

# ***The Rip***

**July 1985**

The Royal Port Nicholson Yacht Club Magazine

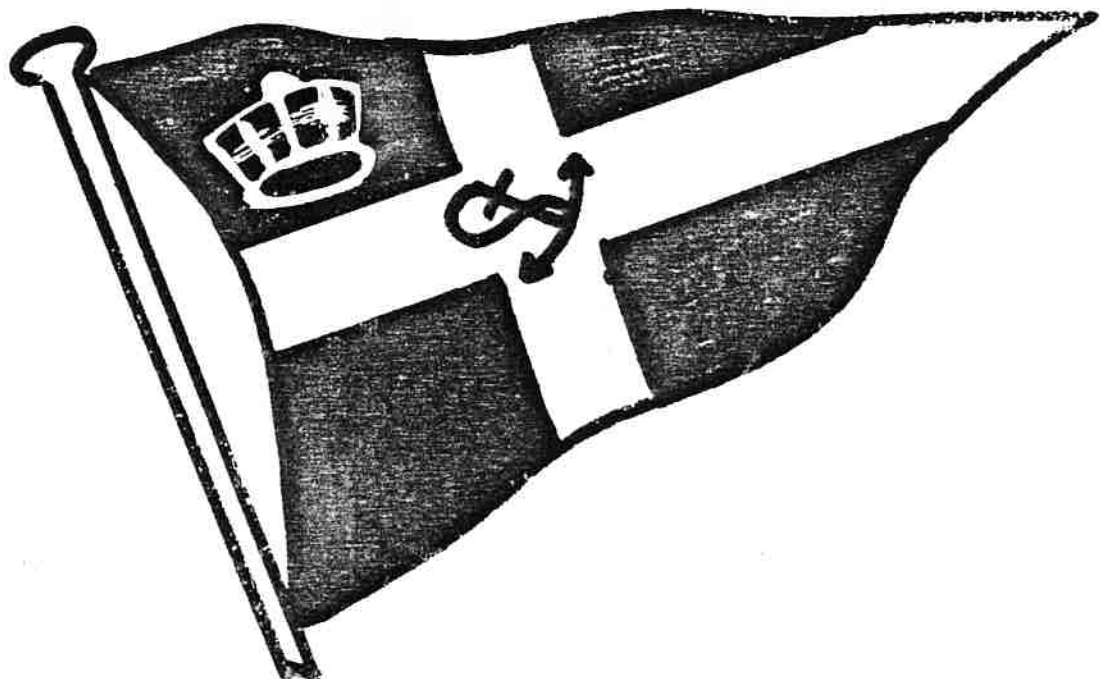


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COMMENCING  
**8<sup>th</sup> SEPTEMBER**



# FELTEX ROPES

## Ropes Champions Rely On

### THESE CHAMPIONS RELIED ON FELTEX RIGGING

Rainbow II  
Waianawa  
45 South  
Natale  
Quicksilver  
Inca  
Tempo  
Buccaneer  
Gerontius  
Jenny H.  
Pinto  
Barnacle Bill  
Prospect of Ponsonby  
Jiminy Cricket  
Red Lion  
Mr Jump

Fidelis  
Export Lion  
Cotton Blossom  
Shock Wave  
Country Boy  
Anticipation  
Swuzzle Bubble  
Wee Willie Winkie  
Ceramco  
Outward Bound  
Rainger  
Pacific Sundancer  
Exador  
Geronimo  
Lady Be

*and chosen by Peter Blake  
for Lion New Zealand.*





# **The Rip**

**Vol.4, No.2**

**July 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**

Boat of the Year, Murray Sleeth's Ross 40 NOT GUILTY, powers out of Wellington harbour into a steady southerly. (Story page 21.)

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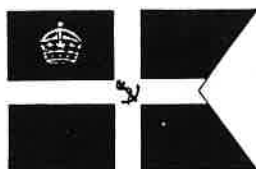
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# Correspondence, love letters, and advice



## Commodore

### Associate members

AS it's approaching this time of year when subscription fees sashay across our bank statements, I felt inclined to commit pen to paper and make the following comments.

I joined RPNYC in December 1984 as a "lady member", and since then I have discovered the anomaly that I can virtually enjoy all benefits (except for voting rights) of active sailing, and making full use of the Club facilities, for a mere 50 per cent of the senior membership!

The membership category "lady member" was obviously created in the days when women were not as actively involved in sailing, and it was probably designed purely for social purposes. However, the times have changed. Yachtswomen are here to stay and should be recognised not only on merit but as full financial members of the Club, with constitutional rights.

One suggestion that springs to mind is restructuring of membership categories, in particular senior/lady members — changing, for example, to senior and associate members. The former would encompass all active yachtspeople, and the latter would cater for all non-sailing members — whether they be partners, senior members, retired members, or social members.

This system would seem fairer to all concerned, and it is encouraging to see that Mana Cruising Club and the Royal NZ Yacht Squadron already operate on similar lines.

Being an advocate of equal opportunities, consequently I feel bound to apply for senior membership, and challenge other Club yachtswomen to follow suit.

JULIE HARRINGTON

### No scones

WE represent the union delegates on board RED HERRING II, and on behalf of our skipper, Roy Bridge, we categorically deny allegations made at the Rotarians' prizegiving

THIS is the start of my third and last year as your Commodore, a year which has already commenced on a very positive note, with the quite clear mandate at the Special General Meeting for the Club to purchase the Wellington Harbour Board interest in the existing Clubhouse building. This has further been followed by the strong discussion from the floor at the Annual General Meeting that we should investigate and prepare an upgrading or redevelopment plan in respect of the existing Club facilities.

It was indeed heartening to be able to gauge the measure of strong interest being voiced by members, and you can be assured that the Executive will make every endeavour to produce a plan and programme which will be to this Club's benefit and advantage.

We are going to require, and in-

about our skipper's behaviour during the race.

At no time during the race did our skipper leave the comfortable and cosy position he was settled into in the cockpit to go below and make scones. As for the other comments, we would be breaking Rule Six of the Ship's Rules to discuss the matter.

The union have noted the names of the Rotarians involved, who will be advised of the Ship's Rules before next year's race.

B & C

### Faults with facts

FIRSTLY, let me congratulate you on your efforts in resurrecting THE RIP. I hope you will enjoy a high level of support to ensure its success.

However, I have one area of concern and that is that articles written and published should be accurate.

I refer to an item in the February issue by the Fleet Scribbler re Gavin Loe.

The said property purchased was purchased jointly by Gavin Loe and

deed it is necessary to have, the input and enthusiasm of members available to us, to ensure that the best possible results can be obtained.

I believe that amongst our members we have sufficient expertise in the various professional disciplines to enable us to arrive at a sound and constructive plan which can be put to the membership.

Some of you have already stated a willingness to be involved, and I know that there are others out there whom I am sure will be making their respective skills available.

This is going to be a period of considerable involvement and deliberation for us all, but I am sure that the end result can only be for the benefit of all Royal Port Nicholson Yacht Club members, not only now but in the future.

GARY W. TYE

Peter and Beth Thorne-George; secondly, we did not purchase it from David Scott but the Scott Family Trust.

A quick check in the Clubhouse could have established those facts from them that know.

PETER M. THORNE-GEORGE

*(Editor's note: Our story resulted from a conversation between Gavin Loe and a member of the RIP committee. Gavin obviously did not issue a full legal statement regarding the purchase and shareholding of the Blackwood Bay property.)*

### Club mourns Maurice Crisp

IT is with regret that the RIP notes the passing of Maurice Crisp, an active member of the Club, and shipbroker since 1962. His family, Megan, Giles, Nigel and Simon would like to thank the Club members for all the support extended during their time of sorrow.

## Congratulations Hal, O.B.E.



CLUB member Hal Wagstaff, architect, yacht designer, and yachting administrator, was awarded the O.B.E. in the recent Queen's Birthday honours in recognition of his many services to yachting. Among many other things, Hal is a past World President of the International Moth Class Association, an Executive member of the NZ Olympic Assn, a past chairman of the Wellington Yachting Assn, and a committee member, international judge, and member of the Technical Committee of the IYRU. The Club extends its heartiest congratulations on this well-merited award.

## Have a go at indoor bowls

THE Indoor Bowls Club needs new members. Whether or not you have played indoor bowls before makes no difference as the principles can be learnt in a matter of minutes (the skills come with a little practice).

The facilities the Bowls Club have are the latest and in excellent condition. It is a pity to see these assets not being used to their fullest.

During the last season an inter-yacht competition was held, proving to be a lot of fun and creating a whole "new image" to a large number of people as to what indoor bowls can offer in the way of competition and enjoyment during the winter months.

There isn't any joining fee or

subscription, making it one of the cheapest night's fun you would get anywhere.

For those of you who like the competitive side of sport there are various trophies to play for, and those who would like an inter-yacht challenge or have any other ideas, please come and let us know.

## Editorial



WE now own our club premises — our Club's administrators earn well-deserved praise. Where do we go from here?

At last, we can look forward to changing our "home" to a place which is exciting, a place we can be proud of, a place all members can enjoy, be they competitive sailors, those with cruising interests, or those past active participation with an interest in reminiscing.

Our clubrooms have by today's standards fallen below those offered by many sporting clubs throughout New Zealand. Now the opportunity exists because of the security of tenure to change this and offer our members, whoever they be, better facilities and more opportunity to make use of the Club by providing clubrooms which offer each one of us an attraction we enjoy. Club facilities today must have a multi-purpose attraction which is capable of earning income or at least containing a user-pay element.

A few years ago Wal Edwards, a keen member with a great deal of architectural flair, put a proposal forward to expand and upgrade the Club with an exciting concept which offered much better after-sailing facilities, lounge and dining areas for relaxation with unsurpassed views, together with space for indoor sports and meeting rooms. Perhaps it's time to brush off the dust and see if his proposal still meets today's criteria.

A successful club needs a keen common interest with a convivial atmosphere which can only be achieved when each and every one joins together and works for a common goal. Attitudes and thinking within the Club are changing — it's time for all of us to push in the same direction. We could have not only the best club location in the country but also the best facilities.

DEL HOGG

The club meets at the Clubhouse on Tuesday nights at 7.30 p.m. A special invitation is extended to people who have never played before. Remember, this game is for young and old alike.

Please ring Jim Cottle, Tel. 872-009 (day) or 886-471 (evening) for further details.



# Planning committee approved

A CHANGE to the qualifications for veteran members, a decision to set up a special sub-committee to provide a five-year plan for the development of Club facilities, and the election of two Honorary Life Members, were the major items in the 102nd Annual General Meeting, held in the Clubhouse on June 27.

Seventy eight members braved a wet night to be present at the short and relatively uneventful meeting. Following the recording of apologies, members stood in silence to commemorate members who had died in the previous year — Messrs A.L. George, M.K. Archibald, A. Black (country member), H. Dixon, and M. Crisp.

