

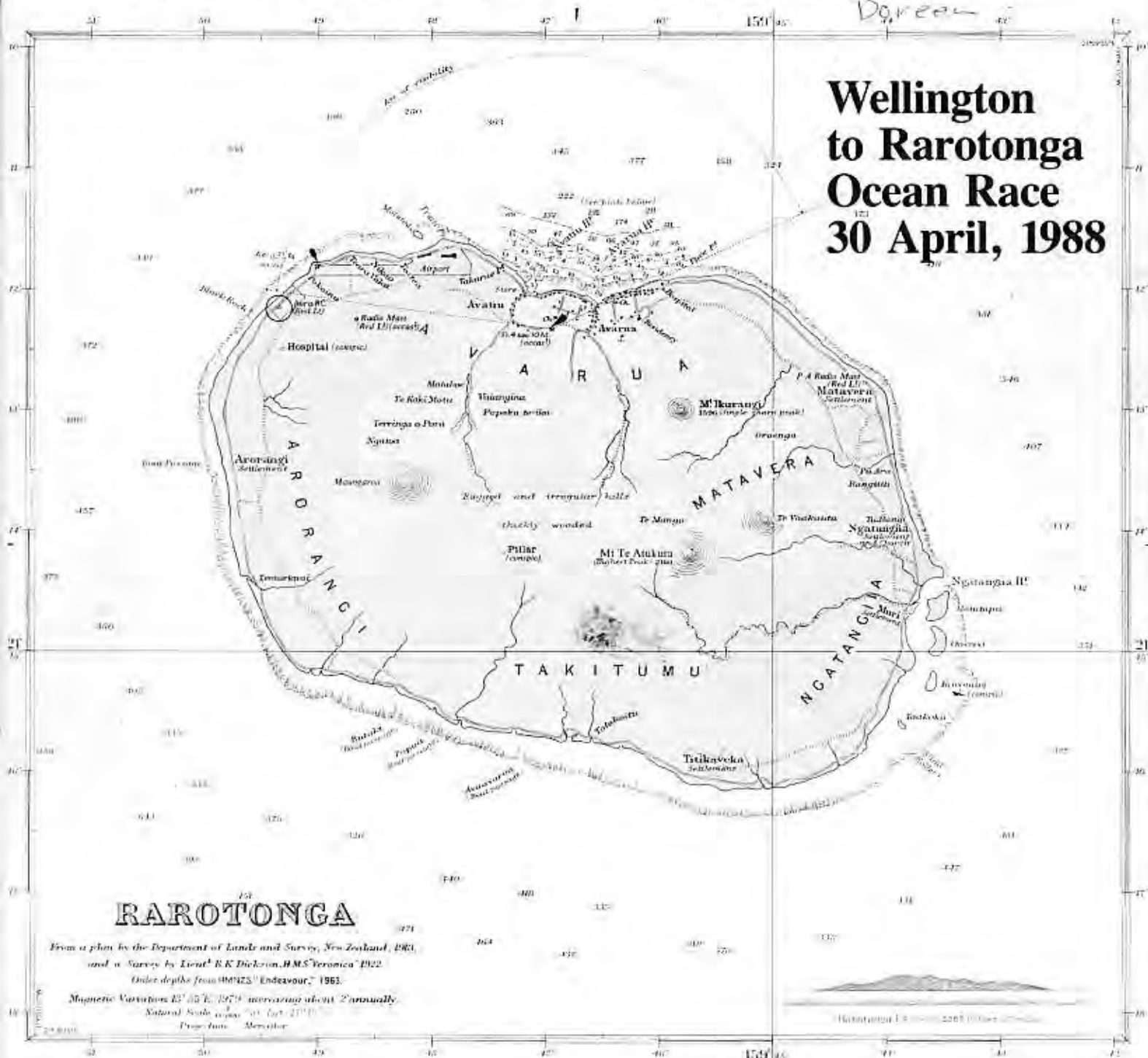


# The Rip

Autumn 1987

## THE ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE

Wellington  
to Rarotonga  
Ocean Race  
30 April, 1988



Isn't it comforting to know  
that the same rope used on  
every New Zealand boat  
competing for the America's  
Cup – works just as well  
on your kids' "P" class.

**K BRAID  
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LIMITED EDITION**

**Southern  
OCEAN** ROPES

By Kinnears



# **The Rip**

**Vol.6, No.2  
Autumn 1987**

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## **COVER**

Destination for RPNYC's first ocean race, starting in April next year, is Rarotonga, the administrative centre of the Cook Islands, and largest of the 15 islands in the group. The group stretches from latitude 8 degrees south to almost 23 degrees south, ensuring a very attractive climate. (p.15)



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# Correspondence, love letters and advice

## Thanks

21 Newport Terrace,  
Seatoun Heights,  
Wellington 6003.

Dear Sir,

I am writing to thank you most sincerely for your helpful and generous act in publishing in the summer edition of *THE RIP* your splendid review and advertisement for my book *No Place to Linger*. I hope that if your action persuades any members to buy the book they will not be disappointed in it.

My best wishes for the Club's future and especially for the rebuilding programme.

Yours sincerely

JOHN F. HOLM

**Editor's note.** Captain Holm has donated a copy of his book to the Club Library, and also enclosed a cheque for \$100 towards the Club rebuilding programme.

## Club record?

I wonder whether a Club record was established in the Two-Handed Race on February 11? Son, Peter Ballinger, finished first in XANADU while his father, Frank, managed to finish last in his ageing SHEMARA in a 26-boat fleet.

MRS E. BALLINGER

## Melbourne-Osaka

Dear Commodore,

Firstly I must apologise for the delay in getting this letter written. However your assistance and good wishes were not forgotten, so thank you very much from all the *SECOND GLANCE* mob.

The week before the race started was absolute chaos. There were people everywhere and the Japanese media seemed to outnumber everyone five to one. As we were the only English-speaking boat tied up with about ten Japanese boats the media insisted on doing interviews, sometimes three times a day. The problem was though that they took for ever, as the language barrier took some time to knock down. Anyway, now that we are media megastars I suppose you'll all want to be our friends!

The functions put on by the Japanese were absolutely beautiful. One evening a cocktail party was thrown by the Mayor of Osaka. It was held at Menzies, which is the place to go in Melbourne, and food and booze was available in abundance — and FREE!

The other competitors in the race were really friendly and there were some fun nights enjoyed by all. The Japanese are extremely hospitable and are always giving gifts, which is apparently part of their way of life; we found it really embarrassing, however, as we never had anything to give back.

There were two starts to the race. The first was from Port Melbourne across Port Phillip Bay to Blair-

gowrie, where they had a farewell dinner and stayed the night. The race start proper was the next afternoon. Both days were very cold and wet; however, the winds were light, and the fleet was quickly pushed out of Bass Strait. Sixty five boats started.

Well, once again thank you for your help.

Best wishes.

PIP (*SECOND GLANCE* support crew)

**Editor's note.** *SECOND GLANCE* completed the Melbourne to Osaka Two-Handed Race with an extremely creditable 13th position over the line out of a fleet of 46 remaining boats.

## Occasional showers

Talk in clubs, pubs, and boat cabins often gets round to those who have shifted into a new house and, after a heavy night, become disorientated when nature calls and use suitcases, china cabinets and cupboards etc. Never in one's wildest dreams would one think it could happen in the Captain's cabin!

After a long evening at Ketu after the race, and sometime after retiring, one awoke with a start feeling a hand on the leg and then on the body, frightening hell out of one, and then a warm flow all over the head, pillow, and sleeping bag. What the hell?! Light a torch and the culprit stumbles into the loo.

In the morning the rest of the crew think it's a helluva joke. The Captain is embarrassed, and a trip is made to the laundry and showers at Havelock.

IT REALLY HAPPENED TO ME

## RIP deadlines

Members are invited to submit articles to the *RIP* and are also able to insert small classified advertisements free of charge.

Copy for forthcoming issues will have to be received by August 15 and November 7.

Either post to The Editor, *THE RIP*, P.O. Box 9674, Wellington, or leave in the box provided in the Clubhouse.



Sixty-five boats started in the two-handed Melbourne to Osaka race in March. RPNYC's representative *SECOND GLANCE*, sailed by owner Peter Hanns and crewman Simon Jennings, can be seen in the centre of the picture. They came 4th in racing Division Class B, in a time of just under 40 days.

## First entry for Rarotonga

Governor's Bay,  
No. 1 RD,  
Lyttelton.

Dear John,

Good to see you editing the Club magazine, and also to see the very positive action taken to upgrade the Clubhouse.

With regard to the proposed Wellington to Rarotonga Race in the Autumn of '88, I would like to formally enter VENDETTA for this race. I enclose a copy of my current Rating Certificate. I do not have a PHRF so will compete in the IOR category.

Kind regards to all

BILL REID

## Mixed priorities

THE estimated cost of the alterations to the Clubhouse is \$900,000.

The approximate cost of a new hose tap for the slipway is \$13.

Do you think the Club has got its priorities mixed somewhere?

If I pay my subscription in advance for the next five years to assist the Clubhouse rebuilding programme, will I be guaranteed another five years of frustration and fury over the tap on the slipway which (1) works only with difficulty, and (2) is too worn to accept a standard hose fitting, thereby rendering it useless and making it virtually impossible for more than one person to rub a boat down?

OLD BEN

(Further correspondence on page 3)



Sea Spray photo

## Editorial

IT was with a great deal of surprise that I learnt that the Royal Port Nicholson Yacht Club — in existence for over a hundred years, and steeped in yacht racing — had never organised or held an ocean race.

Central and southern yachtsmen have long felt that there should be a race, either to Australia or the Pacific Islands, from somewhere south of Auckland — not least in order to avoid the tedious delivery trip to a northern port to join the traditional Island races, a trip which is usually far worse than the race itself!

And — it is not as though we haven't had, or do not have, boats that are keen to race overseas. Witness the tremendous performances recently put up by SECOND GLANCE, 13th over the line in the Two-Man Melbourne to Osaka Race, and seasoned campaigner CHIN-CHILLA, well over 20 years old and yet seventh over the line and third on PHRF in a highly-competitive Suva fleet. Warmest congratulations to Peter Hanns, Wayne Tomlinson, and their crews respectively.

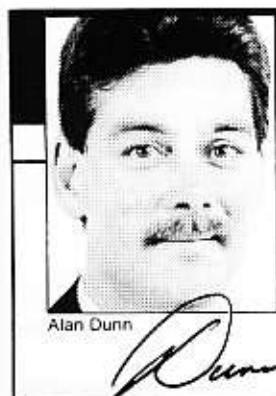
Well, the opportunity has finally arrived to race deep-sea from Wellington, and in May of next year a select fleet of 20 yachts — most probably all from south of latitude 40 degrees — will be racing to the Islands in the inaugural Wellington to Rarotonga Race, due to be started on the Club line at midday, April 30.

One of the interesting statistics about this event is that the total distance of 1800 miles is the same distance local boats have to sail to take part in the Auckland to Suva race, and yet it is only 180 miles longer than the direct Auckland to Rarotonga route.

The race will also serve as a feeder event for yachts proceeding to Hawaii for next year's Kenwood Cup, and there are moves afoot to have the trials for this event held locally in conditions more typical (apart from temperature!) of those in Hawaiian waters.

Early '88 should be a great time locally for ocean racing.

