



# The Rip

Spring 1987

**THE ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE**

*Doreen*



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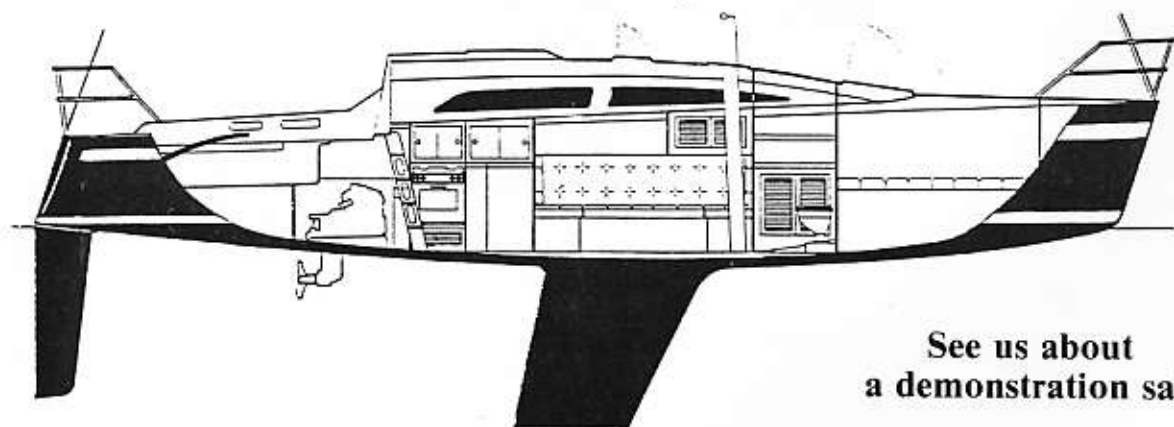


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# The Rip

Vol.6, No.4  
Spring 1987

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

Club Patron the Governor-General, His Excellency the Most Reverend Sir Paul Reeves, unveils a memorial plaque in the Wardroom to declare the new Clubhouse officially open.



## ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1987-88

Patron:  
HIS EXCELLENCY THE GOVERNOR-GENERAL

### EXECUTIVE COMMITTEE

		Work
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Rear Commodore:	P.M. CARRAD	726-161
Cruising Captain:	D.L. WARD	699-793
Hon. Secretary:	PIP CARRAD	726-161
Hon. Treasurer:	A.P. PRESTON	857-759
Hon. Racing Secretary:	J.L. OWER	881-924
Hon. House Secretary:	ANNE CARRAD	726-161
Committee Members:	R.J. COWLEY	739-313
	G.D. HARGREAVES	879-470
	P.J. LAWRENCE	859-699
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WYA/NZYF Delegates:	G.D. HARGREAVES	879-470
	H.H. WAGSTAFF O.B.E.	694-469
SECRETARY/MANAGER:	G. SCOONES	848-700
		843-091

### Office hours

Wednesday to  
Sunday 9am - 5pm  
Phone: 848-700 (answer-phone)

### Wardroom hours

Friday 5 - 10pm  
Saturday 12 - 2 pm  
5 - 9.30pm  
Sunday 5 - 9pm  
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# Correspondence, love letters and advice

## Thanks

THANKS for your hospitality and assistance during our stay in Wellington with ARGONAUTA over Labour Weekend.

An unforgettable time was had by all on board. We had a great trip back to Picton considering the general physical state of the crew.

As a token of our appreciation to the Club we have enclosed a small donation to be used as you see fit.

Best regards.

JIM BRAMWELL

## Wellington crews

FIRSTLY I must join you in congratulating RPNYC members for the recent successes overseas in the Admiral's Cup, Kenwood Cup and Southern Cross Cup. I must also agree with Ian Gordon's editorial in the last issue of THE RIP in respect of the Winter Series concept; this type of racing can only be good for all concerned. Brilliant for crew training, tactics and boat handling, and will go a long way towards rectifying the apparent lack of expertise, agility and stamina that you claim is lacking.

I was however annoyed at his statement: "indeed it is disappointing to have seen so-called Wellington yachts being campaigned in Auckland and overseas, crewed almost entirely by Aucklanders. Quite simply our crews are not up to it. Very few amongst our regular yachties would cut it in international competition".

I agree it is disappointing to have seen these Wellington yachts crewed by Aucklanders, but to state that "quite simply our crews are not up to it" is an obviously uninformed statement the type of which is likely to be heard from someone around closing time in the Wardroom on a Friday evening.

In the past, Wellington yachts preparing for various trials and series to select NZ teams have been based in Auckland. The cost of transporting, feeding, and accommodating nine or ten Wellington crew members for weeks on end is out of the question. This is probably the major reason for very few Wellington crews to be making a name for themselves in inter-

national IOR racing. Not so the group of regular Auckland "step on, step off" who are becoming household names at the expense of Wellington yachties. This situation will continue until Wellington crew members like Peter Spackman and many others who are capable are given a fair share of the action.

BARRY CHRISTOPHERSEN

## Tawa Cove closes

THANK you very much for the chance to take part in the survey you are doing on Marlborough Sounds facilities.

Unfortunately for personal reasons we have had to move away from the Sounds and sell our home and business there. The Tawa Cove Tearooms will not be operating in future as the new owners have other plans.

We would like to take this opportunity to thank members of your Club for the truly amazing response to our small venture. As we only started up last year we hardly expected any customers except perhaps over the main school holidays, but this was not the case and we were continuously busy until we closed in July. Thank you to all who came - we enjoyed your company and feel we made many new friends.

Punga Cove will hopefully have their new restaurant in operation very soon, so Endeavour Inlet will be well served with eating places. We hope you all enjoy many more trips to the best part of the Sounds.

BOB and SUE DAVIDSON

## Rubbish collection

YOUR members are probably aware of the Maritime Park Board's policy of visitors taking their own rubbish out of the area.

I have approached the three local authorities; Park Board, County and Harbour Boards in an endeavour to have rubbish collections made, but to no avail.

It is my contention that some form of collection is desirable, particularly

over the summer months, as is done in the more popular North Island boating areas.

Perhaps your club may wish to look at this subject and make suitable representation to the respective local authorities and/or government departments.

O.L. AMOR  
Te Rawa Boatels

## OK Dinghy campaign

I WOULD like to take this opportunity to thank the Royal Port Nicholson Yacht Club for supporting my OK Dinghy campaign overseas; not only by way of a generous donation, but also with moral support. With a successful race at the start of the new season and a warm welcome in our new and very smart clubrooms it gives me great pleasure to be a new member of the RPNYC.

I must apologise for the lack of information about my campaign overseas. The results of all races were telephoned to London but, with the success of KZ7 and the NZ Admiral's Cup Team coupled with the whole NZ Olympic team competing for news space, the powers that be must have decided that New Zealand had enough yachting news to satisfy it for a while.

## German Nationals 13 - 17 June

The first regatta in which I sailed was in Hamburg where we raced on the river out from the Muhlenberger Segel Club. Unfortunately my yacht arrived

## RIP deadline

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

Copy for the next issue will have to be received by February 15.

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



late and I finished only three of the six races. Sixty four OKs started each race, and my results were 10, 10 and 2.

### Kieler Woche 20 - 26 June

From Hamburg I drove 50 miles north to Kiel to enter the 100th Kiel Week Regatta. Kiel was built for the German Olympics and has one of the world's biggest regattas. With over 1000 yachts sailing on seven different courses using German naval landing craft for start boats, this regatta is very exciting. I won a race and got a 2nd, finishing 5th overall and top NZ male over the Olympic classes.

### Nordic Championships 1 - 5 July

I loaded up my camper-van, yacht on the roof, and headed north towards the Arctic Circle. 500 miles later I was in Sundsvall in Sweden. Sailing this far north in the worst summer on record can be very cold; in fact colder than a New Zealand winter. 10 degrees C. was not uncommon during the best part of the day. I finished a satisfying 6th overall with a best placing of 2nd.

### World OK Dinghy Championships 12 - 19 July

Another 500 miles north through the Swedish pine forests (polluted from acid rain) and we arrived in Lulea, in the land of the midnight sun. In other words you can't sleep at night for the sun and hundreds of mosquitos, neither of which will go down! I had to black out all the windows on the camper-van with black plastic, which only made the van too hot to sleep in. Without making any excuses for my 46th place overall, things just started to go wrong. I had to change masts because of a crack in my usual mast and, coupled with a new sail, KZ 481 just seemed to be off her usual pace. Instead of being in the top ten at the first mark I was in the low thirties. We had to sleep in the camper-van instead of a hotel because the Swedes made us live on a basically deserted island 1½ hours by ferry from the mainland. This, coupled with having to sail over 1½ hours into the wind to reach the start while the Swedes were all towed out, took its toll both mentally and physically.

Once again I would like to thank all those who supported my campaign. Without your support and encouragement I would not have been able to compete. After all, KZ7 did not win first time up!

JOE POREBSKI  
(SEARAIL, KZ 481)



Sea Spray photo

## Editorial

THE prime purpose of a club magazine should be to inform and entertain members, and to act as a journal of record for important events. We hope we are succeeding in the first two of these aims, and are proud to be able to devote a large portion of this issue to recording one of the most significant events in the long history of the Royal Port Nicholson Yacht Club – the official opening of our magnificent new Clubhouse. Interestingly enough, it is the first time in our 104 years that we have been housed in purpose-built accommodation.

A great deal of credit must go to recent Flag Officers and Committees and in particular to our present Commodore and Executive Committee for having the foresight and courage to take on and push through such an ambitious undertaking. Even the sceptics and knockers must be impressed with the transformation that has taken place.

One of the early spin-offs, even before the official opening, is a rapid influx of new members – 32 in October alone. This can be attributed to the attraction of the new building and to the bold step of removing the entrance fee for new members. It is significant that none of these people have been deterred by the need to pay the \$150 building levy.

Many of these new members will, like many existing members, be looking for a place to park their pride and joy, but anyone hoping to have a marina berth outside our "beaut new building" had better not hold his breath. Elsewhere in this issue we have the first of what will be regular reports from the Task Group set up by the Wellington Harbour Board to provide small boat facilities for our harbour. The report advises that the Clyde Quay Boat Harbour is to be dredged out, but that is about all for a long time – largely because of the influence of a vocal minority of long-term mooring holders who have been occupying far more water than they have a need for, for very little money and for far too long.

"Our" Boat Harbour must be one of the most poorly utilised areas of water anywhere and, with its existing breakwaters, could be very easily and economically developed into a marina. To silence the bellows of protest I can already hear emanating from certain quarters, I would suggest that an ideal compromise would be for the Boat Harbour to be developed by the WHB with rental marina berths, while the Chaffers Beach Marina (due to be developed as early as 1988) would cater for those who have the money to make a capital investment in a berth.

Existing long-term mooring holders in the Boat Harbour would thus have a walk-on berth for a reasonable rental, and more Club members would have access to a very appropriate place to berth their boats.

JOHN MANSELL



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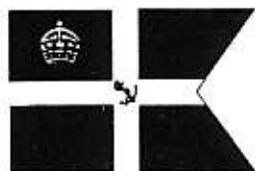
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**NEW ZEALAND LINE**  
**ADMIRAL'S CUP CHALLENGE**



# Commodore

BY the time this is read by members our new Clubhouse should have been completed, and officially opened.

May I on behalf of members express our appreciation to those who have contributed so much to this project. Some who spring readily to mind include the Building Sub-Committee headed by Brian Cardiff, and the finance Sub-Committee headed by Gary Tye.

