

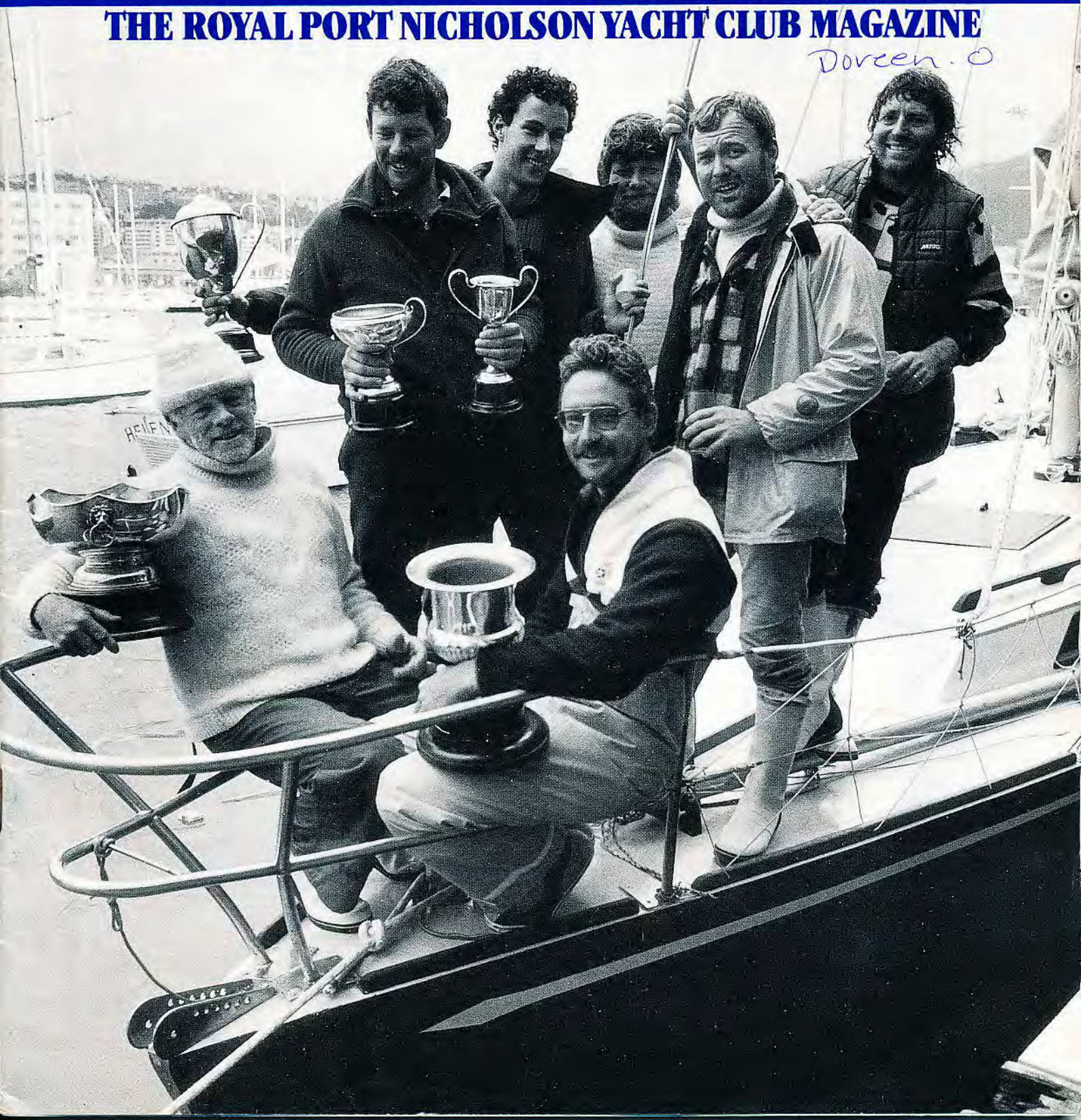


The Rip

Autumn 1988

THE ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE

Dorcen. O



Every inch of
Rope on
every inch of
Kiwí Mischief

is every inch
a champion

Southern
OCEAN **ROPES**

by Kinnears



The Rip

**Vol. 7, No. 2
Autumn 1988**

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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

The crew of WHISPERS II displays the trophies
they brought back after winning all three major
divisions in the Tauranga-Brisbane Race.
(Story p.14).



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1987-88

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| | | 843-091 |

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Monday and Tuesday Afternoon
Wednesday-Saturday 10 am - 6 pm
Phone: 848-700 (answer-phone)

Wardroom hours

Friday 5 - 10 pm
Saturday 12 - 9.30 pm
Sunday 5 - 9pm
Phone: 843-091

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Restaurant hours

Open Mon - Sat
Lunch from 12.00
Dinner from 6.00
Supper Wed - Sat from 10.00
Phone: 856-963

Correspondence, love letters and advice

Gisborne Race

GISBORNE Yacht Club has much pleasure in announcing the continuation of the biennial Ocean Race Series. Cyclone Bola has not bowled us!!

An invitation is extended to all skippers to prepare their boats for this series of races. The event consists of the Auckland, Wellington, and Napier to Gisborne Races, plus two races in Poverty Bay. This will be the 11th such race from Auckland, the 10th from Wellington, and the second official race from Napier. The Auckland and Wellington races begin on Boxing Day and the Napier race begins on December 27, 1988.

We are also endeavouring to start a Tauranga to Gisborne leg of the series for those who do not wish to sail from Auckland. Watch for further details on that one.

The two Poverty Bay races are usually sailed on December 30 and 31.

Prizegiving will be held on New Year's Eve at the Sandown Motor Hotel, and other social activities will be organised for the time the competitors are in port. We hope to provide an excellent standard of hospitality to

all entrants. Accommodation is at a premium in Gisborne over the Christmas/New Year period and prospective entrants are urged to book early. Further information can be obtained from Public Relations Office, Grey Street, Gisborne, or from contacting me at the number and address below.

Brief details of entry are (Notice of Race etc. to follow later):

Length restriction: Nil, but all entrants are required to have current Category II plus SSB and/or VHF radio. Stringent inspections will be carried out by Safety Inspectors prior to the start of the races, and spot checks of entrants may be made on arrival in Gisborne.

Cruising Division: This will be established if there is sufficient demand.

Entry fees: Same as last race - \$40.00 per division (IOR, PHRF, Cruising) and \$15.00 per crew member, plus GST. Entry fees for Poverty Bay races included in above, and Skipper receives a complimentary ticket to prizegiving.

Prizes: Excellent prizes offered for each division.

Any further information can be obtained from:

Judy Julian,
Race Secretary,
P.O. Box 650,
Gisborne.

Tel. (079) 75-739,
or from Race Liaison Officers for each leg.

In Wellington, contact

Jim Ower,
11 Ludlam Street, Seatoun,
WELLINGTON.
Tel. 881-924.

Thanks

THE skipper and crew of Whispers II express sincere appreciation to the Executive (and the Club) for the \$500.00 grant made to Whispers II in respect of the Tauranga-Brisbane yacht race.

The gesture as much as the amount involved perhaps reflects the determined attitude that the crew have taken in their intent to do well in this race, both for themselves and for our Club.

The Club burgee will be proudly flown and the plaque is already installed prominently on the boat.

LINDSAY ENGLAND
WHISPERS II

Presentation to college



The Club decided recently to make a contribution from the Yachting Assistance Fund to support the Wellington representative team in the National Inter-secondary Schools Team Racing Yachting Championship. This event was held in Sunburst yachts supplied by Epiglass and Fosters, and was sailed off Narrow Neck beach in Auckland. Here Rear Commodore Paul Carrad presents a cheque for \$700 to the team, which is from Rongotai College.

Extra forecasts

AFTER consultation and discussion with the Radio Inspectors, I have received verbal approval from the Radio Frequency Service to broadcast the local weather bulletins in conjunction with the normal broadcasts by the Wellington Trawlermen's Association radio station.

Therefore, please be advised that commencing 1 June 1988, weather forecasts for the areas Cook, Castlepoint, Clarence and D'Urville will be broadcast on Channel 62 at 0745, 1245, 1845 daily, except when the main Trawlermen's radio station is closed. Warning of this will be given in preceding broadcasts.

I trust this will meet your approval and assist the members of your Association.

RONALD SMITH
WELLINGTON FISHERMEN'S
RADIO

Wardroom a "health hazard"

IT is inevitable that any new building complex will have a few teething problems, and our own fine Clubhouse is no exception. In referring to what I consider the most serious one, however, my intention is to be wholly constructive, and hopefully to improve what is already a splendid amenity.

The problem is the almost total lack of ventilation in the Wardroom. Frankly, I believe it has reached "health hazard" proportions. After an hour or so at any Wardroom function my hair and clothes stink of smoke – there is no other way of describing it. My eyes are irritated, and my stomach is upset.

I admit freely to being a non-smoker – even an aggressive anti-smoker – but I do not exaggerate. I am now actively avoiding social functions in the Wardroom because I am not prepared to suffer the discomfort and damage to my health of such heavily-polluted air.

The remedy, I am sure, is simple. A few strategically-placed extractor fans could make a vast difference, and make even the most prejudiced anti-smoker such as myself a happier attendee at Wardroom functions.

CLEAN-AIR CLARRIE

Editor's note: The Commodore replies that the Executive are conscious of the problem, and quotes are at present being sought for a suitable extractor system. What action eventuates, however, will depend upon the costs involved.

(More letters on p.5)

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 August 15.

Either post to The Editor, THE RIP, P.O. Box 9674, Wellington, or leave with the Club Manager.



Sea Spray photo

Editorial

IT'S enough to bring twinges of painful memory to my starboard patella!

Not content with already having automated most of the lighthouses around our dangerous coastline, the MOT have arbitrarily decided to de-man the remaining seven – all of which are sited in the most rugged localities, and whose continued manning was recommended by a Commission in 1981 for that very reason.

What has changed in the meantime? Has the coast become safer, the sea less perilous, or the weather more predictable? Speaking as a shipmaster and yachtsman I can confidently and emphatically say no on all three counts. What has changed in the last seven years is the growth of an all pervasive bean-counting bottom-line mentality which has no knowledge of, or regard for, the realities of life at sea.

But, back to the subject of my right kneecap. Amongst their many unofficial functions lighthouse keepers have often played a vital role in search and rescue operations. This was brought home to me in a very personal way when I came to grief off Hawke Bay in 1977, and after having been thrown overboard, found myself back aboard a much-battered yacht with an equally battered and broken knee. My only means of communication with very weak batteries was through Portland Island Lighthouse, about 30 miles distant. The keepers willingly relayed my messages to SAR Wellington for four hours until the batteries gave out.

Portland Island light was de-manned in 1981.

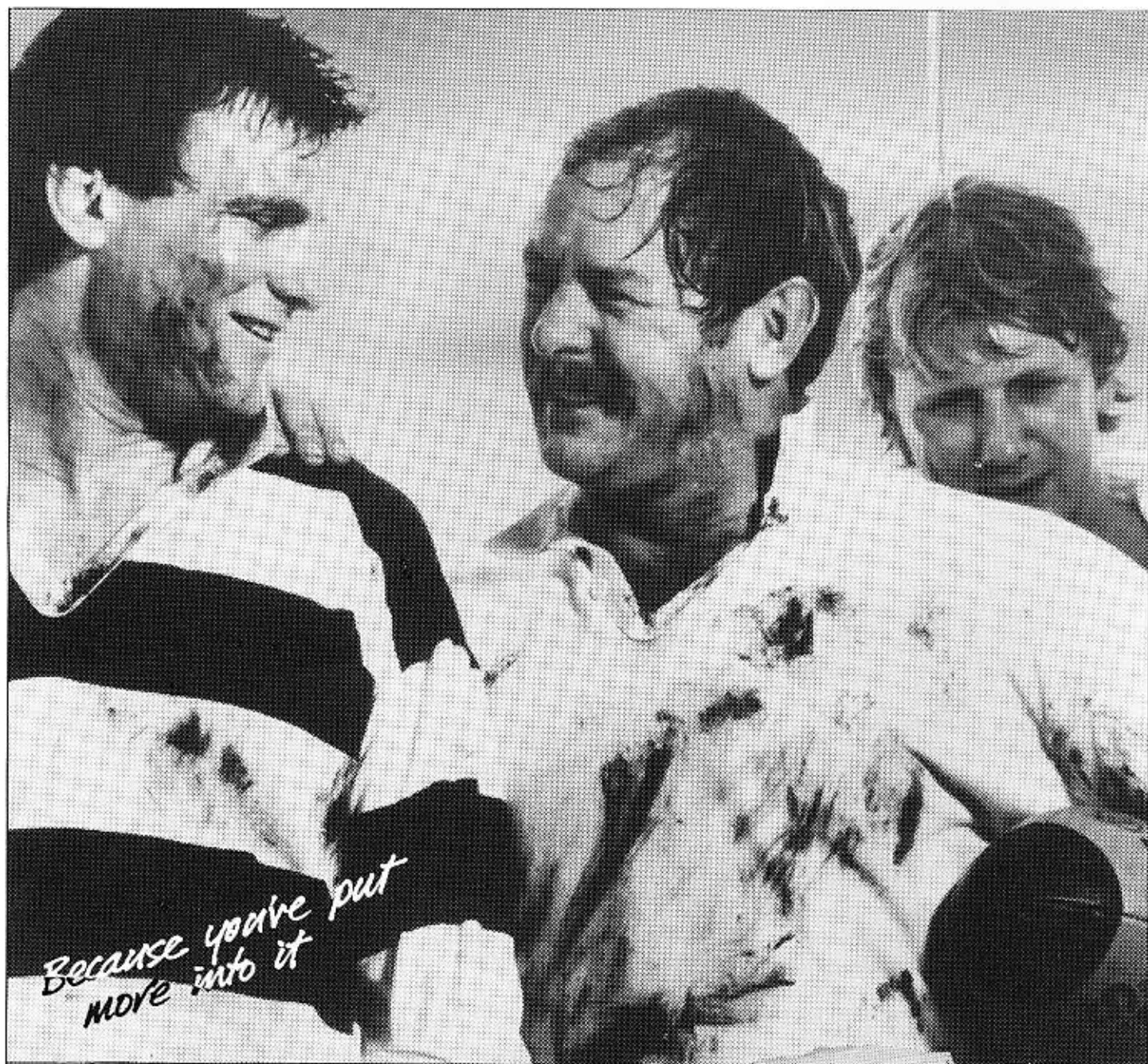
This is an isolated but not uncommon example of the many vital functions these dedicated people perform for what is, most probably, a very modest salary. Theirs is not just a job but a whole way of life.