JOHN MANSELL



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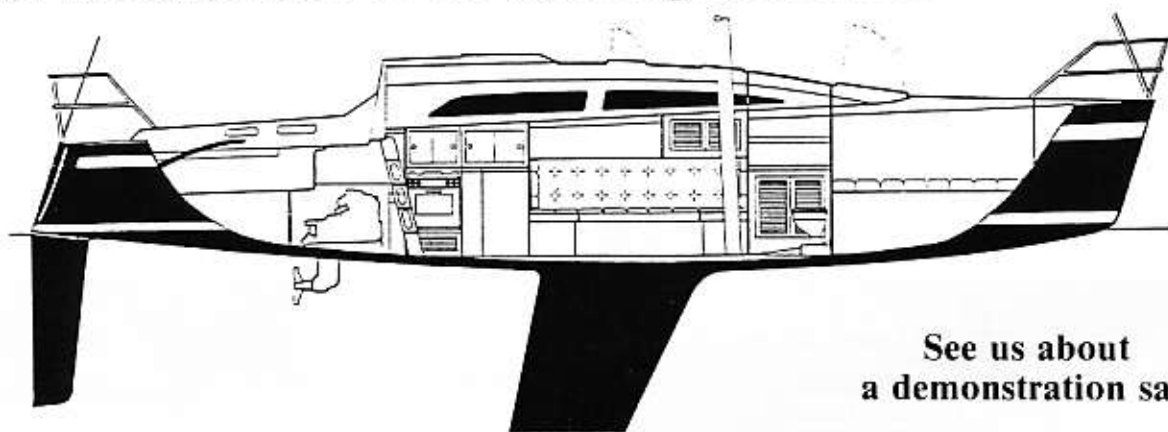


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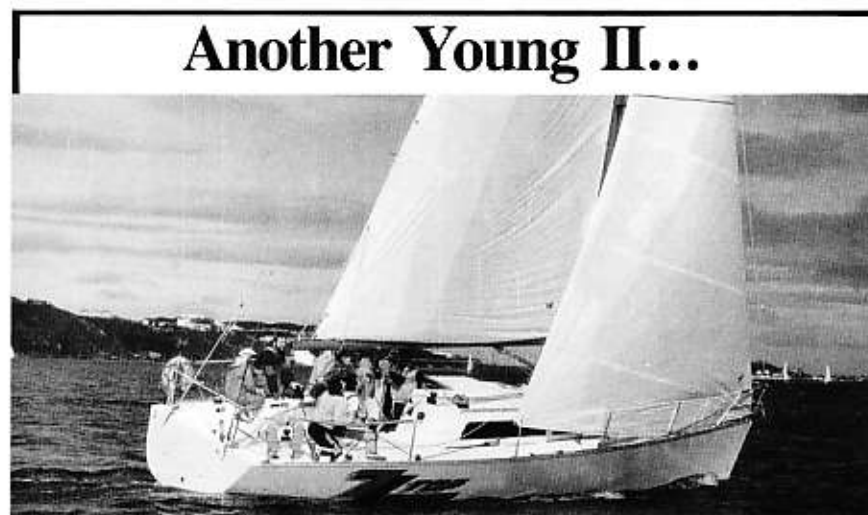
## Correspondence (continued)

THE following letter has been received from the New Zealand Yachting Federation as part of a campaign to make the yachting public more aware of the activities that they undertake on our behalf:

Dear Yacht Club Member,

Many of you may not have had any contact with the New Zealand Yachting Federation and may wonder what we do for the average yacht club member. Perhaps it is time therefore for us to give you a brief outline of our activities, so that you are better able to understand our role in New Zealand yachting.

- We register keelboats, trailer yachts and launches and publish all the information in a publication called *The New Zealand Yachting Register*.
- We run nationwide coaching programmes for all ages, including a new programme designed to coach club coaches.
- We are beginning a new certification scheme which will set proficiency standards in all yachting areas from Optimists to cruising keelboats.
- We have a mail-order service for books and aids for race management, and hire yachting videos and films to clubs and their members.
- We monitor and provide submissions



Another of the rapidly-increasing fleet of Young IIs, ZZ TOP, hit the water just before Christmas. Owned by Club member John Toon, it arrived in "hull and decks" condition, and was finished by him. The boat is currently being sailed in the Evans Bay winter series by Mike Calkoen and the crew of WIND SCREAMER (the self-titled "A crew"), while John and his crew (the "B crew"! ) are allowed to sail it in the RPNYC winter races.

- sions in public forums on matters affecting the cruising yachtsmen, e.g. marine farms, weather forecasting and radio frequencies.
- We run selection trials for Olympic and Youth Yachting representatives.
- We administer the rules of the sport and hear appeals.
- We publish *Wavelength* for clubs, classes, and personnel members.
- We assist yachties from many different classes to travel overseas by organising freight concessions and insurance guidance.
- We represent NZ yachting at the international forum of yachting, the International Yacht Racing Union.
- We provide PHRF and IOR ratings for keelboats plus authorise safety inspections and measurement.
- We are a clearing house for all yachting information from both NZ and overseas.
- All yacht club members may become personal members of the New Zealand Yachting Federation and would then be eligible to purchase our new KZ pennant, and receive our *Wavelength* newsletter.

This list is not comprehensive because our telephone goes non-stop with other queries from the media, individuals, club secretaries, boatbuilders and the like, on everything from safety standards to technical matters and the rules. But perhaps it will give you some idea of the nature of our work, not forgetting of course that the Federation is largely made up of non-paid staff who put in so much time and effort to keep NZ yachting moving forward.

In the future we hope to be able to communicate more closely with all New Zealand yachties, but for the present the President and Officers of the NZYF wish you all good sailing and leave you with this thought: We put the "KZ" in Kiwi!

Yours sincerely,  
Adrienne Greenwood  
Executive Director  
NEW ZEALAND YACHTING  
FEDERATION INC."

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*For the first time since 1975 a Wellington yacht has won a place in New Zealand's Admiral's Cup challenge team. On early performance, Peter Walker's KIWI looks a hard boat to beat.*

# Kiwi bid for Admiral's

NEW Zealand's fifth Challenge for the Admiral's Cup is shaping as this country's most powerful yet.

Although entering the final stages of the "grand plan" to bring the elusive Cup home, there is no relenting on the pressure on the Challenge team.

May was a period of hectic preparation, making new sail wardrobes for each of the three yachts, final checks on rigging and repair work, and double checks on all equipment. Particular attention has been paid to the masts – the weak point for the New Zealand team in the 1985 Challenge.

The three successful yachts for this year's Challenge team are two purpose-built Farr designs, KIWI and PROPAGANDA, and Laurie Davidson's GOLDCORP (the former MAD MAX).

## Wellington success

Carrying the Royal Port Nicholson Yacht Club flag, KIWI, with skipper Peter Walker, is the first Wellington contender to make the team since the late Ron Jarden's BARNACLE BILL in the '75 Challenge. Also in KIWI's crew is Club member Peter Spackman, an experienced offshore campaigner. GOLDCORP, skippered by Richard Dodson, and PROPAGANDA (Bevan Woolley), are from Auckland.

The three yachts were loaded on to a New Zealand Line container ship, bound for Tilbury, England, in mid-May.

The 30-strong crew, management team, and coach fly out progressively from mid to late June.

Challenge managers plan to have yachts and crews together again, off Cowes, on the Isle of Wight, for at least three more weeks' training before the Cup series starts in July.

The yachts' farewell brought months of trials and training to an end. Five original contenders vied for a



**Hoping to play a major part in bringing the Admiral's Cup to New Zealand is KIWI skipper Peter Walker.**



**Experienced campaigner Peter Spackman is a member of the KIWI crew.**

place in the team but despite costly revamping, Ian Gibb's SWUZZLE-BUBBLE SIX and Farr-designed FAIR SHARE of Wellington, which was PROPAGANDA's twin, failed to star.

GOLDCORP reaped the rewards of constant and close attention and adjustments from designer Laurie Davidson and romped away in the final trials, taking five firsts in the final seven races.

KIWI's place in the team was assured. Her greater rating was required to make up the numbers to meet the new rules which demanded that if two one-tonners are part of the team, the third yacht must exceed 44 feet. KIWI did perform well throughout – a difficult task for the large yacht which had no-one to pace her – and earned her place on merit, winning more trial races than any other yacht.

## Design

PROPAGANDA, which was marginally off peak throughout the trials, has since undergone major surgery on the keel with almost 600 kg of internal ballast removed and added to the keel, to optimise her rating.

In the three yachts' construction the high-tech masts were imported from

KIWI's impressive lines are clearly shown in this aerial picture taken during the boat's working-up trials in Auckland.



# Cup

Sparcraft in England.

Extraordinary lengths were taken to keep weight to a minimum with extensive use of titanium in deck gear and fittings – a first for New Zealand. Sails are by North, and the two Farr yachts have keels and rudders developed from extensive tank testing by the designer. GOLDCORP's keel is elliptical, and a new rudder fitted just before the trials has proven very successful.

The crews, which already contained a strong line-up of offshore and Admiral's Cup veterans including the three skippers, was further strengthened by an injection of talent from the KZ7 campaign. Seven former America's Cup crewmen are included



**A member of the management and public relations team for the Admiral's Cup challenge is Club member Chris Cooney, of the New Zealand Line.**

in the team. Three of these, Andy Taylor, Tony Rae, and Alan Smith, are on KIWI together with the well-known and highly-respected Tom Schnackenberg.

Royal New Zealand Yacht Squadron organisers are confident that this year they have hit the jackpot and successfully blended the three vital ingredients to win – top yachts, top crews, and top management.

Said RNZYS vice-commode and Challenge manager, Don Brooke, "The Germans didn't win the last two Admiral's Cups by having outstanding boats, it was because they did their homework and followed it through."

Accordingly, this year's New



**Below decks KIWI features ultra-lightweight and high-tech everything.**

Zealand Challenge for the Admiral's Cup has been approached on a thoroughly professional basis – well planned and well executed, with fine attention to detail.

The managers and skippers concede that corporate involvement – both from individual boat sponsorships and support and the overall sponsorship from New Zealand Line – has lifted the organisation to a high level with objectives set and met and compromises eliminated.

## Sponsorship

Sponsorship interest was heightened by an easing of the rules by the Royal Offshore Racing Committee, which has now allowed more public displays of corporate involvement.

This year's major sponsor, New Zealand Line – the trading arm of the Shipping Corporation – gained naming rights in return for the carriage of the yachts and equipment to and from England.

New Zealand Line has supported water-related sports for over a decade, and the Admiral's Cup Challenge twice before.

Individual yacht sponsor backing came from the newly-listed Goldcorp Holdings for Mal Canning's MAD MAX, which was brought up to Admiral's Cup racing speed and subsequently re-named.

KIWI was underwritten by Wellington sharebrokers O'Connor Grieve and Co, and Bevan Wolley's PROP-AGANDA is backed financially by Chase executives Adrian Burr and Peter Tatham.

Planning for this year's Admiral's Cup Challenge started almost as soon as the last series ended, two years ago.

Two trips to England by RNZYS flag officers ensured that everything should run smoothly when the crews and yachts arrive. By approaching marina owners, sparmakers, freight movers, and hoteliers on a face-to-face basis the organisers say they saved "at least \$35,000".

Challenge organisers also instigated 18 months of meetings, involving up to 40 people at times, to highlight and solve problem areas.

"Our motto has been overall communication at all levels," said Don Brooke. "What has emerged is a team of dedicated friends, all pulling together, in place of fragmented individual efforts."

## Management

The management team includes Don Brooke, Graeme Dagg – who has a decade of experience in offshore campaign management, and Chris Cooney, from New Zealand Line – who will handle onshore management and public relations. Chris is also a member of our Club.