There are of course many others who have contributed in a variety of ways. I shall not endeavour to provide a comprehensive list at the present time. Our thanks to you all, however. The success of your efforts can be gauged by the extraordinary number of membership applications received over the last two months as the project has neared completion.

In similar vein, I believe a word of appreciation has been well and truly earned by Club Manager, Grant Scoones, for his efforts over the months in which re-building has taken place. Grant has had to work under difficult circumstances, operating variously from the startbox, a worker's rest room, and an incomplete new office. Operating under those difficult circumstances he has had to assume additional

time-consuming tasks in connection with the redevelopment.

Sincere thanks to you!

## Suggestions Book

It is fair to say I have seen nothing raised to date of which the Executive were not already conscious. To briefly answer matters most commonly raised:

**Decoration.** Why can't we have our pictures/half-models/flags etc. so it looks like a yacht club? Please – a little patience. It took 40 years to reach the stage we had when the old Clubhouse closed. We have been open a few weeks, and at the time of writing are still flat out trying to complete the building.

**Leaners on pillars.** Hopefully they will be in place by the time you read this. They were requested weeks ago.

**Ventilation in Wardroom.** Provision exists for installation as funds permit. Meantime we trust the smoke problem will not prove too difficult with summer allowing us to open doors and windows, and with the opening of the much smaller and more intimate bar upstairs for those who find conditions difficult in the Wardroom.



## New committees

It is obviously very early days, with the Annual General Meeting many months away as yet. Several committee members have intimated however that with completion of the building project, they would like to stand down next year and allow fresh blood on to the committees.

I would like to see members giving serious thought to whether they are able to make a contribution to the Club in this manner.

Clearly, with the new Clubhouse up and running, duties will be rather less onerous than over the last year or two.

To maintain any sort of progressive thinking new blood must continue to be introduced to all committees. It is all too easy to sit on the sideline criticising the efforts of others. Has the time come however for you to offer your positive contribution?

## Old Clubhouse

Many of our more recent members will not be aware that the wooden building adjacent to the Freyberg Pool (currently divided into boatsheds) is the old Clubhouse, which is owned by the Club.

I have often wondered whether in the long term it couldn't be put to better use for members generally than its present use in providing sheds for half a dozen members.

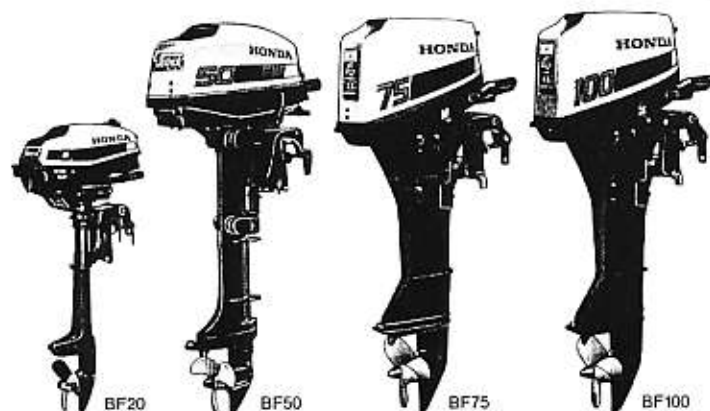
To pacify present occupants, funding in the foreseeable future is obviously not available for any redevelopment.

We should look, however, to longer-term planning. Outside the building is a particularly wide, sheltered and sunny area. I have never been able to think of a really satisfactory idea for better use of this whole area, but conversely have never been able to shake the feeling that there is one.

Any ideas?

IAN GREIG

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



Few engine applications are more demanding than outboard motor use. They operate in damp, corrosive conditions, get minimal maintenance and are expected to start easily, run flawlessly and be economical as well. 13 years ago, in this tough environment, Honda pitted its 4-stroke engines against the traditional 2-strokes. Years of experience and accumulated technical expertise in the manufacture of 4-stroke cars and motorcycles made Honda the winner.

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*Long-standing Club member Russ Valentine, owner of TE AWANA, served aboard the barque PAMIR on two voyages between Wellington and San Francisco during the war, and recounts some of her history whilst trading for eight years under the New Zealand Red Ensign.*

# Nostalgic

WITH the expected arrival of many sail-driven vessels in Wellington in the New Year the following may be of interest about our adopted sailing vessel, the four-masted barque PAMIR.

PAMIR arrived at Wellington on July 29, 1941, after completing her second voyage from the Seychelle Islands to New Zealand with a full cargo of guano. She was then under the Finnish flag, but Finland was declared an enemy country about this time, and the PAMIR was seized as a prize of war on August 3, 1941. After she lay idle here for some months the government decided that she should be put to use in the Trans-Pacific trade and the Union Steamship Company were appointed as managers.

After overhaul, survey and docking she left Wellington for San Francisco on March 30, 1942, arriving on May 27 after a passage of 58 days. She returned to Wellington in 73 days, arriv-

ing on September 22. From then until March 7, 1945, she completed another four return voyages between her home port of Wellington and San Francisco, taking 79, 81, 80, & 51 days northbound and 67, 58, 52, and 51 days southbound.

## Fast passages

From April 1945 to October 1946 the PAMIR made three relatively speedy return passages between Wellington and Vancouver, averaging 61 days northbound and 57 southwards. The actual routes across the Pacific varied with the seasons, and distances ranged from 6125 miles to 10,591.

In October 1946 she made a coastal voyage in ballast from Wellington to Lyttelton, where timber was loaded for Sydney. This Tasman crossing was

made in 15 days, and her return passage to Wellington with a cargo of cement took 13 days.

## To London

PAMIR then lay idle for a few months until it was decided to send her to London with a cargo of wool. She sailed on October 3, 1947, rounded Cape Horn 27 days out, and arrived at London after a passage of 80 days on December 22. The total distance sailed had been 13,363 miles at an average speed of 7.0 knots. She created great interest in the United Kingdom, and during her stay was visited by HRH Princess Elizabeth accompanied by her husband the Duke of Edinburgh. A part cargo of cement was loaded at London and she was then towed to Antwerp to complete loading with basic slag for New Zealand.

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This picture shows the PAMIR, which was built in Hamburg in 1905, on drydock for cleaning and painting in Oakland, California, USA, in March 1943.



# sail

She sailed on May 1, passed the Cape of Good Hope on July 8, transited Bass Strait on August 3 and arrived at Auckland on August 18 after a passage of 107 days. Distance sailed was 16,035 miles at an average speed of 6.26 knots. The barque later made a coastal passage to Wellington and was handed back to her Finnish owners on November 12, 1948.

Captain W. Bjorkfelt, who had been in command when the ship was seized, returned to New Zealand to take her over again, and she sailed on February 1, 1949, for Port Lincoln, Australia, to load a cargo of wheat for Europe. Her departure from this country was the cause of much regret to all those interested in ships and the sea, and it was felt that she was the last of her kind that would be seen in this part of the world.

## Record runs

The best days' runs recorded whilst under our flag were as follows:

November 8, 1947 Wellington to London 294 miles

December 14, 1947 Wellington to London 296 miles

April 9, 1944 Wellington to San Francisco 305 miles

This run of 305 miles was achieved in Force 7 winds, two points abaft the beam, carrying all sail except the Royals, and with an average speed of 12.70 knots for the 24 hours, and maximum of 14.80, was superb sailing. On another occasion during this passage from Wellington to San Francisco, in the latitude of the Chatham Islands, she covered 1521 miles at an average speed of 9.05 knots, but the passage still took 80 days.

## Loss

Whilst she was under the New Zealand flag all five Masters who commanded the PAMIR were New Zealand born, and a considerable number of local boys were trained in her. Her loss in Hurricane Barrie in the Atlantic on September 21, 1957 whilst under the German flag with only five survivors out of a complement of 84 was therefore a matter of general regret in New Zealand, and personal regret to all those who had sailed in her.



The GORCH FOCK under full sail.

## GORCH FOCK

The first tall ship to visit Wellington in conjunction with Australia's 200th Birthday celebrations will be the three-masted German barque GORCH FOCK.

Although she has been operating as a training ship for the German Navy since 1958, and has logged 79 training voyages, she has never before visited the Pacific Ocean. Her current circumnavigation of 31,000 miles will include visits to 18 ports in 15 countries and will last 11 months.

## Comparisons

The magnificent white-hulled GORCH FOCK was built at the same shipyard as the PAMIR and could be thought of as a slightly smaller non-

cargo carrying version. The following statistics make an interesting comparison between these two famous vessels, and may serve as a yardstick for admirers to picture the size of the PAMIR by when the GORCH FOCK is gracing our harbour from 6-9 January next.

Length overall: GORCH FOCK 293ft; PAMIR 331ft

Beam: GORCH FOCK 39ft; PAMIR 46ft

Draft: GORCH FOCK 1870 tons; PAMIR 2165 tons empty, 6565 tons loaded

Number of masts: GORCH FOCK 3; PAMIR 4

Sail area: GORCH FOCK 20370sq.ft; PAMIR 36200sq.ft

Height of mainmast: GORCH FOCK 149ft; PAMIR 168ft

Length of main yard: GORCH FOCK 79ft; PAMIR 91ft

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# Christmas for the kids

IT'S that time again when the Club's youngest associates gather excitedly to welcome that benevolent old boy draped in red. With predictable regularity, he cruises into the Boat Harbour at this time each year aboard George Janis's launch KAIKOURA to hand out numerous presents to the 90 or so up and coming young yachtsmen and yachtswomen.

The arrival of Santa is the culminating event of a well organised and highly entertaining Children's Christmas Party. Prior to Santa making his appearance the children are showered with balloons, sweets, and soft drinks distributed by three resplendent beings, Elf, Clown, and Clown. Whilst munching lollies, sucking on fizzy drink straws and clutching balloons, that which remains of their attention span is consumed by the guest entertainer. This year it is to be Rod Rick - The Total Children's Entertainment. Rod is at once magician, puppeteer, cartoonist, and paper-folding expert.

## Inspiration

The inspiration for this event came from the late Brian King back in 1983 when he was Rear Commodore. Brian asked Lee McKenzie, wife of Gray, if she could come up with a Christmas party sans budget. Lee readily accepted the challenge and set about to organise the party despite there being no funds.

Lee has co-opted much support dur-



**The power behind the party, Lee McKenzie.**

ing the five years she has been organiser. From the outset the Bond Street Inn has very generously donated the soft drinks. More recently Moore Wilson Wholesalers added their name to the list of sponsors by donating the sweets. Given the rising cost of the entertainment and no doubt the success of the event, the House Committee now pays the entertainer's fee.

## Supporters

Apart from the financial assistance given, Lee, as she is quick to point out, is supported by a very willing and en-

**By Michaela Draper**

ergetic team of helpers. Husband Gray, Jenny Sutton, Elen McDowell, and Janet Weir form the hard-core, behind the scenes team. Up front, John Cameron makes a remarkably friendly Santa, Peter Lawrence an indulgent MC, while Melanie Hargreaves, her friend and Andy Walters team up as the elf and clowns.

## Opportunist

Lee's approach is affably opportunistic. After the party one year she waltzed down to the Wardroom and raffled off the discarded Christmas tree. Frequent raffles throughout the year provide funds for miscellaneous expenses and items such as makeup and fabric, which Janet Weir has skilfully turned into the santa, elf, and clowns' costumes. Lee keeps her eyes and ears open constantly for entertainment suitable for future events. This task is not always the easiest; as Lee says, an act like that of Timothy Woon's is hard to follow.