One of the MOT's stumbling justifications of their total de-manning policy is that it will save \$2,300,000 over ten years. They haven't explained what happens to the Light Dues which all cargo vessels have to pay upon entering our ports, supposedly to maintain a lighthouse service. Surely this is a long-established example of user-pays which could well cover the \$230,000 per year cost of eleven keepers.

All seafarers should be greatly concerned at this shortsighted and unwise tack that is being taken by the Marine Division, MOT. Locally southerly fronts will come through the Straits with far less predictability once the visual lookout is removed from the Brothers Islands, and, as one who would cross the Straits more than most it is always a source of comfort to know that this very important light is in human hands.

It would be good therapy, and poetic justice, to place the sort of people who make these decisions in a small craft making landfall on a lee shore in bad weather and trying to raise a light which was out because its "untouched by human hand" technology had gone on the blink.

JOHN MANSELL



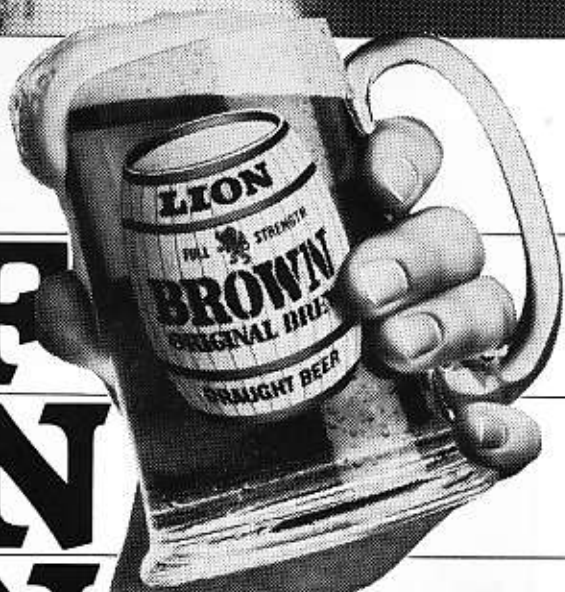
*Because you've put
more into it*

THERE'S MORE OF A BEER IN A BRWN



LION BROWN

MORE OF A BEER



Letters to the Editor

(Continued from p.3)

With Finesse

THE following letter was received by the Club Manager from Tasmanian doctor Joe Cannon, who had just completed a 6000-mile circumnavigation of the Tasman in his 15 metre steel cutter, *FINESSE OF TASMAN*. The voyage, which took three months, started from Hobart on February 6, continued direct to the Auckland Islands, thence to Bluff, up the East Coast via Wellington, and home to Hobart via Lord Howe and Norfolk Islands.

Dear Grant,

Herewith the Royal Akarana Cruising Guide. Thank you very much for letting me have it.

The Three Kings came into view just on sunset and just after we had picked up a fresh southeasterly breeze. So, what with darkness, strong tides, lots of rocks and a favourable breeze, we kept going! Had a fabulous run to Norfolk Island, but what an unfriendly shore with a 25 knot plus breeze that had been blowing for three or four days. The only anchorage was Headstone, which is rock fouled and water fouled with all the biodegradable rubbish – insides of animals from the butchers and pumpings from the septic tanks etc.

Had a fast reach to Lord Howe Island, arriving a week ahead of schedule. Then two and a half wonderful days at Middleton Reef where we caught lots of beautiful fish. The only excitement after that was a sudden southeast gale at Babel Island in Bass Strait. We were anchored in company with three fishing boats off a beach which gives protection from the NW! The forecast was for light and variable winds for two days – but we had a SE gale for four days!

I am on to my book about the Tasman Sea, and of course Wellington will get a chapter seeing that the Tasman Sea goes through to Cape Campbell and Cape Palliser. If you could get me a copy of the Centenary book on the RPNYC sometime I would be grateful.

Yours sincerely
JOE CANNON

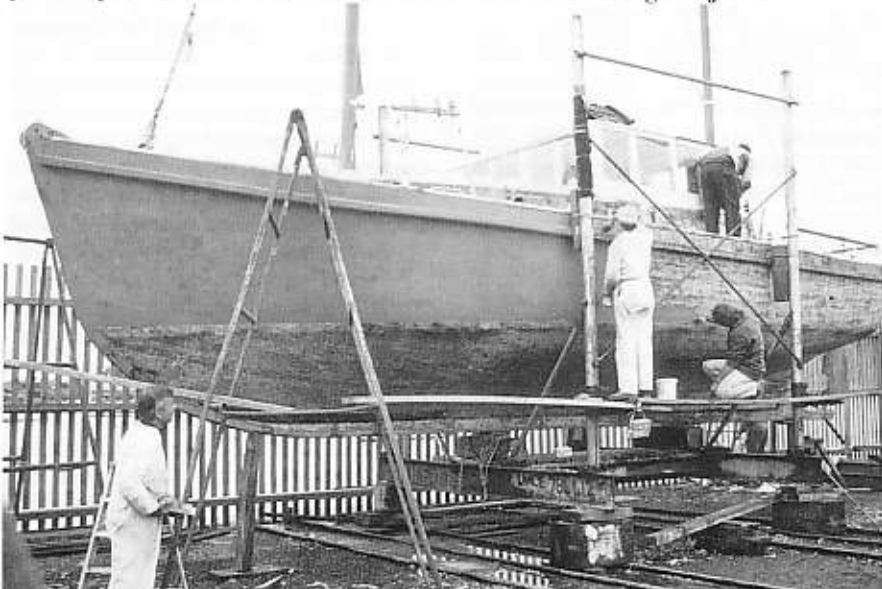
Yacht arrivals

IN the last six months several yachts returning to New Zealand did not re-



Hauling out

Making life a lot easier at Greta Point is this straddle lift, built by John Mines for Mike Muir Boatbuilders. Simple in design, with lifting done by winches, and the whole crane moved by tractor, the machine enables boats of up to 12 tons to be hauled out and parked on cradles with minimal effort. Although it has been built primarily for use in his own business, Mike says that it will probably be available on odd occasions for other hauling out jobs.



Doing things the traditional way at Evans Bay, George Janis has undertaken a complete refit of his always-immaculate launch *KAIKOURA*. Work to be done includes installing a new six-cylinder Cummings diesel engine, redesigning the accommodation layout below, and a complete strip and repaint of the hull and decks.

port their arrival from an overseas port to the Ministry of Agriculture and Fisheries.

On arrival in New Zealand all yachts are visited by an Agriculture Quarantine Officer for plant and animal quarantine purposes.

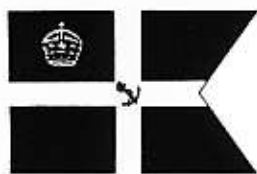
I would be grateful if you could advise any of your members who intend to travel overseas by yacht of this legal requirement. The requirement also applies to overseas yachts which

arrive in New Zealand for the first time.

If any "first port" yachts arrive in Wellington at your club's facilities could you please ask them to contact the Ministry.

A pamphlet is available containing advice for yachts arriving in New Zealand.

Thank you for your co-operation.
AGRICULTURE QUARANTINE
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WELLINGTON



Commodore

Clyde Quay Boat Harbour

FOLLOWING receipt of a confusing series of reports/rumours as to Wellington Harbour Board intentions with respect to our Boat Harbour, a meeting was held at the Clubhouse in mid-March attended by myself and Rear Commodore Paul Carrad. Attending on behalf of the Board were Nigel Gould – Chairman of the Board; Griff Page – General Manager of the Board; and the Board's consultant development engineer.

Our intention in seeking the meeting was to endeavour to cut through the wealth of material disseminated by the Board on its general policies/plans around the Harbour – and to ascertain exactly what Board intentions are for the area outside our Clubhouse.

Information gained may be summarised as follows:

1. The Board is firm – it will maintain control of the area; and complete any redevelopment that is to occur.
2. The Board has every intention of developing a marina in the area.
3. Funding of marina projects is available. The current economic climate will not be a factor causing delay in implementation.
4. As previously known, the intention is first to create an extra finger in the Evans Bay Marina. Vessels would then be cleared from the boat harbour, primarily to the new Evans Bay finger, and redevelopment would take place.
5. Present intentions/hopes of the Board are that the Evans Bay extension will be completed by March, 1989; and the Boat Harbour marina completed over the winter of 1989. (Subject to completion of Design/Planning approvals. Don't be totally surprised if these dates are not ultimately met.)
6. We have continued to stress areas that are of obvious concern to members with existing moorings in the area, including:

A. Provision of alternative mooring sites for those who prefer not to participate in a marina;

B. Cost control – in respect of the original development. Development costs will inevitably be reflected in subsequent user costs;

C. Establishment of a rental/leasing system that will prevent profiteering as seen in some Auckland

developments. It is imperative for future boaties, and the Club, that the area is not taken over by a handful of wealthy investors.

In that regard – while details have not been finalised, the Board's present intention is to institute a system of non-transferable rental agreements. Occupiers would not be required to make an initial capital payment.

The rental agreement would be for a fixed term of years; surrenderable only back to the Board on vacation.

The term would be automatically renewable by existing occupiers at the end of successive terms should they continue to require facilities for their own use.

There should be no scope for the profiteers – thus ensuring maximum possible usage by those requiring facilities.

D. Engineering difficulties e.g.: backwash into the boat harbour when a ship is alongside the Overseas Terminal. A small extra wall is currently envisaged projecting out from the existing outer sea wall to divert such wash away from the entrance; strong winds sweeping the area at a cross angle. Intentions are to angle marinas within the existing area to take account of this.

E. Security – protection of the area from vandalism, theft.

F. Visitors' facilities. These are presently envisaged as being incorporated in the commercial marina on the city-side of the Overseas Terminal. The Board is looking to the feasibility of incorporating provision for discharge of holding tanks; provision of electricity, and the other facilities required by those living aboard for short periods in the area.

In summary – whatever the views of individuals may be, it appears that redevelopment as a marina is definitely on the way; and in the very foreseeable future (whether or not present intended deadlines are met!)

Education

Thirty Club members recently had the pleasure of attending a most entertaining evening conducted by Wellington Harbour Board Boat Harbour



Custodian Roger Carter. He lectured on ropes generally; their history; manufacture; types; knots etc.

It was interesting to note that those attending included three professional boaties, several current or former flag officers, our Racing Secretary, and a smattering of experienced skippers.

One could only assume from the limited number attending that the bulk of our membership is either confident as to their knowledge, or too apathetic to attend. Judging from Roger's observations of rope usage around the Boat Harbour (leading to his volunteering this lecture), members' confidence does not appear justified.

Not to be daunted, Roger has kindly offered to conduct small practical courses if there is sufficient interest. (You do not need to be embarrassed to admit, for example, that you cannot splice wire to rope, and would like to learn!)

I have pushed for some time for implementation of training within the Club. A small initial series of lectures has now been implemented. I sincerely hope that subsequent sessions will be better supported by those who would actually benefit from the knowledge imparted. That well-worn phrase springs to mind: "You can lead a horse to water, but you can't make it drink."

Peter Blake

I, and I am sure all others who had the opportunity of speaking to Peter on his recent trip to Wellington with STEINLAGER I, found the information gleaned very enlightening.

To cap this off Graeme Hargreaves, Paul Carrad and I had the pleasure of an hour's sailing aboard the trimaran. The first advice received on stepping aboard was to sit down, otherwise: "you will be knocked over by the acceleration". I can assure you this was no idle boast. We all stepped ashore exhilarated by our brief jaunt on the

harbour at speeds of up to 28 knots under sail – in 15 knots of wind!