To ensure that the management's team spirit is echoed among the crews RNZYS coach, Harold Bennett, was seconded to run a tough training schedule for the crews, following the trials. Although it was no easy feat for Bennett to take experienced yachting crews through a back-to-basics programme, it had a positive effect with daily sailing improvements and by building strong team morale.

Harold Bennett's programme will be continued at Cowes under top yachtsman Rod Davis, who is a veteran Admiral's and America's Cup campaigner and who recently won the

**(Continued on page 9)**



## THE CHALLENGE CONTINUES.

International sailing events are a perfect showcase for New Zealand technology.

Every time we win, our exports win.

And because part of New Zealand Line's mandate is to help develop exports, it's hardly surprising that we're sponsoring the 1987 Admiral's Cup Challenge.

The Admiral's Cup, sailed every two years in England between three-boat national teams, is not simply the world's most prestigious offshore trophy.

It's also one of the few major sailing events New Zealand has yet to win (our

best has been a third).

And winning the Admiral's Cup will focus world-wide attention on New Zealand.

**NEW ZEALAND LINE**  
**ADMIRAL'S**  
**CUP**  
**CHALLENGE**  
**1987**



land, particularly on the designers, boat-builders, sailmakers and sailors who make up our boating industry.

New Zealand Line has shipped yachts overseas to many New Zealand Challenges, including the Los Angeles Olympics where we took more medals than any other country except the U.S.A., and to all our previous Admiral's Cup Challenges.

The Challenge is enormous.

But the rewards are even bigger.



**NEW ZEALAND LINE**



# Commodore

ALL should now be aware that our rebuilding project is underway, with anticipated completion very early in the new season. A small band of workers have put in an enormous amount of work to ensure that the project you the members have demanded, is satisfactorily completed. What is now required is cash flow. Please, don't hold back any longer on payment of levies, and five and ten year memberships.

As a matter of interest, the estimated cost increase if the project had been held back until next winter would have been in the order of \$300,000. Even if we have to incur interest charges on borrowing by proceeding now, the answer is obvious. If the project were ever to be undertaken, now is the time.

It has been very gratifying to note that a number of members have made contributions towards the project over and above what has been called for, by way of providing free specialist services, or unsolicited cash donations. Any assistance that members can provide is very much appreciated.

## Evans Bay

On the subject of appreciation, our thanks to Evans Bay Yacht and Motor Boat Club for the welcome extended to use of their premises in the period our Clubhouse is closed. Co-operation of this nature can only engender goodwill amongst the local boating fraternity.

## Admiral's Cup (continued)

Citizen Watch match racing series, and has now volunteered his services to the campaign, offering the team its first opportunity to have a set training programme prior to the regatta. Davis plans to concentrate in three major areas. "To make the boats go faster; to keep out of protest situations; and to ensure there are no equipment breakdowns."

He is confident that the final three weeks of fine-tuning will give the New Zealand team that extra edge to ensure that the Admiral's Cup – the world's premier offshore trophy – is brought home to New Zealand in August this year.

## Club activities

Activity is of a restricted nature over the course of any winter. We have attempted to ensure that closure of the Clubhouse will create as little disruption as possible to normal winter activities.

- The Winter series is now under way, with starts at Pt. Jerningham, and post-race presentations generally at Evans Bay.
- The Champagne Breakfast was a great success, in its new venue at The Pines, in Houghton Bay.
- Weekend gatherings — Evans Bay.
- Prizegiving — deferred to a later date than usual, to be advised.
- AGM — Evans Bay.
- Club Manager — now operating from the start box. Use the normal Club phone number.

## Boats under construction

With recent concentration on the Clubhouse, one tends to overlook the industrious activities of Club members taking place in scattered sheds around the harbour.

The Mike-Muir-designed, Garry-Nimmo-built/owned yacht was recently noted to be making rapid progress at Greta Point.

Geoff and Linda Murray's new Young 11 HULLABALOO nears completion in Miramar. (Whether the



name derives from the building project, or relates to anticipated Skipper's directions is not specified).

Con Anastasiou's new Young 11 ARBITRAGE is now in the water after receiving nightly attention from Murray Sleeth and the nucleus of his old NOT GUILTY crew in a Wellington Harbour Board shed. "Turbo" (Greg Turner) confided to me that actually he didn't really enjoy nightly fibreglass sanding exercises. All is apparently not as glamorous as it might appear!

Before I am reprimanded by those I have not mentioned — let me apologise now. This is simply a random selection that springs readily to mind.

The point I am really making is that with the Clubhouse the current focus of attention, we must not forget that we are a club devoted to sailing and boating generally, not a social club. It only takes a brief examination of activity around the waterfront to realise that the Club's future looks very healthy.

IAN GREIG



Taking shape at Greta Point is this 36ft "pilot house" motor-sailer, designed by Mike Muir and being built in kauri by Gary Nimmo. The concept offers the best of both worlds — a fast yacht hull, with the interior comforts of a cruiser.

# WHB proposes extensive harbour development scheme

OUT of the blue, on February 28 this year, the Wellington Harbour Board released an ambitious \$17,000,000 development study for small craft facilities on Wellington Harbour. After initial amazement at such a bold and comprehensive scheme interested parties sifted through the report to see how it would affect their interests, and to prepare submissions by April 1.

Overall the plan provides for:

## Owhiro Bay

A new launching ramp by 1990.

## Evans Bay

A third pier to the Marina next year. A new boat-launching basin with its own breakwaters. New beaches, and a commercial development close to the old Patent Slip site; all in 1990.

## Clyde Quay Boat Harbour

Present moorings converted to marina berths next year.

## Seaview

A possible marina at Seaview (on the northern side of Point Howard with reclamation starting in 1990. A major launching ramp in the near future.

## Lowry Bay

An improved local boat harbour behind an extended breakwater providing Mediterranean moorings for 60-100 boats; starting 1990.

The total development, spread over 10 years and "user-pays" funded, is the result of a Small Boat Facility Study started by the Harbour Board in 1985, and a survey carried out by Beca Carter Hollings and Ferner for the Board. The main requirements identified were a major all-weather ramp at the north end of the Harbour; 280 new berths (100 in the north and 180 in the south); and increased safety and efficiency of access to the south coast.

## The Boat Harbour

With regard to the Clyde Quay Boat Harbour — virtually unchanged since the breakwaters were completed in 1905 — the obvious move of installing marina berths has finally happened. The consultants' original recommendations were to demolish the existing eastern breakwater, reclaim the small "outside boat harbour" for car-

parking, and extend its breakwater to provide more room for marina berths.

128 berths in total are planned, with 49 being installed at the Freyberg Pool end next year, and the remaining 79 to follow in a second stage at some later date to give existing mooring-holders time to adjust. The total costs involved are broken down as follows:

Demolish eastern seawall	\$50,000
Build new seawall	\$236,000
Reclaim and create carpark	\$249,000
First 49 berths	\$637,000
Second 79 berths	\$1,027,000
Total cost:	\$2,199,000

Berths would "cost" an average of \$20,000, which would, in effect, be rental in advance for 20 years. A small annual service fee of \$50 would be incurred thereafter.

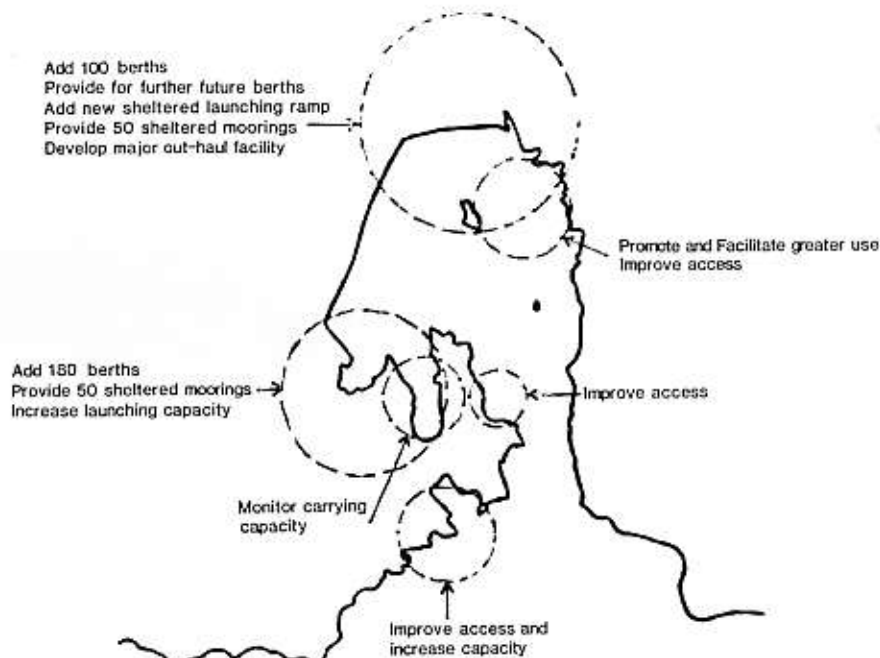
## Contentious aspects

The most contentious aspect of this plan for the Boat Harbour, and one that has been addressed by the Commodore in his submission on the plan, is the provision of a quarter of a million dollars to provide, in effect, a carpark for city office workers. Two other significant omissions are; no provision

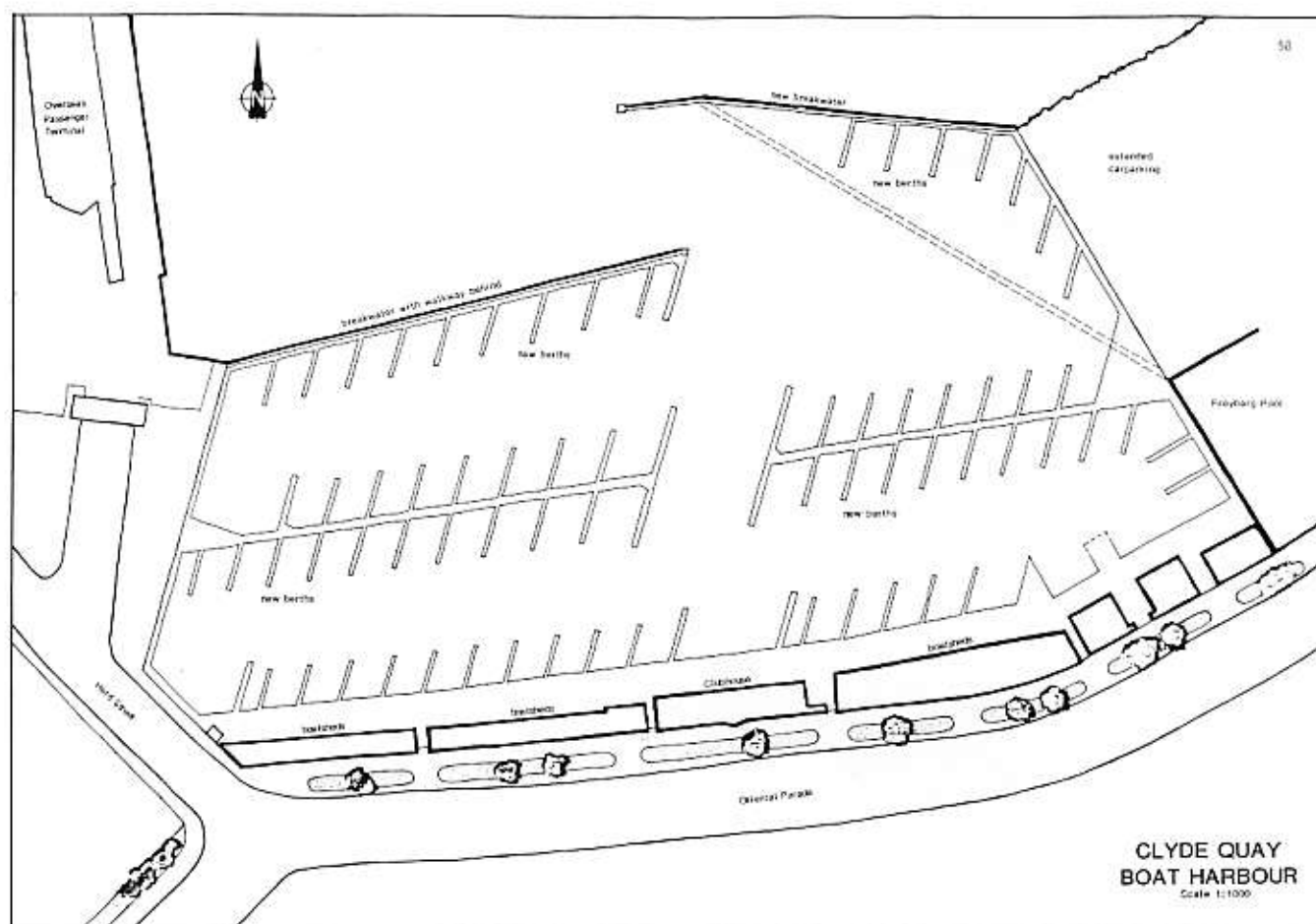
for the leasing of berths by boat owners who cannot afford the purchase price; and no mention of extra slipping and hard-standing facilities.