Lee and her crew derive much pleasure and satisfaction from staging the Children's Christmas Party each year and are ever grateful for all assistance given. We, or rather, the children, can look forward to many more successful Christmas parties in future years.

## The Backstays

THE AGM of the Backstays was the first meeting to be held in the new Clubhouse in September.

The numbers present and enthusiasm shown were the deciding factors in continuing as we have in the past, working alongside the Executive and House Committees in Club activities.

The new Committee is Chairwoman Doreen Ower, Secretary Gwen Cresswell, Treasurer Jill Lawrence, and Committee Members Trish Delbridge, Jan Forty, Jeanette Baylis, Brenda Parker, Amanda Gudeon, Pat Cowley,

Annie Carrad, Norma Taylor, Sue Luckin, and Pip Carrad.

The popular Friday night raffles to raise funds for the Clubhouse have commenced again. If your work commitments prevented you from attending the annual lunch you will be pleased that this season it is proposed to replace this with a dinner in February. Also a fashion parade is planned for early next year.

We look forward to making our many new members welcome to our new and exciting Clubhouse.

DOREEN OWER

## Increased slipway fees

THE following slipway fee increases were approved from December 1, 1987:

Quick slip	\$10 (no change)
1 - 24 hours	\$32 (\$25)
Additional days	\$20 (\$15)
Notes: 1. Previous fees in brackets	
2. Fees include GST.	

The last fee increase was almost two years ago and this increase represents approximately 25 percent over two years whereas inflation has been in the order of 34 percent over that period.



# Vice Commodore

I WRITE this comment just hours after the conclusion of the IOR-PHRF Island Bay Race which saw some 74 boats on the water for the event.

Conditions around the harbour gave no indication of the fresh southeasterly prevailing beyond Steeple Rock Light. These conditions hurried all yachts quickly to the Island Bay mark, and this is where all the fun and games happened. You only have to ask observers from the shore, and there were many Club experts there, about what can only be described as a shambles, and how 74 boats got around relatively unscathed with the exception of ripped sails and minor collisions is really quite amazing.

## Sailing instructions

It is here that the point has to be made and made quite clearly.

Sailing instructions clearly indicate that the Island Bay mark was to be taken to port, and yet many yachts took the mark on the starboard hand. You do not follow the yacht in front just because he goes round the wrong way. You follow the race instructions.

The Sailing Committee has approached Peter Walker and has arranged for a new English video on Racing Rules to be shown at the Club in the

near future. A date for this will be advised early in the New Year. It is suggested that not only the newer skippers and crews who are on the big learning curve, but also the old hands, make use of this night to brush up on all aspects of Racing Rules and "Rules of the Road".

## Responsibility

It is not the Sailing Committee's desire to shift the Island Bay mark from its present position, and indeed there is no need to, as long as every yacht is aware of the rules of the road and is capable of good seamanship in the conditions as they existed for this particular Island Bay Race.

If any skipper has any doubt about the ability of his yacht or his crew he has the final decision, and frankly he should not have been out in the conditions that existed on the day.

Safety checks will be conducted on the basis of names drawn out of a hat at intervals decided by the Sailing Committee. With four yachts being inspected each weekend, the chances of escaping an inspection by the end of the season are pretty slim. It is the skipper's responsibility to ensure he conforms to his signed Declaration for



Safety Requirements applying to the race in which he is participating. It is not the desire of the Sailing Committee to disqualify any yachts, but this will happen if they do not comply.

The Club wishes all the best to the FAIR SHARE boys in their effort to regain the prestigious Southern Cross Cup.

As this edition of THE RIP is the Christmas one, myself and the Sailing Committee wish you all a Merry Christmas and a happy safe boating holiday over the vacation period.

B.C. MORRIS

## New boats

THE following boats have been added to the Club register:

YOUNG AND THE RESTLESS

Young 780, Ian Craig.

EASY RIDER

Ross 780, Pat Sanderson.

TEN SPEED

Farr 1020, David Macky.

APOLLO G

Southerly 23, Peter Brommer.

CONFEDERATE II

Marauder 8.4, Nick Undrill &

Warren Macdonald.

FLYING BOAT

Young 11, Mike Calkoen.

HONKY TONK

Gazelle 25, Robert Tomkies.

LEANORA

Noelex 25, Ian Mills.

SEAFORTH

Davidson 46, Rob McKenzie.

SKIDDY BOARDS

Muir 9.5, Allan Martin.

SOLE AGENT

Ross 930, John Levy.

TARUA

Herreschoff 36, Grant Scoones & John Askew.

WINDSCREAMER

Young 88, Don Fuller & John

Carter.

PESCADOR

Launch, Lidgard 33, John & Pat Rainey.

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# Keelers Restaurant

BY the time you receive this edition, many of you will have already had a chance to have a look around the new facility now available to you, and hopefully you will find the new Restaurant with combined Bar up to a standard which fits the Club's image. Unfortunately we are still awaiting the arrival of some furnishings, and this includes the dining seating for the top verandah, but hopefully all will be in place by early December.

Within the next couple of months we will be extending the Restaurant service to include such things as supplying a provedoring service to Club members for their yachts and launches – the range of this service will stretch from a cardboard box containing a cut lunch to a full hamper service including the wines of your choice. Keelers Restaurant will accept all major credit cards at the moment but this credit facility will eventually be extended to a charge account for regular diners and corporate members.

I would also like to take this opportunity to publicly thank both Ian Greig and Grant Scoones for the many hours which they have put in to assist me in establishing Keelers Restaurant.

Keelers Restaurant is aiming for a



Overseeing last-minute preparations for the opening of Keelers Restaurant are (left to right) Maitre D. Anne Baxter, Proprietor Mark Wilson, Manager Mark Kirby, and head chef Wayne Della Barca.

seven day a week service for both lunch and dinner; suppers will be provided from 10pm on Wednesday to Saturday, but if you are passing, our doors will be open from 12 noon every day. If you would like to drop in for a drink on your way home, please feel free to use the bar facilities provided within the Restaurant. The above are our intended hours and this will depend on the support we receive from you as Club members.

The staff and management of Keelers Restaurant Limited look for-

ward with great anticipation to meeting you all.

MARK R. WILSON

## ATTENTION PAST MEMBERS MYC 50th Jubilee 11 - 13 March 1988

Please write to register your interest to:

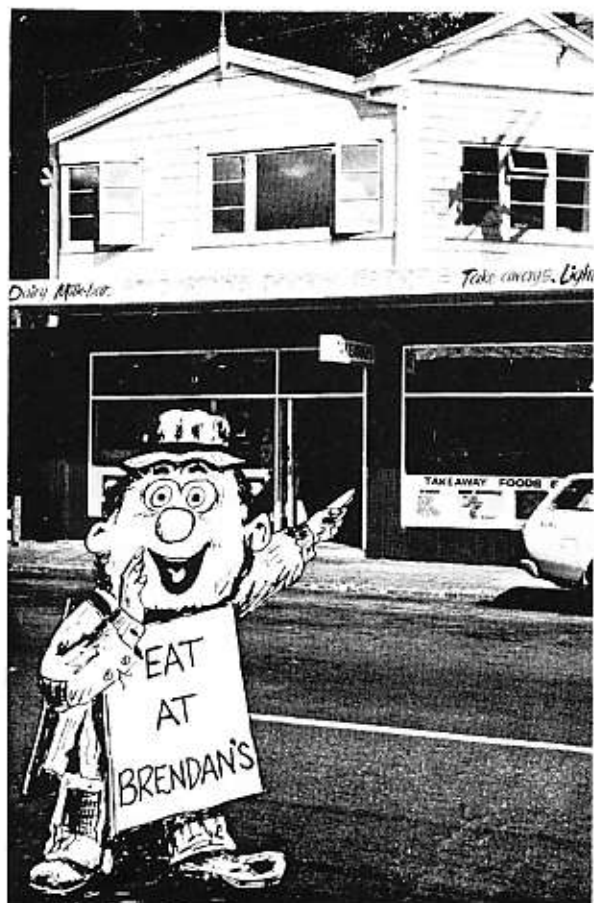
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Ann 04-628-542



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## Harbour development

# WHB Task Group reports

IN July Barry Swanson, frustrated at the shortage of marina berths and the lack of any obvious action to provide them, conducted a telephone survey to determine the number of yacht-owners urgently requiring permanent berthage.

A total of 59 was easily reached of boats either already in the water or due to be launched before Christmas. All 59 were prepared to put up a debenture of at least \$5000 to assist in the financing of berths.

This situation was communicated to the Wellington Harbour Board by Barry, Keith Larkin and Dennis Foot, and was well received.

At the Board meeting of August 18 the Board made some firm decisions on how and when small craft facilities would be developed. These are summarised in the following report from the Task Group, the body set up to action the Board's policies.

### Task Group

The Wellington Harbour Board recently established a Task Group under the leadership of the Deputy General Manager, Karl Renner, and membership consisting of Board Secretary Colin Watson, Finance Manager Ken Sutherland, Harbour Engineer Ron Higgins, and Harbour Master Richard Culleton, together with General Manager Griff Page to plan, finance, and construct small craft facilities in accordance with Board directives and policies.

The basic policies are:

- (a) Board will control development of facilities.
- (b) Board will manage facilities.
- (c) Board will finance user facilities and recover on a user-pays principle over an appropriate period of time.
- (d) Board will finance common-user type facilities or common-user sections of total facilities and consider such finance as a "social dividend".

### Decisions

In detail the Board has made a number of decisions including:

- (a) That the Lambton Harbour Development be informed that the Wellington Harbour Board, while acknowledging the likely early development of the Chaffers Beach

marina, intends to press on with plans to develop a small boat facility at Seaview in line with its long-standing policy of early provision of a boat harbour/marina in the north-east sector of the harbour.

- (b) That the Wellington Harbour Board will be pleased to co-ordinate, consult, and co-operate with the Lambton Harbour Development Board subject to its own Small Boat Facility development plans not being compromised.
- (c) That detailed plans, documents, and estimates be prepared for:
  - the construction of a 30-berth third pier at Evans Bay Boat Harbour;
  - the dredging of the Clyde Quay Boat Harbour;
  - the Stage I and Stage II and III development at Seaview.
- (d) That the Board re-affirm, for the present, its policy of not charging for the use of trailer boat launching ramps.
- (e) That the Board re-affirm its policy of equalisation of charges for like small boat facilities.
- (f) That an investigation be carried out to establish appropriate charges for "open water" moorings.
- (g) That the policy of the Board be that it should own, manage, and control all boat harbours/marinas in Wellington Harbour, with the possible exception of the proposed Chaffers Beach Marina.
- (h) That the officers of the Board develop a strategy of funding small boat facilities by way of loan with a pay back period of 15 to 20 years.
- (i) That the existing charges for small boat facilities be reviewed with the object of setting charges that reflect the cost of the facility, the use of public water space, the equalisation of charges for like facilities, and the benefits received.

### Progress

In relation to the identified initial projects at Evans Bay, Clyde Quay Boat Harbour and Seaview area, already the Programming, Engineering, Environmental Assessments, Finance Options, and Navigational Considerations have commenced, and

for Seaview registration of interest by developers called for.

Unfortunately one of the first tasks required to be undertaken by the Task Group was to recommend the level of charges for recreational facilities from 1 January 1988, and by now all occupiers of boat sheds, mooring berths and sites will have received advice of the new level of charges.

The Task Group proposes to establish a close rapport with users and other parties interested in each particular development, and when considerations are further advanced in respect of the dredging of the Clyde Quay Boat Harbour, the Club and other interested parties will be consulted.