In presenting the Annual Report, Commodore Gary Tye referred to the marked decline in revenue from the Wardroom, attributing this largely to the Ministry of Transport's random stopping campaign. The effect was similar to that being experienced by all clubs.

## New officers

The statement of accounts was accepted without discussion, and the election of officers took place. Commodore Gary Tye and Vice Commodore Ian Greig were re-elected unopposed. Rear Commodore Brian King had resigned, as he had accepted a teaching position in Hawke's Bay, and Gary Nimmo was elected to this office.

Another notable change was in the position of Hon. Secretary, Tessa Williamson standing down after two years, and being replaced by Ian Gordon. A large sheaf of flowers was presented to Tessa as an appreciation of the considerable work she had done for the Club, and a special tribute was paid to her by the Commodore, who described her as "a tower of strength".

Ken Burt replaces Craig Jones as Hon. Racing Secretary, and the new Cruising Captain is Colin Baylis.

Craig Jones now takes over the thankless task of Handicapper from Peter Hewitson.

Both Norm and Wynne Foothead retired from the start box crew, and Norm's position as Starter, held for so many years, has been filled by Linda Murray.

The only positions requiring a ballot were those of WYA Delegates, the successful contenders being Hal Wagstaff and Graeme Hargreaves.

The new Executive Committee consists of Roy Cowley, Graeme Hargreaves, Peter Lawrence, Alister Macalister, and Bill MacQueen.

Members of the Sailing Committee are now Nigel Crisp, Chris Hargreaves, Brian Millar, and Gary Wagstaff.

All other officers, Patron, President, Vice Presidents, and Port Captains, remain unchanged.

## Subscriptions

Treasurer Jack Baillie recommended that there be no change in the subscription rates for the coming year, a recommendation that was supported unanimously.

## Veteran membership

The motion which had been circulated to members prior to the meeting, regarding a change to the rules, was then proposed. It was: That Rule 30 — veteran members read:

(a) Any member, after he has been a senior financial member of the Club for not less than fifteen years, and after he has attained the age of 65 years, or

## New Rear Commodore



New Rear Commodore Gary Nimmo's main aim is to improve the social activities of the Club, and to encourage better use of the Clubhouse. He has been a member of the Club since 1972, during which time he has crewed on various boats, including three of Brian Millar's. In the mid-1970s he built DE FACTO, a 33ft Spencer boat, and is currently building a 36ft cruiser.

after he has been a senior financial member of the Club for not less than twenty years and after

## The Sailing Committee



Members of the Sailing Committee (left to right) are: Colin Baylis (Cruising Captain), Linda Murray (Starter), Chris Hargreaves, Ian Greig (Vice Commodore), Ken Burt (Racing Secretary), Brian Millar, and Craig Jones (Handicapper). Absent are: Nigel Crisp, Gary Wagstaff, Pauline Edwards (Timekeeper), Pat Cowley (Recorder), Bruce Askew (Measurer), Graeme Hargreaves (WYA/NZYA Delegate).

# at AGM

he has attained the age of 60 years, may, by notification to the Secretary, become a veteran member;

(b) Any lady member, after she has been a lady member and/or associate member of the Club for not less than fifteen years, and after she has attained the age of 65 years, or after she has been a lady member and/or associate member of the Club for not less than twenty years and after she has attained the age of 60 years, may, by notification to the Secretary, become a lady veteran member;

(c) Veteran and lady veteran members shall pay the annual subscription for the time being provided for country members in lieu of the subscription for senior or lady members, and shall enjoy all the privileges of the Club;

(d) Veteran members shall be entitled to vote and hold office, but lady veteran members may not.

The reason for the suggested change to the rules was that the Ex-

## Officers for 1985-86

**Commodore:** G.W. Tye.

**Vice Commodore:** I.A. Greig.

**Rear Commodore:** G.J. Nimmo.

**Hon. Secretary:** I.M. Gordon.

**Hon. Treasurer:** J.W. Baillie.

**Executive Committee:** R.J. Cowley, G.D. Hargreaves, P.J. Lawrence, A.F. Macalister, W.B. MacQueen.

**Hon. Racing Secretary:** K. Burt.

**Cruising Captain:** C.H. Baylis.

**Sailing Committee:** N.R. Crisp, C.G. Hargreaves, B.A. Millar, G.N. Wagstaff.

**Starter:** L. Murray.

**Timekeeper:** P. Edwards.

**Recorder:** P. Cowley.

**Handicapper:** V.C. Jones.

**Measurer:** B.D. Askew.

**WYA Delegates:** H.H. Wagstaff, G.D. Hargreaves.

**Port Captains:** Auckland, P.B. Tanner; Bay of Islands, Dot Gatland; Gisborne, R. Grant; Nelson, D. McKee; Picton, F. Jorgensen; Tauranga, L. MacDonald; Whangarei, J. Davie; Suva, R. Moody.

## The Executive



The new Executive line-up is (left to right): Peter Lawrence (Committee), Gary Nimmo (Rear Commodore), Ian Gordon (Secretary), Ian Greig (Vice Commodore), Gary Tye (Commodore), Colin Baylis (Cruising Captain), Roy Cowley (Committee), Ken Burt (Racing Secretary), Graeme Hargreaves (Committee), Alistair Macalister (Committee), and Jack Baillie (Treasurer).

ecutive had become aware that a number of people are now retiring at 60 years of age and that imposing full membership subscriptions in respect of retired persons can and often does impose hardship. For that reason, it was proposed that the veteran membership category for long-standing Club members be reduced to a qualification age of 60 years. In examining the Club Rules relating to veteran membership, it was noted that there was an anomaly in that the veteran category had not earlier been expanded to the lady members of the Club.

The motion was proposed by Ian Greig and seconded by Gary Nimmo, and was carried unanimously.

### Honorary Life Memberships

The Commodore then proposed that in view of her long service to the Club, Wynne Foothead should be made an Honorary Life Member. This proposal was seconded by Roger Manthel, who spoke of Wynne's dedication and thoroughness as Hon. Secretary. The work always falls on willing members, he said, and Wynne did more than her share. Honorary Life Membership was an honour that had to be earned, however, and Wynne had certainly done that. The motion was carried unanimously.

On behalf of the Executive, the Commodore then proposed a similar honour for Norm Foothead, who had been a member of the start box crew since 1973, and had just announced his retirement as Starter. In seconding the proposal, Graeme Hargreaves praised Norm's dedica-

tion, observing that he had put more into yachting than most of us. This motion, too, was carried unanimously.

Regrettably neither Wynne nor Norm was able to be present at the meeting, so their badges will be presented later in the year.

### Slipping facilities

A sub-committee was appointed at last year's AGM to look into the problem of the Club's slipping facilities, and a written report on their investigations was distributed. This is reproduced herewith.

### Memorandum re slipping facilities

In line with instructions of the Annual General Meeting 1984 a sub-committee was appointed by the Executive to investigate the possibility of improving the slipping facilities at the Clyde Quay Boat Harbour.

Consultations with the Harbour Board Engineers indicated that it would cost as at September 1984, one hundred and thirty thousand dollars to establish another set of rails adjacent to the present slipway. The provision of a similar cradle would add a further forty-five thousand dollars to this total, giving a grand total of one hundred and seventy five thousand dollars needed to duplicate the present facility. The expenditure of this amount of money is well beyond the financial capacity of the Club at present.

Bearing this in mind the sub-committee investigated other possibilities and put forward three suggestions to be considered as

(Continued on next page)



## AGM (continued)

short, medium, and long term projects.

In the short term, contact was made with the Wellington Sea Rescue Service at Evans Bay Marina to see if we could come to an arrangement whereby a quick-slipping facility could be provided to service the needs of yachts berthed at the Evans Bay Marina, thereby taking the pressure off the Boat Harbour facility at weekends. Negotiations with the Wellington Sea Rescue are still proceeding, with hopefully a positive outcome prior to the new season.

In the medium term, it is suggested that the Club approaches the Wellington City Corporation to see if it is possible to have access to the land directly in front of the Freyberg Pool for a hard-standing area where boats can be craned from the water on to the breastwork and be stored for a set period to carry out extended maintenance. The incoming Committee should explore this avenue as fully as possible as it may be an inexpensive means of providing boat owners with a hard-standing area for the longer time needed to carry out extended maintenance.

The other option explored can only be described as long term at this stage as it involves the Harbour Board constructing a suitably graded ramp at the north-west corner of the Evans Bay Marina and the Club providing a trolley and tractor to haul and locate boats in the area north of the Wellington Sea Rescue building.

Although the Harbour Board Engineers expressed interest in this project they are unable to consider it fully until the boat harbour has been constructed at Lowry Bay.

This could be up to three years away.

The sub-committee did not involve itself at this stage with the Evans Bay Yacht Club as it was endeavouring to find an area where slipping can be carried out in sheltered water at most times with minimal damage to boats when hauling and launching.

We feel however that this area could be fully explored to see if there is a possibility of jointly improving the means and methods of safely handling boats on their hard-

## Club's new Secretary

THE new Hon. Secretary, Ian Gordon, a solicitor, has recently returned to Wellington after being landlocked in Palmerston North for two years.

He has been known in and about the Club as "Jim" (among other things!) since he began sailing on NIRVANA in 1977.

In 1981 he did the Lautoka Race and a two-month cruise of Fiji and Vanuatu on NIRVANA. Cruising proved to be so much to his liking that he flew back to Vila to join Gavin Loe for five months of indulgence before returning destitute to Wellington. He currently crews with anyone who will have him, and sails a Laser out of the Coene shed whenever possible.

Ian comes into the position devoid of secretarial skills but willing to participate. As he says, green, but keen! (And, we suspect, overly modest.)



Retiring Hon. Secretary Tessa Williamson hands over her responsibilities and flag of office to new Secretary Ian Gordon.

standing area.

In assessing the situation it would appear that should the Club wish to become actively involved in providing further facilities considerable expenditure is going to be involved in both building and maintaining any extension of the present facilities. This no doubt will be taken into account before any serious commitment is made to any particular project.

Some discussion ensued.

Had any thought been given to side-slipping from the present slipway? It had not.

The suggestion of using the area in front of the Freyberg Pool was described by Murray Sleeth as ridiculous, and he hoped that this idea would not be considered further.

Roger Manthel suggested that the Club should not close its mind to the idea of a straddle lift at some time in the future, and a graded ramp at Evans Bay would be a first step.

Rod Campbell asked whether the Committee had thought of flood-lighting the slipway so people could work on their boats at night, thereby getting 15-25 percent more use from the slipway.

The meeting was assured that the incoming Committee would continue to work on the problem.

It was pointed out at this stage that the high-pressure hose at the slipway was almost worn out, and in need of urgent attention.

