhia and 100 miles out to sea, we picked up a freshening sou-wester which took the first two-thirds of the fleet



ANTICIPATION's crew enjoy the sun in Tasman Bay as they ghost slowly towards the finish line at Nelson.

through to Tasman Bay. For the 100 miles out from Farewell Spit "ANTS" had a breeze to her liking, sometimes 30 knots apparent, and she powered through short, sharp, choppy seas hard on the wind at 9½ to 10 knots.

As we weaved our way through the glare of a fleet of Japanese squid boats off the Spit, we had a handsome lead and hopes of a major handicap prize in addition to line honours. But the breeze faded as we sailed through the night across Golden Bay and at dawn we were becalmed off Adele Island, about 5 miles away. We spent all morning eking our way across Tasman Bay to finish at the Nelson Yacht Club 118½ hours after leaving Auckland.

CLARK GABLE, KITANGA, PLANE JANE, MARDI GRAS and TAMAKI RAIDER carried the straits breeze right through Tasman Bay and made up many hours in the last 50 miles, giving MARDI GRAS IOR honours and TAMAKI RAIDER a win on PHRF. Even though it took us 14 hours from the Spit to Nelson, we clearly took line honours.

The prize-giving champagne breakfast and the hospitality was absolutely marvellous. Thank you Nelson.

The next race is scheduled for 1987 (1986 and 1988 will be Gisborne events) and I sincerely suggest to Wellingtonians that it would

be a race worth entering. Cruise your boats to Auckland in December, race to Nelson and then have a few days or a few weeks unwinding in one of Godzone. Then a quick burst back home for the Wellington - Nelson Race on Anniversary Weekend!

Think about it! Better still, give it a go. I'm pleased I did.



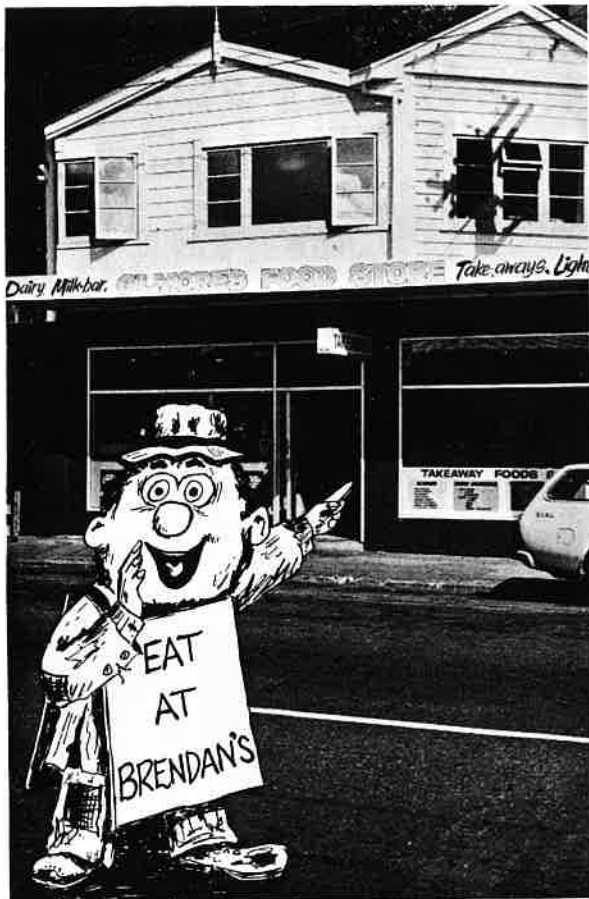
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Random notes

OVER the next few months, you will notice a new decorative feature of the Clubhouse - the beginnings of a Gallery of the Greats : photographs of Club boats which have played a part in our history -by doing consistently well in Club races, by having represented the Club and/or New Zealand in national/international events, or boats which for one reason or another have carved their own niche in our record books.

We at THE RIP think it's an excellent idea, and we hope members share our enthusiasm.