As from 1 October 1987 responsibility for the management and operation of the recreational facilities within the harbour passed from the Operations Department to the Administration Department, of which the Executive Officer is the Secretary, Colin Watson. The day-to-day responsibilities are administered by Jim Coutts, assisted by Owen Satherley, Murdo McLeod (Evans Bay Marina), and Roger Carter (Clyde Quay).

The Task Group would welcome being able to contribute to THE RIP on a regular basis and in doing so inform Club members of matters concerning the recreational use of the harbour.

C.K. WATSON

Secretary

WELLINGTON HARBOUR BOARD

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# Gala opening of

AFTER years of planning, and many months of construction, the redesigned and totally-renovated Clubhouse was opened officially on Sunday, November 29, by the Club's Patron, the Governor-General, His Excellency the Most Reverend Sir Paul Reeves. A credit to all those who worked so hard on the project, the new Clubhouse offers facilities of a high standard.

**RIGHT:** Flanked by an honour guard provided by the City of Wellington Pipe Band, Rear Commodore Paul Carrad leads the Governor-General to the Clubhouse for the opening ceremony.

**BELOW:** The official party lines up in the Wardroom as Club President Alan Martin introduces the Governor-General to members. (Alan is NOT wearing a sailor's hat.)



**BELOW:** Wellington's Mayor Mr Jim Belich signs the Club's Visitors' Book, flanked by the Admiral's Cup and other international trophies.



**BELOW:** Seen with the Governor-General are Club President Alan Martin and Commodore of the Royal Yacht Squadron, Don Brooke.



To mark the occasion, Commodore Ian Greig presents the Governor-General with a Club burgee and an engraved tankard.

# new Clubhouse



The new Wardroom, occupying most of the downstairs area, is light, modern, and spacious.



Vastly-improved bar facilities brighten up the new Wardroom, as also do the smiles of the bar staff.



In the Boardroom on opening day was a magnificent display of the Admiral's Cup and other trophies won by the New Zealand Admiral's Cup team.



A large portion of the upper floor is occupied by Keelers Restaurant, offering high-class food and facilities to members seven days a week.



Another feature of the Clubhouse opening day was the presentation of a plaque to the Club by the Spirit of Adventure Trust in appreciation of the Club's support of the new training vessel, SPIRIT OF NEW ZEALAND. Here Commodore Ian Greig accepts the plaque from regional chairman of the Trust, Kay Paget.

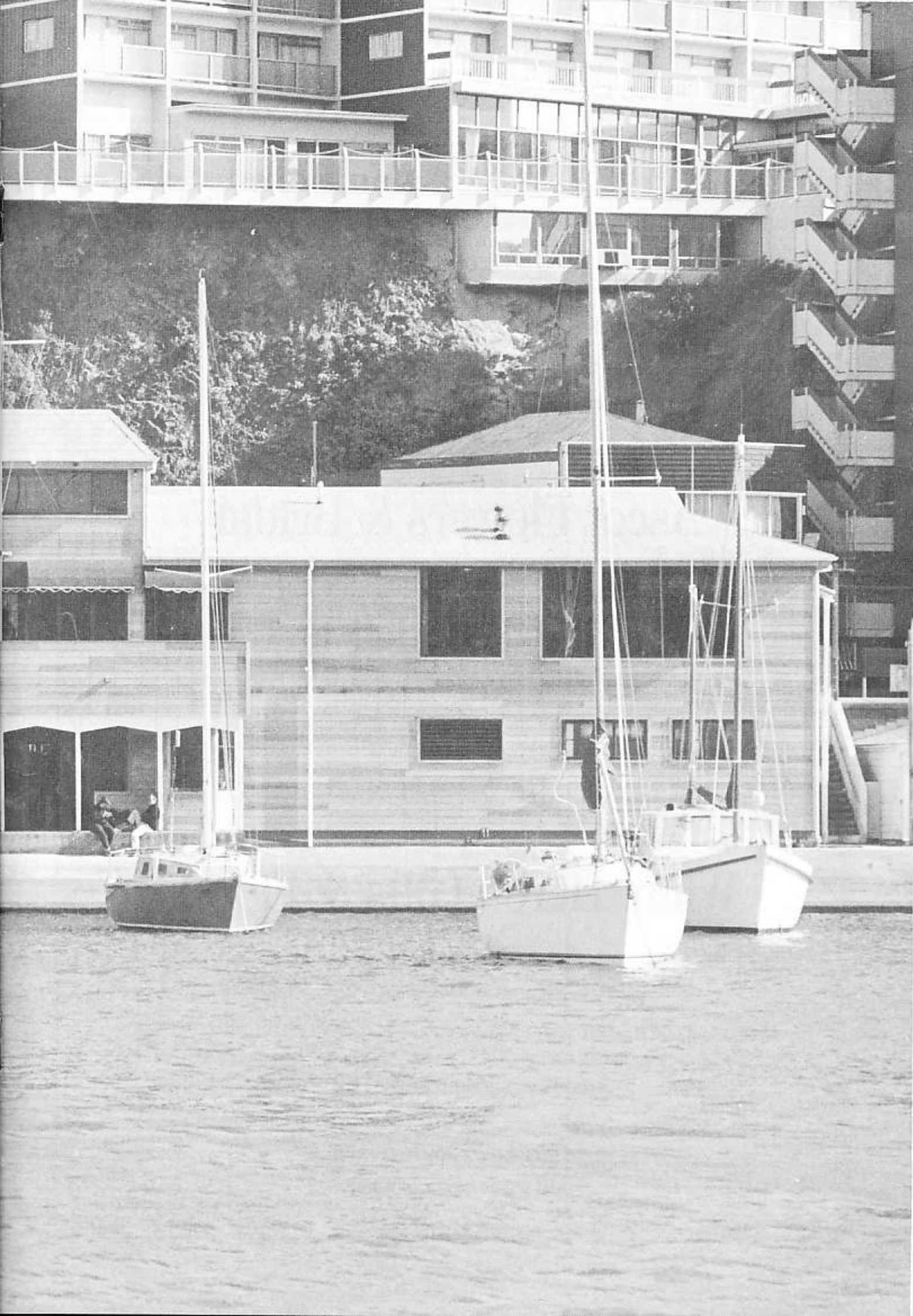


Lindsay England, skipper of the opening day race winner WHISPERS II, removes the cork from his presentation magnum of champagne with care and eager anticipation.





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# Rear Commodore

BY now most of you will have had the opportunity to enjoy the "new" Clubhouse including both the Wardroom and the Restaurant. In particular the latter has provided a new dimension in terms of the Club facilities as well as providing the catalyst for significantly extending the effective hours of the Club's operation.

## Fund-raising

Having been involved in the fund-raising aspects of the redevelopment, I would like to express my personal thanks to colleagues on the finance sub-committee headed by Gary Tye and assisted by Roy Cowley and Peter Lawrence. Brian Cardiff was also most helpful in that apart from his role as project manager he also generously found time to assist with securing corporate members.

Corporate membership has provided an avenue for those business interests

to reinforce and express their involvement with our sport. In most cases existing Club members have been the motivating force behind their companies extending their involvement in the Club, and in so doing providing us with the essential funding. Without wishing to single out only a few, our corporate membership demonstrates the already strong links between business and yachting; for example: New Zealand Breweries, NZI, Fay Richwhite, Healings, and Westpac – the latter of course providing the financial support for the Westpac Rescue Helicopter.

Finally on the subject of fund-raising, special thanks to all those five and ten year members, and a reminder that we are still accepting five and ten year subscriptions. (You receive a credit for the current season's subscription).

PAUL CARRAD



## New members

THE Club extends a warm welcome to the following new members:

### Senior

Joseph Aspell  
Grant Bell  
John Costello  
Ian Craig  
William Day  
Neale Dickson  
Don Fuller  
Ian Fitzgerald  
Alex Gibb  
John Levy  
Roy Middleton  
Scott Mulholland  
Graeme Mackay  
Bradley

Petherick  
Robert Ryde  
Anthony Timings  
Peter Wyness  
John Wiley  
Jeffrey Williams  
Peter Brommer  
Edward Baigent  
David Corkin  
Noel Cohen  
Angus Duthie  
Des Deacon  
James Fuller  
Edward Green  
Roger Hunt  
Robert Lake  
Michael McKee  
Guy Manthel  
Warren Nevill  
John Piper  
Pat Rippin  
Jim Taylor  
Mark Wilson  
John Wood  
Tony Whale  
Ross Barcham

John Carter  
Bruce Campbell  
Wayne  
Della Barca  
Brent Davies  
Brian Delany  
Keith Falkner  
John Goldswain  
Peter Hewitt  
Ian Mills  
Rob Morris  
Geoffrey Meyer  
John Oldfield  
Andrew Priddle  
Graham Smith  
Richard van  
Weede  
Dennis Wiley  
Mike Ward  
David Macky

### Lady

Bridget Bourke  
Margaret  
Timings  
Elaine Boulton  
Michelle  
Tattersall  
Sherry Eastham

### Intermediate

Adam  
Coddington

### Junior

Melanie  
Hargreaves  
Craig Swanson

## Clubhouse hours Christmas/New Year

### Wardroom

THE Wardroom and Office will be closed from 2pm Boxing Day until 5pm on Friday January 15, 1988.

Any urgent enquiries to the Club should be directed to one of the Club Officers listed on the notice on the lower exit door.

### Restaurant

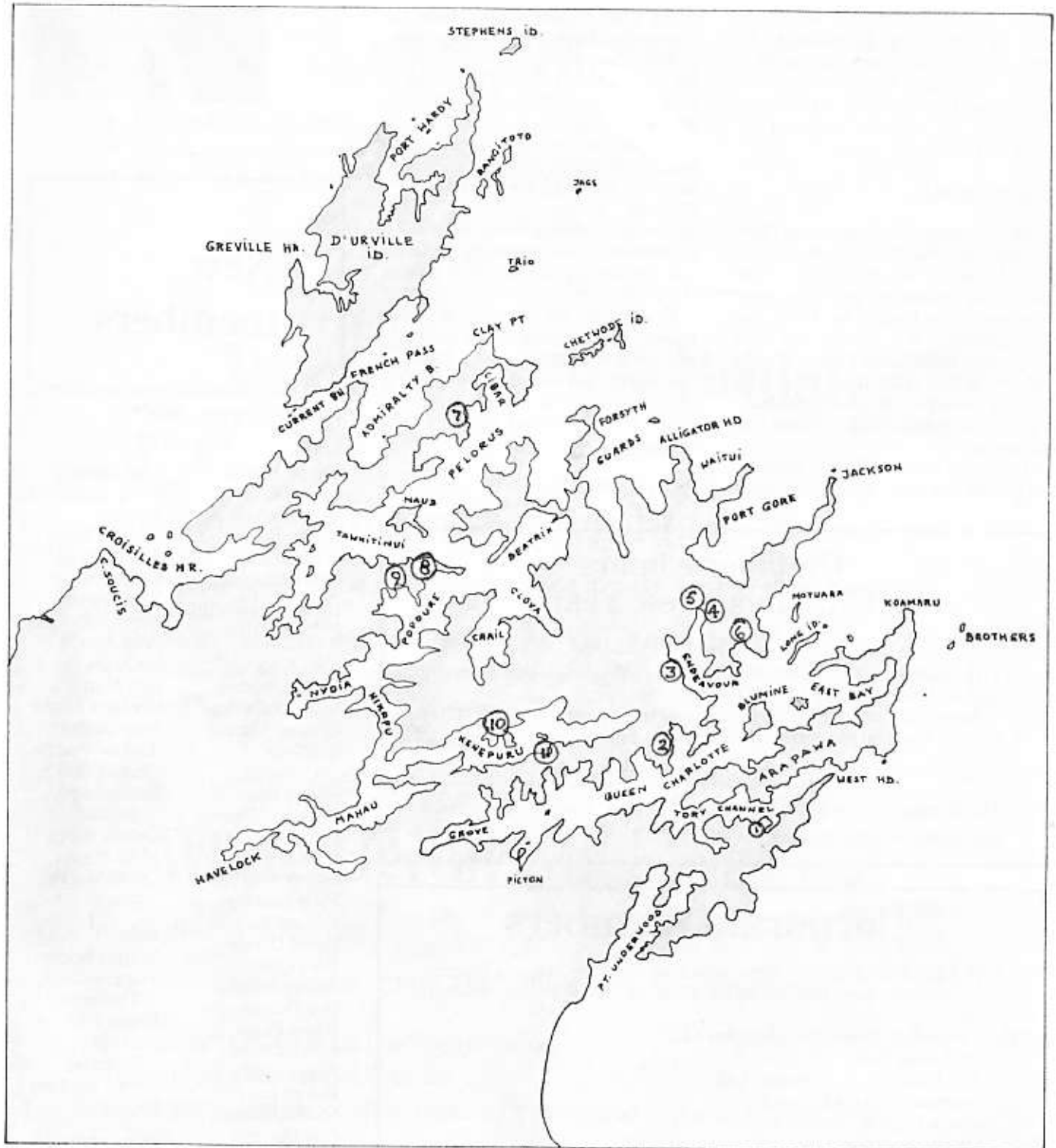
The Restaurant will close for a break from the evening of Thursday December 24, until Tuesday January 5, 1988.