The computerised technology aboard really has to be seen in operation to be believed. A 24-hour instant forecast via France for wherever you happen to be in the world is just one very basic example of the information to hand.

Constant development is undertaken by Peter in this area. Much of the equipment on the trimaran is not really necessary for his present venture. He is taking the opportunity of developing equipment ultimately for use on STEINLAGER II, a maxi yacht presently under construction in Auckland. This yacht will be sailed by Peter in the next Whitbread Round the World Race.

Peter says that there is keen interest in the next Whitbread Race, with present indications being that 17 maxi yachts will compete.

I am sure all Club members would join in wishing Peter and crew good luck and best wishes for both the Round Australia Race in the trimaran, and the Whitbread Race in his new maxi.

VHF radio

It has been drawn to my attention how many of our members use the excellent radio service provided in the Sounds by Picton Association Radio (perhaps more commonly known to us as Cape Jackson Radio, operated by the Baker family – Channel 63); and conversely, how few of our members have joined the association and paid the fees. Membership fees for ship stations are of a relatively nominal

nature – and I am sure that all to whom this is addressed will be familiar with the excellent service provided by the association. A listening watch is kept on this channel. Members wishing to take advantage of the facility should address their enquiries to Picton SMCR Association, Secretary, PO Box 99, Picton. (The cost of membership is \$15 per year.)

By way of contrast, Port Nicholson Association Radio (Channel 62) is a facility established by the Club, Evans Bay, and Lowry Bay Clubs combined. Members of these clubs need pay no

individual fees for use of the channel. The channel extends coverage over a very wide area. To date, it has mainly been used by this Club for race coverage, where it has been proven very successful over long distances.

In normal boat-to-boat use, Channel 6 should be used where possible. Where it is not possible (due to distance apart – intervening hills etc.) then use of Channel 62 for short periods of boat-to-boat use is certainly permitted, as is boat-to-shore.

IAN GREIG

Boat of the Year



This year's award for Boat of the Year, presented at the annual Champagne Breakfast, went to SECOND GLANCE, a 36ft sloop designed and built by Peter Hanns. Soon after its launching the boat competed with distinction in the 1986 Tauranga-Brisbane Race, and then last year Peter and Simon Jennings sailed in the Melbourne-Osaka two-handed race, coming 4th in the B Division and 13th over the line. The boat was brought back to New Zealand also two-handed by Peter and crew (now wife) Pip Kowalczyk.

HOOD

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Getting RESTITUTION

A BRUCE Farr 38 attracted the interest of Don Delbridge who has raced SUGAR 'N SPICE in Division III for several years. One of the interest areas involved relocating his acquisition in Wellington. The crew settled at Darryl McDonald, Merv Hodge, Andrew Priddle, Terry Bach and Robin Clearwater. Some others, including Ed, were interested but, as is usual, unforeseen surprises prevented them from joining. In his case he was neither "footloose" nor fancy free after a work-related incident and one foot.

We assembled at Westhaven on April 28 after Don and Darryl had arrived several days earlier to begin preparations. The next day was for local sailing to familiarise us with the fractional rig and other matters. These included checking the radio, compass deviations, log calibration, and support systems including stowage for life-raft, flares, bleeper and so on.

Part of the preparation involved devising a "rolling watch" system for varied time coverage, overlapping meal periods, and the others. After considerable re-arranging, including replacement of a severed aerial feeder for the radio, we left Westhaven at 1900 on Saturday, April 30. Westhaven and other harbour sites had been congested as expected, and the help and co-operation from the Auckland Harbour Board custodian at Westhaven was welcome and very effective, like Roger's here.

The light 5 km easterly, full moon,

By Merv. Hodge

and Rangitoto track, showed Auckland lighting in an appealing way.

Our track lay via Channel Island and west of Cuvier – from there, east of great Mercury rather than Hole in the Wall passage in darkness. The lack of sustained wind was to become the theme of the voyage. From Mercurys it was slowly past White Island, which Don could smell in the darkness, and around East Cape/East Island. The prolonged use of the diesel made a stop for fuel and water at Gisborne a prudent move.

No engine or wind

Gisborne did not show from seaward the devastation which had earlier resulted from Cyclone Bola. We departed mid-afternoon and reached Cape Kidnappers for the next leg to Castlepoint, Honeycomb Rocks and Palliser. That night the diesel developed an air leak in the fuel inlet line just at the primary filter. Thus, no diesel and no wind!

However, the next night did involve a short burst of wind which required a mainsail reef despite the loss of the topping lift, which made for interesting activity.

The loss of the diesel had implications of no battery charge and no deep freeze – however, we had a spare multi-band receiver, the temperature

Fashion show



A variety of fashion garments, from evening wear to sailing gear, was shown in a parade at the Club in April. This exercise gear from Gubb's Jazz and Ballet Boutique obviously encourages assertiveness!

stayed low enough, and the HF would reach Wellington in the 4 mhz range.

Lessons learned

The lack of wind showed a couple of things – a barometer which doesn't move means no gradient and therefore no wind. There was an anticyclone over or adjacent to NZ throughout our voyage. The coastal tracks rely on visual sightings of lights, features, sun and stars. While satnav works at relatively "astronomical" prices, so does RDF and at workable costs; it was not available before departure.

Cape Palliser was rounded on Wednesday evening – it took 18 hours to cross to Turakirae and then the northerly came in. Friday midday saw our arrival at the club fuelling jetty – the fresh northerly and lack of diesel giving Don the opportunity for trying out running square with limited headsail, and luffing to the jetty.

The journey took 5½ days, the track mileage total was 415 nautical miles and showed 614 miles run. Given the static high pressure system and lack of wind, a possible option would be to stay inshore to get what little sea breeze by day and land breeze by night existed. Nevertheless, astro/sextant/running fixes work, and RDF is a viable option for coastal journeys and for Cook Strait. For the Club, RESTITUTION will be in Division I for 88/89 so watch out; and Division III can relax!



Just ashore after their almost windless delivery trip from Auckland on the Farr 38 RESTITUTION are owner and skipper Don Delbridge, crewman Andrew Priddle, and navigator Terry Bach.

New officers, higher

REGARDLESS of wet and windy winter weather, members packed the Wardroom on Wednesday, June 29, for the Club's 105th Annual General Meeting. There were several changes in the list of officers, Dale Barcham being elected Vice Commodore to replace Bruce Morris, Islay McLeod replacing Pip Carrad as Hon. Secretary, and Keith Larkin becoming the new Cruising Captain. The transfer of Peter Lawrence to Auckland left a gap in the Executive Committee, which was filled after a ballot by Mike Calkoen. In addition, two Honorary Life Memberships were awarded – to Graeme Hargreaves and Gary Tye, for their services to the Club.

The major concern of the meeting, however, was a proposal to increase the subscription rates – a proposal which was eventually passed.

The meeting began in the usual way with apologies, and members standing for a moment in silence in memory of members who had died during the year – Charlie Duncan, Jack Emmens, Jim Hutchison, Tom Magee, and Sir Bryan Todd.

Financial situation

Following the approval of the minutes of the previous Annual General Meeting, and there being no discussion arising therefrom, the chairman, Commodore Ian Greig, gave a brief summary of the Club's financial position detailed in the Annual Accounts and Balance Sheet. The building of the new Clubhouse had been a heavy burden on the Club's resources. Total credit facilities of \$450,000 had been arranged with Wespac Banking Corporation, but to the date of the meeting only \$406,000 had been used. In fact, with subscriptions from some of the corporate memberships being paid over a period, the genuine debt level was already down to about \$370,000.

Leadenhall Investment Managers had made a very real contribution by underwriting the corporate memberships, and at one stage had \$154,000 on loan to the Club, interest free. This figure has since been reduced to \$90,000, and will be reduced further as the remaining five corporate memberships are sold.

The financial statement was adopted by the meeting.

Election of officers

Two ballots were required this year,

one for the Executive Committee, where eight candidates stood for five positions, and the other for the office of Vice Commodore. The two candidates were Dale Barcham and Ken Burt, each of whom was asked to give a brief summary of his qualifications for the position. After the ballots, the Executive Committee elected was Mike Calkoen, Roy Cowley, Graeme Hargreaves, Gary Nimmo, and Gary Tye.

Dale Barcham was elected the new Vice Commodore.

Two new Vice Presidents were added to the list, nominated by the Executive. They were the chairman of Lambton Harbour Management Ltd (Donald Best), and the general man-

Secretary



Islay McLeod, advertising account executive, occasional TV star, and popular figure around the Club, is the new Hon. Secretary. Although a relative newcomer to sailing, she is in at the top, crewing on FLYING BOAT.

ager of Lambton Harbour Management Ltd (Charles Hardy).

Other officers to be elected unopposed were Islay McLeod as new Hon. Secretary, and Keith Larkin as Cruising Captain.

On the sailing side, Murray Sleeth takes over the position of Handicapper from Craig Jones, and the members of the Sailing Committee this year are Mike Calkoen, Mike Bennett, Murray Owen, and Greg Turner.

Subscriptions

The Club's Hon. Treasurer, Tony Preston, then put the case for an increase in subscriptions. In a detailed presentation, supported by figures and tables displayed by overhead pro-

Vice Commodore



Dale Barcham, systems analyst and owner of NOT GUILTY, has many years of experience in both sailing and yachting administration. His centreboarding experience goes back 30 years to P-class, Z-class (in which he won the Cornwall Cup), 470s and Lasers, and he has been involved in keeler racing for the last five years. He was for three years Commodore of the Titahi Bay Yacht Club, having been on their Sailing Committee, and a WYA delegate, then on the General Committee of the Plimmerton Boating Club, and a member of the NZYF National Appeals Panel.

jector, he outlined the budget for the next financial year. Although increased revenue was to be expected from the Restaurant and the Wardroom, and hopefully a reduction in maintenance costs because of the new building, this would be more than offset by higher insurance premiums, the Wellington City Council's new system of rating, interest charges on money borrowed for the building project, and an increase in the Club Manager's salary as he no longer has live-in facilities at the Clubhouse.

Following several questions from the floor about the amount of the Club's existing debt, and the rate of interest being charged thereon, the Treasurer moved that the membership subscriptions for the current year be increased to:

| | |
|--------------|-------|
| Senior | \$220 |
| Veteran | \$55 |
| Lady | \$110 |
| Country | \$55 |
| Intermediate | \$30 |
| Junior | \$20 |

These figures represented an average increase of 57 per cent.

A further building levy was not re-

subscriptions at AGM

commended, although the existing one would still apply to new members.

Considerable discussion ensued, with much concern being expressed that such an increase in subscriptions would result in a decrease in members. Other questions raised dealt with the expected revenue from the Restaurant, and the projected profit of the Club. It was suggested that with the prospect of a substantial drop in interest rates the Club should not be in such a hurry to pay off its debts, a procedure which also loaded the burden on to existing members and would make the Club cheap for members in

Cruising Captain



Keith Larkin, building contractor and a Club member for 18 years, brings a wealth of sailing experience with him as the new Cruising Captain, from Z-class and R-class days at Worser Bay to harbour racing, off-shore racing, and Admiral's Cup and Southern Cross Cup trials. He currently owns the motor-sailer TARA-NUI, and is now more into comfortable cruising and fishing.

the future. The Treasurer replied that the Club considered it wise to reduce its indebtedness, and this was a realistic way.

The building levy was the subject of some discussion also, some advocating a further levy on all members, and others suggesting that the new subscription rates plus the building levy would turn potential members away. Others again suggested lower subscriptions but a higher building levy.

In general, however, the meeting accepted the Treasurer's scheme, and the proposed higher subscriptions were passed by a considerable majority.

The first item of general business

The Executive



The new Executive is (left to right): Alan Martin (President), Tony Preston (Treasurer), Gary Tye (Committee), Paul Carrad (Rear Commodore), Ian Greig (Commodore), Graeme Hargreaves (Committee), Islay McLeod (Secretary), Keith Larkin (Cruising Captain), Mike Calkoen (Committee), Dale Barcham (Vice Commodore), Anne Carrad (House Secretary), Jim Ower (Racing Secretary), Roy Cowley (Committee), Gary Nimmo (Committee).

The Sailing Committee



Members of the Sailing Committee are (left to right): Dale Barcham (Vice Commodore), Graeme Hargreaves (WYA Delegate), Pauline Edwards (Timekeeper), Keith Larkin (Cruising Captain), Linda Murray (Starter), Jim Ower (Racing Secretary), Mike Calkoen (Committee), Murray Sleeth (Handicapper), Mike Bennett (Committee), Greg Turner (Committee), Bruce Askew (Measurer). Absent: Murray Owen.

was the nomination by the Executive Committee of both Graeme Hargreaves and Gary Tye as Honorary Life Members, and the Commodore outlined the enormous contributions that each had made to the Club. Both were elected unanimously.

Other items included the suggestion of a race day levy (too hard to police); an update on the WHB proposal for marina berths in the Boat Harbour (per-

haps by the end of next year); disapproval of some of the year's racing prizes being given at the Champagne Breakfast instead of at the Prizegiving (referred to new Vice Commodore); more membership checks (noted); the storage of historical artefacts from the old Clubhouse (noted); and the provision of snack food after racing (difficulties, but will be discussed with Restaurant proprietor).