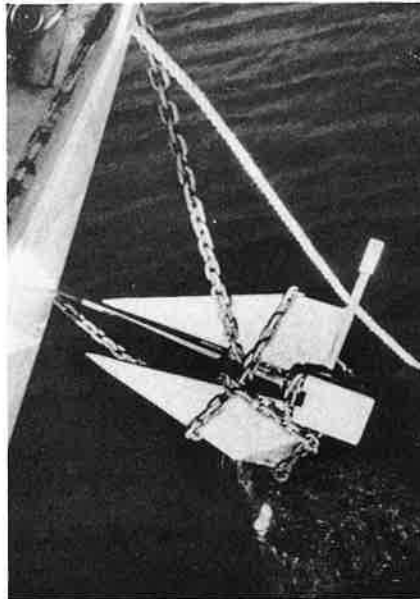
CONGRATULATIONS are also in order for the new-look, light, bright Lounge area. What a difference a lick of paint makes!

MOST of us would have been pretty impressed with the Questionnaire which was sent out in October last year, and a fair portion of us would have taken some time to give thoughtful and constructive replies. THE RIP wonders what, if anything, has happened to all that information - are we going to see the first nautical version of a McNair Survey, or is this just something else which seemed a good idea at the time but which lapses for want of any further interest? We do hope not.



What a lovely day. Perhaps a little stretch out down at the Boat Harbour? Mmmm, that looks like a comfy spot ... Kind of these boaties to provide sun decks for the rest of us ...

By
Fleet Scribbler



Have you ever had the feeling that the anchor is somehow not quite right? It pays to pull it up and have a look. This unbelievable example of fouling of a carefully-laid anchor occurred overnight in Te Puru.

THANKS from Barrie Cronin to the kind person who rescued his ageing vehicle's front number plate - which was apparently falling off - and placed it under his windscreens wipers a few Saturdays ago.

The Lady of Te Puru

*Oh, yachtsmen, Care!
Beware,
The Lady of Te Puru*

*A sweeter soul you will not meet;
Her radiant smile, her friendly greet,
But these are covers for deceit.*

*When you and Bill discuss sea
anchors
This comely lass, it seems she
hankers,
For her stacked larder, for her stove
And there with butter, eggs and
clove
Will turn out pancakes by the drove.*

*Now whilst in boatshed we debate
What sailors natter and inflate,
The lovely lady, all unseen, has
slipped
Rich pancakes, tissue wrapped,
Into the cockpit, to be shipped.*

*Later, adjourn we to the parlour
Where coffee, pancakes, such
aroma,
We fill our tummies, fit to burst
Whilst artful lady, so demure,
Sips only tea, sans milk, sans sugar:
Just nothing to disrupt her figure.*

*Thus bloated, we, cholesterol full,
Adjourn to jetty, then "Farewell!"
Into the bay we sail away
Heading for Alligator on port lay.
It's not until the Lambert Cape
That hidden in the cockpit's nape
Evolves the tissue and the crepe —
Wrapped pancakes, of such gem
We can't resist the smell of 'em ...*