### Overnight race

A suggestion was made that the Sailing Committee should consider an overnight race to give newer boat owners a bit of experience.

### Board of Trustees

Rod Campbell gave notice of his intention to move at the next AGM "that the Board of Trustees of the Royal Port Nicholson Yacht Club be re-established to direct the financial and policy matters of the Club."

This would be in line with other sporting bodies. His motion would be accompanied by an explanation.

### Club Manager

Peter Lawrence paid tribute to the excellent job being done by the Club Manager, Grant Scoones. This was supported by acclamation.

### Outboard washing facility

Barrie Cronin asked whether any thought had been given to his previous suggestion of constructing a small concrete tub in which outboard motors could be washed in fresh water, thus saving everyone having to clutter up their sheds with

44-gallon drums. The suggestion had met with no response whatsoever.

#### Planning sub-committee

Paul Miller then proposed, after some discussion in reshaping his motion, "that a sub-committee be set up to study all club facilities, and produce a five-year plan for construction and maintenance, outside professional help to be available to the committee if required." This was seconded by Del Hogg, who spoke at some length, emphasising that with the purchase of the Clubhouse we now had the opportunity to investigate fully the development of the Club.

Some discussion followed.

Don Delbridge: What would the powers of such a sub-committee be?

Gary Tye: They would report to the Executive.

Ken Burt: Agrees with the motion. It would give the Executive something to work towards.

Rod Campbell: He hoped the Executive would not hire consultants, as in the past, at a high cost, to present something which we might never use.

Roy Cowley: The motion is not necessary.

Ian Greig: It is the Executive's job

## Don't look now, but ...



**I say, don't look over your shoulder, but I have a funny feeling ... MINT and COPPELIA push their luck to the limit when the pressure is on.**

to govern the Club's affairs. It doesn't need to be told to hire specialists. There is no need for the motion.

The motion was eventually put to the meeting, and passed on a show

of hands by a considerable majority.

The meeting concluded with the handing over of the Secretary's and Rear Commodore's flags to their new owners.

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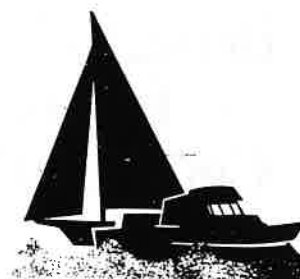
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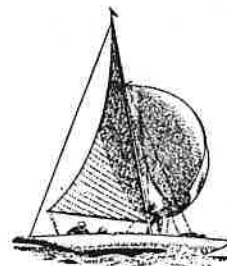
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The "Galley" Restaurant opens for business lunches and stays open till late evening. Family meals on Saturday and Sunday.  
Different menu every day but featuring beautiful entrees, main courses and desserts.

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

# Norm and Wynne — starting and finishing

AFTER many years of dedication to Club activities, Norm and Wynne Foothead retired this year from their positions in the start box — Norm as Starter, and Wynne, a former Club Secretary, as Judge. For all their time and effort spent on the Club's behalf, they were both honoured at the recent Annual General Meeting by being unanimously elected Honorary Life Members.

Norm joined the start box crew in 1973, and soon became its mainstay. He reports on his experiences since that time:

It all started when Peter Foote and his daughter Maxine carried on from Barry Averi. I helped Peter for some time. I remember making sure we were flying no Japanese flags on Opening Day to avoid upsetting Herb Dixon and Jack Maddever, both ex-prisoners of war.

## Starter

When Kem Cox became Commodore he persuaded me to take on the job of Starter. I was Starter Judge for some time when it was decided that it was wrong to leave it up to one person. Graham Baker was appointed Judge and Don McLean Timekeeper. Later Tom Moody became Judge.

At this stage the timing equipment was shaky so Snow Oliver purchased the best digital timing equipment available. The timing should now be dead correct, and is.

The racing was always first class with Geoff Stagg, Bryan Coleman and others. It was a very happy atmosphere. Everyone waved and gave the start box full respect (perhaps it was the pretty girls who kept turning up).

Maxine went off and was married and Jenny Nimmo arrived, and she was excellent company and very efficient. Jack Cox used to lay the start buoy, regardless of the weather, in those days. Then Lee McKenzie joined us all for some time. Then Sue Hargreaves had her turn. Annette Jones followed, and she stayed a long time and was marvellous.

By this time the fleet had grown considerably. Consequently, the start-line was becoming hectic. All



Stalwart of the startbox Norm Foothead and his wife Wynne (right and centre) watch the race's progress, while Annette Jones keeps her eye on the timer. Annette is another dedicated behind-the-scenes worker, having been a member of the startbox crew for nine years before retiring at the end of the 1983-84 season. During this time she was Recorder for three years and Timekeeper for four.

this time ladies were having their families, and the babies had to be put outside when the gun was being fired.

I must at this stage apologise for my rude behaviour when various people were knocking on the door and wanting to come in and talk. It is difficult to concentrate on the time at all stages of starting procedure, so I was justified, in my mind, to keep the start box staff closed up.

## Long hours

The off-shore races finished in Wellington, which entailed very long hours. Ross Telford used to ring Wellington Radio, who would ring Wynn and me, and we'd get in to the Club and finish the race. Chris Harris and Alan Martin made a point of thanking us, as did several others. The hours were long, but we were appreciated.

By this time Val Coburn arrived on the scene. All this time we were very happy and running an efficient ship. I remember Annette after sleeping in on an early morning start arriving in her night dress and dressing gown. That's dedication for you!

By now the fleet was becoming enormous — over 60 boats of various sizes starting in general han-

dicap races. It became a nightmare for me. Annette had retired and Pauline Edwards was the new timekeeper. Then came Linda Murray to help out. There are Colleen and Byron Kindell to thank for Wednesday nights. Also a big thank you to Annabelle Tye for her very thoughtful morning tea on the final race day.

The starter and handicapper receive much abuse, but we are human, and can make mistakes as do umpires and referees. Therefore, remember, we are volunteers, not servants.

The old starter has retired; long live the new starter and timekeeper. God bless you and thank you.

## Tell it to *The Rip*

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

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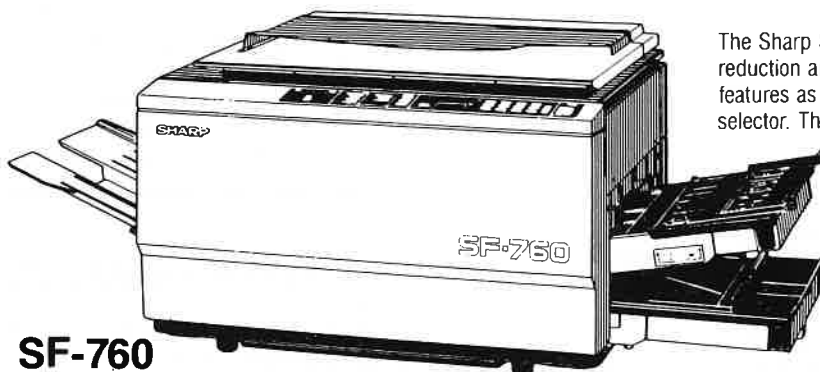
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*Del Hogg and the PACIFIC SUNDANCE syndicate have "gone public" in a thoroughly professional approach to an international yachting challenge.*

# Next — the Clipper Cup

PROBABLY the most ambitious project in the Club's yachting history has been undertaken by several members of the extremely successful PACIFIC SUNDANCE syndicate. Under the leadership of Del Hogg, a partnership has been formed to build a new Farr 43, which will be designed and built specifically to compete in the 1986 Clipper Cup series in Hawaii.

The partnership is open to the public, the intention being to sell shares at \$550 per share, thus covering the anticipated all-up cost of putting the boat in the water — \$550,000.

The Farr 43 is an extension of the earlier 11 metre (36ft) MAGIZZI and FREEFALL, and 12.2 metre (40ft) PACIFIC SUNDANCE and EXADOR. Two have been completed so far, the first, SNAKE OIL, coming first in its class and fourth overall in the last SORC series, and the second, DRAKE'S PRAYER, emerging as top Australian boat in the Admiral's Cup trials. It is now in the UK for the cup competition. Club member Geoff Stagg, who works with Bruce Farr in Annapolis, USA, sailed on both boats.

## Three for NZ

Six more 43s are under construction, three in New Zealand, two in Australia, and one in Finland. The first two New Zealand boats will be for Tom McCall (EXADOR) and St Clair Brown, both being prepared for the Southern Cross Cup in Sydney.

The third is the Wellington partnership's boat. To be named PENNY ANTE, it will have a slightly smaller rig than the other two, being designed for greater performance off the wind, and to reach its maximum potential between 15 and 28 knots of wind under full main.

All three are being built by T.P. Cookson Boatbuilders Ltd at Glenfield, and the third hull is now out of the mould. It has already been described by Cookson as being "the fairest hull he has ever dealt with."

Rigging for the Wellington boat will be by Terry Gillespie Ltd, and sails will be made by Hoods.

Launching is scheduled for October 15, and after two or three weeks of setting up the rig and sails in Auckland, the boat will be sailed to Wellington, where it will race for the full season in local events. It is the syndicate's intention to give the boat maximum exposure in Wellington, and to provide an opportunity for Wellington yachtsmen with experience and ability to compete at top level.

## Crew positions

PENNY ANTE will be chartered and skippered by Del Hogg, and to date only four positions in the crew of 12 have been confirmed. They are Fraser Beer (Hood Auckland), tactician; Mike McCormick, navigator; Richard Macalister, cockpit; and Peter Lester (Olympic OK Dinghy champion), helmsman. Other positions are to be filled locally, and competition for these is expected to be keen. Directors of the partnership Ian Maskell, Arthur Stewart,

and Murray Bridge will no doubt be trying hard!

Although it is hoped that the public partnership venture will provide all the funds to get the boat into the water, the campaigning and running costs must still be found, hence the need for sponsorship. Negotiations for naming rights with a primary sponsorship are nearing finality. However, other secondary sponsors will be sought, and, as with LION NEW ZEALAND, their names will appear on the hull.

To encourage financial support for the partnership, a social club has been attached to the boat. Investors will be invited to various functions related to the boat's launching, arrival in Wellington, trials, and eventual competition in Honolulu, adding extra interest and fun to the investment. A little local sailing will be available also.

On the practical return side, it is intended that the boat will be sold in the United States after the Clipper Cup series.

## Sailing the easy way



Armchair admirals, beware! You may soon have to back up your wise words, even from your wheelchairs. The radio-controlled yacht is here. Tony Ray is shown at the first trials of his beautifully constructed Marblehead class model yacht, built from scraps of cedar in his shed at the Boat Harbour. This design, by Norwegian Torvald Klem, has won most of the European and English championships. It is 50 inches long, draws 18 inches, has 9½ lb of lead on the keel, and carries 800 sq. inches of sail. Latest devotee is former Racing Secretary Craig Jones. He was approached to run the national championships in 1986, but became hooked, bought a boat, and is now a competitor.