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Vice Commodore

FOR more years now than I wish to remember the yachting format for our summer sailing has gone basically unchanged, and while this format has been a very successful one, the Sailing Committee is aware that from comments made from time to time around the Clubhouse and the putting together of all the ideas that were conveyed at the recent skippers' meeting changes will come which will make our future sailing programmes even more interesting.

Two factions

From our recently-held meeting for skippers and interested parties it was quite obvious that you could not satisfy the requirements of everyone. It is amazing that owners of small yachts had the idea of short legs, lots of tacking in calm waters, while the owners of larger yachts require long reaching legs in the more exposed parts of the harbour. While it is very difficult to accommodate these two factions of our club racing on a Saturday's programme, we will try!

Advertising in Winter Series

THE third, and increasingly popular, Winter Series is presenting an even more colourful spectacle in the inner harbour this year.

For the first time in Wellington, and possibly New Zealand, advertising is being allowed on hulls and sails under the new much-revised Rule 26.

Following discussion on the subject at the Skippers meeting of April 20, 1988, the Sailing Committee requested permission from the NZYF to sail The Dominion Tavern Winter Series under the proposed new Rule 26. That permission was granted and enthusiastically supported by the NZYF who wish to see the proposed new rule put to the test prior to it taking effect in the northern hemisphere at the end of this year (September 1, 1989, in New Zealand).

The effect of implementing the proposed new rule for The Dominion Tavern Series is that advertising will be permitted on the sails and hull in



accordance with an Advertising Code, which will eventually appear in the proposed new Appendix I of the IYRU Racing Rules.

The proposed changes to Rule 26 are displayed in full on the racing noticeboard in the Wardroom, and a summary of these changes has been sent to all boat owners and skippers.

Application fee

To be eligible to carry advertising under the proposed new rule the RPNYC requires boat owners to make application to the Club with an application fee of \$100 (incl. GST). It is believed that a yacht carrying advertising would have a value of at least \$1000 to the sponsor. Accordingly the fee of \$100 represents 10 per cent of the likely financial support or equivalent in goods and services being provided under an advertising arrangement.

The Sailing Committee has appointed a special sub-committee to administer, monitor, and report to the NZYF on the proposed new rule 26. That sub-committee comprises Paul Carrad (Convenor), Dale Barcham, Ken Burt, and Jim Ower.

That sub-committee has written to the Wellington Chamber of Commerce advising them of the opportunities for advertising in the hope that this will assist boat owners in securing a sponsor. Boat owners wishing to secure a sponsor should register their interest with the sub-committee.

As The Dominion Tavern Series will be sailed under the proposed new rule 26, the Club has decided that protests under that rule will not be permitted. It is intended that boat owners respect the intent of the new rule and that resulting discussions will provide the basis for useful recommendations to the NZYF and IYRU.

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Club yachts clean up in Tauranga-Brisbane Race

ROYAL Port Nicholson Yacht Club can be justifiably proud of WHISPERS II and HIGH SOCIETY. Between them they have taken out all the top placings in the Tauranga to Brisbane Yacht Race. WHISPERS II took line honours, 5½ hours ahead of the 40ft Auckland boat TOUCHDOWN and 6 hours ahead of the pre-race favourite – the 66ft Queensland yacht DREAMTIME. WHISPERS also won on IOR and PHRF. HIGH SOCIETY was fourth over the line, beating a number of much larger boats in the process and taking 2nd place on PHRF.

For Wellington boats competing in international offshore events, the races really start with the delivery trips. While HIGH SOCIETY's was rough but relatively uneventful, WHISPERS' was the complete opposite, and she arrived in Tauranga to find her rudder stock bent five degrees and only three days left in which to fix it. The Tauranga people were superb, and within three hours had organised an engineer, fitter and turner, and a boat-builder to do the work. It was a race against time with WHISPERS being put back in the water just two and a half hours before the start. But for the help of Dave Thoms, Ron Steens and Alister Hutchison, WHISPERS would never have made the race.

The Tauranga Yacht Club organisation was impressive, and all com-

petitors agreed that the pre-race briefing and safety demonstrations were among the best they have ever attended. The Club had arranged for experts from the Navy, Search and Rescue, Auckland Radio, Met. Office, Customs, and Agriculture to brief race competitors, even going so far as to inflate a liferaft so competitors could get a better idea of just what would happen in an emergency.

Drifting start

Race day winds were non-existent, and the drifting start saw HIGH SOCIETY vying for the lead with TOUCHDOWN. WHISPERS meanwhile found the light winds a little harder going. It was during the race out of the harbour that TOUCHDOWN failed to take one of the channel markers, a mistake that was to cost them dearly.

During the first night, HIGH SOCIETY stuck with the race leaders, hugged the coast, and went inside Great Barrier Island, finding themselves well placed by morning. WHISPERS went further offshore to find some wind and went outside the island. By the first radio schedule WHISPERS was 30 miles behind when a forecast wind-shift did not eventuate.

It was during the night that the

By Liam Jeory

pocket-maxi DREAMTIME suffered a blow it never recovered from. One of its crew sent aloft to retrieve a halyard was swung away from the mast by the heavy swell and crashed back against a spreader end, breaking a rib, puncturing a lung, and receiving head injuries. For 20 minutes he clung to the backstay until he was brought down safely. DREAMTIME was forced to motor into Tutukaka during the night before resuming the race. She rapidly made up the distance, however, and by morning it was apparent that the line honours battle was going to be between DREAMTIME, TOUCHDOWN and WHISPERS, which by now was beginning to pick up on the leaders.

Watch systems

By Monday the first yachts were past North Cape in very light winds – conditions which were to continue until Tuesday evening. At this stage HIGH SOCIETY and WHISPERS were operating two very different watch systems – HIGH SOCIETY a three man watch, three hours on and three hours off, while WHISPERS was using a three man system with a crew member rotating every hour.

Wednesday morning saw WHISPERS 13 miles behind TOUCHDOWN and DREAMTIME, which was an improvement of 25 miles in the night. While WHISPERS worked hard to maintain its placing, HIGH SOCIETY was revelling in the light conditions, clearly holding 4th place on line, and always well placed on PHRF. The light conditions were extremely hard on gear, with WHISPERS' mainsail tearing because of the continual flogging in a swell with no wind.

At eleven o'clock that night WHISPERS had to execute an emergency tack to avoid a fishing boat that was either being nosey or had no-one at the helm. Added to the worry of hitting or being hit by fishing boats was the worry of hitting whales or containers, or even long lines which can be hard to see at the best of times, let alone in mid-Tasman.



Racing across the Tasman is not something everyone does every day, so the crew of WHISPERS II felt that the mid-way point was a suitable place for a celebration – complete with party hats, noses, balloons, and chocolate cake.

Thursday dawned still with light winds – and another hazard. WHISPERS sailed through a large pod of sperm whales, which brought everybody on deck. Whales at sea are both exciting and scary!

On Thursday night the weather pattern changed around; the winds came up, and WHISPERS finally began to find the conditions it had been waiting for. The decision was made that night that the crew was going to stay on the rail in an attempt to pick up the 40 miles between it and the leaders. It was a good decision, and by morning everyone was ecstatic. The morning's schedule placed the yacht 10 miles ahead of DREAMTIME and just three behind TOUCHDOWN!

WHISPERS reached the mid-Tasman point with 530 miles left in the race the only dry boat in the fleet and a party was held. Balloons, party hats and noses, and a chocolate cake. For 15 minutes no-one worried about sailing the boat. Instead the crew's behaviour regressed to something that resembled a 5-year-old's birthday party.

HIGH SOCIETY

At this stage attention focussed on HIGH SOCIETY, which was having



Arriving home before sunrise in the middle of winter after the warmth of Brisbane could be a shock to the system, but a large party of families and friends was waiting to welcome WHISPERS II after her success.



Calm and clear conditions in the Tasman, though perhaps not ideal for racing, made the taking of sun sights on HIGH SOCIETY a relatively simple exercise.

the race of its life against the Tauranga Farr 38 OTWAY III. For 24 hours the two boats match raced, HIGH SOCIETY with the handicap of a broken steering wheel held together by just two spokes. The effort of the HIGH SOCIETY crew paid off – beating OTWAY III across the line by 12 minutes to take 4th place on line and 2nd on PHRF.

The wind had died away again and the conditions could only be described as character building. However it came back by 9 o'clock on Saturday and WHISPERS began pursuing TOUCHDOWN, which by now was visible on the horizon. She was caught by four o'clock the next morning, and WHISPERS assumed the lead in the race for line honours.

Anxious moment

It was at this stage that navigator Brian Peterson had to make a really difficult decision – whether to go between Elizabeth and Middleton Reefs. What made it so difficult was a combination of 40 knot squalls, nil visibility, and missing the crucial satellite fix. So the navigator had to take the boat through the gap using dead reckoning – quite an anxious moment for skipper and crew. TOUCHDOWN solved the problem by following WHISPERS through the gap!

On WHISPERS that night the whole crew sat on the rail yet again in an attempt to stretch out the lead and, as the wind got up, she built up a 50 mile lead in just twelve hours, recording a 250 mile run in 24 hours, surfing at well over 20 knots and two-sail reaching at one stage at 18.5 knots.

WHISPERS crossed the finishing line at 1900 on Monday, May 30.

The reception by the Queensland Cruising Yacht Club was enthusiastic, despite the late arrival of both boats. The race on the water having ended, the provisional results then became the subject of five days of protest room manoeuvrings, WHISPERS protesting TOUCHDOWN for failing to complete the course. By winning that protest WHISPERS gained first on PHRF, and HIGH SOCIETY was elevated to second. At the same time HIGH SOCIETY and WHISPERS were protested by TOUCHDOWN – HIGH SOCIETY having the size of its largest spinnaker questioned, and WHISPERS being protested over its IOR rating following the rudder repairs. Both these protests were dismissed, and the official result was determined.

It can only be hoped that WHISPERS and HIGH SOCIETY have elevated the national reputation of Wellington yachts and will perhaps encourage further attempts to develop our own off-shore race.

Crews

WHISPERS II

Skipper: Lindsay England
Navigator: Brian Petersen
Crew: Malcolm Smith, Liam Jeory, Carl Jackson, Brett Richardson, Dale Barcham, Murray Craig

HIGH SOCIETY

Skipper/Nav.: Brian Millar
Crew: Barbara Millar, Tony Crew, Dave Harris, Jamie McCarthy, Nigel Crisp, Tony Duffy



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Breakfast at the Plaza

CONSISTENT with the Club's new "up market" image, the venue chosen for this year's annual Champagne Breakfast was the Plaza International Hotel. Fine food, good music, and a lively commentary from Master of Ceremonies Jim Hopkins set the tone for the morning.

The hotel's function room was packed to capacity, but efficient organisation ensured that no one went away hungry.

As usual, awards were presented to the winners of the Epiglass Spring and 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 (Peter and Gill Lawrence) and Boat of the Year (SECOND GLANCE).



TOP: Master of Ceremonies at the Breakfast, well-known broadcaster and debater Jim Hopkins, keeps the show moving and the guests amazed with his inexhaustible flow of wonderful words.

MIDDLE: Kinnears Ropes Manager Ross Murray presents his prizes for the Kinnears Ropes general handicap aggregate championship.



The Breakfast was a good occasion to announce the grant of two NZYF honours awards – to Jack Cox for services to yachting, and to Bill MacQueen (above) for services to cruising. A separate presentation is to be made later in July.



Peter Hanns inspects the scroll awarded to his yacht **SECOND GLANCE**, chosen as this year's Boat of the Year.

Personality of the Year



Personality of the Year was a joint award to Peter and Gill Lawrence, who have recently been transferred to Auckland. Peter is a former Club Treasurer and has been a long-standing member of the Executive Committee, and Gill has been a tireless worker on the social side of Club activities.

The Club's Surveyor and Safety Officer, Bill MacQueen, whose services to cruising were recently recognised by a NZYF honours award, makes no compromises where safety at sea is concerned. For him the right way is the only way.

Upholding the traditions

WHEN interviewing Bill MacQueen it is immediately apparent that his life should really be the subject of a book rather than a meagre magazine article. What follows is an account of Bill's formative days, which we hope provides interesting reading. Much of Bill's more recent exploits are well known to Club members so we have chosen to take a look at the beginnings.

Bill was born in Wellington in 1932 and has lived most of his life in or about Roseneath. At age 5 he went obediently off to the Roseneath School where he was in the company of such notables as John Spencer and Graham Anderson. Bill recalls that much of his spare time was spent playing around boats, and in particular the boat-building yard at Balaena Bay.

When he was 12 Bill joined up at Evans Bay Yacht Club where he was allocated one of the club's T-class (Tauranga class, now officially called the P-class). The arrangement for novice members such as Bill was that they were given the use of a boat on the basis that they were completely responsible for its care and maintenance. Bill confesses to never having been a great swimmer, and recalls that he was much more interested in maintaining

By Ian Gordon

his T-class than actually sailing it.