*So, yachtsmen, Care!
Beware.
The Lady of Te Puru.*

1094
March, '84

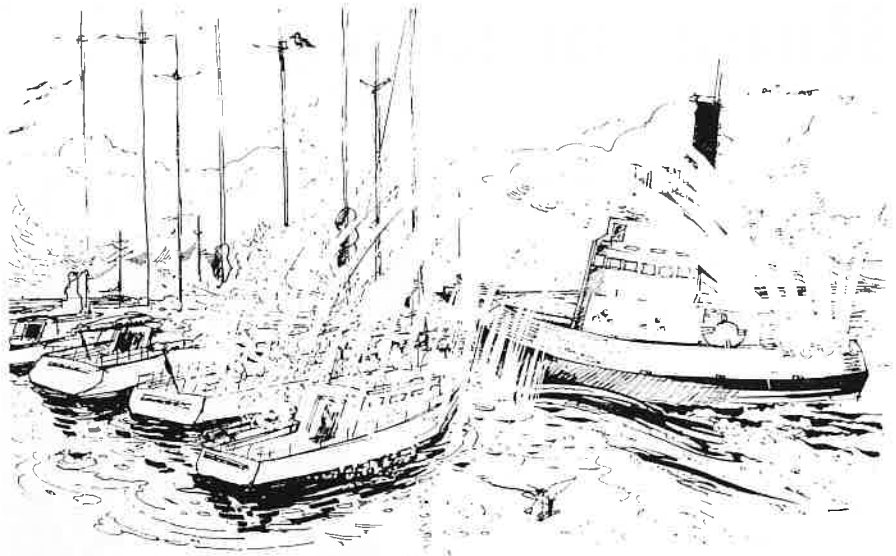
THERE is a saying: "If you can't beat 'em, join 'em." Hugh Poole has his own version: "If you can't beat 'em, buy 'em." His new trade-up from the Farr half-tonner FARCICAL to the Young 88 PADDY WAGON makes him a good bet to march off with the 2nd Division championship once Hugh sorts out the aiming bit and stops beating small boats and certain lighthouses around the ears.

HAVE you ever wanted to sail an America's Cup 12 Metre, but somehow just didn't seem to have the opportunity?

If you happen to have a few hours in Taupo, you can now do the next best thing. An organisation calling itself Solo Challenge has for hire Illusion Mini 12m yachts - scaled-down America's Cuppers for one.

All the go-fast tweaking gear, 340 lb of ballast, and you sit down, partly reclining, inside the hull, with just your head above deck.

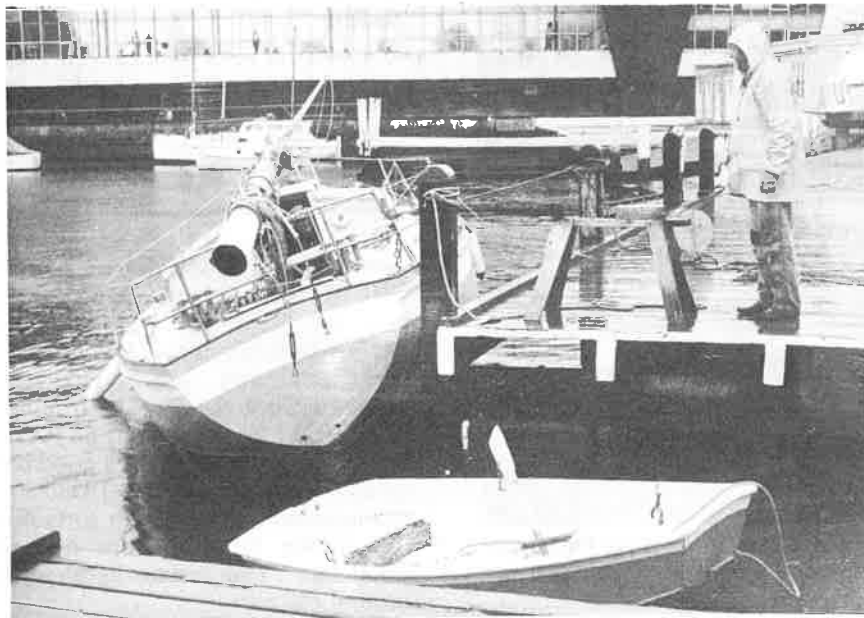
Get a few of the mates together and they will even start races for you. It's great fun, according to a few Club members who have tried it.



ABOVE: Tony Shearman's MARISHKA is a recent addition to the Club's fleet. Launched last October, the 36ft Laurent Giles cutter is a sister to WEST WIND II, and was built by Tony as a spare-time project.

APOLOGIES to Neville Jordan for mis-spelling LARRIKIN in the last Newsletter.

BELOW: Funny! It was all right before lunch.