The Harbour Board and their consultants are to be commended for their proposals, but one does wonder whether any of those involved are boat owners who have tried recently to make a slip booking in Wellington. The net result of the plan is to provide an extra 280 berths in the Harbour (and this does not include the 130-berth marina to the west of the Overseas Passenger Terminal proposed in the quite separate Waterfront Development Scheme) with no increase in slipping facilities. The only mention of slips is with the Seaview marina which is of very low priority and would depend for its existence upon a demand beyond the 280 berths established. Hopefully the WHB and their consultants have been made aware of this omission. There is a crying need for more and better slipping and hard-standing right now, let alone with hundreds of new berths.

At this time (late May) the 28 submissions received by the WHB have been passed on to the consultants, who are due to report back to the Board in July after consulting with interested



The comprehensive development plan



parties. A final plan is to be presented to the Harbour Board at their meeting on July 22 for approval.

Present priorities are as follows:

#### Top priority

1. Port Road (Seaview) ramp and car-park.
2. Lowry Bay marina.
3. Third pier at Evans Bay.
4. Prepare an integrated plan for Clyde Quay Boat Harbour and Chaffers Beach marina.

#### Second priority

1. Prepare an integrated plan for Evans Bay between the Marina and Greta Point.
2. Implement the agreed Inner Harbour Plan as No. 4 above.
3. Upgrade Seatoun and Worser Bay ramps.

#### Third priority

1. Prepare integrated plan for Seaview.
2. Upgrade lightweight launching facilities in Eastbourne.
3. Provide upgraded Rowing Club facilities within Lambton Harbour Development.
4. Implement the agreed Evans Bay plan.
5. Develop the Owiro Bay ramp.
6. Implement the agreed Seaview plan.

The above plan shows the suggested way the Boat Harbour could be converted to marina berths. Apart from the berths, changes would include the filling in of the small lagoon behind the Freyberg Pool to provide more carparking, and the rebuilding of the eastern sea wall and breakwater to provide more marina space.

John Gibson, Marketing Manager of the Wellington Harbour Board, stresses that the final approved plan could be quite different to the original one, and that development could well proceed in quite a different order to that proposed. A lot will depend on the

outcome of submissions made to the Board and discussions held between the consultants and interested parties.

The submission made to the WHB on behalf of RPNYC members by Commodore Ian Greig is reproduced below.

## The Commodore replies

Re: Small Boat Facility Study  
Volume 1: Part 1 & 2  
Volume 2: Part 3

Thank for you supplying the above for perusal.

You will appreciate that the total study comprises two bulky documents (99 pages) with some quite detailed information to digest. It has not been possible within the time frame available to make the study available to membership generally to seek their views.

Commenting subject to that qualification however it appears that:

1. Few could complain at the overall thrust of the survey, i.e. an improvement to existing boating fa-

cilities, and an extension of such to cater for both existing and projected demand.

2. The most directly relevant portion of the study to this club is clearly the proposal regarding redevelopment of the Clyde Quay mooring basin as a marina. As recognised very early in the study — "club members are divided" on this issue. This statement accords with views heard over a number of years by the writer.

A major difficulty we face in replying at relatively short notice is that traditionally mooring/berthing arrangements have been made direct between individual owners and the

(Continued on page 13)



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## Harbour plan (continued)

Board. Accordingly there is no club-formulated policy to which we are able to turn in the somewhat unusual circumstance now proposed.

A further difficulty faced in trying to accurately gauge membership consensus is that this proposal is still couched in quite general terms.

The sort of queries I envisage being raised include (not necessarily in order of priority):

1. Specific costs to the individual?
2. Whatever form of marina ownership/leasing were adopted, would safeguards be built in to prevent the profiteering not perhaps officially recognised, but certainly well known in other parts of the country?

The areas covered in points 1 and 2 are likely to be of great concern to members. Many are family men, who have spent considerable time on limited budgets building their own vessels. A situation which led to only the wealthy few being able to enjoy a facility such as envisaged would encounter stiff opposition.

3. Are there sufficient boat sheds to service additional vessels?
4. Exceptionally high cross winds (both north and south) occur in the boat harbour, because of its unusual angle of direction. Has sufficient consideration been given to the effect of those cross winds?
5. A powerful surge enters the boat harbour whenever a ship is berthed at the International Terminal in strong northerlies. Is it practical to change the north eastern area into marina berths in the conditions experienced?

6. Extension of existing seawall-car park.

Demolish part existing seawall	\$50,000
Build new seawall	\$236,000
Extend car park	\$249,000
	\$535,000

Clearly these items would comprise a very substantial cost factor to all boat harbour occupants (total budget inclusive of above \$2,199,000).

Would the number of berths created by the seawall relocation really justify the cost of creation?

Is it necessary to extend the Freyberg Pool parking area? Could not land be made available at the western end of the boat harbour?

If it is essential for the Freyberg Pool parking area to be extended, is it appropriate that occupants of the boat harbour should bear all the cost? As a

## Veteran returns



Former member of the Club, Fraser Robinson, returned to skipper daughter and son-in-law Carol and Brent Dewhurst's KOTARE LASS in the Veterans' Race at the end of the season. Fraser was a partner in a boat, MAPU II, 40-odd years ago, and was also an experienced long distance swimmer and lifesaver in his earlier years.

resident of Oriental Bay for a number of years I am aware that the car park is used by the public seven days a week, while used by club members very largely on Saturdays alone. Monday to Friday it is already an overcrowded, free facility providing all-day parking to the public at large. Why should boat owners be singled out to meet the entire cost of that free public amenity?

The foregoing are perhaps some of the more important questions I envisage members will raise in relation to the proposal.

Referring specifically to your letter I note:

1. "Officers of the Board and representatives of the consultants are available to discuss any aspect of the study if required." Could a representative address a general meeting of club members as a matter of urgency on present proposals with respect to redevelopment of the Clyde Quay boat harbour, and answer any questions raised?

2. "It is envisaged that further consultation will take place as this plan is developed."

Is further consultation envisaged with this club on the Clyde Quay boat harbour when or if plans become more specific, and ultimate costing to the end user clarified?

What time interval can we anticipate between that information becoming available, and a positive decision to proceed being made?

3. "In any event most developments

will be the subject of notified applications and public hearings by the Maritime Planning Authority." Is the Clyde Quay boat harbour proposal to be the subject of such notified application and public hearing?

Your advice on these matters would be appreciated.

Let me say in conclusion that in raising these matters I do not wish to convey an attitude that the club's members will be for or against the proposals. As already indicated, some division of opinion may safely be assumed. My own experience in similar situations leads to the view that the more information available the easier it becomes to reconcile differences.

I see the problems of redeveloping this particular boat harbour as being unique, certainly within Wellington. In the other locations proposed, completely new developments are involved and individual owners have the choice of meeting the cost and participating, or remaining where they are. In this case, redevelopment will be imposed on existing owners. This will ultimately lead to those owners having to meet a mandatory and substantial cost, or being forced to seek relocation of moorings, boat sheds etc. Some have been active occupants for many years. Obviously such forced change would not prove popular.

It is essential that there be close liaison between the Board and boat harbour occupants/the club if the matter is to proceed.

We now wait to hear further.

## New boats

### GULLY JIMSON

Barnett 47 for Chris Harris, built by Lidgards in Auckland to be launched around July of this year, sailed in Auckland for a month or so for tuning, and then brought to Wellington for our next season.

### HULLABALOO

Young 11 for Geoff and Linda Murray presently being completed at Miramar to a very high standard including teak decks and comprehensive interior, to be launched about mid-June '87.

### MARIANDER

Roberts 36 in steel, owned by Ian Colligan, launched in early '87 moored in Boat Harbour. Distinctive bright yellow colour.

### SHATUR

Hakker 38 owned by Colin Parkin, built in Dunedin in 1976 in steel.

### SHEARWATER

Herreshoff 28 in glass, owned by Graeme Wallace.

### SILVER SHADOW

Craddock 11.5m, owned by Peter O'Neil, constructed in timber and launched in 1982.

### SLEDGE HAMMER

Farr 1220 currently being completed by Sea Nymph Yachts for Gavin (Trust me, I know what I'm doing!) Hoare (ex SPELLBINDER).

### THE BEAGLE

Val Chubb 7.7 owned by Stephen Luckin.



## Vice Commodore

WITH the 1986/87 season now concluded, all parties, from the participating skippers and crews, start box personnel, and Club officials, can be very satisfied with an excellent season. Enough of the past. We can now look forward to a five-race winter series sponsored by the Dominion Tavern, supported by Andas Business Machines. These people will be providing first class prizes, and we take the opportunity to thank them for sponsoring the winter series.

As most members will now be well aware, the Clubhouse has been gutted and the contractors have moved in and are well under way in establishing the new concept. One of the major things that is going to make all this work is an upsurge in Senior Club Membership: To all Skippers - how many of your crew last year used the Club facilities without being members? It is sad to say, but far too many. There is no way the financial few can support these freeloaders in the new Club facility, so please make sure all regular crew are financial members. It's going to make things just so much easier further down the track.

Rumours have it that we will have something in the order of five new



Young 11s racing next season. This, with Del Hogg's FAIR SHARE, will give the old regulars the hurry up. To all Skippers a reminder that this time next year you could all be sunning yourselves in the sunny Cook Islands. We have taken a positive step with the race to Rarotonga. A sub-committee headed by John Mansell will be guiding the organisation of the race from now.

Look forward to seeing everyone in the new Club facility mid-September.

BRUCE MORRIS



## MARINE TECHNOLOGY.

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# Club's first ocean race

"MAKE casting south of 40 degrees South latitude to about 165 degrees West if bound for Rarotonga, or to 155 degrees West if bound for Tahiti; haul gradually north into the South-East Trade, and then proceed direct.

"The South-East Trade is tolerably regular among the Samoa, Tonga, Fiji and New Caledonia Islands from April to October, but from December to March it is light and uncertain, and NW'ly winds are frequent.

"Cyclones sometimes pass over these localities from January to March inclusive."