Bill's interest in centreboard yachts was tempered by his dislike for being in the water, and he quickly moved towards keel boats which were a pretty rare commodity in Wellington immediately after World War II.

Early influence

One of the earliest and strongest influences on Bill MacQueen was oddly a French tennis star by the name of Alain Gerbault. In the twilight of his tennis career Gerbault made a solo crossing of the Atlantic in a 40 foot gaff-rigger called the FIRECREST. The tennis player's exploits are recounted in a book entitled *Fight of the Firecrest* which was to have a profound influence on the young school-boy. Bill became enchanted with the idea of pitting his wits against the sea, and still recalls romantic images of being lashed in the bunk while the sea raged around him! The seeds of Bill's later off-shore exploits were sowed by the FIRECREST, and slowly germina-



As master of the Victoria University of Wellington's research vessel TIROHIA, Bill will don "working kit" and turn his hand to any job that needs doing.



Not a scene from "The Inferno", but the hard at Evans Bay where Bill and friends prepare to pour the lead for the keel of CHRISTINA.

ted from the moment he finished the last page.

Bill readily admits to not being an academic, and at the age of 16 happily left school to take up an apprenticeship with a firm called Craft Construction at Balaena Bay. One of his early assignments was to assist with pouring the keel for the renowned A-class keeler RUAWAKA which was to be queen of the harbour for some 13 years. Once the RUAWAKA was launched Bill and his friends Alan Brazendale and Val Jacobson used the Fisher brothers' shed in Roseneath to complete the design and patterns for their own ocean-going keeler. A shed at Breaker Bay was secured, and the youngsters commenced the slow process of building during their spare time. Bill recalls that after a hard day's work at Balaena Bay he and his mates would commute to the shed at Breaker Bay on pushbikes, often beating across the isthmus in 30 knots with planks lashed across the handlebars of their bikes and a drum of red lead on the carrier.

After four years of toil the hull, decks, and most of the interior were complete and the CHRISTINA, named

of the sea

after Bill's mother, was launched just three months before his 21st birthday. The CHRISTINA was a "sixpence down and sixpence a week deal", but to his great relief she floated and proved sea-kindly during their inaugural cruise to the Sounds in the Christmas of 1952. An auxiliary motor was an unaffordable luxury!

Every long weekend or holiday was spent cruising nearby coastlines to such destinations as Banks Peninsula, Napier, and the Marlborough Sounds. In spite of his chequered career at school, Bill found that he was easily able to apply himself to the task of qualifying for a yacht master's ticket, but was mortified to discover he wasn't allowed to sit the test until after his 21st birthday.

No motor

Cruising without a motor had its moments, and Bill recalls spending one night in CHRISTINA's dinghy holding her off the rocks at the Brothers, having drifted out from Koamaru. During those hours of anxiety the gentle swell rumbling around the rocks seemed as formidable as a storm in the mid-Atlantic, but the CHRISTINA was eventually favoured by a breeze and arrived in Ship's Cove at first light.

Bill raced the CHRISTINA in the Second Division for a couple of seasons and even won a pennant or two for his trouble. But offshore sailing was the fascination for Bill, and he happily gave away the cut and thrust of Saturday racing on the harbour.

Diver

In his early 20s Bill commenced working with the Harbour Board as a shipwright and diver. In the days before Jacques Cousteau had invented the aqualung, Bill was plodding around the bottom of Wellington harbour coppering piles, looking for lost bales of wool, and scrubbing ships' propellers. This latter activity was crucial to the masters of the day, who maintained that a clean prop saved an entire day on the voyage to Great Britain.

CHRISTINA
and crew sail in
Bowen Har-
bour, north of
the Whitsunday
Passage, in
north Queens-
land.



A frugal lifestyle enabled Bill to save enough to refit the CHRISTINA from top to bottom in preparation for the next great adventure.

Australian adventure

Finally on December 8, 1956, together with Dick Nicol and David Beard, the CHRISTINA set sail for Sydney. The little CHRISTINA sailed out of the heads and turned right four years after her launching but in every respect a proven and shipshape vessel. The Tasman was quiet, and 19 days later the CHRISTINA sailed up Sydney harbour without a shackle out of place. Bill was vaguely disappointed to have missed seeing the start of the Sydney Hobart Race by two days, but happier to have crossed the Tasman safely and without incident.

The gallant young explorers spent a couple of delightful summer months cruising and exploring the environs of Sydney and the New South Wales coast. The CHRISTINA meandered her way north to Brisbane and bravely entered the annual Brisbane-to-Gladstone Race. Being a boat of short waterline length and generous displacement Bill did not give her much of a chance for honours. However, a race record was achieved – the all-time record for the longest trip! In fact the 307 mile course took the CHRISTINA's crew six and a half days, and

Bill recalls that there were times when the sea was mirror calm without even a catspaw to ruffle the surface. Coupled with copious cruising equipment and two Brisbanites it is hardly surprising that the intrepid Kiwis were not in the money.

The maritime officials in New South Wales were an officious bunch in those days and required yachts to clear with the authorities in every port. The Queensland coast, however, proved to be a different story, and the CHRISTINA's crew took delight in going ashore wherever they found hospitality. In those days prawn fishing was profitable even on the southern Queensland coast, and Bill recalls the now-desolate fishing port of Tin Can Bay being lit up like Cuba Mall on a Friday night.

Whitsunday Passage

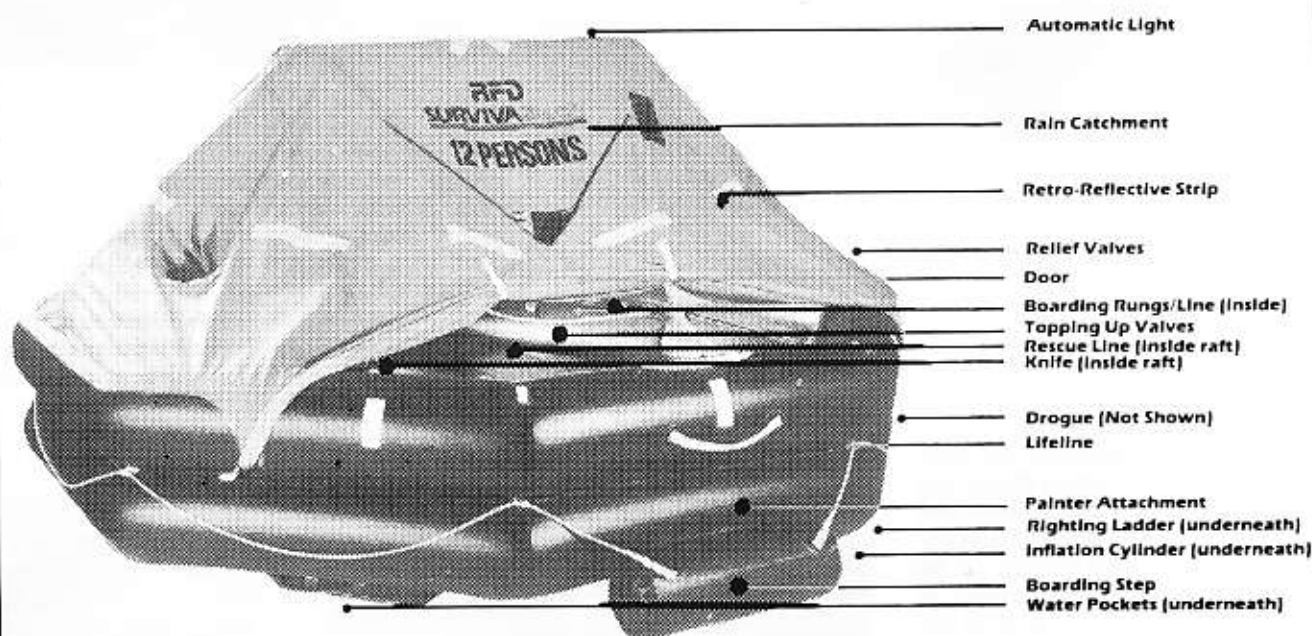
The CHRISTINA ventured as far north as the Herald Islands north of Townsville which, in their pre-resort days, were havens for the small population of cruising yachtsmen. Bill shudders to think how the Whitsunday Passage is now clogged with charter boats and resort ferries.

After several idyllic weeks on the Queensland coast the CHRISTINA returned to Brisbane and prepared for the more serious business of the voyage home. The CHRISTINA proved to be

(Continued on p.21)

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Bill MacQueen

(continued)

the ocean-going vessel that she was designed to be and arrived in Cascade Bay at Norfolk Island unscathed. After recuperating and replenishing supplies the CHRISTINA set out for Auckland, where she arrived in the same condition that she had left several months earlier. The crew's funds were not so healthy, and with only three shillings and fourpence in his pocket Bill signed on as a "seagull" (non-union) labourer on the Auckland wharf.

Once the funds had been boosted, the CHRISTINA hoisted her trisail and headed south. The voyage to Cape Palliser was an uneventful five days, but the calm was shattered when the CHRISTINA encountered "square waves" off Palliser. For the first time on her voyage the CHRISTINA was forced to heave to with triple-reefed trisail and helm lashed over. 26 hours later the storm abated, and the CHRISTINA bounced through a 25 knot southerly to enter Wellington Harbour. At the heads the CHRISTINA was briefly in the company of the old inter-island ferry, the TAMAHINE, and Bill recalls the warm welcome they received from the ship's company - including his step-father.

The achievement speaks for itself. At age 24 Bill MacQueen had crossed the Tasman twice in a 26 foot yacht that he had built while still a teenager, and all this before the old RPNYC Clubhouse was first officially opened in November 1957.

By Christmas of 1957 Bill MacQueen found himself destitute. He happily secured a sale of the CHRISTINA to an impressionable chap who wanted her for a Christmas present to his son.

Two MIRANDAS

Life without a yacht was just not right for Bill, and as soon as he could muster the funds he bought the SHAMROCK, a 28 foot yawl. The SHAMROCK served the purpose of keeping Bill at sea during weekends for a couple of years until in 1960 he bought the MIRANDA, which he literally pulled apart and rebuilt.

It was about this time that Bill fell in league with Bill Edmundson (known to everyone as Captain Ed) who had just launched the TSMY MIRANDA, a formidable 55 foot steel motor yacht. Bill's expertise as a shipwright proved invaluable to Captain Ed, and he soon became chief of maintenance. It was aboard the TSMY MIRANDA that Bill



The TAHI MIRANDA nears completion after many months of rebuilding and refitting. Bill sold the boat, and it was eventually lost in Wellington Harbour while on a rescue mission to the stricken WAHINE in the famous storm of 1968.

MacQueen tackled the Tasman again, this time with a crew of eight young Wellingtonians.

On her arrival in Sydney the MIRANDA quickly achieved a reputation for being a hospitable craft with a most gregarious and fun-loving crew. A notable instance occurred when a film crew arrived to record the arrival of these eight young New Zealanders. Once filming had been completed Captain Ed threw open the refreshment locker which remained that way until the Australian film crew crawled ashore some time the next morning. Needless to say the crew of the MIRANDA did not become film stars!

Offshore racing

On his return to Wellington Bill settled into life as a self-employed maintenance and repairs man for the local pleasure fleet. In between these duties yacht deliveries, and refitting his own yacht, now renamed TAHI MIRANDA (the first MIRANDA), Bill actually found time to get married. But adventure was still in the blood, and he was a willing crew member on board Brian (Baldy) Millar's MATA ATUA in the inaugural Whangarei-Noumea Race. Shortly afterwards Bill sailed in a Sydney-Hobart race aboard Bob Holford's yacht the CARINA.

While venturing offshore always maintained Bill's curiosity, he notes that racing offshore had "a delightful sameness about it all", and he turned his mind to more productive enterprises.

In 1966 Bill was appointed the Government Registrar for pleasure craft going offshore, and in November

of that year he became employed as Master of the Victoria University of Wellington's research vessel TIROHIA.

It was in the capacity of Master of the TIROHIA that Bill received commendation for his involvement in two rescue operations. The first was the sinking of the WAHINE in 1968 in which the TIROHIA put to sea to pick up victims. The TAHI MIRANDA, now under new ownership, was wrecked in the same rescue operation. Then in 1970 the TIROHIA took part in the futile search for a lost crewman from the HMNZS WAIKATO. It was in this operation that Bill recalls the ship's liferafts being launched empty only to be picked up by the wind and cartwheeled down the harbour.

Bill's boat-building skills were to the fore in Brian Millar's campaign for a place in the Admiral's Cup team with the Bill-Langan-designed NGARURU and, more recently, his skills are employed in assisting and advising Club members as to various aspects of maintenance.

To this day Bill MacQueen remains the Master of the Victoria University research vessel. He is the official surveyor and safety officer for the Royal Port Nicholson Yacht Club and in that capacity maintains a close watch on the seaworthiness of the craft in which we put to sea.

Bill has served on the Club Executive, and continues to take an invaluable part in maintaining the safety standards that are so crucial to the local fleet.

For the voyages of the CHRISTINA and his rigorous application of years of building experience Bill MacQueen deserves our admiration and gratitude.