*Some people sail to compete; others compete to sail. Les Evans, a longstanding personality of the Club, is one of the latter. He is currently "saving his pennies" for a second attempt at a round the world cruise, which he hopes to embark on some time next year.*

## A different tack

Les's first attempt at circumnavigation, which was ominously delayed for two days by bad weather, had to be aborted just 500 miles north of Auckland. A heavy wave snatched his life raft from the cradle, snapping the cradle in the process. Although he managed to find the raft, an absence of any latching appendage made retrieval impossible without sending one of his crew in after it.

Les has been attracted to the water for as long as he can remember. In 1953 he persuaded his brother to take a 50/50 share in a launch called RIALTO. His brother was not particularly nautically inclined, however, and six months later, after just one trip to the Sounds, they sold it.

### Built-in piano

RIALTO did little more than whet Les's appetite; he was now on the lookout for his next boat. It wasn't long before the QUEEN CHARLOTTE, a 1928, 48ft, American-designed schooner caught his eye. Whether the attraction was the built-in piano, or her age (the same as Les), remains uncertain, but when she came up for sale in 1968, he bought her.

Since Les's sailing experience was

**RIALTO in the Boat Harbour. On board (left to right) are: Fred Evans (Les's father), Doug Downing, Eric Evans (Les's brother), and Les.**



negligible, he had to recruit a crew to help to bring the boat back to Wellington. Peter Prendeville and Kem Cox volunteered for the job. Kem ordered new sheets but Les, who thought sheets were sails, refused on the grounds that he couldn't afford them. They set out in very light airs, with worn out sheets and, as it turned out, a very sick engine — and subsequently a very sick skipper who spent the entire journey below keeping the "donkey" going.

Once home he replaced the engine and prepared for his first cruising trip to the Sounds. This trip goes down in history as the "flood, fire and chunder" trip. He claims his crew, Jack Tilley, Peter Smith, and

**Les Evans in good spirits at the helm of VULCAN off the East Cape.**

sons Chas and Chris were as inexperienced as he was. The trip over in a light southerly was fairly uneventful but excitement was to follow. During their stay in the Sounds, the cooling pipe detached itself from the engine, causing a flood; some lines, which were quite by accident touching the exhaust, started smouldering, and Peter Smith lost his teeth whilst inspecting the ocean.

### Source of amusement

Les's "laid-back" style of sailing has, from time to time, been a source of amusement to bystanders. He never lets the competitive urge stand in the way of having fun. One Cook Strait race in the late sixties was dominated by a lack of wind and the QUEEN CHARLOTTE crew found themselves sitting at the Heads hours after the start while others were well over. So Les, not to be left behind, started up the motor. By the time they reached the Tory Channel entrance, skipper and crew were in fine form.

They continued on amongst the many more-determined competitors drifting inside the channel. Les on trumpet and Robby Gilliland on accordion soothed frustrations by blasting out Christmas carols (aided of course by "Christmas spirits") which could be heard in every nook of the channel.



After a year or two the strait crossings ceased to provide the challenge of the new, and the blue waters on the horizon became increasingly more attractive. An off-shore race was the answer — a send off, and a guaranteed party at the other end.

### Ominous start

The year was 1970, and the Whangarei to Noumea race seemed like an interesting adventure. Jack Emmens, Jack Tilley, Norm le Page, Rex Lieth, and sons Chas and Chris were the willing crew. The **QUEEN CHARLOTTE** was well placed at the start line, or so the skipper thought, and everyone seemed to be waving very enthusiastically. However, he soon realised that the spectators were not waving him a fond farewell, but were doing their utmost to point out that the **QUEEN CHARLOTTE** was hooked to the start buoy. Yet another ominous start.

After two days of sea sickness the wind abated, so the crew occupied

themselves by swimming in the ocean. The winds remained light and the race grew tiresome, which resulted in a decision being made to drop in on Norfolk Island. They booted the engine and set off, reporting a speed of eight knots on their next schedule, but omitting to add "under motor". All competitors were convinced that they had struck an odd pocket of wind, until the true cause of the speed was eventually revealed.

**QUEEN CHARLOTTE** received a tremendous welcome at Norfolk Island until the local Saturday night dance, when the boys "moved in" to the local talent. Not the done thing on Norfolk Island! It was time for a hasty departure, by which time the wind had come up so off they sailed, reaching their destination before the last of the fleet.

### Family's turn

It was now the family's turn to go ocean cruising. Wife Molly, along with the remaining three children and a friend, were taken aboard in



**RAUKAWA**, brought back to Wellington from Dunedin by Les, was a fine sight in a Wellington northerly.

Noumea. However, they were overcome with severe sea sickness and had to turn back to Noumea where a new crew could be recruited.

Well, beggars can't be choosers, which resulted in a cosmopolitan crew comprising a South American, a Canadian, a Hungarian, "who was very hungry", and two Aussies; the skipper, on this occasion, had known better crews.

The return voyage gave rise to meditation — Les decided that the **QUEEN CHARLOTTE** was a lovely boat, but not fast enough. He resolved to ask Hal Wagstaff to design a boat capable of winning the Auckland to Suva race. The result was a 50ft steel sloop on which Les and his friends set to work. Thirteen months later **VULCAN** was launched.

### Suva race

The next stage was to prepare for the big race. Along with his carefully selected RPNYC crew — Brian Barraclough, Gray McKenzie, Robbie Jeavons, Rory O'Shea, Dick Lysaght, David Fox and Norm le Page — he set off into a stiff northerly. Off the Wairarapa coast Les recalls Rory, who was on the helm, leaping up and down yelling "yip-pee, she's made of steel" as he pushed **VULCAN** ever harder. Les remained below in his bunk cringing and hoping that the boat was indeed strong enough to withstand such treatment.

He remembers the race as being an enjoyable, fast reaching trip. However, heeling error, which put them 40 miles off course, and a

(Continued on page 15)



One of Wellington's most gracious old ladies, **QUEEN CHARLOTTE**, shows her pace under full sail.

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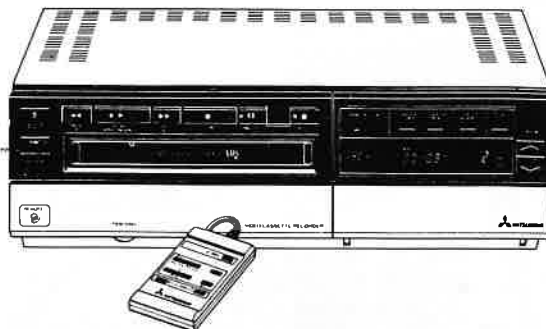
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# Personality of the Year Hargreaves

GRAEME Hargreaves was the recipient of this year's "Personality of the Year" award. He has been an exceptionally active member of RPNYC, putting as much into sailing as he has taken out, since he joined in 1958. Prior to that he had been equally active at Evans Bay.

## Les Evans (continued)

blowout of the big spinnaker, placed them two hours behind the winning boat, WHISPERS II.

In 1973 he competed in the Admiral's Cup trials held in Auckland, but with a continually-changing crew, the emphasis was on enjoyment rather than winning.

For one reason or another, mainly the desire for a "nice house", he sold VULCAN, a move he later regretted. He built the nice house, but you can't go anywhere in a nice house. After two years the large, comfortable, Mangaroa house wasn't sufficiently appealing to squash the desire to return to the water.

In 1979 he sold it and he bought RAUKAWA, a 40ft kauri ketch built by Joe Jukes in 1939. Les's wife, Molly, who has been with him all the way, didn't object too strongly to a not-so-nice house. (Some readers will be pleased to know that she is, once more, happily esconced in a "nice house".) Les sailed RAUKAWA locally, competing only in Club events. He didn't consider her suitable for an offshore cruise, however, so in 1980 he bought RHYTHM, a 1969, kauri, 45ft sloop which was built for Ron Wilkie and initially called SATANITA II. Since then he has sold RAUKAWA to "two Americans with many dollars", of which Les claimed he elicited too few.

Les attributes many of the pleasures he has experienced in sailing over the past 18 years to the various people who have crewed for him, in particular, Jack Emmens, Frank Thompson, Peter Prendeville, Peter Thorne-George, and Norm le Page.

With plans afoot for another attempt at "around the world", readers can look forward to a sequel.

Since the age of 18 he has not had a year when he hasn't been on a yachting committee.

He started sailing P-Class when he was 9 and later progressed to "Zeddies" and then to X-Class. He represented Wellington in Zeddies and X-Class, and he was the first to go from clinker-built construction to fibreglass. He moved on to keelers around 1960.

Graeme isn't one to simply sail boats, he builds them as well. During the first 21 years of marriage (reports his wife Barbara) he built 21 boats: 19 dinghies and 2 keelers (TOUCHE, a 28ft Spencer Sabre, and his current boat NIZAM).

Graeme's keenness for sailing was especially evident when after a second hip operation two seasons ago he refused to remain an invalid and competed in both the Cook Strait and Nelson races despite a plaster cast.



"I thought only old blokes got this sort of thing," says Graeme Hargreaves, accepting his scroll as Personality of the Year.

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# Special General Meeting

## votes to buy Clubhouse

THE Club hall was packed for a special general meeting on Wednesday, May 29, to discuss the motion, proposed by the Executive, "that the RPNYC purchase the Wellington Harbour Board's interest in the Clubhouse for the sum of \$21,000."

The issue of just who owns the Clubhouse has been a very controversial one for a number of years, and the Executive and a special sub-committee have put in considerable effort to try to resolve the matter once and for all. They have been supported in their endeavours by the Wellington Harbour Board's new manager, Mr Frank Baldwin, who has been equally anxious to resolve the problem and restore a good working relationship between the WHB and the Club.

The meeting was chaired by Commodore Gary Tye, who spoke of the need to clarify and rationalise the confused situation which existed. He emphasised also the importance of looking to the future, and ensuring that we had control over our own Clubhouse.

### The situation

Vice Commodore Ian Greig then put the case for the purchase of the Clubhouse, outlining the entire situation in remarkably clear and concise detail.

In recent months he had studied all available files from the legal point of view, he said, regretting only that he could not seek the advice of members no longer present who were involved in the early negotiations.

The situation had been brought to a head when the WHB increased its rentals in 1981, and the Club disputed its charge for the Clubhouse. In fact the lease for the land had expired in the late 1970s, so the Club had had no security of tenure since that time. Discussions with the WHB had reached a stalemate, so it was necessary to find a solution urgently.

Ian Greig then detailed the long and extremely involved history of the Clubhouse, and the negotiations between the Club and the Harbour

Board since the present premises were occupied by the Club after World War II. Confusions and different interpretations of various proposals and agreements had led each body to believe that it owned the Clubhouse building, and this was the key to the whole dispute.