## Corporate members

THE Club extends a very warm welcome to the following Corporate Members who have now joined the Club on four-year-term memberships:

Leadenhall Investment Managers Ltd.  
NZI Bank Ltd.  
Fay Richwhite & Company Ltd.  
Westpac Banking Corporation.  
Otago Press & Produce Ltd.  
Pacific Freeholds Ltd.  
Holmes Cook Hogg Cardiff Ltd.  
Rialto Advertising Ltd.  
Darroch & Co Ltd.  
Healing Industries Ltd.  
Data General NZ Ltd.  
Reuters NZ Ltd.  
Civil and Civic NZ Ltd.

# A guide to civilised the Marlborough



## Key to resort locations

1. Castaways Resort.
2. Gem Resort.
3. Punga Cove Resort.
4. Furneaux Lodge.
5. Endeavour Inlet Holiday Camp.

6. Resolution Bay Cabins.
7. Bulwer Lodge.
8. Te Rawa Boatels.
9. Tira Ora Lodge.
10. St. Omer House.
11. Portage Resort.

# cruising in Sounds

YOU'VE finally managed to bash your way across the Straits, in spite of El Nino, El Office Party and El Christmas Dinner, and are in the second week of your long-awaited "Annual Family Cruise In The Sounds". And . . . it's all going wrong. Half the food in the freezer (which has since packed up) was eaten whilst weatherbound at the North Island, and you've had a solid diet of steak and sausages in an effort to consume the rest before it becomes an odiferous ooze. The fishing hasn't! It has either rained or blown a gale every second day. The baby's disposable nappies have been disposed of; the foc'sle is full of wet, mouldy clothes; water, butter, and milk are running out, as is everyone's patience.

It is high time some enchantment was put back into the situation before the annual cruise in the sounds becomes an annual visit to your wife's half brother in Eketahuna!

And what better way to do this than a morale-boosting visit to one of the many holiday resorts in the Sounds, where they might even have meals, showers, and washing machines available. But you aren't sure of where they are, whether you'll be welcome, or how to get in touch with them.

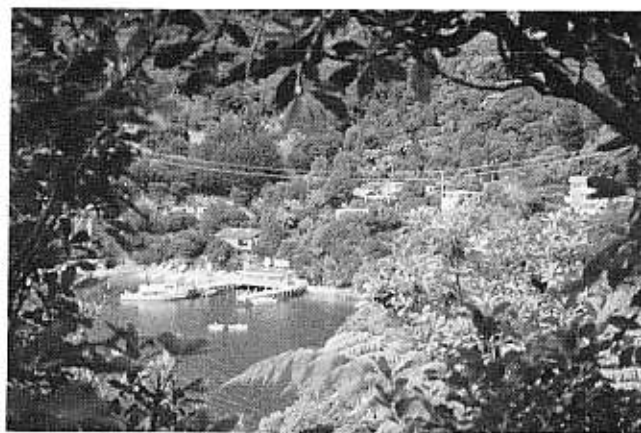
THE RIP plans to help you out with what we believe is the first comprehensive survey of all holiday resorts in both Queen Charlotte and Pelorus Sounds. (Apologies to any we have overlooked). Questionnaires were sent to thirteen resorts aimed specifically at what they could offer visiting cruising yachts. A 100 percent reply was received, and we summarise the findings below. We have assumed a typical Christmas cruise from the North Island through Tory Channel, out of Queen Charlotte Sound, and up Pelorus as far as Kenepuru Sound.

Our thanks to Keith Murray and Baron Ralph Von Kohorn for the assistance provided by their excellent *Sounds Cruising Guide* and the use of a map from this publication.

## Castaways Resort

This used to be called Te Pangu, and is in the bay of the same name which is directly ahead when you are proceeding down the first leg of Tory Channel. The place that has its name spelt out in white stones on the hillside, and which everyone invariably motors straight past on the way to Hitaua. Why not stop in there sometime for a meal on your first night in the Sounds? Castaways may have changed hands by Christmas, but Bob and Trudy Murray assure us that the new owner will be making yachts every bit as welcome. There is good holding off the resort in either northwest or southerly weather, and Bob has left his 39ft on its own anchor for up to two months.

<b>Resort</b>	Castaways
<b>Hosts</b>	Bob and Trudy Murray
<b>Location</b>	Te Pangu Bay, Tory Channel
<b>Wharf</b>	Alongside only at high water



One of the best-known and most-visited resorts in the Sounds is "The Gem", in the Bay of Many Coves.

<b>Moorings</b>	One available
<b>Diesel</b>	No
<b>Petrol</b>	No
<b>Fresh water</b>	Yes
<b>Supplies</b>	Yes. Available November-March
<b>Meals</b>	Possible with prior notice
<b>Showers</b>	Yes. \$1.50 each
<b>Laundry</b>	Yes. Pillowcase full done for \$1.50
<b>VHF</b>	No
<b>Ferry service</b>	Mail boat. Will run to Picton in emergency for price of fuel.
<b>Telephone</b>	(057) 39 141

## Gem Resort

After recovering from the Straits crossing the usual move the next day is to head over to the Bay of Many Coves for a visit to the always-welcoming Gem Resort, to stock up on all those stores you've forgotten, and have an ice-cream! We're sure that anyone who has ever cruised Queen Charlotte Sound has stopped into "The Gem" at some time for fuel and water, or to patronise Ruth and Dave McConnell's magnificent new mini-market on the waterfront in Arthur's Bay. This would be far and away the most comprehensively stocked up shop in the Sounds and is well worth a visit.

<b>Resort</b>	Gem Resort
<b>Hosts</b>	David and Ruth McConnell
<b>Location</b>	Arthur's Bay, Bay of Many Coves
<b>Wharf</b>	Two wharves over 24m long. suit vessels any length, any draft. Over 6m depth L.W.
<b>Moorings</b>	Four available when not required by guests.
<b>Diesel</b>	Yes. 0830-1730 seven days
<b>Petrol</b>	Yes. 0830-1730 seven days
<b>Fresh water</b>	Quality water available both wharves
	Hose provided
<b>Supplies</b>	0830-1730 seven days
<b>Meals</b>	No
<b>Showers</b>	Generally available apart from periods of high demand by resort guests
	Please enquire. \$2.00 per shower per person
<b>Laundry</b>	As for showers
<b>VHF</b>	Contact via Cape Jackson Radio
	Ch 63 & 2045.
<b>Ferry service</b>	Travels most days in summer. Times on enquiry. \$7.50 single and \$15.00 return
	RANUI II
<b>Telephone</b>	(057) 39 245



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## Punga Cove Resort

Proceeding out of Queen Charlotte Sounds most people spend a day or two in the beautiful Endeavour Inlet, a bay that has more holiday resorts than any other in the Sounds. The first of these, on the left just before Camp Bay, is the very aptly named Punga Cove Resort. This has recently changed hands, and major improvements and extensions are under way. It is most probably a place that very few cruising yachts have visited as the previous long-term owner actively discouraged people stopping in for stores or fuel etc. However, the new owners stress that all yachts are welcome, and to encourage visits they are extending their wharf to provide berthage at all states of the tide, and are building a licensed restaurant. Both these should be operating by Christmas. They also plan to have VHF operational by the end of the year so you can book in for a meal and the use of one of their new moorings.

<b>Resort</b>	Punga Cove Resort
<b>Hosts</b>	Paul and Gail; Garrick and Sally
<b>Location</b>	Camp Bay, Endeavour Inlet
<b>Wharf</b>	Being extended 1987. Available all tides
<b>Moorings</b>	Four available
<b>Diesel</b>	Possibly
<b>Petrol</b>	No
<b>Fresh water</b>	Yes. Hose provided
<b>Supplies</b>	Fully-stocked shop. Open on demand
<b>Meals</b>	Licensed restaurant opening mid-December
<b>Showers</b>	Not at present
	Available next year
<b>Laundry</b>	Not at present
	Available next year
<b>Ferry service</b>	Meets 1.20 ferry in Picton daily
	\$27.50 single
<b>VHF</b>	Yes. Channel 63
	Listening 0700-2300 daily
<b>Visitors</b>	All visitors most welcome
<b>Telephone</b>	(057) 34 361

## Furneaux Lodge

Needs no introduction to most cruising people; the scene of many a memorable evening! A favourite stopping-off place for many boats to enjoy a most civilised evening of wining and dining, or just to do some shopping and enjoy the beautiful park-like grounds. A large number of substantial moorings, laid over the last few years, have made this a very safe place to have an evening ashore, and the new owners hope to also have diesel available in the near future.

<b>Resort</b>	Furneaux Lodge
<b>Hosts</b>	Ian Clengan, Rob Flynn, Donna Cumming
<b>Location</b>	Head of Eastern Arm, Endeavour Inlet
<b>Wharf</b>	40ft floating. 30ft fixed. Depths from 3m at end to 1m at fixed wharf
<b>Moorings</b>	Eight available on request. 1 ton blocks
<b>Diesel</b>	For '87-'88 season hopefully
<b>Petrol</b>	For '87-'88 season hopefully
<b>Supplies</b>	Available from shop at Lodge
<b>Meals</b>	Licensed restaurant
	Outdoor bar and barbecue
<b>Showers</b>	Available any time. 50c coin control
<b>Laundry</b>	Available any time. 50c coin control
<b>Ferry service</b>	Launch WAIRIRI leaves Picton 1.00-1.30 every day over season.
<b>Additional</b>	Dive shop, compressor, and spare parts
<b>VHF</b>	Call sign "Furneaux Lodge", Channel 63
<b>Telephone</b>	(057) 34 259



It is definitely country life at Resolution Bay Cabins, around the point, or over the hill, from Ship Cove.