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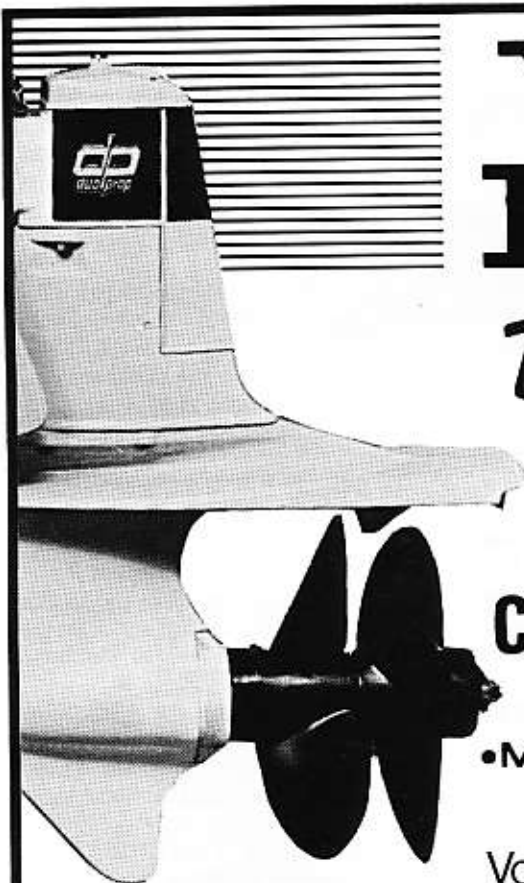
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New members

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

Senior

| | |
|--------------------|----------------|
| Michael Francis | Peter Kedgley |
| Brett Goodwin | David Lowe |
| Michael Howard | Ted Repplier |
| Andrew Mills | M. R. Climo |
| Gerald Thorns | Peter Buckley |
| Robin Butler | Patrick Downey |
| Barry Fawcett | Tony Hawker |
| Timothy Hawley | Ross Liston |
| Bevan Long | David Frow |
| Terry O'Connor | Paul Hocking |
| Paul Spackman | Ross Miller |
| Carl Jackson | Denis Thom |
| Steve Clareburt | Frank Allen |
| James Haslett | Hallam |
| Craig Johnston | Cresswell |
| Bill Francis | Graeme |
| Anthony Hobbs | Lankshear |
| John Key | Barry Manley |
| Paul Richards | Don Ryder |
| Christopher Wright | Paul Williams |
| Robert Cattell | Michael Camp |
| Catherine | Coral Fouche |
| Hardwick-Smith | Dennis Hogg |
| | Jon Pearson |

Lady

| | |
|------------------|-----------------|
| Gabriella Alessi | Julie Gubb |
| Judith Cross | Cherie Preston |
| Thankan Eappen | Lucia Bersinkas |
| Barbara Mackay | Christine Eagar |
| Elizabeth Beek | Andrea Hamlin |
| Bronwyn Putter | |

Country

| | |
|----------------|----------------|
| Gwenda Godfrey | Julie Ooi |
| Peter Green | Andrew Gossage |
| Gavin Wilson | Gary Bedell |
| Robert Jeavons | Sonny Ooi |

Intermediate

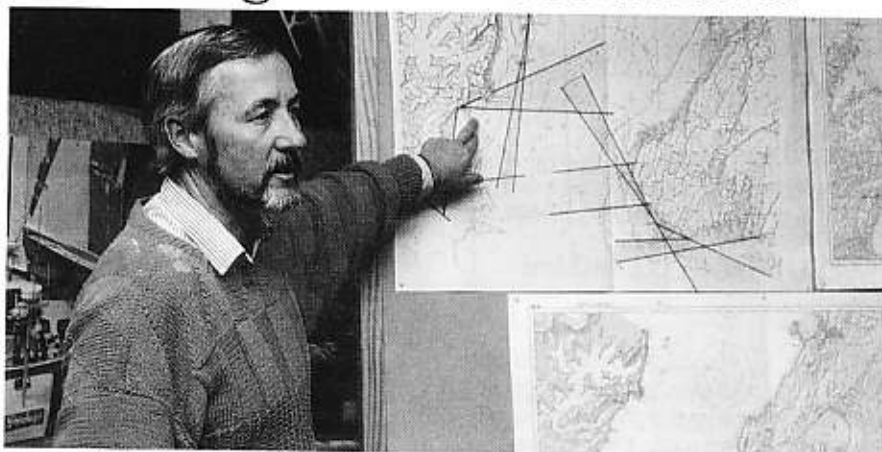
| |
|----------------------|
| Christopher Richards |
|----------------------|

New version of old design



John Spencer's Sirius design has been around for 20 years, but as the continuing success of WHISPERS II shows, a boat built for speed without concession to rules does not grow old. A new version of the same design, RECKLESS, has recently been brought to Wellington by David McKenzie.

Navigation in Cook Strait



A heap of helpful hints and useful tips for navigating around the Cook Strait area, together with a few basic navigation principles, were put together by John Mansell – a master on the Cook Strait Rail Ferries – in the second of the monthly education evenings held at the Club.

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Rear Commodore

STEINLAGER I visit

The Club was delighted to host Peter Blake and his crew during their week-long visit to the Capital. Although weather delays had disrupted more formal plans, several members enjoyed the informal hospitality of New Zealand Breweries during a luncheon in the Wardroom prior to the Wales vs Wellington Fresh Up rugby match.

Our thanks to New Zealand Breweries' Wellington Director Alan Brookbanks for extending such fine hospitality to our regular patrons!

Many also enjoyed mixing with the Steinlager Team, and several were lucky to be invited out for a high-speed reach across the harbour. With Graeme Hargreaves at the helm, STEINLAGER I managed 28 knots!

ONYOT/OFFYOT fashion show

Those of you in attendance at this highly-successful show (photographs etc. elsewhere in this issue) were probably unaware of the efforts of Mr B. Telford in arranging the catwalk – a central element in any fashion parade. Rumour has it that "Telfie" took a personal interest in briefing the models in the dressing room beforehand.

It is probably the first time that the organiser of a function has received a round of applause such as Pip Carrad received at the conclusion of the show. Our own weather person, Islay, is to be commended for a fine performance as MC – and without the aid of a teleprompt!

Autumn Cocktail Party

One or two members expressed concern that there was a small (\$10) cover charge to offset the champagne and supper costs. The Club's policy is that, within reason, social functions should break even. With bar prices held at less than "public bar" levels it is not realistic to subsidise food and entertainment from Wardroom trade. In the



Among the fortunate few to be invited out on the harbour on STEINLAGER I during Peter Blake's recent visit with this remarkable trimaran were Graeme Hargreaves and Paul Carrad. Glowing reports of breathtaking speeds in relatively light winds indicate that it is a very exciting machine. Here Paul Carrad gets the feel of the helm under Peter Blake's direction.



event no one was forced to pay the cover charge, but all those who intended to stay and enjoy the evening, happily paid up.

Cocktail competition

THE Wardroom underwent a most stringent test with the recent Cocktail Mixing Competition and passed with flying colours – nautical term for no damage done! Twelve boats entered this year's competition with much evidence of considerable planning and preparation. Master of Ceremonies Nick Tansley (alias Herb Gardner of 22M fame) co-ordinated the panel of judges comprising Frank and Eileen Ballinger and Anne Baxter from Keelers Restaurant.

It is impossible to re-create (and it's probably just as well) the many antics and performances that contributed to a magnificent evening. The competition was eventually won by Don Suckling and his team from CRUSADE. Murray Sleeth with "Damp Vision" came in second for the second year in a row!

Sleeth has already started work on next year's entry ... one wonders how much more we will see of Irene and Lynette?

PAUL CARRAD

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SKIDDY PLANKS?

FROM the drawing board of Mike Muir comes a bigger sister to his 9.5 metre SKIDDY BOARDS which took the Division 1 Championship a season ago. The MUIR 1220 is a fractionally-rigged fin keeler designed for serious racing both inshore and offshore.

Built of Divinycell and unspecified exotics and vacuum-bagged over a cedar plug, the 1220 hull features clean, undistorted lines and extremely light hull weight which should guarantee an efficient ballast-to-weight ratio, while her tall triple in-line spreader rig will ensure superior light weather performance with sufficient inherent strength in the rig to provide for the heavy weather work demanded of most Wellington keelers.

The 1220's interior will reflect the latest IOR trends in layout and construction with workability and durability taking precedence over lashings of heavy teak trim. However, comfort will not necessarily be compromised with the provision of NZYF Category 2 standard berths, galley, and head.

The 1220 will be powered by a 26 hp Yanmar diesel at minimal cost courtesy of Phil Cox of Capital Marine Services, and the folding prop will be turned through a conventional gearbox and shaft/strut arrangement.

Barry Swanson of Swanson Rigging Services will provide the rig at "mates' rates" (Swanson and Muir go a long way back), and Barry's experience with fractionally-rigged Wellington keelers should ensure a strong, reliable unit with the usual exceptional standard of construction and engineering.



LOA: 12.20 metres
LWL: 11.00 metres
Beam: 4.13 metres
Draught: 2.28 metres
Displacement: 4762 kg

Bubble, bubble, toil and...



Jill Geange and Barbara Millar – suitably attired for the occasion – concentrate on the blending of ingredients (at least one of which appeared to be blue) for their entry in this year's Cocktail Mixing Contest.



Keeler's would like to introduce Robyn Bassett to the Club's membership and to welcome her to the staff of our restaurant.

Robyn will be looking after Keeler's evening diners in the capacity of Maitre D'. Robyn is not new to the restaurant business having been at Breakers Restaurant for some four years.

Keelers Restaurant

Happy Hour

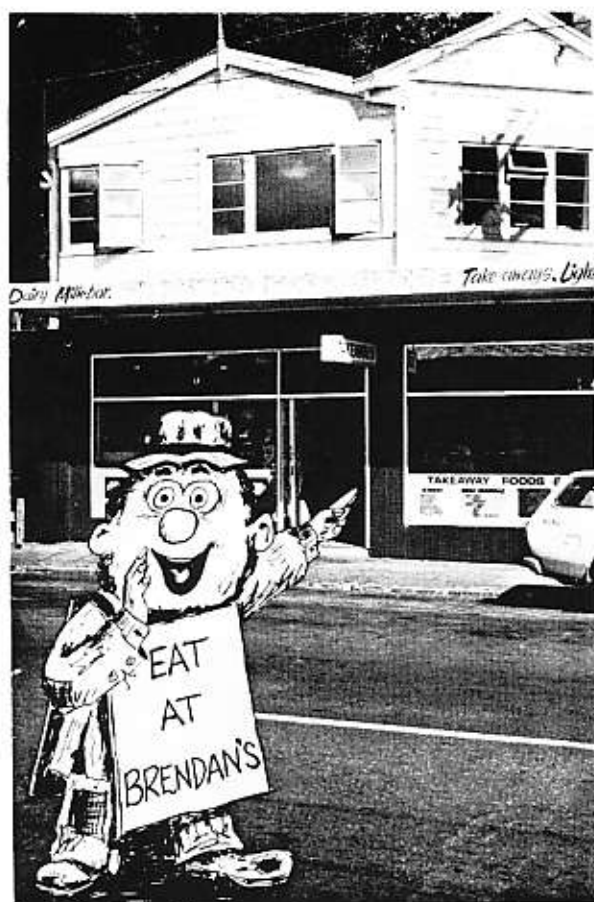
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Those glittering prizes

GUEST speaker and presenter at this year's annual Prizegiving on May 28 was Chief of Naval Staff, Rear Admiral D. Domett, who in the course of his address commented on the benefits of yachting training to Naval officers. It was the Navy's intention, he said, to obtain a number of yachts of about 36ft to make such training available.



Tony Everett and LIMELIGHT took the Third Division Line Championship.



Consistent performances by KOAMARU won the Cruising Division Line Championship for Dick Graham. He also won the Elliot Cruising Cup.



Bill Lee accepts the Fiebig Offshore Cruising Cup for his extended cruise to the Solomons in DRUMPEEL.



David Gold collects the First Division Line Championship Pennant and the rather overwhelming Mills Askew Cup for COTTON BLOSSOM II.



Alan Martin put things right enough to win the Second Division Line Championship in his first season with SKIDDY BOARDS.

The hardware and...



the hard work



When you see the fine array of Club trophies in all their gleaming splendour on Prizegiving night, do you ever wonder how they get to be so clean? The scene in the Wardroom in the morning shows that there is more to being an officer of the Club than walking around in white trousers.

Club mourns Charlie Duncan

OLDER members will have been saddened to learn of the death in February of Charlie Duncan, a member of the Club since 1968, and a well-known figure on the Wellington scene for most of his life.

Born in Palmerston North in 1925, but raised in Wellington where his father established a butchery business, Charlie gained his education at Island Bay and at the Wellington Technical College.

Charlie was only six years of age, and his brother ten, when their mother died.

A short period in the Air Force at Woodbourne was followed by a transfer to the Army at Trentham before the war ended in 1945.