WE HEAR that the long, slow race to Gisborne created a few problems — especially for some of the back markers. What with the big Auckland fleet and the early Wellington arrivals the local ablution facilities must have been in great demand. Why else would AZTEC, NIZAM and others in high society invite salt water showers? Perhaps it was the odour of rotten possum. Seems the local Harbour Board engineers appreciated the problem, and they soon had the Gisborne Tug water cannon working to good effect. Not all crews enjoyed a saline douche - those already in mint condition were not guilty and spared the spray. However, not everyone appreciated showers from heaven - at least one ageing skipper failed to see the amusing side and felt he was already washed up!

GAVIN Loe, recently retired from the rigours of the legal profession, was spotted not long ago preparing his cruiser ICONOCLAST for Marine Department survey. He has purchased David Scott's property in Blackwood Bay, and intends to live there permanently, using ICONOCLAST for an occasional charter.

There could be worse ways of enjoying one's life!

CHRIS Harris, of CHINCHILLA fame (?) has really gone too far....he fills up his boat (to near sinking!!) to clean the interior and then, when he eventually does go racing, has Roger (The Dodger) giving him a boost towards the finish line by ramming his stern with the aptly named BRAVADO.

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Dear "Rip" Reader,

SKIPPER YOURSELF IN TASMAN BAY AND D'URVILLE ISLAND

If you can fit in some late summer cruising before summer ends, we can fit you in. After the crowds go home in February and before April 20, "Karakoram" is available for a special package price as low as \$229 per person per week inclusive of fares from Wellington. And after April 20 it is even cheaper!

The package includes:

- * 7 day bareboat charter of "Karakoram", a Farr designed 9.4m Noelex 30.
- * Return air fares to Nelson
- * Taxi between airport and Nelson Marina
- * Warm seas and summer conditions
- * Uncrowded anchorages

Package rates:

6 persons	\$229 per week each
5 persons	\$259 " " "
4 persons	\$295 " " "

Also available at \$895 per week for the boat alone, exclusive of air and ground fares. Again this reduces after April 20. Spinnaker available to approved charterers at extra cost.

For local queries, please call Cathie and Steve Franks on Paraparaumu 28 313 or Rob Rowlands on Wellington 757 760.

Yours sincerely,

John Quaiife,

NELSON CHARTER YACHTS

"KARAKORAM"

Luxurious Accommodation for six adults

- * Two double berths, two single berths
- * Gas stove, oven and grill
- * 3 cu ft Electric Refrigerator
- * Fresh water shower
- * Stereo cassette

Safe Sailing

All stages of building and fitting were supervised by the NZ Ministry of Transport

Length:

— Overall	9.41m (30' 10")
— Waterline	8.15m (26' 9")
Beam	2.86m (9' 6")
Draft:	
— Keel Down	1.92m (6' 9")
— Keel Up	0.5m (1' 8")
Displacement	2176kg (4800 lb)
Ballast (keel)	587kg (1294 lb)

ACCOMMODATION: Sleeps six adults, settee berth main saloon, port quarter berth, dinette converts to double berth, vee double berth forward. Toilet with wash basin and electric shower. 30 gallon fresh water tank. Cupboard with shelves for clothes etc and ample storage under squabs. L-shaped galley with formica bench, stainless sink with fresh and sea water and shelves behind and below. Chart table and general shelf space for books etc. All Teak interior woodwork. Interior lights.

TECHNICAL: Electrically driven hydraulic vertical lift keel, twin 90 ah 12v batteries Yanmar 15hp twin diesel with electric start, all navigation lights, digital depth sounder, digital log, speed and windspeed indicator, compass. All firefighting and safety equipment to MOT specs. Alloy mast and boom, stainless rigging, self tacking jib, two Barlow winches, all halyards and controls lead aft. Main has 3 slab reefs and jib one. Hull and deck fibreglass laid under Ministry of Transport Supervision. "Karakoram" was launched in Auckland in October 1983 and sailed to Nelson.

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



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Telephone 27573

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Wellington. Telephone 863-551