### The solution

The only solution appeared to be a compromise between the two positions, and after much negotiating, a package deal was worked out. The general terms of this deal, upon which the Club members were asked to vote, were:

1. The WHB would sell its interest in the Clubhouse to the Club for the sum of \$21,000.
2. A 60-year lease would be granted to RPNYC for the land on which the Clubhouse stands, the slipway, Coene sheds, and the Old Clubhouse.
3. The Club has the right to renovate or rebuild the Clubhouse.
4. The lease would have 3-yearly rent reviews.
5. The rent formula would be based on 25 per cent of the rentable

value of the land.

In recommending that the Club accept this package, Ian Greig pointed out that a lower price could not be negotiated. Furthermore, as the lease would have to commence from April 1, 1982, arrears of rental in excess of \$11,000 would be owing, but the WHB had agreed to write off about \$7000 of this figure.

The annual rental under this scheme for land, slipway, Coene sheds and Old Clubhouse would be about \$2500.

Several possible objections were covered, then Ian Greig formally proposed the motion, which was seconded by Peter Lawrence.

### No discussion

Before any discussion could take place, however, Ross Telford proposed that the motion should be put to the vote. This was immediately seconded, and carried overwhelmingly on a show of hands — though with some rather noisy dissent.

As a result, a secret ballot on the original motion was taken forthwith, and the motion was carried by 109 votes to 10 against, with two informal and one abstention.

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# Froth and bubble at Champagne Br

A VOTE of thanks must be given to the organisers of this year's Champagne Breakfast. The overseas terminal was again the venue for this morning of mirth, which, for some, turned into an evening blurred by the haze of over-consumption coupled with the certainty that tomorrow was going to be a Monday.

The services of the laughing Lindsay Yeo were called upon once more to provide the entertainment. Awards varying from Boat of the Year (NOT GUILTY) and Personality of the Year (Graeme Hargreaves) to Mr & Mrs Perfect were presented.

The after-function "champagne challenge" between NIRVANA and DELIVERANCE II got under way at 3.30 p.m. Some doubt in the location of the weather mark resulted in difficulty with the course and therefore a draw.

Judging by the support shown in this and previous years for the Champagne Breakfast, it is to be hoped that this event has found a permanent place in the Club calendar.

**TOP:** Members of NIRVANA's crew add a touch of dignity by dressing for the occasion.

**RIGHT:** Brian Millar's group rip into the sausages.

**BELOW:** John Mansell celebrates with FARCICAL's all-girl crew.

**BELOW RIGHT:** Ian and June Macalister find the champagne breakfast an ideal way to celebrate their 23rd wedding anniversary.



# breakfast



**ABOVE:** Pam Christoffersen and Linda Morgan do the old feather boa bump and grind routine. **LEFT:** The two girls then assist Peter Lawrence and Jack Baillie to find the jaffas in the cream.



**Tony Shearman collects his prize for winning the Barton Marine Autumn Championship Series (Cruising Division) from Mike Calkoen.**

**Bryan Coleman lifts first prize in the Feltex Ropes Handicap Series, presented by Feltex Ropes Wellington Sales Manager, Ross Murray.**



**Winner of the Epiglass Spring Championship Series (1st Division), Phil Hartley, receives his award from the Sales Manager of Healing's paints division, Jim Cottle. (We are assured that this is pure coincidence!)**

**Brian King falls victim to Lindsay Yeo's old snake-in-the-peanut-brittle-tin trick.**



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**IF IT'S TO DO WITH BOATS, WE DO IT**



*This year's Boat of the Year, Murray Sleeth's Ross 40 NOT GUILTY, has been campaigned hard, and finished a close second in the last Auckland to Suva race.*

# Boat of the Year

NOT GUILTY is a yacht that was built, maintained and campaigned by a hard core crew of dedicated enthusiasts. Murray Sleeth not only credits the yacht's success to his crew, but also its very existence.

"We've had the backing of up to 25 different guys on board since she was launched."

Only weeks after losing her rig in Evans Bay, NOT GUILTY lined up in the 1985 Auckland to Suva race with a crew of celebrities (Turbo, Huge, Maxwell, Bill, Cabin Boy and Corkscrew). Murray is cagey about revealing the true identity of the lads to prevent possible head hunting by ambitious Maxi skippers.

## Wrong decision

The race began quietly with tide playing a more dominant role than the wind. The second problem was Tiri and taking it to the wrong side (the east).

Sister ship URBAN COWBOY stole an early lead and wasn't to be headed.

Off the coast the wind swung into the east and strengthened to a peak of 45 knots, making for rapid two-sail reaching. NG revelled in the conditions and recorded a day's best run of 265 miles. But it wasn't good enough to catch "the Cowboy". Murray concedes that he was out-sailed by the Aucklanders, who were



**Murray Sleeth is presented with the Boat of the Year cup by compere Lindsay Yeo at the Champagne Breakfast.**

better tuned for running and reaching.

NG was rigged to go uphill into 40 knots; that was the difference."

NG finished in a dying breeze after 5 days 11 hours and 58 mins — an hour inside the old race record with an average speed of 8 knots.

Once at Suva the crew set about doing what it does best. At one stage the marquee bar had to be moved to fresh ground so the crew took a pole each, let go the guys and walked the bar lock, stock, and tent to its new

site.

An unprogrammed entertainment feature was the Wet T-Shirt Competition that four of the crew staged with a single willing competitor from Sydney! The boys weren't averse to a little touring either, until they discovered that there was no discount for push-starting their own taxi!

## Uncomfortable return

Push starting was not required for the return passage, and Sleeth's crew discovered that the standard trisail wasn't small enough for comfort. Somewhere on the northwest coast the wind rose to 40 knots from the NE. Small jib and main with five reefs was fine until the wind swung SE and hit 55 knots. For three miserable days NG pressed on without any headsail at all. The crew began mumbling about home comforts, and took on the demeanor of hibernating cave dwellers. Some of them didn't emerge from the weather quarter berth until they tied up at Evans Bay.

Murray reports that NOT GUILTY is on the market, but if a buyer isn't forthcoming he'll go back for more.



**NOT GUILTY shows her speed during a race in the harbour.**

# West about with INNOVATOR II

By Grant Scoones

"Storm warning issued for the sea area Cook at 0800 hours 14 May — winds 60-70 knots from the southerly quarter, high seas, outlook for the following 18 hours, similar."

While the longest, strongest southerly storm in over 100 years ravaged fair Wellington, Captain Jack Mansell, his son Matt and I sat aboard INNOVATOR II in Auckland's Half Moon Bay Marina contemplating our delivery voyage south, the idiosyncrasies of the NZ weather, and the yet-to-be-tested offshore sailing ability of the new Carpenter 29.

Having driven through to Auckland on the Sunday we'd planned to leave Monday or Tuesday, but last-minute gear problems and the southerly storm battering the southern North Island made the decision to delay our departure a breeze (no pun intended!).

## Left or right?

As the depression that had caused the storm moved off to the east mid-week so did we cast off our lines at 0900 on Wednesday May 15 and set sail for Paremata.

"Left or right?" said I.

"Left," said Jack.

And thus the die was cast. The trip was to be Paremata via North Cape and the West Coast rather than our planned East Coast voyage. The proposed scenario went something like this.

Kite up before the dying southerly to North Cape, motor across to Cape Reinga and Maria Van Dieman, northerly comes in just after we round the top, kite up again, set heading for Cape Egmont, take down kite when we arrive at Paremata!!!! — "Right Jack?"

"Yep."

## A good yarn

A good yarn you say? Well, folks, that's almost how it panned out.

After hoisting the kite in the Motuihi Passage we set heading for North Cape via Brett, and by mid-day INNOVATOR II was running



John Mansell's Carpenter 29, INNOVATOR II.

before a fresh souwester of 15-25 knots, making 8-9 knots with the occasional short surf up to 12 when the seas permitted. The forecast was good, the weather fine, and with dusk approaching we dropped the kite to lay to the west of Sail Rock and the Hen and Chicken group, coming abeam of Bream Head as darkness fell.

INNOVATOR was proving to be a stiff, easily handled yacht, and two-sail reaching we pressed on through the night to find ourselves just north west of Cape Brett by daybreak, and with a 24 hour run of just under 170 NM by midday.

## Around the Cape

Rounding North Cape at about 1600 hours on May 17 we doused the kite and motor sailed along the lee of the land towards Cape Reinga (right according to plan so far), and it was just on dusk (it always seems to be just on dusk when you have a corner to turn, eh?) that we rounded Cape Reinga and hardened up into a 20-30 knot souwester and steep wind/tide induced seas just to the north of the infamous Pandora Bank which we could see breaking extensively to the south.

Two tucks in the big main,

number 3 genoa, and by 2000 hours we had begun to clear the lumpy stuff close hauled into the moderating southerly.

## Misfortune

The rounding of Reinga was not without incident. While feeling quite comfortable tucked up in the shelter of the excellent dodger I happened to glance below and to my horror, noticed the teak toilet compartment floor slats awash. Hello, I thought to myself, young Matt's forgotten to dry bowl the bogger again and the entire brew has deposited itself into the bilge. Groaning inwardly I informed Jack of the problem and ducked below. With the boat pounding at 6 knots into the building seas I sat below contemplating the flecked (yeck) consomme in the bilge and decided that the only way to check for salinity or a fresh water leak was to — yes folks you guessed it — taste it. Diagnosing fresh water (zounds!) I asked for a bucket and after sponging up most of the water put said bucket to its more traditional nautical use for several minutes while I considered the cause of our fresh water leak. Had our tanks split? Had it rained? Were we sail-

ing on Lake Taupo? Fifteen minutes later after much thrashing about in the bilges I discovered that the windward water tank had emptied into the leeward tank (one under each settee berth) via the cross feed pipe and thence into the bilges via the breather. Well done Dowrok Boats!

Having by this stage already lost half of our fresh water supply I closed the cross feed valve and clambered topsides with acid mouth, clammy forehead and watering eyes to spend a well-deserved rest at the toe rail, admiring the Tasman Sea slipping past at 6 knots while Jack and Matt stared generously out to sea with rolling eyes and barely-concealed smirks. Swine! Behind every cloud there is a silver lining, however — at least the loo hadn't spilled!

### Long wait

On we sailed into the night with the sea flattening as the wind moderated until daylight on May 17 found us motor-sailing into a light southerly in calm seas and near-perfect weather conditions (for motor-sailing, that is).

"Reckon that northerly should be with us soon, Jack!"

"Yep."

"Great."

Thirty six hours later found us still motoring, 80 miles to the west of Auckland. There was no moon and the sea was so flat that the yacht seemed suspended in an immense black bowl with a trail of phosphorescence astern and each star in the heavens reflected undistorted on the black sea with no visible horizon. Timeless and beautiful, and a moment I will not easily forget.