He celebrated the completion of his apprenticeship as die-caster and tool-maker by spending the next year at sea, but after twelve months on the waters around New Zealand another love came into his life and he married Glen.

Charlie entered the butchery business when it became evident his father required assistance because of indifferent health.

Their first daughter, Jane, was only six weeks old when both Charlie and Glen contracted poliomyelitis and spent four months in Wellington hospital; this was in later years to contribute to Charlie's early retirement. Several months of outpatient treatment followed before Charlie was able to resume work.

After twins, Sandra and Susan, were

born Charlie moved to Seatoun, and then with an improvement in his father's health, was able to open a business of his own at Lyall Bay. It was here that their fourth daughter, Andrea, was born.

As a member of RPNYC, Charlie took an active part in both racing and cruising, and was a hard-core member of the "old school" in the Club.

Large wager

On one celebrated occasion, when discussion on the prowess of the Club's up-and-coming younger skippers became intense, Charlie wagered what was then a very large amount of money that Geoff Stagg would beat Bryan Coleman in a forthcoming match-racing series. Geoff won, much to Charlie's satisfaction, although neither competitor was aware of the fortune that rested on his performance.

After his relatively early retirement, Charlie left Wellington for the warmer climate of Katikati. Here he became involved with the Pakeke Lions, but retained his association with RPNYC as a country member.

His sense of humour, and love of his family, came through in the many stories he told and wrote in verse, and his frequent pranks were encouraged by the eager participation of his grandchildren.

He died after a short illness, and will be missed by all who knew him.

Forecasts

AS advised in the "Letters to the Editor" columns, weather forecasts for the areas Cook, Castlepoint, Clarence and D'Urville are now being broadcast three times each day on VHF Channel 62, by courtesy of Mr Ronald Smith, in conjunction with the Wellington Trawlermen's Association.

The times of broadcast are 0745, 1245, and 1845 hours.

These broadcasts are of course in addition to the normal forecasts from Wellington Radio, broadcast daily at 0515, 0830, 1115, 1230, 1715, and 2315 hours on Channels 68 and 71.

Course for starters

LAST ANZAC weekend the starter, Linda Murray, and the timekeeper, Pauline Edwards, together with the Judge, Ken Burt, and the Racing Secretary gave up their long weekend to attend an "Officer of the Day" seminar organised by the WYA at the EBYMBC.

This very interesting course was conducted by Mr Ray Harrison, an International Judge, and consisted of one and a half days of lectures with a half day on the water setting courses and starting-lines.

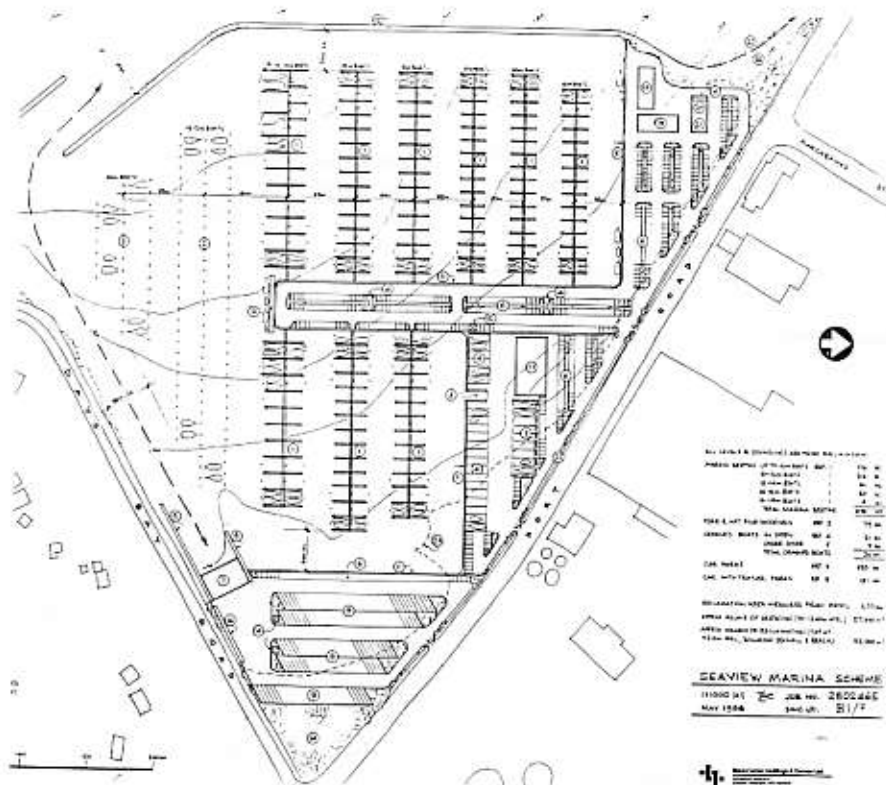
Although the course was primarily oriented to running a regatta, a lot of time was spent on starting procedures as this is the crucial part of any yacht race.

The knowledge and experience gained will be of great benefit in the future, and as Neil Currie of KOKOTAH, who lays our start marks, was involved in the "on the water" training we envisage that from now on we will be able to follow normal contest procedure and bias the start-line approximately 5 degrees to windward. This bias will be less pronounced in northerly conditions, but will still encourage yachts to start on starboard tack at the outer end of the line, thus giving the start box crew a clearer view of the line and hopefully keeping yachts clear of Jerningham. An inner distance mark will still be layed, and if anyone has doubts as to its actual distance offshore the Club Manager will pace it off on request!



Charlie Duncan (second from right) was always at home with the "old school" of sailors. Here he enjoys a sail with the late Jack Maddever and friends on NANETTE.

500-berth marina for Seaview



PLANS for a ten-million-dollar marina for up to 500 craft, which could be developed at Seaview within two years, were unveiled at a public meeting in Lower Hutt on May 31.

The marina would be located at the corner of Port Road and the Eastern Bays Marine Drive, and would provide berths for smaller craft (up to 18m) and a range of facilities for recreational boats. It has been established by consultants Beca Carter Hollings and Ferner that there is a need for a marina on the northern side of the harbour because about 50 per cent of the Wellington area's population lives on that side. The shoreline at Seaview is the only practical place to locate such a marina.

Reclamation

The plan calls for the reclamation of three sections of the waterfront at Seaview. The beach at the junction of Marine Drive and Port Road would become part of the public launching ramp for runabouts and trailer sailers, and 150 car parks would be created. Nearby would be a sheltered area for the berthing of between 400 and 500 boats. About 200 berths would be provided initially and the balance as required. The Harbour Board has a long-standing waiting list of 250 people wanting berths, and they estimate the marina would be paid for on a user-pays basis over 15 years.

On a reclaimed area adjacent to the car and trailer parks, a slipway would be developed with boatbuilding and repair facilities and other services like sailmaking nearby. On the third reclaimed area, on the west side of the development, a clubhouse and facilities such as shop and restaurant, broker, and charter facilities are planned. A new beach would be created to the west of this area to replace the one lost to development on the east.

It would take about a year to design the marina and get the permission of authorities such as the Dept. of Conservation, the Maritime Planning Authority, the Wellington Regional Council and local authorities.

The Lowry Bay Yacht Club have contributed substantially to the development as they are fed up with the exposed moorings at Lowry Bay and would prefer sheltered moorings at Seaview.

If you like dining or just drinking some nut brown foaming ale in a Wellington pub that still has some of the original old world atmosphere, then you should join one of Port Nich's seasoned imbibers - Dale Barcham and his mates off 'Not Guilty' who have been valued customers for over 12 years. If that is not a good enough recommendation then what is?

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Letter from the Falklands

I ARRIVED in the Falklands a few days ago after finally aborting the Antarctica attempt. I now think the decision to turn back was a sound one, although at the time it was extremely hard to admit defeat – especially after so many years of working towards this one goal. When I began this trip I was going to go out and show the world just how easy it all was. Well, I was certainly taken down a peg or two. I know there are those around who will say “I told you so”. The only answer I have for them is: before I left none of us knew whether the idea was practical or not because none of us had sailed these waters singlehanded before. The only difference now is THEY still don’t know!

As you know I ended up in Chile after my first attempt at getting south after a fright and a half on the Pacific side. Once I moved to a more respectable latitude the trip was quite enjoyable. It was a pleasure not to have to sail permanently under storm jib.

Once in Chile I travelled fairly quickly to Punta Arenas for a clearance. I sailed down the outside and entered the Strait of Magellan in very poor visibility. A trip to the Antarctic was still my main priority so I had no time to waste if I was to make the most of the season. I holed up in the Cockburn Channel for a couple of weeks waiting for the constant gale-force southerlies to turn to the north. It was a welcome rest in an awe-inspiring place. I was anchored in a landlocked bay beneath a glacier feeding countless waterfalls.

Tierra del Fuego

Tierra del Fuego is beyond description. I guess you can compare it a little with Fiordland but of course on a much grander scale. It gave me a real kick to anchor in the same bays as Joshua Slocum did almost a hundred years ago.

Finally the wind went around to the northwest although still strong, and I made my departure by way of the Milky Way – so called because of the numerous rocks guarding the entrance to Canal Cockburn. As I made my way through the Milky Way the wind naturally increased until I was reefed down to almost nothing. It’s not easy trying

Singlehander Mike Hughes, on board his Petersen 33 REBAL, reports from the Falklands on the reasons why he had to abandon his plans to circle the globe above 50 degrees south latitude, including a visit to Antarctica.

to steer a straight course only yards away from rocks, reef the sails, read a chart, and cope with the amazing tides all at the same time as getting knocked down every few minutes. Quite terrifying.

Knockdown

After about the third hour we had an extra bad knockdown which caused quite a bit of a mess. I had the washboard out, so after the cockpit was full, the sea just continued down below – just in time to flood all of the charts which had emptied out of the chart table and landed in the galley, along with anything that wasn’t bolted down.

Once out of the rubbish I set a course to the southwest so as to clear the shore quickly. It’s just as well I did because during the next 12 hours the wind gradually turned to the south and increased to gale force. I then spent the next four days under storm jib, wet, cold, and miserable which is normal for these latitudes. Navigation by sun and stars is a problem anywhere south of 50 degrees as you are lucky to see the sun briefly every three or four days, so I’m still not sure quite where I was.

Icebergs

The fear of icebergs was always present. In fact that is probably the main reason I finally gave it away. The handling of the boat never once worried me as compared to the hiding I’d had SE of Campbell Island it was quite tame. At least I could carry the storm jib and didn’t have to use the Pirelli. (Towing a tyre as a drogue. Ed). Talking of which, if it wasn’t for the Pirelli I seriously don’t think I would be here now, and I don’t say that lightly. Anyway, back to the story.

After days of gale-force winds from the south to southeast I finally accepted defeat and set a course for the Falklands. Of course, if I really had it in me I would have made it somehow but I’m now somewhat glad I didn’t try any further as the southerlies continued for another week and I also found out later that this year is the worst in 50 years or so for ice around the peninsula. There has been a massive breakup and large bergs have been sighted **900 miles north** of the Falklands! Look at your atlas!



Although not on his own boat Mike Hughes made it to Antarctica. Here he surveys the rugged coastline near Palmer Base from the supply vessel Bransfield – in bare feet, and wearing his usual summer gear!

When I arrived in Port Stanley they knew all about me and told me I had been expected since Christmas. It turned out that Gerald Harrison, who works at Greta Point, and used to live in the Falklands, had let them know I was coming. The plan is to stay here over winter at least, and then head either back to Chile for a good look or over to the east coast for a look at Argentina, Uruguay, and Brazil.

The Falklands are an extremely barren area of low-lying moorland. The smallest farm is 13,000 acres and the largest over 400,000 acres, running one sheep for five acres (NZ is five sheep to one acre). The town of Stanley (pop. 1000) still has a war-torn look to it with the roads and houses in very poor repair. Most of the stone

houses still have large symbols painted on them indicating a safe house during strafing runs by enemy aircraft. Minefields are a common sight, and although the worst of them are fenced off, the Argentinians dropped many mines over farm land which is still open. They have sunk into the soft peaty soil and, being plastic, will never corrode and are impossible to detect electronically. Sheep aren't heavy enough to set them off, but it's a bit of a worry for walkers. Every now and then a cow with only three legs has to be put down. Rather shocking.

People have naturally taken advantage of the ex-military equipment, and green vehicles are a common sight. So are green clothes. I even saw a little old lady getting down the road the other day wearing battle fatigues. I have a job as crew on a big powerful ex-Hull pilot vessel, servicing the growing foreign fishing fleet. The pay is lousy and as I expected the third-hand information I got in NZ was exaggerated. Still, the money doesn't worry me as, if I were not cruising around on a launch getting paid for it I would be just cruising around on my own boat not getting paid for it. And it's a good safe way to see the islands.

I still find defeat very difficult to take and am still desperate to get south.

I just have to try a different approach, that's all. Whatever I do it won't be this year or next year nor probably the year after. But I can't see myself leaving something like this undone.

My boat is now safe since I moved from the exposed public jetty to a huge floating complex left over from the war. It lies about 30 minutes from town. Imagine lying at Petone wharf in a 60 knot southerly. That's what the public jetty was like. I really feel very relaxed now, am meeting lots of people, and have no worries other than what's for breakfast.