Doesn't the above extract from *Ocean Passages for the World (Sailing Vessel Routes: Pacific Ocean)* stir your sluggish blood and make you hanker to be sailing downwind in those "tolerably regular SE Trades"? Especially at this time of year which, by a happy quirk of meteorological fate, is the most suitable time to be "hauling gradually into those Trades" etc.

## Twenty-boat limit

Well, on April 30 next year you will have the ideal opportunity of either observing or ignoring the above sailing directions, as the first Ocean Race ever organised by our Club gets under way. On that date a fleet of 20 yachts should be setting off to race the 1800 miles to Rarotonga in what the organisers hope will become a regular biennial event.

An organising committee has been formed, discussions have been held with the Rarotongan Sailing Club who have agreed to host the finish, the NZYF have been advised, and, by the time you are reading this, Preliminary Notices of Race will have been sent to every yacht club in New Zealand. So you had better be in quick if the idea of racing to Rarotonga and cruising downwind through the islands afterwards appeals. Because of limited harbour facilities there will be a maximum of 20 yachts accepted and, as will be seen in the letters to the Editor, we already have our first entrant, VENDETTA.

Entry forms are available from: The Organising Committee, Wellington-Rarotonga Race, P.O. Box 9674, WELLINGTON.

## Off with the old...

Work proceeds apace on the refurbishing of the Clubhouse. In the early stages, as shown below, piles of debris, open to the sky, were all that remained. At the time of going to press, however, framing was well in progress, and exterior weatherboard was being applied.



*Boundless enthusiasm and determination are built in to the character of Murray Sleeth, a hard-driving yachtsman who will not accept second best.*

# Always amongst the

IN every group of people there is always one whose competitive instincts are slightly stronger; always one who is innately more aggressive, more tenacious, and more willing than his crew mates. One such person is Murray Sleeth, and while those who do not know him well might perceive him to be unnecessarily tough, it has been his drive and enthusiasm for yacht racing that has introduced many to the sport and inspired others to greater heights.

RPNYC can boast few members that have achieved as much as Murray, least of all by the age of 38.

Son of the local Hataitai Police constable, Murray spent most of his childhood days within a mile of the launching ramps at Evans Bay. Despite such proximity to the school-boy training ground, however, Murray's introduction to sailing did not come until he was aged about 14. By this time, he was the proud owner of a small dinghy that he would launch at the Evans Bay Club for regular fishing trips out into the Bay.

## Not so easy

Returning from one such expedition Murray's attention was attracted by the skills of a couple of local P-Class

sailors several years his junior. Thinking that it looked pretty straightforward he boldly requested a sail – only to discover that there was more to it than met the eye. "This is for me," concluded the wet, would-be mariner, whereupon he rushed home to sell up the dinghy and his treasured train set in order to purchase the oldest Junior Cherub in Wellington.

School Certificate exams did not interfere with the young sailor's development. A week's study leave before the exams was spent training on the Bay and there was even time for a session or two between exams. Needless to say Murray didn't make it to the sixth form that year.

## Javelin

At age 17 Murray left Rongotai College to become a Police Cadet and, with his new-found fortune, he bought a Javelin. The hull and decks came from Cook Brothers in Christchurch, and following a frenzy of fitting out, ADAMANT was launched by the proud young skipper. These were the mid-sixties when fleets of up to 20 Javelins and "X-ies" would race in Wellington every weekend. Murray recalls his first encounter with Hugh Pool in his X-Class and the occasion

## By Ian Gordon

when they swapped boats in conditions favouring the Javelin whereupon Hugh suffered the indignity of being beaten by his own boat.

Early clashes with Bryan Coleman were initially evenly matched affairs until Murray's frustration with ordinary crew work saw him relinquish the helm and become forward hand. Once he had become an expert crew, it was then a question of finding an expert helmsman. At New Year of 1970 Brian Coleman was launching his personally-designed and built Javelin, TOPAZ, and he immediately snapped up the opportunity to have Murray as crew (or was it the other way around?).

In 1971 they took the national title and in 1972 and 1973 they secured the Sanders Cup for Wellington.

## No half measures

Bryan recalls that Murray was utterly dedicated in those days and wouldn't tolerate any half measures. During the contest at Picton when they were lying third with two races to go the pair hosted a small gathering at their borrowed house. At some stage Bryan admits to throwing an egg which resulted in Murray going "right off". The next two races were sailed in complete silence; skipper and crew stubbornly refusing to speak on the water and off. Wins were recorded and the title won. But at the presentation of the trophy when asked to say a few words Murray simply commented, "A good crew should be seen and not heard" – a remarkable theory to be credited to Sleethy!

## Beaten by girl

Following their success in New Zealand, Murray and Bryan then took TOPAZ to Suva for an Inter-Dominion regatta where they could only manage third place. The title was taken out by an 18-year-old girl, causing the likely lads a touch of embarrassment on their return to Evans Bay.

Throughout this time Murray received the benefit of his father's support. It was not unusual after a day's racing for Murray and Bryan to deliver



The crew of AZTEC in Suva after their class-winning race in 1977. They are Bryan Coleman, Philip Williams, Tony Hughes, Murray Sleeth, Tony Keegan, Graham Eathorne, and Gary Wagstaff. As usual, Murray Sleeth manages to stand out in a crowd.

# action

their craft to Mr Sleeth Senior complete with minor gear failures and find that, after a night out on the town, Mr Sleeth had made the necessary repairs so that they were able to front up the following day with the only remaining damage to themselves.

Not content to rest on their laurels Murray and Bryan also challenged for the Leander Trophy but their R-Class suffered from gear failure at crucial moments and they were unable to lift this title.

It was during this period that Murray, Bryan, and Geoff Harwood set their sights on the blue water events and began building AZTEC as a syndi-



Right up front with the action, Murray works on VINTAGE's foredeck.

cate. As construction progressed Murray decided to withdraw from the partnership (as did Harwood) in order to maintain his independence. He did, however, retain his place in the crew and went "off-shore" for the first time in the 1973 Cook Strait race when AZTEC recorded fastest time but was unable to receive the honours because they hadn't been able to afford the necessary safety equipment.

Their first overnight race was to Akaroa when they spent the night battling a 35 knot southerly. Their reaction to this new experience was one of horror, and at dawn our intrepid dinghy sailors were found wallowing along at 3 knots with storm jib, a deep-reefed main, and white knuckles!

That Murray and Bryan quickly



With Murray as for'ard hand, Bryan Coleman's Javelin TOPAZ won the national title in 1971, and the Sanders Cup for Wellington in 1972 and 1973.

found their stride is borne out by AZTEC's impressive record, and in 1976 they were ready for the Noumea Race. In 1977 they raced to Suva, winning their class in that race as well.

In the spring of 1977 Murray was ready for a new challenge and he lined up in the crew of BARNACLE BILL for the Southern Cross series with such notables as Gary Wagstaff, Eric and Mike Mahony, Ralph DeGroot, and Brett Bennett. Murray recalls that their result in that series was abysmal and declined to comment on it any further.

## Vintage

In 1979 Murray bought VINTAGE from Gray McKenzie, who maintains to this day that the deal was daylight robbery on the part of a policeman. By this time Murray was a Senior Sergeant with the Police, having distinguished himself as a Prosecutor in the Magistrate's Courts. About his career with the Police Murray is reluctant to give details, and says, "Work is something you do to get money to go sailing."

On purchasing VINTAGE Murray immediately had the keel replaced with a faster design and set out to campaign the 32 foot Whiting with his usual thoroughness. From the outset he was ably assisted by an equally dedicated crew made up of John Brooks, Jamie McDowell, "Sniffy", and David Wagstaff. This combination very nearly made the southern region Southern Cross team when, in the second to last race of the series, LISA disqualified herself by hitting the

Paremata Reef and sinking.

In a bid to see more exhilarating sailing Murray and his crew travelled to Auckland where they purchased the Farr half-tonner FARCICAL, which he says they bought without seeing it sail, or hearing the motor run, or inspecting out of the water. The deal had certain advantages, and Murray maintains that they bought the boat for two-thirds of the asking price by offering cash.

Final honours that season went to CINJAN, the sister ship crewed by such notables as Geoff Stagg and Peter Spackman with a boat load of new sails. At the end of the season FARCICAL was sold to Hugh Poole for the same price that the Auckland vendor had originally been asking.

## Cruising

In 1982 Murray took two years leave of absence from the Police, modified VINTAGE for cruising, and together with Jill Green and Ken Burt set sail for Fiji for an extended cruise. Once in Suva Ken returned home leaving Murray and Jill to explore the islands on Fiji's west coast as far north as the Yasawa group. From there Murray and Jill cruised to Vila and then southwest to the Loyalties and to the east coast of New Caledonia.

Once in Noumea Murray decided that cruising was really just a bit quiet for him and by the end of September VINTAGE made landfall at Whangarei. After a quick look around the Bay

(Continued on page 19)



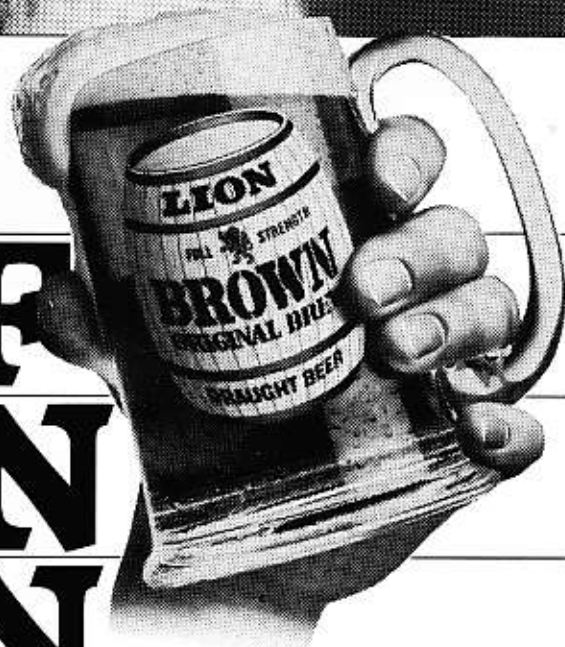
*Because you've put  
more into it*

# THERE'S MORE OF A BEER IN A BRWN



LION BROWN

MORE OF A BEER



## Murray Sleeth profile (continued)

of Islands Murray took VINTAGE to Auckland where he received three cash offers within two days of putting her on the market. In hindsight, Murray says that the Whiting 32 was the perfect boat for short-handed cruising and that it was as safe as staying at home.

While in Fiji Gary and Jenny Tye visited armed with the latest yachting journals including a centrespread of the Ross URBAN COWBOY. Murray immediately thought "This is for me," and on his return to Auckland ordered the first of the glass production boats. The hull and decks arrived in July, and within six weeks NOT GUILTY was being tuned for local conditions.

Murray recalls that learning to sail the big sloop was an interesting experience and in hindsight feels that their biggest handicap was adapting the boat to a set of second-rate sails.

Together with the inevitable "Sniffy", "Grayballs" and crew, Murray took out line honours in the 1984 Tauranga-Vila race, and the following year they competed in the Suva race only to be beaten by the prototype, URBAN COWBOY.

1986 presented a new challenge. This time it was the Devonport Yacht Club two-man Round-the-North-Island Race with Jill Green as crew. Murray explains that they took up the challenge to prove that it could be done, and indeed, they finished a creditable fourth, being pipped by the Farr 38 MAGIC DRAGON which sported a masthead spinnaker and a huge oar.