### Last leg

The forecast northerly arrived on the morning of Sunday May 19 (a little later than we had planned, but that's the bumps!) and hoisting the big kite we rode the 15-20 knot nor'easter towards Cape Egmont, eventually raising the mountain in increasing wind and cloud cover at around 1400 hours. Abeam the Cape at 2200 hours with the wind dead aft at 25-30 knots we downed the kite and under reefed main alone made 8-10 knots through the night across the South Taranaki Bight.

Monday May 20 and we're well south of Egmont guessing at ETAs for Mana. Our average speed for the trip so far is 5.8 knots and we have to make Mana by 1800 hours to bring it up to six knots. Kapiti Island

looms out of the murk, and closing the Mana coast in a near gale we douse the kite, run the Paremata Bar at low tide (only three small bumps), and after four days and 9 hours at sea and 630 nautical miles we run firmly aground in the entrance to the new Mana Marina which has yet to be completely dredged!

Two hours later we float free with the aid of the tide, the engine, and a litre of gin and tie up at the Mana Wharf near to the partly-completed marina berth where INNOVATOR II will spend the winter season sailing in the Relling Cup.

A great little yacht, great trip and good company. Thanks Jack and Matt.

## New members

SINCE April of this year the following new members have joined the Club:

### Senior

David Johns  
Keith Humphries  
Max Hodgson  
Tom Fuller  
Mark Berry  
Pieter Van Melle  
Kevin O'Callaghan  
Tom Tracey  
Dennis Langton

### Lady

Donna Quirke  
Prue Morrison

### Country

Kester MacFarlane  
Peter Fyfe  
Jim Sue

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# Vice Commodore

## Last season — windup

### Cook Strait Race

During the season we saw the old line honours record eclipsed by David Gold on COTTON BLOSSOM.

### Auckland-Suva Race

The season ended on a high note for Club yachts with Murray Sleeth and crew on NOT GUILTY bettering the old line record. Eion Fehsenfeld and MINT were the first of a large fleet of Farr 38s to cross the line, taking 2nd place on PHRF.

### Boat of the Year

A well-deserved win by NOT GUILTY. Over the last season, Murray and crew were conspicuous for their total effort. A season of complete involvement in Club racing, Club activities generally, while still finding time to compete successfully in two major offshore events.

### Most improved yachts

1. SPELLBINDER
2. CHARISMA II
3. SISTER MOONSHINE

### Most consistently sailed yachts

1. MARISHKA
2. PADDY WAGON
3. REFLECTIONS OF WELLINGTON

### Most miles raced — club events

1. JOKATO 955.1 NM
2. MINT 938 NM
3. COTTON BLOSSOM II 910.6 NM

### Off-season enthusiasm

One yacht conspicuous over the off-season for the amount of use it is having is Paul Gubb's new flagship DELIVERANCE. Paul's enthusiasm in bringing crowds and music to Oriental Bay most Sundays could hardly have gone unnoticed.

### Next season

I have been interested to find the minimal response to calls for suggestions on what members would like to see in the way of seminars, offshore racing, and programming generally. In the absence of response, the Sailing Committee can only conclude that most members are happy with the recent format.

One area in which widespread interest has been expressed is the re-introduction of a Wellington-Lyttleton/Akaroa race. At the time of writing, steps are being taken to arrange a race this year, commencing on Boxing Day.

Several skippers have also expressed interest in a Wellington-Sydney race, to be held shortly before Easter. That possibility is being looked into.

We are hopeful of seeing the re-birth of the 3rd Division this year. In particular, several new Ross 780s are under construction, although it

seems we may not see some of these in the water much before Christmas.

On the international scene, the Club will be well represented over the next year. Guy Beaumont has gained selection in LION'S crew; the well-proven Del Hogg/Bruce Morris syndicate will be campaigning a new Clipper Cup boat, and Peter Walker and crew will be representing New Zealand in the Admiral's Cup.

To all, whether racing, cruising, or simply pottering, best wishes for the new season.

IAN GREIG



## *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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*One of only two Wellington entries in this year's Auckland to Suva race, MINT achieved distinction by being the first of six Farr 38s to cross the finish line, thus winning the Jenny Farr Cup.*

# MINT - leader of the pack

THE 1985 Auckland to Suva race incorporated the inaugural Farr 38 Class race for the Jenny Farr Cup.

This sumptuous trophy was donated by Alan Gibb as an incentive to his intrepid wife Jenny, skipper of Farr 38 JENNY "G" ex GENERAL JACKSON. The trophy didn't spend much time in Auckland before being lifted by Wellingtonians Eoin Fehsenfeld, Rick Holmes and Alan Wylde together with the crew of MINT (John Foulds, Warren McDonald, Peter Young and Bob McVeagh).

## Bad start

Six Farr 38s lined up with the fleet and amongst them was MINT, having disengaged herself from low-lying Tamaki Estuary real estate. Doctor and crew were frantically operating on the vang hydraulics as the gun fired. This was not an auspicious start for the crew's first blue water outing, and MINT soon fell back, not being able to trim the main in light conditions.

A shy kite provided much-needed speed to Tiri, but then a decision to follow MAGIC DRAGON and the detective to the east of Tiri proved to be a loser.

The first night brought bumpy seas and chicken casserole which was equally unsettling. In addition to sea sickness the crew felt like poor relations amidst the better-fancied Auckland yachts.

## Two-sail reaching

The following day saw increasing southeasterlies, which remained consistent until the final 40 hours of the race. Exhilarating two-sail reaching was the order for the next four days with MINT surging to 17 knots. A best day's run of 218 miles was recorded, and the crew put aside their sea sickness as the excitement built.

On the third day the flying doctor ordered flanker and full main. MINT began to fly, and a top speed of 19.8 knots was recorded. One crew member reported wearing the bow wave in the cockpit. Regrettably the halyard lasted for only 90 minutes and Rick Holmes went skyward to rig a "mouse". Frustration ensued as the "mouse" declined to fall cleanly. A poled-out No 2 Genoa was rigged instead of the spinnaker and MINT was still able to record surges of 17 knots under full control.

The radio scheds indicated that MINT had closed to within 30 miles of class leader MAGIC DRAGON. Adrenalin had settled inshore stomachs, and Warren McDonald's private enterprise Fillet Mignon inspired the civil servants to greater efforts. PROTOCOL and DICTATOR were sighted and passed under eased sheets, but the scheds



**With poled-out headsail, MINT surges down the big ones.**

still put MINT 20-30 miles off the pace.

For 30 of the last 36 hours MINT was able to carry her spinnaker on a tight lead in the fading breeze. The seas flattened out with the wind, but MINT'S angle produced relatively good boat speed.

Dead ahead of MINT lay Kandavu, and the decision of which side to take could not be delayed, even by the infamous "Mint Committee".

## Maintained speed

With nothing to lose they decided to stay west in blissful ignorance of normally adverse tide and wind shadow. Fortunately neither of these elements was present in any force, and MINT was able to maintain boat speed on a tight lead all the way to Suva.



**Time for relaxing anchored off Yanuca Island.**

# Frank Ballinger wins the lot

WINNING the Island Bay race in February this year was a milestone for Frank Ballinger. It fulfilled his ambition to win every cup he is eligible to compete for as a Cruising Division skipper.

Frank, who claims to be the oldest sailing skipper in the Club, has been a member of the RPNYC since 1938. He began competitive sailing with a 14ft centreboarder called the EILEEN. In those days women were not eligible to compete, their participation being restricted to preparing hot scones and sandwiches for the exhausted lads. However, since the admission of women to the Club, his wife Eileen has also shown considerable aptitude by taking home a Ladies' Race trophy on four separate occasions.

## Blood, sweat and tears

In 1958, after four years of blood, sweat and tears, Frank launched his Cruising Division vessel, a 24ft Roydon-Thomas-designed sloop called SHEMARA, which means peace and quietness. The most exciting win on SHEMARA came in the late 60s when Frank won the Cook Strait Race. Recollections of the after-match celebration in the Terminus Hotel, however, brought a broader beam to his face.

## MINT (cont.)

To the east of Kandavu, MAGIC DRAGON and PERICON carried the remaining breeze flat aft and could do nothing to match MINT'S speed.

Unbeknown to the crew they had snatched a handy lead to cross the finish line 45 minutes ahead of MAGIC DRAGON, to be fourth over the line, second on PHRF, and first in Class. MINT'S elapsed time was an impressive 5 days and 22 hours.

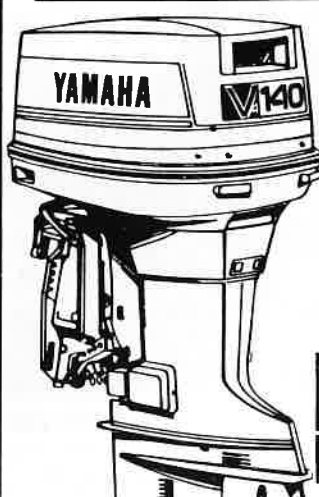
The spoils of victory, however, were short-lived for MINT's crew. The trip home was miserable — like sitting in a cold bath with a draught coming under the door for 7 days.

The question remains whether the other Wellington Farr 38s will have a crack at adding their names to the class trophy.



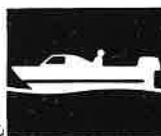
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# Great turnout for



Sizzling the sausages is a serious business.

CLUB Week has become a regular feature of the Club's calendar, and this year's special week of on and off water activities, held from February 16-24, was a total success. The week was sponsored by Wellington Provedoring Co. Ltd (run by Club member Ian Burgess), in conjunction with Donaghys Industries Ltd.

The week's varied activities began with the third race of the Autumn Championship series, and went on to include a ladies' luncheon, ladies' race, evening barbecue, crew's race, the second Island Bay race, and finished with the annual Rotary race, in which the Club hosts Wellington Rotarians, Rotary Exchange students, and young people from the Salvation Army home.



The hard is packed as preparations are made for the children's dinghy races.



A VERY pleasant ladies' luncheon was held at the Wardroom in the Clubhouse last February, and guest speaker was **CHRISTINE COLE CATLEY**, who delighted us all with her reminiscences of the years she has spent associated with RPNYC.

Christine told us that this was the place where she met her husband, Doug. Their boatshed was affectionately known as No.10 Clowning Street, and one wonders if that might be a very apt name for the area of the hard along the whole length of the sheds at Oriental Bay Boat Harbour!

Shed No.10 obviously held many happy memories, and we enjoyed hearing Christine's many tales. Like the one of her first sailing trip which was a romantic three-day cruise — anchored off the motorway at Petone.

**Christine Cole-Catley (centre) chats with Maxine Petit (left), Jean Nicol (standing), and Jeanette Baylis.**

We are assured that that romantic cruise began the best years of her life, some of which were spent in the Sounds at a point they named Cape Catley. The first book published from the Cape was the "Book of Limericks", and we giggled delightedly when Christine recited some of her husband's verses ...