## Endeavour Inlet Holiday Camp

Also at the head of the Eastern Arm of Endeavour Inlet (to the left of Furneaux Lodge) is the Endeavour Inlet Holiday Camp, which is not widely known as having a shop that the public can use etc. We are advised that their shop, The Bosun's Locker, has a wide range of goods including bait, fresh vegetables, bread, milk, and ice-cream. And the manager owns a traditional kauri cutter and will give an enthusiastic welcome to wooden boats!

<b>Resort</b>	Endeavour Inlet Holiday Camp
<b>Hosts</b>	John and Jacqui
<b>Location</b>	Head of Eastern Arm, Endeavour Inlet
<b>Wharf</b>	5ft water at L.W. Casual usage welcomed
<b>Moorings</b>	One available in off-season
<b>Diesel</b>	No
<b>Petrol</b>	No
<b>Fresh water</b>	Yes. Hose provided
<b>Supplies</b>	0900-1730
<b>Meals</b>	No
<b>Showers</b>	Yes. \$2.00 a head
<b>Laundry</b>	Yes. Washer - 3 x 50 cents
	Dryer - 1 x 50 cents
<b>Ferry service</b>	Mail boat. Tuesday and Friday.
<b>VHF</b>	No
<b>Telephone</b>	(057) 34 381

## Resolution Bay Cabins

Situated towards the eastern corner of Resolution Bay, this is the outermost holiday resort in Queen Charlotte Sound and has the handiest shop, showers etc. to popular Ship Cove. The cove at the north-east corner of Resolution Bay is particularly attractive, is handy to Resolution Bay Cabins, and is the ideal place to pick up, or drop off, people who have done the 1½-2 hour walk across the saddle to Ship Cove. Farmhouse-type meals are available with a minimum of two hours notice (book through Cape Jackson Radio) or drop in for a casual lunch.

<b>Resort</b>	Resolution Bay Cabins
<b>Hosts</b>	Grahame and Pat Sowman
<b>Location</b>	Resolution Bay
<b>Wharf</b>	40ft long. Min. depth 10ft
<b>Moorings</b>	One. Booking required for more than one day at \$5.00 per day
<b>Diesel</b>	No
<b>Petrol</b>	No



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<b>Fresh water</b>	Lots. Hose provided
<b>Supplies</b>	Fully stocked shop. Open all hours
<b>Meals</b>	Yes. See comments above
<b>Showers</b>	Available at all times. \$1.00
<b>Laundry</b>	Cold water tubs, or at jetty
<b>Ferry service</b>	Launch meets 1.20 ferry at Picton each Saturday. \$18.00
<b>VHF</b>	No. Contact through Cape Jackson Radio
<b>Additional</b>	Bunkhouse sometimes available for Mum and the kids, or folk wanting a night ashore
<b>Telephone</b>	(057) 39 411

## Bulwer Lodge

Once Cape Jackson has been negotiated the first resort in Pelorus Sound is the long-established Bulwer Lodge. This is also the last place that fuel is available if heading west through French Pass. Bill and Audrey Ford used to keep a small shop stocked with basic supplies but this has been discontinued. Evening meals are available though, by prior arrangement, and a booking can be made on Channel 16/63.

<b>Resort</b>	Bulwer Lodge
<b>Hosts</b>	Audrey and Bill Ford
<b>Location</b>	Waihinu Bay, Pelorus Sound
<b>Wharf</b>	Yes. 3 metres at L.W.
<b>Moorings</b>	No
<b>Diesel</b>	Reasonable quantities available
<b>Petrol</b>	No
<b>Fresh water</b>	Yes. Hose provided
<b>Supplies</b>	No
<b>Meals</b>	Yes. See above
<b>Showers</b>	Yes. \$2.00 per person
<b>Laundry</b>	No
<b>Ferry service</b>	Monday and Thursday ex Havelock dep. 0930. \$17.00
<b>VHF</b>	Channels 16 & 63. 0700-2130

## Te Rawa Boatels

Proceeding up Pelorus Sound and rounding Tawero Point after what is often a boisterous passage along the Tawhiti-nui Reach, shelter and supplies can be obtained around the corner in Wilson's Bay. Margaret and Owen Amor will make you very welcome at the Te Rawa Boatels; the first resort past Resolution Bay where you'll be able to buy groceries etc.

<b>Resort</b>	Te Rawa Boatels
<b>Hosts</b>	Margaret and Owen Amor
<b>Location</b>	Wilson Bay, Pelorus Sound
<b>Wharf</b>	Substantial wharf with between 1.5-5.5m depth
<b>Moorings</b>	Various available subject to use by resort. Up to 7 ton. Overnight OK
<b>Diesel</b>	Available 0700-2200
<b>Petrol</b>	Available 0700-2200
<b>Fresh water</b>	Yes. Hose provided
<b>Supplies</b>	0700-2200. Basic groceries, bread, meat packs, fish bait, kerosene, meths, films etc.
<b>Meals</b>	No
<b>Showers</b>	No
<b>Laundry</b>	No
<b>Ferry service</b>	Dep. Havelock 0930 Tues & Fri. Fare \$12 Dep. Te Rawa 1400 Tues and 1230 Friday
<b>VHF</b>	No
<b>Additional</b>	Silt/sand bottom Protected from S.W. & north
<b>Telephone</b>	(057) 34 285



## Tira Ora Lodge

Just around the corner from the Te Rawa Boatels is the gracious and hospitable Tira Ora Lodge. The original homestead, built 78 years ago, was once a Post Office and has now been rebuilt as a licensed restaurant with dining for 60 guests. There is a new menu each day which always includes fresh seafood, roasts and grills. The bar is open every day from 1200 to 0100. Gael and Pat Whalan welcome casual diners, and invite them to use the bar, showers, toilets and laundry. **And, they have an LPG filling station.**

<b>Resort</b>	Tira Ora Lodge
<b>Hosts</b>	Gael and Pat Whalan
<b>Location</b>	Tira Ora Bay, NorthWest Bay, Pelorus Sound
<b>Wharf</b>	Minimum depth 1.5 metres
<b>Moorings</b>	Four. Available at \$10.00 per night if own anchor not holding. Bookings necessary
<b>Diesel</b>	No
<b>Petrol</b>	No
<b>Fresh water</b>	Yes. Hose provided
<b>Supplies</b>	No
<b>Meals</b>	Yes. Licensed restaurant Booking preferred
<b>Showers</b>	Yes. Depending on use by guests
<b>Laundry</b>	Yes. Plenty
<b>Ferry service</b>	Mail boat Tues and Fri \$12.50 Water taxi \$130.00
<b>VHF</b>	Channels 16 and 63
<b>Telephone</b>	(057) 34 253

## St Omer House

It is necessary to wend your way another 14 miles up Pelorus Sound before arriving at the next resort that provides a welcome for cruising boats. (Raetihi Lodge does not cater for casual guests.) This is the family-homestead-style St Omer House in St Omer Bay, Kenepuru Sound, run by the Robb family. If you have to get home in a hurry the Nopera Airfield, serviced by Skyferry, is nearby, or it'll cost \$85 for five people in the Floatplane to Picton. Three farmhouse-style meals are available daily at very reasonable prices, and casual diners are welcomed.

<b>Resort</b>	St Omer House
<b>Hosts</b>	George, Flora, Melva and Glenda Robb
<b>Location</b>	St Omer Bay, Te Matau-a-Maui Bay, Kenepuru Sound
<b>Wharf</b>	Min. depth 1.00m at L.W. Floating jetty will hopefully be built by Christmas
<b>Moorings</b>	Two available. First in first served
<b>Diesel</b>	No
<b>Petrol</b>	No
<b>Fresh water</b>	Available from tap on lawn
<b>Supplies</b>	Open all hours. incl. frozen bread, some small meat cuts (frozen), fresh bottled milk
<b>Meals</b>	Breakfast: 0730-0830. Lunch: 1200-1330. Dinner: 1800-2000. BYO licence. Three hours notice if possible Large bookings, day prior
<b>Showers</b>	Yes. \$2.50 per person
<b>Laundry</b>	Yes. \$2.50 per person
<b>Ferry service</b>	Special boats ordered approx. \$25-\$50 from Picton. \$100 from Havelock. Floatplane see above
<b>VHF</b>	No
<b>Additional</b>	Marlborough Express and Christchurch Press newspapers available to read in lounge
<b>Telephone</b>	(057) 34 086

## Portage Resort

The last holiday resort up Pelorus Sound. The Portage is both the most distant from Picton (65 miles by sea) and the closest (five miles by floatplane or launch and bus). Scene of many enjoyable New Year's Eve celebrations and one of the oldest and most famous resorts in the Sounds. The Portage is the only real hotel out of all the resorts covered, and is an ideal place to change crews etc, having road access as well as its close proximity to Picton.

<b>Resort</b>	Portage Resort
<b>Hosts</b>	Graham and Thelma Cains
<b>Location</b>	Portage Bay, Kenepuru Sound
<b>Wharf</b>	Min. depth 10ft L.W.S. at refuelling point
<b>Moorings</b>	Six available. No booking req. \$5 per night
<b>Diesel</b>	0900-1700. After 1700, \$5 opening charge
<b>Petrol</b>	0900-1700. Outboard also available
<b>Fresh water</b>	Yes. Hose required
<b>Supplies</b>	Yes. 0900-1700
<b>Meals</b>	Breakfast: 0830-0930. Lunch: 1230-1330. Dinner: 1900-2045. Casuals welcomed. Booking preferred
<b>Showers</b>	\$1.00 per person. Clean towels \$1.00 extra
<b>Laundry</b>	Coin-operated washing machine and dryer
<b>Ferry service</b>	Bus leaves Portage 1030 and 1430 to connect with Beachcomber launch (ph 36 175) to Picton
<b>VHF</b>	No
<b>Telephone</b>	(057) 34 309
<b>Additional</b>	Fresh bread, milk, meat, and range of groceries available at motel shop.

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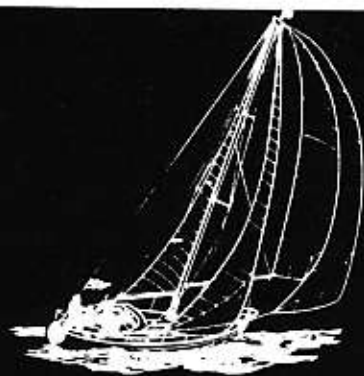
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# From the Club Manager

## Office hours

The Club office, located on the top floor of the Clubhouse, will be open for business from Wednesday through Sunday from 9am to 5pm, but members should note that my job often requires my presence elsewhere, and if you're coming down to the Club to see me it would pay to give me a call first.

## Answer-phone

The direct line to the office is now 848-700, and an automatic answer-phone will now permit you to leave messages if I'm out of the office. Just leave your name and phone number and I'll call you back.

## Membership and Club mailing list

Over the next few months I will be attempting to move all membership records on to the Club's new computer, so if you notice a few errors from time to time just let me know and I'll sort it out.

## Non-members in the Wardroom

Members should note that Liquor Licensing Laws require all non-members visiting the Club to be signed into the Visitors' Book. Visitors' Books are located in the Wardroom below the notice boards and at the Restaurant reception desk. Please use them. Also bear in mind that Club

Rules permit a guest to attend the Club only once per month. If your guests want to spend more time in the Club then they'd better join! The same restrictions apply to the Restaurant.

## Subscriptions

Remember that any member who joins the Club between January and March each year only needs to pay half the annual subscription, but the full building levy is still payable.

## Membership cards

Membership cards must be carried at all times by members while in the Clubhouse, and failure to produce the card on request could mean an abbreviated night at the Club. Please remember that the Club has no choice in such matters which are a legal require-



ment of this country, and failure by the Club to enforce the requirements of our liquor licence could result in our losing the right to sell liquor.