Murray advises that the Devonport race is most certainly a character-building exercise and just right for people who want something to push themselves hard: "Sailing in 30 knots apparent through the middle of the

### VINTAGE heads for Tory Channel in the Cook Strait Race of De- cember 1980.

night with the big PHRF spinnaker up was exhilarating; but only until you'd worked out how to get the thing off."

In the final analysis NOT GUILTY proved too expensive to campaign and in spite of the good times she had provided, Murray was happy to secure a sale to Dale Barcham in late 1986.

The latest Murray Sleeth project will, no doubt, have won its first race by the time this article appears in print. This time it is a Young 11 owned by a Wellington lawyer and Evans Bay Commodore, Con Anastasiou, who was talked into the project during the post-Cook Strait Race celebrations. Once again Murray and his Rent-A-Crew are to the fore. The fitting out took place at awe-inspiring pace to be ready for the opening of the winter series at Queen's Birthday weekend. The initial plan is for the boat to be



campaign by Sleeth and his crew who will, no doubt, race with their well-known enthusiasm. With Murray applying his philosophy to the boat it should have the quietest crew on the harbour – even including the owner!

By his own admission, Murray Sleeth has been a vocal member of the RPNYC. He maintains that it is vital for any organisation to hear both sides of every argument but that, at the end



And now for something completely different... Murray's latest venture is a 40ft Pellin "Crusader" design launch, complete with flying bridge and Caterpillar engine, shown here under construction at Mike Muir Boatbuilders. It is expected to be in the water by October.

of the day, it is the best thing for the sport of yacht racing that counts. Murray is a hard-line supporter of the plans for the Clubhouse renovation and no doubt will be a supporter in the future of any plans that prevent the stagnation of yacht racing in Wellington.

In our view his record speaks for itself, and we have no doubt that sailing in Wellington will continue to benefit from Murray's enthusiasm.



NOT GUILTY shows her speed on a reach in the Island Bay Race.

# Winter race series

AFTER last year's inaugural, and very successful, Winter Racing Series, another is planned for this year, and will be well under way by the time you read this. If we are lucky enough to be blessed with last winter's light winds, the series should again provide a colourful spectacle in the Inner Harbour.

This winter's series sponsored by The Dominion Tavern, was due to get under way on June 7, with races being held on alternate Sundays thereafter until the last on August 2.

All races start at 1300, and entries can be made at the Club Starting Box at Point Jerningham as late as 1200 on the day of the race. The course and marks will be displayed on a board at the Starting Box by 1000. All single-hulled, self-righting keeler yachts registered with the NZYF are eligible, and all races will be sailed in one division either using handicaps expressed in a percentage time reduction, or a TCF will be applied to the elapsed time.

Sponsored prizes will be awarded to yachts gaining 1st, 2nd, and 3rd place on handicap, with a Line Honours prize as well. A prize for the overall series winner will also be awarded.



Con Anastasiou's new **Young II** **ARBITRAGE**, crewed by Murray Sleeth's "rent-a-crew", shows astonishing early pace in the winter series.

The prizegiving and after-match functions will be held at the Evans Bay Yacht Club. The overall series prize will be given at the final prize-giving function which will be held at the Dominion Tavern, Tory Street, between 1700 and 2000 on August 1. A buffet meal will be available.

## Group insurance benefits Club

MANY readers, who are also boat owners, are obviously unaware that Lombard Insurance Company have a group insurance scheme for RPNYC members.

This scheme not only enables Lombards to offer competitive rates, but also provides an important source of revenue for the Club. 10 per cent of all premiums paid is returned to the Club as income. This money is channelled into the Yachting Assistance Fund, and therefore directly benefits yachtsmen engaged in national and international yachting competitions.

With the RPNYC having millions of dollars of boats on its register, it is difficult to understand how only \$736 was generated by the group scheme in the last financial year.

As an added inducement Lombards have recently reassessed their premiums and are reducing them if the boat is moored in a marina. Of particular interest to our members is that the Clyde Quay Boat Harbour will be treated as a marina for these purposes. So, it may be worth your while to get a quote from Lombards, and support yachting at the same time.

## Notice to Members

Lombard Insurance have a new policy for yachts and launches along with revised rates which we believe will benefit the majority of Club members.

The terms which are offered to you are exclusive to members of yacht clubs which have agency arrangements with us.

A brochure is included in this issue of THE RIP which we would ask you to complete and return for a no-obligation quotation.

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# Starboard tack to Suva

By Wayne Tomlinson

WELLINGTON entries provided a taste of nostalgia for the potpourri of 26 yachts in this year's drag race (as in "straight line") to the Fiji regime group. The oldest design was the classic Rhodes cruiser WINDROSE (another ex COTTON BLOSSOM), and the oldest boat CHINCHILLA, a Bob Stewart Carmen class design, built in 1966. Popular designs from Elliot, Ross, Farr, Mull and Young were the norm, many in the 40ft region.

After we had spent a week in Auckland's rainy season, the Gods graced the Saturday afternoon start, on May 2, with light to moderate SW winds and sunny skies, giving a spinnaker run up the coast. We tested our performance against a Farr 11.6, two Mull 40s and a Lidgard 40, and slowly drew ahead. In front were the expected bunch of PARTY PRO, STIRLING SILVER, and TRANSFORMER (Elliot designs), BLAST FURNACE, SATELLITE SPY (Ross), FOREIGN EXCHANGE (Farr 53), and BIG RUBY (Young 11) – all of whom were to finish before us except the ill-fated PARTY PRO.

## Close reaching

Two days of spinnaker/shooter sailing gave way to a freshening beam reach and a surprise revisit with the Lidgard 40 DICTATOR, whom we thought we'd put to bed in the Gulf. Our course until then had been somewhat east of the rhumb line and the bulk of the fleet, with the others slowly creeping east to our Longitude while we prayed for a wind to head them. Unfortunately this was not to be. DICTATOR was the only vessel seen en-route, and we soon put some distance on her again. Medium to close reaches were the predominant forces for the next three days.

The PARTY PRO incident was first learnt about on the late radio broadcast, and brought a dramatic re-awakening of how exposed we all were to dangers – eliminating the sunny security we had felt before. Early reports of her position, together with 25 knot Trade winds gave us the impression that their plight was very serious. Luckily the Ono Island reef is quite wide and the crew escaped without injury. Similarly, a Lotus 9.2 managed to jump and grind her way over the narrow Solo Light reef, and then sail out the other side of her



Back in the Boat Harbour after their return from Suva, Graham Westerby, Simon Crisp, and Wayne Tomlinson give CHINCHILLA a good cleanout.

newly-found lagoon to anchor off the Royal Suva Yacht Club with no visible damage!

Life aboard CHINCHILLA was based on a "two on and six off" watch system – two-hour tricks on deck with some rotation of watches. Our chef admirably dished out treats which seemed rather luxurious when compared to some other boats' spaghetti sandwich diets.

The last leg proved memorable for CHINCHILLA. A light spinnaker run from Kandavu, in the wee small hours of Saturday, together with the loom of habitation and tropical shirt sleeves warmth, had all crew members on deck. Fate intervened a few hundred yards from the finishing line inside the reef as the land-blanketed wind all but disappeared. Lights from fishing boats anchored beside the reef added to the eerie confusion of navigation signals and, tacking at two knots, we employed "sound navigation", tacking back and forth when the breakers could be heard on the reef.

## Priorities

At anchor after six and a half days at sea, priorities included a cold but welcome shower and patronage of the Club bar, still open at five in the morning. The BIG RUBY boys had six hours start on us and extolled the virtues of all good fighting men in "drinking until you drop".

Our PHRF results placed us third behind FOREIGN EXCHANGE and BIG RUBY. (This entitled us to a Sanyo Walkman.) Comparisons of

performance based on radio schedule position reports showed our weakness to have been light-air sailing, especially running, when large sail areas would outclass us. However, as soon as the wind came abeam our day's run comparisons were remarkably close to some of the newer designs.

No tacking was required at all on our six-and-a-half-day passage!

A week in the wet season of Suva gave way to a brisk reach back through the Kandavu Passage, and south to New Zealand. The "Coupe" was very low key at this stage and most of the population appeared mildly curious at the political strutting of those few people in the Islands who had the luxury of not being concerned with the normal necessities of life – food and shelter.

The return passage of ten and a half days was via East Cape, and saw the weather become contrarily southerly as we approached North Cape – forcing our hand as to which side we should sail down. East Cape and Turakirae Head provided forgettable memories, but Cape Palliser was uncharacteristically warm and gentle. The old sailor's approach of staying in port awaiting a fair wind is becoming more meaningful to me.

As for CHINCHILLA, we all felt that the saying "didn't she do well" fitted perfectly.

The race crew (in alphabetical order) were: Phil Cox, Simon Crisp, John Green, Max Hodgson, Roy Nicholson, Wayne Tomlinson (owner), Graham Westerby, and Willie Yocum.



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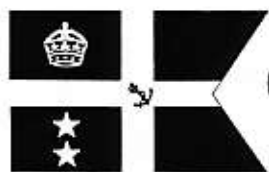
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# Cruising Captain

ANOTHER successful racing season has been concluded. The racing has been excellent with good courses and ample entries. The Division has fielded its share of winners, with Nick Van Der Ven in AMIO making an early start with a win on Opening Day and following on with top points for the season. REFLECTIONS made an excellent effort in winning the Cook Strait Race on handicap.

My congratulations to Stuart Young and his family for their successful cruise to the Pacific Islands and back in TEN GAUGE, which won them the Fiebig Trophy for the best offshore cruise. (See the last issue of the RIP.) Congratulations also to Alister Macalister in NIRVANA for his cruise to the Chatham Islands, his award being the Elliot Cup. I hope we hear more of this trip.

## Boat shed sale

The Cruising Division and 3rd Division have been asked by the Executive to gather up bric-a-brac to sell at a boat shed sale to raise funds for the new Clubhouse. A working bee of members of the Cruising Division reclaimed some of the hardware from the

Clubhouse, including the glass from the bar, for auction, and the demolition contractors have offered more of the salvaged hardware. I now ask all members to bring out all their unrequired junk — I mean pre-owned vintage hardware — from your basements or boat sheds, preferably marine hardware and fittings, and to donate same to the Cruising Captain or a member of his committee, i.e. Brian Parker, Bill McCullough, or Dave Ward. We will be holding the sale in the Coene Shed on a date to be advised.

## Sail sale

It has been suggested that we also run a "Sail for Sale" list. Anyone with surplus sails or in need of good second-hand sails, please notify me. I will charge a small commission for Club funds. Wot a good idea!

Many thanks to the Evans Bay Executive and members for making us welcome at their clubhouse. It is good to see the familiar faces there on week-end evenings. However, please note that they have only voluntary ward-room staff who greatly appreciate all glassware being returned to the coun-



ter when members leave.

On a more serious note, our Racing Secretary has been summoned to an audience with the Marlborough Harbour Master, concerning an incident that occurred during the last Tory Channel race. A yacht allegedly failed to give a ferry sea-room. Yachtsmen, please, common sense must prevail over a few racing points. We don't want another Lermantov, so give the ferries plenty of room. After all, your mother-in-law may be a passenger!

COLIN H. BAYLIS

## The original donkey engine?

THE trouble with llama dung is the space it needs!