A scribe, to the vulgar inclined  
Wrote a play more gross than refined,

With words all four letter  
Hips, nips, tits, and better  
Like those that have just crossed  
your mind.

Christine shared her warm and happy thoughts with us, and finished with a toast — to all the ships, and all who sail in them.



**Bill MacQueen and Pat Lynch show that they have a taste for the good stuff.**

# Club Week activities



Eve Hargreaves has everything under control on NATURAL GAS in the Ladies' race.



Linda Kieboom, who won the Whiting Trophy sailing MARISHKA, is presented with a sample of Donaghys products by Donaghys' Wellington manager, Harley Smithson.

## Picnic day at Worser Bay

OLD traditions were revived in March when the RPNYC combined with the Worser Bay Boating Club for a picnic day. A fair turnout of boats anchored off the beach, but shore activities were sparsely attended due to a rather chilly southerly breeze.

**RIGHT:** Echoes from the past as RPNYC boats visit Worser Bay for the combined picnic.

**BELOW:** A feature of the day was the match racing series between representatives of each club in Sunburst dinghies.



## Season ends with Pub-to-pub



All is confusion at Eastbourne as the fleet awaits the runners from the Eastbourne Tavern before beginning the traditional last race of the season, the Pub-to-pub race — in flat calm conditions.

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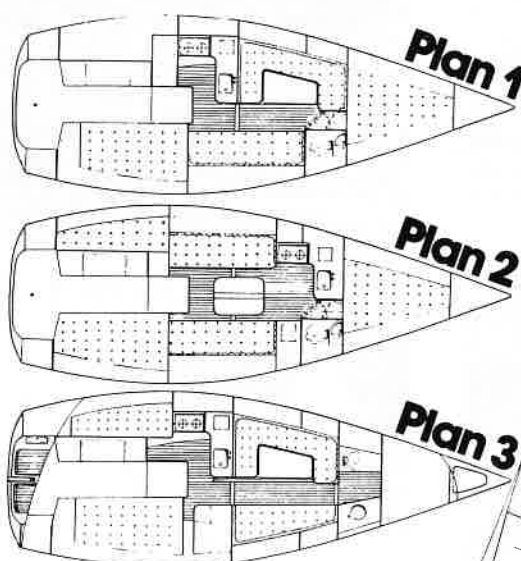
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L.W.L.	8.017 m	26' 3 3/4"
Beam	3.298 m	10' 10"
B.W.L.	2.338 m	7' 8"
Displacement	2475 kg	5446 lbs
Ballast (40% disp)	990 kg	2180 lbs
Draft keel version	1.750 m	5' 9"
Stub keel - board up	0.711 m	2' 4"
Stub keel - board down	2.285 m	7' 6"
Sail area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





# Business House race helps youth yachting

THE final activity of the year's programme was the Business House Race, held on Wednesday, March 13, 1985, which this year was sponsored by General Finance Limited. The sponsorship was for the establishment of a Youth Yachting Assistance Fund, which has now been set up under the direction of the Sailing Committee. Final approval for any allocations is made by the Executive Committee.

This year's event attracted over 18 starters, who were each sponsored individually by various organisations, who contributed a starting fee. To those organisations, and the general sponsor, our thanks for your contributions to this fund.

## Eventful afternoon

The day commenced with luncheon at the Club, and over 100 people took advantage of the facility before setting off on what was a most eventful race. With the early starters commencing at 1317 hours in a moderate northerly, the race was being sailed in pleasant conditions. Within 50 minutes of the start time, however, the season's best southerly was averaging 45 to 50 knots and the fleet at Evans Bay was quickly reduced as the weather took its toll of the many new yachtsmen

being introduced to sailing.

Of the four yachts to complete the shortened course, FREDERICK again led the field to complete a second win in a row for this event. HIGH SOCIETY, BRAVADO and AZTEC completed the field, with some of the new yachtsmen having been inducted into Wellington yachting in a big way.

The day was completed with a very large crowd in the Clubhouse to talk of the events of the day, and attend the presentation to those who completed the course. The event again brought a number of business people into the Clubhouse for the first time, and illustrates the benefit that can be obtained by having Wellington businessmen involved in such an event.

As a result of the contributions for the day a sum of \$2300 was set up in the Youth Yachting Assistance Fund, and since that day the Committees have already approved allocations to assist young yachtsmen sailing in the Wellington area.

The event is one which is clearly getting support from members and should now be part of the Club's annual programme in future years.

ROY COWLEY



On behalf of the Club's Youth Yachting Assistance Fund, the then Cruising Captain Roy Cowley accepts a cheque for \$2300 from the General Manager of General Finance Limited, A.F. Hassed.



One picture is worth ten thousand words! The bedraggled crew of the General Finance flagship for the day, WHISPERS II, are pleased to be back after their ordeal in one of Wellington's sharpest southerlies. They are (from left): John Foot, Maurice Smalley, Tom Bowman (all of General Finance), Dave Marsden (Marsden Alexander Motors), Darryl Sturgess, Lindsay England (skipper WHISPERS II), Glynn Slade (General Finance), Craig Wylie, and in front, Tessa Williamson (WHISPERS II).

## Club hours

### September-March

Mon-Tues — Closed	
Wednesday	10-5
Thursday	10-5
Friday	10-11
Saturday	8-10
Sunday	10-10
(except when sailing programme)	8-10

### April-August

Mon-Wed — Closed	
Thursday	10-5
Friday	10-10
Saturday	10-10
Sunday	10-10
Public Holidays all year round	10-10

## Bar hours

Friday	5-10
Saturday	12-2pm 5-9.30
Sunday and Public Holidays	5-9.30

## YACHT REGISTRATION

JUST a note of advice to members: If you want to race with the Club and be eligible for prizes you must register your yacht with both the NZYF and the Club, and to register the yacht with the Club, all owners must be Club members. If you're in doubt about registration please give me a call.

Grant Scoones,  
CLUB MANAGER.



# Herb Dixon — an identity passes

WITH the passing of Herb Dixon recently, yachting and the Royal Port Nicholson Yacht Club in particular have lost a real identity who lived life to the full and enjoyed every moment of his participation in it.

Herb was a very active Club member and pulled his weight in Club affairs in the pre-war days and again in the post-war period, fulfilling numerous offices including those of Racing Secretary and Vice Commodore.

In the pre-war era he was one of the regulars with the late John Carrad at St Omer, where as a member of the North Island team the McKittrick Cup was defended from a formidable challenge by the South Island. (This trophy was awarded to the best team of beer drinkers in a strictly-run competition.) Herb in those days after a bit of frivolity was to be found "up that b...! mast again", sailing with his friend and later business partner Jack Maddever in NANETTE.

## Prisoner of war

Early in the war he volunteered and joined the RNVR, and at the time of the Japanese entry was based in Hong Kong. For him hostilities were short-lived, and along with others he endured a living hell in a Japanese prisoner of war camp for nearly four years. While in the prison camp Herb achieved the impossible by building a radio receiver out of bits of scraps found in the camp and so enabled the inmates to listen to the BBC news. For this brave effort at a risk of instant torture and death from the Japanese he was subsequently awarded the MBE.

On their return to New Zealand, he and Jack regained some of their health and strength and took off in NANETTE for the waters of their beloved Sounds, where they met up with the late Father Dunn — but that is another story!

Herb and Jack Maddever went into a business partnership as Radio Sound & Service Ltd, and until he retired Herb was the mainstay of the local trawlermen, installing and servicing their radios and fish-finding gear.

For many years he sailed with late



**Although in poor health, Herb Dixon made a point of visiting the Club on Veterans' Day during the Centennial celebrations.**

Commodore Bill Edmundson on MIRANDA, especially when she acted as mothership on coastal races. His voice was well known by



## The backstays

WELCOME to Kathy Spackman, our new Chairperson, I'm sure her enthusiasm will engender a supportive committee. Our best wishes and every happiness to Viv Holmes and Jim Murray, whose marriage will take place some time in August. Thanks, Viv, for your support and hard work.

It has been decided to try a "Snack/Canteen Shop" for Saturday after racing. The Club's microwave will be installed by then, which will allow soup and other snacks to be served on cold days along with chips, peanuts, and other favourite delicacies. Also the items from the Club's Canteen — jerseys, ties, etc. will be available for purchase. Volunteers are being called for to run it. If enough people come forward, the commitment would be only once or twice a season. Please leave your name and telephone

all at Wellington Radio, and it was through his contacts that the Club eventually had installed a powerful ship's transmitter to maintain contact with the racing fleet.

## Always helpful

He was always sympathetic to any yachting who had a radio problem, and most of the time his efforts earned him "peanuts" for generally "forget it" — just the cost of parts used.

During the last few years Herb had failing health, and unfortunately was not able to visit the Club as often as he wished, but a steady number of old friends kept him informed of Club happenings in which he always took a keen interest.

He spent many hours at the controls of his amateur transmitter conversing with "hams" all around the world, especially yachts cruising the Pacific.

Herb is survived by his wife Anne and his son and daughter, to whom our sincere sympathy is extended.

number with the Club Manager or any Backstays Committee member.

The Sailing Committee would like more women involved in the start-box activities. They will be fully trained and will not have to be on duty every weekend — just once or twice a month. Name, address, and telephone number to the Club Manager or Racing Secretary if you are interested.

Once again I would like to thank my Committee for their hard work and support, and extend a welcome to our new Committee members.

The new Committee members are: Kathy Spackman, Trish Delbridge (Secretary), Jeanette Baylis (Treasurer), Cynthia Bevan, Jenny Cooper, Keri Goddard, Doreen Ower, Kay Paget, Brenda Parker, and Laurel Tangye.

JENNY COOPER

# COTTON BLOSSOM

## mixes with the maxis

THE prospect of glamorous racing to and around the resort islands of Australia's Great Barrier Reef enticed owner David Gold and crew of COTTON BLOSSOM across the Tasman at the end of our local season.

A crew of seven (sans owner) left for Brisbane on March 23 with the intention of participating in the Brisbane to Gladstone, and Gladstone to Hamilton Island races, each of approximately 300 miles. The passage to Brisbane was excellent with the Farr 53 covering 1400 miles in 7 days.

The race to Gladstone began in light airs and developed into thin air. The first night produced 15 knots on the nose which COTTON BLOSSOM revelled in to be placed 2nd behind John Rooklyn's maxi APOLLO by the following morning. However, this placing was short-lived, as the Adams 67 THE OFFICE slipped by and lead CB in to Gladstone by 24 hours.

### A different affair

The race to Hamilton Island was a different affair altogether. It was all over after 28 hours of furious running under spinnaker.