## Slipway

Please note the new rules pertaining to the slipway. I am now taking bookings for 1988.

## Slipway rules

At the Executive meeting on November 11, 1987, the following general rules for the operation of the Club slipway were approved.

### Rule 1: Entitlement to use slipway

All members of the RPNYC are entitled to use the slipway. Non-members may be permitted time on the slipway but may not book more than seven days in advance.

### Rule 2: Booking the slipway

With the exception of quick slips, all bookings must be made through the Club Manager in the first instance unless otherwise arranged by the Executive Committee.

### Rule 3: Management of the slipway

The Club Manager is responsible for the day-to-day operation of the slipway including bookings, maintenance and general supervision of the Honorary Slipmasters. Policy on the use of the slipway, changes to these rules and requests for major maintenance will be submitted to the Executive Committee by the Club Manager through a Slipway Committee appointed from time to time by the Executive Committee.

### Rule 4: Honorary Slipmasters

Under the provisions of Club General Rule 6(3) the Executive

Committee shall appoint Honorary Slipmasters to assist the Club Manager in operating the slipway. The Honorary Slipmasters shall be responsible to the Club Manager for the slipping and un-slipping of vessels on the slipway.

### Rule 5: Time on the slipway

As a general rule, time on the slipway shall be restricted to three (3) days during the months of September to December and members shall not be entitled to use the slip for more than four (4) days in any six month period. The Club manager may vary this entitlement at his discretion where circumstances dictate.

### Rule 6: Payment and charges

Members shall be invoiced for slipway fees at rates set from time to time by the Executive Committee. Non-members using the slipway shall normally pay their accounts prior to launching, and fees for non-members shall be double that of members of the RPNYC.

### Rule 7: Cancellation fee

The Club may levy a cancellation fee on an owner who fails to take up a pre-booked slipping. The Club manager shall apply the cancellation fee at his discretion, advising

## Watch this one!



Robert Fisher's new Davidson 46 REVELATION joined the fleet in November, looking fast in its first race.

Continued on next page





# Cruising Captain

A GREAT start to the Spring series with good numbers of boats and easy cruising-type courses. Nice to see LA PANACHE joining us and really going well. A salute to MARORO, whose skipper Frank Noble-Beasley sails single-handed and appears most Saturdays – and does extremely well too. The Island Bay Race last weekend was a boomer as usual. Quite a spectacular scene with all boats really flying along from "Moaning Minnie" to Island Bay and back. Pity there were so many holes along the rest of the track.

## Sounds moorings

Further to the Sounds mooring situation, the Marlborough Harbour Board have agreed in principle to our establishing club moorings in Hitaua, Double Cove and Endeavour Inlet. The next step is to establish exactly where to lay them in relation to existing moorings, and this is being investigated at the time of writing. More in the next episode.

## Boatshed sale

The cruising division, with the help of several members of the Executive Committee, have recently run a successful garage/boat shed sale with around \$3000 being raised towards the building fund with a possible further \$2000 for items still under negotiation. A note of disappointment though regarding the plea for old gear to be donated and sold. It was a very poor response.

## Cruise in company

The cruising division flagship EXODUS sails for the Sounds on December 12 (Cook Strait Race) and will remain in and around the Sounds and Tasman Bay until March/April next year. Do let us know if you would like to cruise in company. It's great fun, we've done it several times now with WAKARERE, OMEGA, OUT-TO-LUNCH and MATUKU.

DAVE WARD



"And now, Madam, perhaps some antique chairs to go with your elegant, bargain-price tables..." Peter Lawrence does a fine job moving the Club's old furniture at the shed sale.

## Slipway rules (continued)

the Executive Committee when such a fee has been levied.

### Rule 8: Quick slips

Pre-race quick slips shall be programmed for Saturday mornings, tide permitting. Other quick slip periods may be allocated at the discretion of the Club Manager provided members requiring long-term slipping (one or more days) are not disadvantaged. Quick slip fees shall be paid directly to the Honorary Slipmasters carrying out the slipping.

### Rule 9: Sandblasting

Sandblasting is not permitted on the slipway.

### Rule 10: Slipway tidiness

Slipway users must leave the slipway area in a clean and tidy condition and return all equipment to its place of storage. Failure to carry out a tidy up after slipping may result in a 10 percent levy being added to a slipping account.

### Rule 11: Spraypainting

Spraypainting of vessels may be



## Falcon Shoal Beacon

**BUOY** (Pronounced boy by us and boowee by Dennis Connor.)

**Definition:** A small floating coloured obstruction tethered to the seabed by a chain. Sometimes has a flashing light. Comes in various shapes and colours, e.g. red can buoy (seen as a fuzzy black spot on the horizon) or green conical buoy (seen as a fuzzy black spot on the horizon). Buoys are preferably left to one side or the other.

**BEACON** (Name of Salvation Army and Wellington Harbour Board publications. Also a navigation aid.)

**Definition:** As opposed to a buoy a beacon is a post or structure firmly planted in the seabed. Usually with a variety of seabirds on top (ensuring the colour is always "guano white"), a flashing light, and a small boat tied up to it, fishing. The height is determined by a secret formula (known only to launch-owning Harbour Board engineers) that ensures an averaged sized yacht will catch its leeward shrouds on the top when rounding too close.

**FALCON SHOAL** This area of shallow water (about 23 feet at Chart Datum) extending out from Scorching Bay has previously had its eastern extremity marked with a red buoy. It is now marked with a beacon – leaning elegantly to the north to counteract the prevailing winds – and fitted with the same light as the buoy used to have, i.e. flashing two red every ten seconds.

carried out on the slipway but the painter shall be liable for any overspray on vehicles parked on Oriental Parade.

### Rule 12: Weight limit

To protect the slipway mechanical and electrical equipment, vessels in excess of 15 tons displacement will not be slipped.

# Solo Antarctic voyage

IN October, Mike Hughes departed Evans Bay Marina in his Doug Peterson designed, self-constructed 33 footer REBAL on a voyage that is to take him to the northern limits of the Antarctic ice at latitude 60 south, then east on a circumnavigation of the Antarctic Continent, then back to NZ. Despite the knowledge that he would be voyaging in waters renowned for their excesses of wind and waves, Mike is determined to pursue this arduous undertaking, and prior to his departure, submitted a 10 minute form to the authorities to which was appended his voyage plan. The Club was given a copy of that document, and it makes interesting reading. (See below).

## Seaworthy

While some may consider such a voyage foolhardy, it must be pointed out that REBAL is a thoroughly seaworthy, very well equipped vessel designed and built with extended offshore passages in mind. She was cleared to Category 1 offshore standards, and although she has only a VHF radio transmitter, she lacks little else in the way of survival gear and emergency equipment.

Mike Hughes is an experienced sailor with many miles of blue water voyaging under his transom, much of it short handed. He is a loner by inclination, and should be capable of living with his own company for the seven months that he plans to be at sea.

## Suicidal?

It would be premature to condemn such a venture as suicidal because of the many risks that he faces in such high latitudes. Risks exist in all areas of human endeavour, and there are many day-to-day examples of sportsmen/adventurers coming to grief in



Mike Hughes and REBAL set off through the Wellington Harbour entrance on the long solo voyage around Antarctica.

much more mundane environs e.g. Rob James drowning alongside his trimaran in the UK while friends watched helplessly, Mike has taken great care to prepare REBAL for the voyage, from the fitting of collision watertight bulkheads and doors to the construction of an approved life boat (see photo) which is equipped for and capable of being sailed long distances (something a rubber life raft cannot do).

## Reassurances

Mike has gone to great lengths to reassure his family and friends that he will not place himself at unnecessary risk while at sea, and they have accepted the fact that he will be incommunicado for several months and that no news is not to be taken as bad news. We wish him well in this venture, and

will keep members posted on any progress reports that come to hand.

**Note:** REBAL called in to Campbell Island for 12 hours in early November to repair a winch.

## Voyage plan

SV 'REBAL' Official Number 875345

Master: Mike Hughes Esq

Departure Date Wellington, N.Z. 16/10/87

My intention is to sail south from Wellington but keeping the wind on a favourable quarter, heading east in southerly winds and even heading south-west when possible, to travel down to a latitude south of 60S ice permitting, but not so far as to the band of easterly winds predominating at around 65S. I then intend setting an easterly course towards Graham Land (Antarctic Peninsula), that part of the voyage to take approximately 8-10 weeks. I then intend making a landing at a convenient base (on Graham Land) weather permitting then to continue circumnavigating the Antarctic Continent at a latitude south of 60S to cross my outward track also below 60S, before turning north for NZ, the whole trip taking an estimated 5-7 months with due allowance being made for some slow progress through ice areas.

Should I at any stage feel it prudent to seek haven in more northerly waters because of the following:

- Physical Injury
- Physical Illness
- Boat/Gear Damage
- Mental Fatigue
- Just Plain Pissed Off

the various options available are, in geographical order:

- Tierra Del Fuego
- Falkland Islands
- South Georgia

Continued on next page



Alan Dunn

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## Antarctic voyage (continued)

South Africa  
Kerguelen Islands  
Australia

Reasonable effort will be made to communicate my position etc. at every available opportunity by whichever means present themselves at the time. However, under NO circumstances will I place the boat in any danger, whether real, imagined, or potential, simply to send an OK message. Should I become trapped in the ice, the most likely places being easterly part of the Weddell Sea, Queen Mary and Wilkes Lands, my intention is to assemble and place on the ice the lifeboat and wait for an ice break up. Should the yacht be lost in the ice, the lifeboat is sufficiently equipped to sustain life in sub-zero conditions for some months. It should be realised that owing to the size of the continent and the weather conditions likely to be met, any rescue or outside help of any sort would be totally impractical. For this reason, the yacht is a totally self-contained unit with enough gear, stores, tools etc. to meet most eventualities.

NO help is expected in the event of mishaps!!!

Signed: M. J. HUGHES, Skipper  
REBAL, WELLINGTON, 14  
OCTOBER 1987.

# Inside the Admiral's Cup

By Peter Walker

IN my view, the most impressive aspect of New Zealand's Admiral's Cup win in August was the sailors themselves. Given that they had competitive, well prepared "hardware" (yachts), a brilliant coach, efficient, constructive management, "in-house" sailmaking resources, support crew, boats and vehicles, tireless, innovative and determined cooks, workshop and storage facilities, necessary sponsorship and funding and adequate accommodation, the yachtsmen took the challenge a significant and vital stage further – they knew they could win and were determined to do so.

### Confidence

This attitude was based on confidence in the challenge as a whole. The teamwork on each and on all yachts and the individual skills were sustained throughout the series – never at the expense of the New Zealand team or any individual therein. It was always at the expense of the opposition on the race course. In short, they were the best team, deserving of their win.

Much has already been said about the technical background and develop-

ment of the yachts. That this development and refinement continued exhaustively right through to the end of the series was important. Firstly, it ensured that the yachts were as good as they could be, secondly that potential for failure was eliminated, and thirdly, as a consequence, crew confidence in their craft was guaranteed.

Similarly, the organisation has been well documented – it was superb, and an essential piece of the jigsaw.

The time and motion exercise of getting 30 crew on to the water in three yachts to face the starting procedure on five different days, returning from each race with a performance good enough to ensure victory at the end of two weeks and one thousand miles of racing, was a fascinating and rewarding task. It was a task governed, not only by the skipper, coach, and management consortium, but by the crews too. Their contribution was challenged but once – by the coach – during pre-regatta practice, and with profound effect.