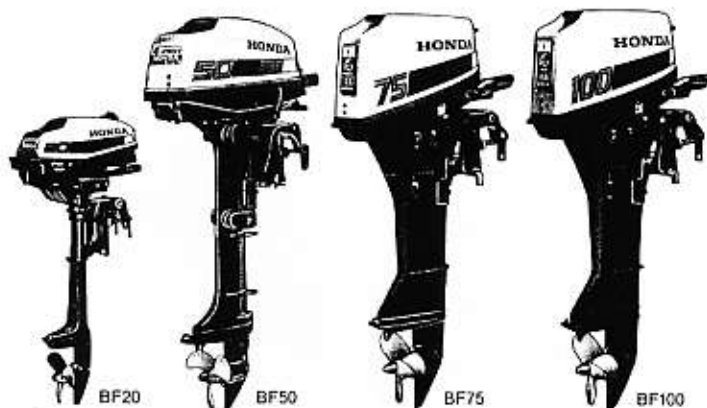
Probably the only ship ever to use it as fuel is the YAVARI, launched into Peru's Lake Titicaca in 1870, where llamas provided the only readily-available fuel. But nearly all her cargo space had to be filled with the stuff.

Now, after more than a century of service and a decade lying idle, the ship is to be restored by archeologist and explorer Meriel Larken. Although massive, her task cannot match the feat of YAVARI's construction. She was built by Cammell Laird in the UK in 1862 and broken into 2766 pieces. These were transported by sea, rail, and finally mule to the lake, 3800 metres up into the Andes; the mule train alone took six years.

And the llamas? They were made redundant in 1913 when the steam engine was replaced by a Bollinder four cylinder hot bulb semi-diesel. With only 23 per cent efficiency, that machine will make way for a new propulsion unit, but will be restored and run as an exhibit on board.

(From *Motor Ship*, February 1987.)

## AT HONDA 4-STROKES AREN'T A NEW IDEA



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# Breakfast at The Pines

THE PINES Cabaret at Houghton Bay was chosen as the venue for this year's Champagne Breakfast, and the choice was a popular one.

Awards were presented to the winners of the Epiglass Spring and the Barton Marine Autumn championship series, and also the Kinnears Ropes and Hight memorial general handicap series.

Presentations were made also for Personality of the Year (Les Evans) and Boat of the Year (SKIDDY BOARDS), again very popular choices.



ABOVE: Healing Industries Paint Division Manager Dennis Jerram presents Barbara (B.T.) Millar with an appropriate product to help in her campaign to keep HIGH SOCIETY's facilities clean.

RIGHT: Peter Sanders (centre), Kinnears Ropes representative, presents prizes to placegetters in the general handicap series Alister Macalister and Graeme Hargreaves.



The Commodore of the Royal Alice Springs Yacht Club (a.k.a. Gary McCormick), compere of the Breakfast, tells the story of the diver who forgot to clench her buttocks. . .



## Personality of the Year



Acclaimed as Personality of the Year, Les (I've got Rhythm) Evans reads the presentation scroll, surrounded as usual by beautiful women.



Peter Walker, skipper of Wellington's member of the Admiral's Cup challenge team, KIWI, receives a Club burgee to take to Cowes.



Ross (unaccustomed as I am to public speaking) Telford entertains with a lengthy build-up to the announcement of Personality of the Year.



## Rear Commodore

THE annual Champagne Breakfast, this year held at The Pines, was an unmitigated success. With tickets strictly limited to 240 there was only just room to move. Gary McCormick, raconteur extraordinaire, provided the right amount of warming up until the champagne took over.

Congratulations to Boat of the Year SKIDDY BOARDS and Personality of the Year Les Evans – both very popular awards.

On reflection the social events of 1986/87 have been extremely well patronised. We also achieved our objective and encouraged greater Wardroom utilisation. The end result is that I believe the Club is in great



spirit; ready for the new Clubhouse; and for an appropriate social programme to go with it.

PAUL CARRAD

## Boat of the Year

BOAT of the Year for 1987 was SKIDDY BOARDS, winner of the First Division championship, and a remarkable performer in all weathers. Designed and built by Mike (Rocket) Muir of Mike Muir Boatbuilders, it is owned by John Mines, and was launched a little over a year ago. Its high-tech, ultra-light construction (displacement 2000kg) makes it a very strong contender, even against much larger boats.

**RIGHT: SKIDDY BOARDS** in action on Wellington Harbour.

**BELOW: The "hard core" of SKIDDY BOARDS' crew line up with their presentation scroll – Rear: Mark Simpson, Barry Telford; Front: Mike Muir, John Mines, Rob Herbison.**



## New members

### Senior

W. G. Bowe  
R. P. Douche  
M. J. Larmer  
A. R. Caldwell  
A. J. McKenzie  
D. C. Moss  
H. H. Rhodes  
M. G. Rea  
C. H. Parkin  
G. A. Lewis  
A. J. Farington

I. G. Colligan

### Lady

J. Douche  
J. M. Winter  
J. O'Neill

### Country

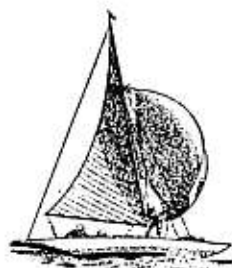
C. J. White

### Junior

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# Sailing with SPIRIT

By Kay Paget

"NOW, you've been on the SPIRIT before, haven't you, Kay? You know what it's all about. Been up the mast and all. . ."

I coughed. "No, actually, I have been sailing on the ship but somehow missed going aloft." I swallowed hard because I knew what was coming next.

The First Mate smiled at me and understood all the thoughts which were racing through my mind.

"Let's grab a harness each and I'll take you up now while things are quiet."

Inwardly I allowed myself a fleeting grin of satisfaction; I had arrived at the ship early so as to have time to get my bearings and remember where everything was, and I had a very personal goal to conquer a lifelong fear of heights. It was now or never, so I trotted after John and we collected our harnesses from the for'ard deck lockers.

## Positive thoughts

To my relief, the harness created a feeling of security even there on the deck, and without stopping to think anything but very positive thoughts, I followed John — a big step up on to the side rail, around the outside of the rope ladder on the windward side, and up we went. One small bead of sweat and a big swallow when I saw that we didn't hook on yet, but climbed, hand over hand and one foot after the other, up the ladder which steadily became narrower as we neared the top. Lots of self-talk here — don't look down — don't even look up — thousands of teenagers have done this since the first ship was launched and they haven't lost anyone from up here yet — glad of having new boat shoes which are a little tight, no slipping shoes — a silent scream from me "I'm too old to be doing something like this" — the other side of me remembered that many people much older than myself were up the mast last time I was sailing on the SPIRIT.

John was talking to me as we climbed — hard to hear with the heart-beat pounding in my ears. He had reached the top of the ladder and

explained how I then had to follow his example of hanging on with one hand and one foot on the ladder and s-t-r-e-t-c-h out my left leg to transfer my weight across to the rope swinging under the yardarm, while at the same time I had to clip my harness on to the steel cable which ran, freely, the full length of the yardarm. I don't know how the shorties amongst us manage, (or perhaps it was just blind panic on my part), but that was the biggest sideways step I think I have ever made. There we were, aloft, standing on a rope only slightly thicker than my thumb, clipped on, and then I found that I needed my hands — both of them — to work with and so I learned that stomach muscles have other uses — to hang on with, by leaning on the yardarm, and over it. John gave me time to get my breath, and to become accustomed to being up there: I even managed a look around and down at all the people below. I smiled at John, though I suspect it looked more like a grimace really.

He showed me what work was done up there and one or two basic rules. Usually there would be four people standing on that rope, and suddenly it became apparent what would happen if one of the four was a small person and the others bigger and heavier — the weight of the heavier ones would mean the smaller person would barely see over the yardarm.

I looked around — and down — again, and felt that personal sense of triumph of having achieved goal. And then had to go through the process of stretching out again (and not wanting to unclip that harness) and scrambled down the ladder. So many people were viewing the ship from the wharveside, I had to put on a smile of confidence. And I recalled that this is what the sail training ships are all about. Teaching



The SPIRIT OF NEW ZEALAND is a magnificent sight as she hoists sail in Wellington Harbour.

youngsters to have confidence in themselves, among other things, and I felt very proud for all those others who had conquered fears of all sorts by coming sailing on SPIRIT OF NEW ZEALAND or her sister ship, the SPIRIT OF ADVENTURE.

## Engine failure

SPIRIT had been en route from Nelson to Christchurch with a full complement of 36 trainees when she called in to Hopai on January 3 for the Sports Day, and that morning found a problem in her engine room. While the trainees spent the day at the picnic, the problem was diagnosed and parts were arranged from Picton to effect temporary repairs. Sadly, when she left Crail Bay the wind dropped, and what should have been a simple sailing voyage to Picton turned into one of the "Black Beauty" (as she is affectionately known) being totally becalmed just inside Jackson, in Queen Charlotte Sound.

She was eventually towed into Picton as her engine gave up the ghost, and so the Captain's wife had 40 teenagers on her doorstep in Picton, with several days of their training voyage still to run.

People in Picton were marvellous and gave so much of their time and energy with tramping in the hills, white-water rafting, and exercises at Outward Bound, so that the trainees finished their cruise very satisfactorily even if not at sea.

The SPIRIT was tied up in Picton for two weeks while repairs were carried out to her engine, and when the

(Continued on next page)

## Sailing with SPIRIT (continued)

surveyor had pronounced her ready to sail again, a crew had to be found to take her to Dunedin so she could take on the next group of trainees. Many of the people who had been involved with the ship while in the Marlborough area were given the opportunity to become part of the crew, and so we set sail on Sunday, January 18, on a glorious sunny afternoon and with the good wishes of many people on the wharf and on the smaller craft which accompanied us up Queen Charlotte Sound and Tory Channel.

We were to make a public relations voyage as events planned for her first southern voyage had been altered due to the engine repair time, and we therefore headed for Akaroa.

### "Buddies"

Night-time watches meant working in pairs, and we were given "buddies" with whom we worked for the whole of the voyage, though varying the work stations at which we worked. It was a great feeling to come off watch at midnight and fall into one's bunk. Eighteen of us in each cabin, but still plenty of room.

The for'ard end of the ship was kept

relatively quiet for those who were sleeping at any time, and socialising and meals were organised in the large aft cabin, which is really like a huge lecture room (complete with in-house video and electronic piano). There is an IBM PC on board, and radios and electronic navigational equipment, but apart from those, she really is a sailing ship and is fitted out as such a ship should be.

A very effective and efficient galley, all stainless steel, turned out magnificent meals. When dinner was announced, there was no delay in the queues forming, picking up the big, divided stainless-steel trays (which were our plates), and the licking of lips as hungry trainees waited to be fed. There was plenty of food, meat and vegetables, and pudding served in stainless pie dishes. (Small dessert plates would have been hopeless when the ship rolled, as the contents would have gone over the people sitting in front in the galleried seats where we ate our meals in the aft cabin.)

After our meal, each person filed out past the sinks where dishes were scraped, washed and rinsed, and the kitchen watch dried and put away the dishes.

Our bunk rooms contained 18 bunks, three tiers high, and each person had a huge drawer in which to stow all personal effects. Good hot showers were available, and these were magic when one came off watch late at night and wanted to warm up before climbing into bed.

### Akaroa

We sailed into Akaroa Harbour the following evening and anchored a little way offshore. Next morning we were allowed shore leave, but none of the adults would go until issued with their special trainees' T-shirts! It was all a part of belonging, and being very proud of being on the vessel. We made sure we had plenty of sparkly trinkets for the natives and for bartering (true sailing-ship pioneers, this lot), and rowed ashore. The ship was open to visitors, who came out in all manner of small craft and were shown around. About mid-afternoon we set sail, and were accompanied from the harbour by a large school of dolphins which played with the ship for about two hours. Out to sea, overnight, with the plan to come into Timaru early next morning.