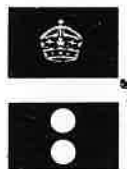
Hamilton Island was impressive. The resort complex, which is reputed to have cost \$200 million, was grand in every respect. Naturally, the crew felt quite at home.

The programme was for a five-race series comprising four day races and an overnigher of 179 miles. Generally the racing was held in light airs, and the timetable had to be amended to cater for abandoned races. Five honours were shared by APOLLO and CONDOR, while the 40 ft IOR boats took overall honours. COTTON BLOSSOM enjoyed close racing with DR DAN (ex HONKY TONK WOMAN), THE OFFICE and BEWITCHED to finish 12th in the field of 18 in the final analysis.

After an exhausting week of racing and apres-race activity the crew were treated to an extra warm farewell as the \$7 million reception and conference centre went up in smoke! The passage home wasn't so hot, but otherwise the venture was successful.



Describing themselves most unconvincingly as "chatting up the race organisers" are COTTON BLOSSOM crew members Graham Culy, Paul Carrad, Simon Crisp, Martin Wylie, and Nigel Crisp.



## Rear Commodore

THINGS seem to have been rather quiet since the last RIP, but I can personally report that the Wardroom is alive and well. We now have an improved wine selection to add to Friday night dining, and I have enjoyed trying some of the very fine New Zealand reds.

The prizegiving was a successful occasion and I think that those who stayed after the prizegiving were very pleasantly surprised by the generous supper. The only thing amiss was the emptiness of the Mills-Askew Cup.

Having recently accepted the position as Principal of Willow Flat School in the Hawke's Bay, I was more than glad of the excuse to come back to Wellington for the Champagne Breakfast. I am sure that this event has now established itself firmly on our social calendar. I certainly enjoyed myself, and especially the privilege of presenting Graeme Hargreaves his scroll as the Club "Personality of the Year". I would like to thank those people who carried out the preparations for

the Breakfast in my absence and ensured its success. A special vote of thanks to L. Yeo Esq. for appearing, who certainly has helped to make these occasions the success they are.

I have enjoyed my two seasons as Rear Commodore and I was looking forward to a third, but as I have already mentioned I have moved to a rather remote area of the Hawke's Bay. Already I have learned new lessons; for instance, tuppung has nothing to do with a tupperware party, and crutching is certainly a rather more different activity than I had previously thought.

I would take this, my last opportunity, to thank all those people who have served on the House Committee; thank you all, for you have been a great help and strength to me. I wish my successor well, and I hope, whenever possible, to be able to support you.

All the best for the coming season.

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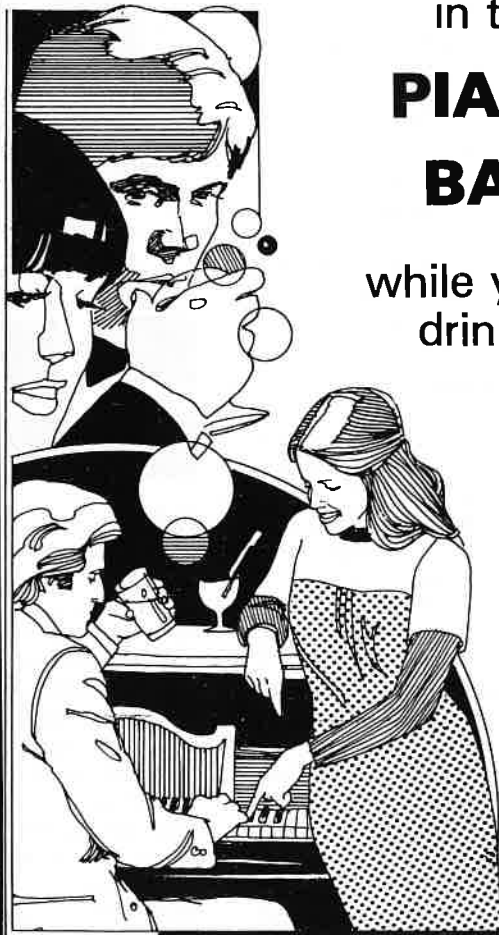
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# Random notes

By  
Fleet Scribbler

WHILE in Perth on business recently, Club member Chris Harris had the opportunity of a tour over SOUTH AUSTRALIA, an Aussie challenger for the next America's Cup series. While on board and apparently very much against the rules Chris snapped a couple of shots of the boat, and these are pictured here as a RIP scoop (Farr/Davidson/Holland please take note!)

WE hear that the most recent geriatric to apply for spare body parts, Hugh Poole, went into Bowen Hospital to receive his magic hip joint, but was sent home again the next day because he had brought the prevailing cold germs with him. The joint is being kept in its packet on the shelf until later in the year.

ROGER Manthel was the victim of a well-planned conspiracy in April when son, Simon, scheduled his wedding in conflict with the Kapiti — Picton race. Simon has been instructed to read the Sailing Programme more carefully in future, and Roger is eyeing his new daughter-in-law suspiciously. RIP conveys best wishes to Simon and Belinda.

THE customary challenge race took place after the Champagne Breakfast, resulting, among other irregularities, in a large chunk being carved out of the hard to the west of the Clubhouse, and a propeller with one blade missing not far away.



IT seems that someone has the ability to entice David Ward into activities other than building and sailing boats. The Club extends warmest congratulations to Jan and David.

THE following recipe for pressure cooker bread could be useful to keep in the galley. It is provided and recommended by Jeanette Baylis.

4-5 cups flour

1½ cups seawater

1 tbs sugar

1½ tsp granulated yeast

Dissolve yeast and sugar in saltwater.

Mix in all remaining ingredients.

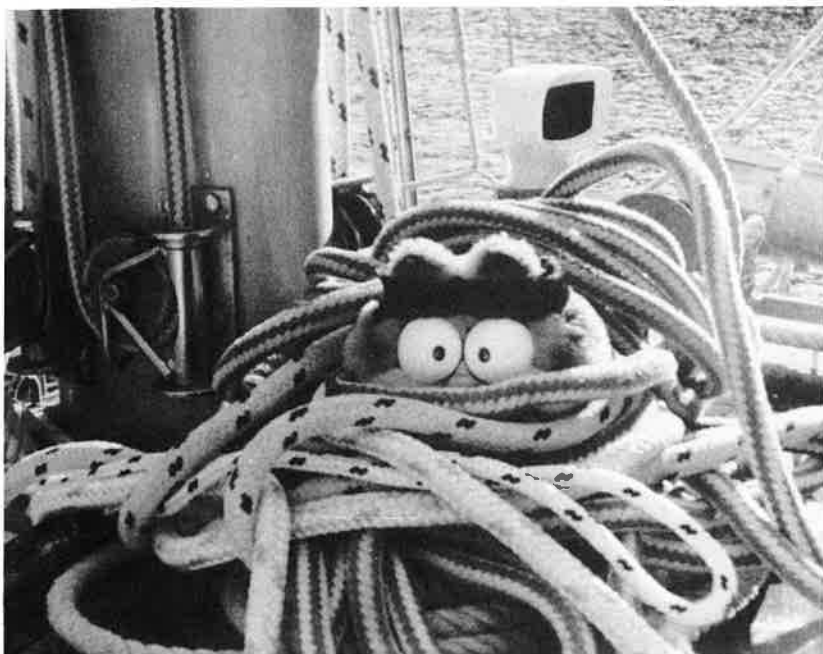
Knead, adding more flour if sticky, until dough is well mixed.

Grease inside of pressure cooker well and coat with cornmeal or flour.

Place dough in pan and leave until double in size, approx 2 hrs.

Attach lid with steam valve off and cook for 30 mins over low flame.

Turn bread and cook a further 30 mins.



SAM and Rebecca Duncan's "Garfield" found out that tying the figure of eight knot is not as easy as it at first seems when he accompanied them on an ICONOCLAST cruise earlier this year.

## Sail training needs support

THE handsome sail training ship SPIRIT OF ADVENTURE has become a familiar sight in New Zealand coastal waters and has carried thousands of boys and girls from our secondary schools on ten-day adventure, education, and training voyages. In addition, thousands of adults have enjoyed the pleasure and benefits of weekend voyages.

The new ship, the SPIRIT OF NEW ZEALAND, a 45.2m (148ft) steel barquentine, has been designed jointly by Capt. Ted Ewbank and Mr Don Brooke. She will have ac-

commodation for up to 40 trainees and a similar crew structure as the 32.03m SPIRIT OF ADVENTURE. When this companion vessel was launched, the total berths availability for trainees will more than double. Each year both vessels will train a total of over 1400 young people before their masts.

Like any good idea, the Trust needs more than moral support to stay afloat. Fees are held at below cost as it is believed that if the fees were increased it might be that many children from the lower income homes would be precluded from sailing. To help to bridge the gap, there are:

- The Supporters' Club for individuals or groups;
- The Company Sponsorship Programme for organisations or for individuals.

In order that members of the Supporters Club may have the opportunity to nominate boys and girls of their choice for berths, a number of ten-day voyages are set aside each year for this purpose. Membership of the Supporters' Club also entitles members to apply for berths on adult weekend voyages.

The Trust Board is keen to extend the membership of the Supporters' Club and Volunteer Crew Association in the Wellington area, and so an appeal is being made to members of RPNYC and their families and friends to give consideration to joining the Trust Board in furthering its

## Last look at a gracious lady



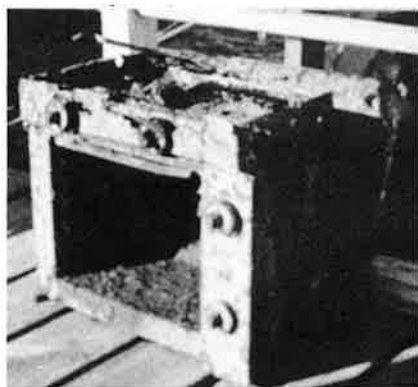
VIKING, one of Wellington's oldest and best-known yachts, paid a brief visit to Wellington in March on the way from the Sounds to her new home in Auckland. Long-time owner Sir Bryan Todd has sold her to his son-in-law, Admiral Sir Gordon Tait, so the boat will remain in the family. At present she is in Salthouse's yard at Glenfield, undergoing a major refit.



By chance we noticed the above item in the Evening Post on July 3. We don't recognise the face, but the name rang a bell somewhere.

aims to assist the youth of our country. Membership of the Supporters' Club and Volunteer Crew Association is only \$10.00 p.a. Applications should be made to: Spirit of Adventure and Spirit of NZ Trust Board, P.O. Box 2276, Auckland.

Further information may be obtained locally from Kay Paget (home 'phone 795-421).



Former owners of THUNDER CLOUD, rejoice. You will be delighted to learn that we have got your stove back from where you left it several years ago — 15 feet under the Evans Bay Marina. If you wish to repossess it, you had better be quick. We are at present awaiting an offer from the Maritime Museum.

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