### Pride in effort

That no one was intimidated by any of the opposition was also indicative of the New Zealanders' attitude – there was pride in their effort, duly respected by the opposition. Harold Cudmore has always paid a somewhat formal visit to my boats in previous contests and, in his stylish and often subtle way, attempted to assert superiority. No such visit was entertained this time, and our confident presence right alongside the British team in the marina was a source of irritation to them throughout the series.

The joy on the faces of the crews when victory had been won was a fantastic illustration of the value of such a campaign, successfully executed. After giving the crew the opportunity to participate, it was great to see them make the most of it. I recall a sturdy, reliable and trustworthy member of KIWI's crew, a member of this Club no less, emerging from the strange mix of people, rain, television lights, fatigue and celebratory drinks on the Plymouth dock, grasping me by the shoulders and asking earnestly – "Peter, do you realise what we've done – we've won, we've won the Admiral's Cup!"

The rain persisted.

## New trophy for Young 88s



A half-model of a Young 88 was presented to the Club recently by Roger Land, builder of the popular Young 88s. To be known as the Roger Land Trophy, it is for seasonal competition among the Young 88s, and was given to the Club because of the enthusiasm for this design in Wellington. In fact, the larger Young 11 is proving even more popular. Both Roger Land and designer Jim Young came from Auckland to make the presentation, and are shown here with Vice Commodore Bruce Morris (left).



# The Loe Down

## Sailors' games

AS every cruising yachtsman knows, nights at anchor in an idyllic bay can be tedious. A new diversion came my way recently. Called "The Sailor's Game", it has nothing to do with golden rivets. It is a board game owing something to Trivial Pursuits and which, to quote from the instructions, involves "seamanship, judgment, strategy, and knowledge to challenge the old salt and instruct the young". By answering questions correctly you move a tiny model yacht around the world in a great race. There is scope to use sailing tactics to foil your opponents. The game, which comes under the imprimatur of Sparkman and Stephens, can stimulate many arguments, but there is a method laid down for settling disputes. Ask your local chandler to order a set for you. It won't be cheap, but nor is anything else connected with sailing – a faceful of cold water excepted.

## Fresh fish

The trout farm in Ruakaka Bay, Queen Charlotte Sound, is worth a visit. For \$2.00 a head you get a guided tour of the pens. Salmon of all sizes can be observed, and the staff are both knowledgeable and friendly. At certain times of the year salmon can be purchased. Cost depends on the size of the fish netted from the pen, but when I was last there a few days ago the salmon being caught weighed approx. 5 kilos and cost around about \$70. I passed and headed off to try for a kahawai which might have less table appeal but comes a lot cheaper.

## Club moorings

In the last issue of THE RIP mention was made of a Club project to lay moorings. While any initiative in the Club's major cruising area is to be welcomed (in 100 years, as far as I am aware, the Club has done nothing) moorings are not an unmixed blessing. To my mind there are far too many in some bays, where they pre-empt the best positions and force the anchoring yachtsmen to take up a marginal site. Take Hitaua for instance, where there are four moorings in a very small bay.

We are pleased to continue our regular series of commentaries on the Sounds scene by well-known member and former Wellingtonian, Gavin Loe.

Ridiculous. The injustice is that a self-anchoring yachtsman is expected to move if later arrivals attach themselves to a mooring and then interfere with him. Furthermore, I consider that the rafting up manoeuvres practised by some sister yacht clubs should not be encouraged. If you can't anchor properly you should not be cruising.

Notwithstanding this curmudgeonly approach, let me say I can see the virtue in a good mooring near Tory Channel entrance which would help yachtsmen waiting on tide or weather to return to Wellington. Those needing an immediate haven when exhausted by the rigors of a less than perfect crossing might not object to the facility either. For many years there was such a mooring in Tory Channel, but like roast mutton and three veges for half a crown, it has gone.

## Wall humour

Last week I visited Wellington where I marvelled at the reconstruction of what must be the second-largest wooden building in the southern hemisphere (the new Clubhouse). I then carried on around the bays in a state of shock to consult Hoods about a new sail to go with my ex-KZ7 genoa sheets. In the washroom of their loft I found some classic pencil sketches and other sam-

## Trust me!



Gavin Hoare's Farr 12.2 SLEDGE HAMMER sets new standards of elegance on the harbour with its pale blue sails.

ples of sailmaker's wit. Not quite suitable for a family magazine like THE RIP but very funny none the less.

In an adjacent office I came across yacht designer Bruce Askew busy drawing a steam launch to ply a northern lake; as nostalgic a sight as anyone could find in born-again Wellington, the city of self-destruction. Mr Askew also goes in for wall humour. One of his texts reads:

### THE SIX PHASES OF A PROJECT

1. Enthusiasm
2. Disillusionment
3. Panic
4. Search for the guilty
5. Punishment of the innocent
6. Praise and honour for the non-participants.

There is more than a little truth in this commentary on life, as anyone who has taken part in a yacht race will know.

## Yachting the American way

TALK about new yacht clubs!! You should see the American Yacht Club situated not far from New York City. Based on 14 acres of lawns and gardens it features a large clubhouse, tennis courts, swimming pool, beach with a lifeguard, a restaurant, two bars, a Chris Craft 40ft mark boat and similar committee boat, and the sub is only \$1800 US per annum. But then they have a staff of over 30. And their fees

are low to some others on Long Island Sound – \$5000 US is about the tops.

They race exclusively on Olympic courses set each race and measured under the Loran navigation system. Very accurate and fair for all competitors. They do not accept the different start times for IOR fleets – and don't really like sailing in 30 knot-plus breezes. They cancel out if that is the wind strength.

# The finishing line

## SECOND GLANCE

A DISTINCTIVE red mast quietly appeared in the harbour again in early November. Peter Hann's much-travelled SECOND GLANCE had returned home after logging over 18,000 miles since the beginning of the year, participating in the Two-Handed Melbourne to Osaka Race and returning, also two-handed, 6000 miles (hard on the wind all the way!) to New Zealand. Well done!

## Muritai's half century

ON March 13 next year the Muritai Yacht Club at Eastbourne, the youngest in the harbour, will be celebrating its 50th birthday. To mark the occasion the keelers of the harbour will be conducting a sail past commencing at Lowry Bay at 1300 hrs. Get some friends together and join the fleet for a pleasant sail on Sunday March 13 next year.

## Duck!



WHB Custodian Roger Carter is renowned for his hospitality. You don't have to be a Club member to be offered light refreshment.

### 5 AND 10 YEAR SUBSCRIPTIONS

5 and 10 year subscriptions are still available to members at the following rates:

5 YEAR \$715

10 YEAR \$1430

Note: Includes GST

## Members abroad

ONE of our Club members has just returned from visiting Geoff and Andy Stagg in the USA.

Geoff is still in Annapolis with the Farr office and reports a lot of business being written for IOR boats, especially in Europe and Japan. The Farr office has been very busy with the Round the World boats and of course Fay's 'J' class boat.

Geoff sailed the Japan Cup last September, winning it by a small margin, with three other Farr boats following, one of which is the famous NZ boat EXADOR. Annapolis is a lovely old sea port that is the hub of the north east coast yachting. The recent yacht show, while down by a third in numbers of exhibitors, had 289 yachts of every type from all over the world. Thousands of people crawl over these craft over four days. The Farr office featured a 30ft Nolex, Farr 10.20 and Farr 12.20. The latter was nominated boat of the year and was very favourably received.

## Launch show

Immediately following the yacht show came the launch show. Those Americans really love their launches – some look like office blocks with double glazing and every gadget that one can imagine. They ranged from small outboards, through the 80 knot Cigarette "runabouts" to the multi-million dollar aforesaid apartment blocks.

## Lake Arrowhead

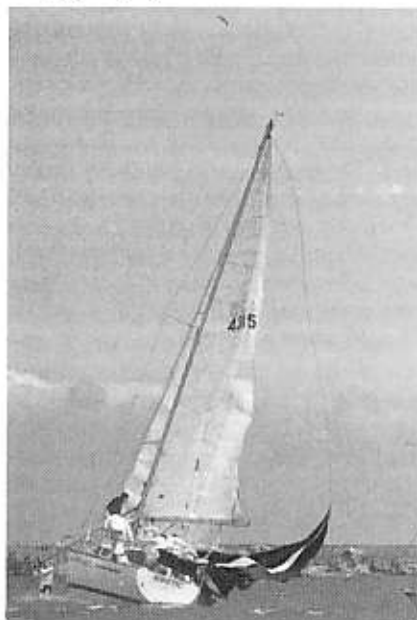
Andy Stagg meanwhile is making a few dollars down in California, building beautiful homes at Lake Arrowhead. This is a beautiful pine-covered area surrounding a man-made lake that is so popular they have a timetable for the yachts and runabouts to use the area. The yachts are scow type, carry a mainsail only and are pretty quick. Andy is the current champion, but is buying a new boat to ensure he stays there. Andy now has two sons – both real characters like their father.

Geoff and Andy still get the news of what is happening on their old stomping ground and always extend a warm welcome to their buddies from Wellington.

## YOWMPLES!

WE'VE all heard of YUMPIES (Young Upwardly Mobile Professionals) and maybe TWINKIES (Twin Income No Kids) and SWELLS (Single Women Earning Lots of Lolly), but did you realise that there is a growing breed of YOWMPLES in Wellington? YACHT OWNERS WITHOUT MOORING PLACES. Strangely enough this problem could be solved by the YACHTIES . . . Your Authorities Could Help This Idiotic Exasperating Situation.

## Slippery pole



KINETIC crew member John McConway does the old slippery pole trick as he clings to the spinaker pole in hectic conditions off Island Bay. His eventual wet demise was ensured by Mike Rae letting go the topping lift at the wrong moment.

## Thanks

I MUST record my sincere thanks to the members of THE RIP committee who have worked so hard and enthusiastically to enable us to bring you our planned four issues this year. Thanks also to our printers and typesetters, FORMAT and TYPEHOUSE, and to all those who have supported us and the Club with their advertising.

To you all, from THE RIP committee, best wishes for a Merry Christmas, a Happy New Year, and good cruising and racing. John Mansell, Barrie (not **another** bloody RIP!) Cronin, Norah Stagg, Michaela Draper, Grant Scoones and Ian Gordon.



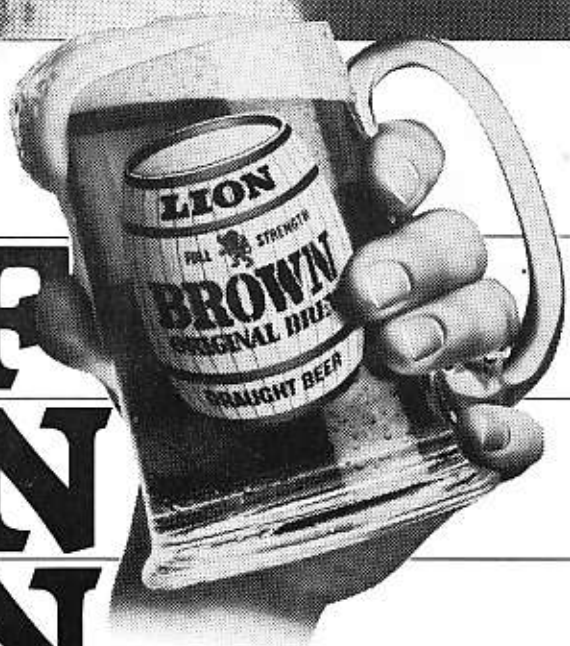


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