"I just saw a huge fish jump out there," I commented to my buddy while we were on for'ard watch that

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evening. We both stared intently in the direction the fish had jumped and then it jumped again — a huge whale, completely out of the water, its large black tail creating a big splash as it dived again. Shades of Moby Dick! The whale jumped a third time, and by now all members of our watch were peering over the side and sure enough, the whale cleared the water once again, about 50 metres from the side of the ship. Magic, pure magic!

We sailed into Timaru on another sunny morning and tied up alongside, where the crew soon had all the flags and bunting up, and the ship ready for the visitors who had started queuing even before we were tied up. Some of the crew stayed on board to show visitors over the ship while others went ashore to look over Timaru. A Timaru Harbour Board vessel which was tied up ahead of us quickly put up a large white sheet on its radio mast, and on it painted the words "Spirit of Timaru", which caused quite a few smiles.

Later in the day we sailed from Timaru, with a large number of the population farewelling us, and again headed out to sea. Our next exercise for showing the flag was to be Oamaru, and we were scheduled to cruise slowly offshore as SPIRIT was too big to go in. We arrived there shortly before lunch the following day and were welcomed by many small craft as well as the local radio and newspaper reporters. The skies were clouding over somewhat the further south we sailed, and as we left Oamaru spits of rain heralded what was to come.

## 80-knot winds

We were due to make Port Chalmers later that day, and the storm warnings all came true during the afternoon. Sails were reefed and contact was made with the Pilot from Port Chalmers. Our Captain considered maybe we should head straight out to sea and ride out the storm, but the Pilot said he would wait for us and take us into the harbour as he was bringing out a container ship anyway. Gusts of 80 knots and seas smashing over the bow made one expect to see Errol Flynn (or Don Johnson) swing through the rigging, sword in hand, but no — only yellow-clad, wind-swept, salt-encrusted adult trainees and leading hands (those voyagers who come back to help train the new intakes). We all felt so much at home on the ship, and she rode the storm magnificently.

The Pilot came aboard, and we headed into the wind, up the narrow harbour channel. Considering the wind

strength, and still running-in the newly-repaired engine, we had to resort to being towed up the harbour as we were making only two knots. We tied up at the wharf at Port Chalmers at which the original sailing ships used to berth, and were immediately swept up with tales of tall ships by a number of old timers who arrived on the wharf and told us of other sailing ships and their experiences.


We spent the night safely alongside the wharf and in the morning welcomed the Mayor of Dunedin, the Chairman of the Harbour Board and other dignitaries aboard, and motor-sailed on up the harbour into Dunedin itself, the storm having now completely passed over.

Everything on the ship was squeaky clean, our gear was packed, and then it was out with the cameras again (they had been a regular feature of each and every activity all through the trip) and

the full group of us formed ranks and someone from onshore was pressed into service to take all the photos, one on each camera so everyone had a copy of the whole group! Lots of hugs and warm feelings all round — we had shared something very special, and the SPIRIT remains with us still.

The smell of Stockholm tar will forever remind me of the trip on SPIRIT: the bosun's locker was adjacent to the women's bunk room and the smell from the store permeated through clothing, sleeping bags and all.


Above all, the permanent crew form the basis of my strongest memories of the trip: Captain (Paul Leppington), the Mates, the Chef, the Engineer — all very special, dedicated and professional people sharing their love of the sea and tall sailing ships as well as leading the trainees and teaching them a whole course in human relationships and teamwork.



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# Avoid that run-down feeling

IF YOU have one of the increasing number of yachts fitted with only a masthead tri-colour navigation light, don't believe that the 25 watt bulb shining up there so colourfully is going to keep you out of trouble. Contrarily, it may have the undesired effect of increasing chances of being run down, particularly in Queen Charlotte Sound, Tory Channel, and Wellington or any other harbour.

The line of sight from a ship's bridge to the shoreline or horizon passes right through the average tri-colour at short ranges of one to three miles. This has two potentially dangerous results.

If you are proceeding out of Picton your masthead red or green will merge perfectly with the multi-coloured shore lights, and, on a dark and windy night, you will be virtually invisible until right under the bows of a ship.

Secondly, if the ship is overtaking you, the white sector of your masthead light will look exactly like the sternlight of a vessel further away. Once again, depending on weather conditions, the ship may not realise that it is in fact a masthead light until right on top of you — about the same time that you finally hear that rumbling sound coming up behind you, look around, and make a violent course alteration, possibly in the wrong direction!

If you are quite properly and legally sailing with your tri-colour on in either of these situations don't hesitate to flash your spreader lights, or shine a torch in the direction of the ship to draw his attention to you. If, as are so many yachts, you are **motoring** (or motor sailing), illegally, with only your tri-colour on because the yacht is not fitted with "steaming" lights, then you have a lot more reason to attract the ship's attention as, even though he will have right of way in harbour limits, if he does have to alter course to keep out of your way, he will assume that you are sailing and this could affect the type of course alteration made.

Also your insurance company will not be too impressed if you come to grief through exhibiting the wrong lights.

Don't imagine that the ship's radar will solve this situation for you. Contrary to popular belief,

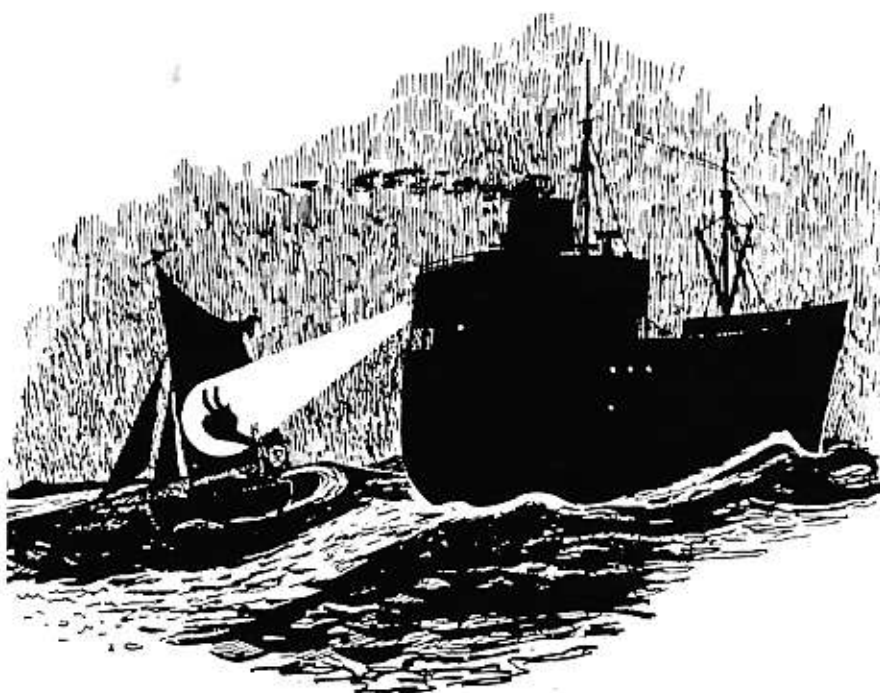
ships' watchkeeping officers do not have their heads down in the radar all the time. A visual lookout and binoculars are still very much the first line of defence with the radar providing additional information if required.

It is a different story if you are out in the Straits as there are a lot fewer vessels out there, and, because your lights will be seen at a far greater distance with a natural horizon, there will be ample time for the ship to identify you, ascertain your range and aspect, and determine how your bearing is tending.

To summarise: if you are sailing

By John Mansell

in the Sounds or in Wellington Harbour, be aware of how your tri-colour light looks to a ship and, if motoring, use the proper navigation lights. In either case don't hesitate to attract the ship's attention if you are concerned as to whether or not you have been seen. Even though ships may sometimes keep out of your way in harbour limits, out of the goodness of their heart, don't assume that they will and be prepared to make a bold alteration to keep out of their way, even if you are racing.



---

## The Backstays

WHILE things are quieter over the next three months while the Clubhouse is being transformed, it is maybe a good time to look at the future of the Backstays in its present form.

With several of our members also on the House Committee at present, many feel we should be part of that committee and work alongside rather than remain separate.

As we are not a large group this would be ideal. However, there are

others who feel that our identity would be lost after seven years of being actively very much part of the Club scene.

With our AGM to be held early in the new season it's time for the ladies to tell the committee the direction they feel we should take. My feeling is that a ladies-only committee is unnecessary when we are all working towards making the Club a fun place to be.

DOREEN OWER

# The finishing line

## Commiserations

COMMISERATIONS to seasoned ocean-racing representative Del Hogg on narrowly missing selection for this year's Admiral's Cup Team. The major surgery needed to get FAIR SHARE's rating down to the required figure can't have helped her campaign. Club members will look forward to the appearance of this world class yacht on the waters of Port Nicholson.

Congratulations to Peter Walker upon his inclusion in the Team. Although her place was almost a fore-gone conclusion after THUNDER-BIRD dropped out, KIWI nevertheless sailed an immaculate series and well deserved her place as the first Club yacht since BARNACLE BILL to represent New Zealand at the zenith of ocean racing.

## Got it right

BY the time you read this Easter will be a fading memory - but what a pleasant one!

For once "somebody up there" got it right. Yachts crossing the Straits on Thursday evening or Good Friday morning were blessed with a light SE'ly kite ride; a magnificent weekend of calm, warm and clear weather; and then, instead of the usual "catching the ferry and leaving her down there until next weekend" panic, a magnificent sail home on Easter Monday in a light northerly and absolutely flat calm seas. Unbelievable!

It was made all the nicer by reports of 51 out of 102 yachts pulling out of the Auckland to Tauranga Race, and the filthy wet storm-force northerlies that came away on Tuesday.

## One hand for the ship

A 21-year-old Bluff fisherman was in comfortable condition in Southland Hospital after falling overboard from a fishing vessel.

Constable John Hughes of Bluff said Trevor John Leigh had gone to the back of the vessel to relieve himself "and was holding on to something with both hands when he should have been holding on to it with one hand and steadying himself with the other."

*Southland Times.*

## Nautical pronunciation

MANY people have difficulty mastering nautical pronunciation, and this seems as good a place as any to address this problem.

The effect to aim for is a cross between train announcements and the sounds that come from patients in dentists' chairs. Probably the best way to develop a "sea mouth" is to practice speaking with an unopened oyster held in your mouth. Work on this sentence: "Gaff that grommet gasket to the garboard gudgeon gunter." It should come out something like: "Gfthtgrmgskthgbdgdngnr".

Remember, properly delivered nautical commands must be incomprehensible to the person toward whom they are directed, even when accompanied by clear hand signals or pantomime indicating the desired direction. The US Navy has a handy memory aid for the seven basic rules of the nautical command - it's a good one to memorize:

- C onfuse
- O bsure
- M umble
- M ispronounce
- A bbreviate
- N azalise
- D rool

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## BUCCANEER



THE last, and largest, in a long line of hard-chine plywood John Spencer flying machines, and one of the pioneer "maxi's" passed through Wellington in April.

Looking magnificent in silver and grey livery, BUCCANEER was en-route from Australia to the USA where a syndicate of West Coast yachtsmen will race her in an attempt to outperform another famous Spencer design RAGTIME (ex INFIDEL).

Having been turned into a cruising yacht cum schoolship at great expense a couple of years ago, she is now to be stripped out into a racing machine. Some good old yachts don't die; they just pass through identity crises!

In the picture above, BUCCANEER's owners since 1980, Margaret and Joel Mace, relax in Wellington en route to San Diego.



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