Well, that's about it for now. I'll let you know before I leave just what the plan is.

MIKE

P.S. I've just signed on the deck of an Antarctic supply vessel named BRANSFIELD manana so I'll let you know what that's all about when I get back in a month. It is really an ice-breaker and is going as far south as possible so, as you can imagine, I'm over the moon. It's a chance in a lifetime and I consider myself very lucky.

Editor's note: We have just heard that Mike has now left the Falklands and is sailing north towards England.

The Backstays

RECENTLY I was fortunate enough to be a guest in a Business Houses Race held in Auckland. Found it interesting to see how it would be organised on such a large scale with 600 people and 60 boats.

The race was held off Kawau Island with lunch boxes provided on board and a buffet meal and liquid refreshments free to guests in large marquees on Kawau afterwards.

To add to this our boat was an Elliot 12.5, skippered by the designer. A most enjoyable day ended with a quick trip back to Auckland on the Supercat.

The Backstays are sorry to say goodbye to Gill Lawrence, but wish her well in her move to Auckland, and congratulate her on her selection as joint Personality of the Year, together with husband Peter.

The dinner postponed in February is now planned for July 20, so watch the noticeboard.

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NEW ZEALAND LINE
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From the Club Manager

Subscriptions

A review of subscription levels is on the agenda again for our AGM on June 29, and once these levels have been agreed to, all members (with the exception of those who took out 5 and 10 year subscriptions) should receive their accounts by mid-July. These accounts are payable ON RECEIPT, but not later than September, 1988.

Those of you who have joined the Club since January of this year and paid a full subscription will receive a credit on your accounts.

Lease-a-foot scheme axed

The "Lease-a-foot" fund-raising scheme for the Club Building Project has been put into early retirement after five months. 46 from a total of near 1000 members chose to get in behind the scheme, and their contributions barely paid for the artwork and expense of setting up the lease and floor plan display.

Members who contributed to the scheme have been offered a refund or the option of turning their lease money into a donation.

The new level of subscriptions will obviously reflect the need to cover this shortfall in fund-raising.

Roger Carter tells all



In the first of this winter's series of educational evenings, Roger Carter, an acknowledged scholar of knotting and rope work, introduces members to a few basic knots - without which, he advises, no sailor should venture from the shore!

New Boats

Yachts

CALLISTO

Raven 26, Nigel Petric

Launches

DAMP VISION

Pelin 40, Murray Sleeth



Coming events

Saturday 16 July

Sunday 17 July

Wednesday 20 July

Sunday 24 July

Saturday 30 July

Wednesday 3 August

Sunday 7 August

Saturday 13 August

Saturday 3 September

Wednesday 7 September

Saturday 24 September

Evans Bay Winter Series Race 3.

Ladies' Try-a-Keeler Day

1000 Instructional tips in Club

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1900 Winter Dinner -

Keelers Restaurant.

1200 Dominion Tavern Series Race 4.

Evans Bay Winter Series Race 4.

1930 Satellite Navigation Aids etc.

Present and Future.

In Wardroom.

1930 Dominion Tavern Series Race 5.

1700 Prizegiving in Wardroom.

Evans Bay Winter Series Race 5.

Match Racing.

1930 Liferaft and Safety

Demonstration, Wardroom.

1100 Waddilove Trophy Race.

1500 Opening Day Ceremony

in Wardroom.

Canteen Stock Sellout

| | |
|--------------------------|------|
| V-Neck Club Jerseys | \$30 |
| Zip-Front Club Cardigans | \$30 |
| Monogrammed Shirts | \$25 |
| Ties | \$10 |
| Club Jackets | \$50 |

All items reduced to cost to clear them. GST is included.

New Stock

| | |
|--|------|
| Club Sweatshirts | \$30 |
| All canteen stock is now available from the Wardroom during trading hours. | |

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EPIGLASS + E.B.Y.M.C. BROTHERS RACE

Start 0600 hrs on 15 October.

Prizes for ALL entries.

One thousand dollars in prizes,
including a ten-speed bike for
first on P.H.R.F.

The Loe Down

User pays?

AFTER Easter the charter business tends to quieten off. One tentative booking has been made by a film director who wants to make a documentary about the Sounds, but like all film projects this one could collapse for lack of funds. This will not be ICONOCLAST's final venture into films.

Some time ago the vessel featured in Rail Ferry TV advertisements. Never one to let a chance go by I wrote, a little tongue in cheek, to the Railways granting them permission to use my boat as a prop and suggesting as a quid pro quo they might care to display advertisements for my business on the notice boards on their vessels. A Railways person wrote back in cold official terms. They would be prepared to let me use a specified space at a cost of \$600 per year plus GST. With that sort of mentality it is no wonder that the Straits Ferry monopoly charges the passengers roughly the same hourly rate as a passenger pays on the QE2.

While I have yet to travel on the latter vessel I suspect that the Cunard standard of service is slightly higher.

The next film makers to put their lenses on ICONOCLAST were Australians making a TV ad. This crew were gentlemen and paid me a generous fee. Not quite as much as an All Black in underpants would get but enough to buy a few groceries. In these hard times, who could ask for more?

Moa power

Although I concede that I am very much out of touch, nevertheless I believe that Mr Fay and his clever lawyers may well have ki-boshed the America's Cup as a competition for some years. An interesting by-product of all the boring carry-on has been the creation of a magnificently bizarre sailing boat which has it all except, dare I say it, a spendidly-breasted figurehead.

It is almost as if the dinosaurs of yesteryear had come to life again in somewhat misshapen form, when we compare NEW ZEALAND with the old J-boats.

I imagine that half of the crew at least are there solely to dash from side to side as the great yacht obeys the tactician's whim. It is a pity that the

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

moa is extinct. A flock of these birds, heavy yet fleet of foot, could be engaged to play the ballast role. It would be a great ethnic spectacle in San Diego waters as the moas, in perfect unison, moved across the flight deck. A naval architect friend suggests that a brace of hippopotami with their great weight and low centre of gravity would work better than birds. However as I know from my Africa days hippos are hard to train and become confused by unexpected gybes. Perhaps humanoids in dark glasses are best after all.

Picton

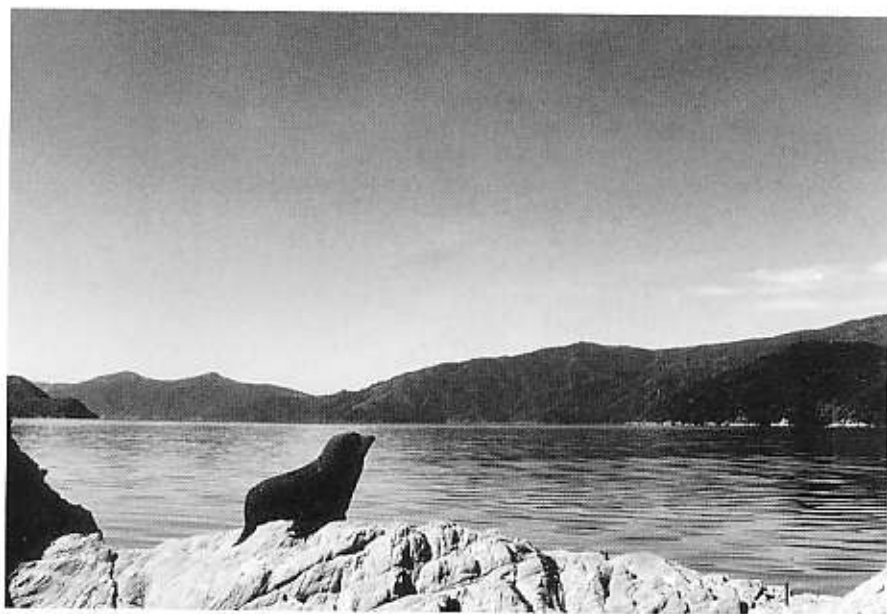
My latest acquisition is a half share of a one-speed BSA pushbike which must be almost as old as I am. The handlebars are not the type favoured by racing cyclists, and the equipage has an aura of well worn dignity. In short, it has style. I use it to go on expeditions around Picton, and it was in the course of one such voyage I came across the start of the Essons Valley walkway, not very far from the waterfront. The walk up the valley alongside the

Waitohi Stream is through excellent bush and finishes at a reservoir. I found it so hot sitting on the bank that, although it was early winter, I threw off my cycling outfit (shorts, shirt and jandals for the fashion conscious) and plunged into the dark and very cold waters. Be not alarmed – the reservoir is not in use to supply Picton's drinking water, which in any event is so heavily chlorinated that no germ could survive.

If you look around there are all sorts of interesting things to do in the township, though I lament two recent acts of destruction by developers. Firstly they converted the old Perano home near the town marina to firewood, apparently with the intention of replacing it with a condominium. Secondly they tore down the elegant brick butchery which in recent years housed the town's leading outfitter – The Opportunity Shop. Thus two of the town's most interesting buildings were demolished. The butchery is now the site of a secondhand car yard. Further comment is superfluous.

Punga Cove

Anyone doing a winter cruise is recommended to call in at the Punga Cove restaurant in Endeavour Inlet. I had the Farmhouse Lunch the other day. This proved to be a very generous buffet for \$11 a head, which is something of a bargain when you consider what they are charging in the City these days. The homemade bread and scones are first class. Usually there are moorings available, and the view from the restaurant is breathtaking, even on a rainy day.



Gavin Loe reports with delight that the seals have returned to the Sounds.

The finishing line

Oops!

SECRETARY/Manager Grant (touch me there again and I'll scream) Scoones in his graceful Herreschoff ketch TARUA decided to put an anchor down and a stern line on to a jetty in the Sounds in a classic Mediterranean moor manoeuvre. Relying on the thrust from his new propeller the exercise was carried out with considerable dash and flair, but the stopping power was not quite that expected.

Result - a broken railway iron piling and minor damage to TARUA's blunt end, and Grant's reputation.

There is absolutely no truth to the rumour that he has since been seen on the end of a teatowel in Keelers kitchen. The jetty is owned by restaurateur Mark Wilson!

STEINLAGER 1

BEFORE this magnificent low-flying machine finally scorched across our harbour with some stunning displays of high-speed sailing the following noticeboard appeared in the Clubhouse.

STEINLAGER 1

VISIT TO WELLINGTON NOW
CANCELLED/POSTPONED
YACHT HAS RETURNED TO
NAPIER.

ALL SOCIAL FUNCTIONS
RELATING TO VISIT NOW OFF.
SCORE WELLINGTON'S

| | |
|--------------|---|
| WEATHER | 1 |
| STEINLAGER 1 | 0 |

Dick Nicol

Long-term Club member and well-known piratical figure Dick Nicol and his good lady Jean have forsaken the hard, and Roger's Seaside Cafe, for the sunnier climes of Blenheim and the Sounds. We wish them all the very best in their retirement, and Dick welcomes all members to raft up to ORANUI.

Daughters aplenty

IN a burst of productivity three daughters were born to Club members' families in the space of nine days in May. All at Wellington Women's Hospital, and two of them on the same day! On May 6 JOANNE arrived for Karen and Graeme Westerby, and ROSANNA appeared for Sue Mills and Wayne Tomlinson.

Nine days later ANNA was born for Christine and John Mansell.

Alan Martin Scholarship

MEMBERS are reminded of the availability of this fund, generously established by Club President Alan Martin. The scholarship is for Club members wishing to further their nautical knowledge by studying for the Boatmaster and Yachtmaster series of qualifications. Funds are currently available, and any interested members should apply in writing to the Secretary/Manager.

Skipper marries crew



In March, Peter Hanns, designer and skipper of this year's Boat of the Year, SECOND GLANCE, married Pip Kowalczyk, in the garden of his parents' home in Eastbourne. Together Peter and Pip brought the boat back from Osaka to Wellington after the Melbourne-Osaka Race last year.

Whoopsie for WHISPERS



In the absence of Manager Grant Scoones our new Hon. Club Secretary got up very early one morning last month to raise the Club burgee in honour of WHISPERS II's triumphant homecoming. But at that hour it was still dark, you see. . .

Outside assistance

ANOTHER anecdote that has surfaced from this season's Ship Cove Race, held in a very thick southerly gale. The following VHF conversation was overheard between one of the competitors. YACHT:

"Rail Ferry ARAHURA. This is the yacht so and so. Could you please give us a bearing and distance from the Brothers."

ARAHURA:

"I don't think we can do that as you're racing and it would be outside assistance".

YACHT:

"Oh, that's all right because all the other yachts are listening anyway."

Bouquet

TO the Wellington Harbour Board. As well as the 33 berths to be provided by an extra finger at Evans Bay, and an initial 200 berths at the proposed Seaview marina, they have agreed to the Club's submission that our Boat Harbour be developed, as outlined in the Commodore's Comments.

The mix of walk-on and fore-and-aft berths should keep everyone happy, complement our new Clubhouse, and bring even more new members and boats.

YOUNG 88 **sets** **the standards! . . .**

Cruising

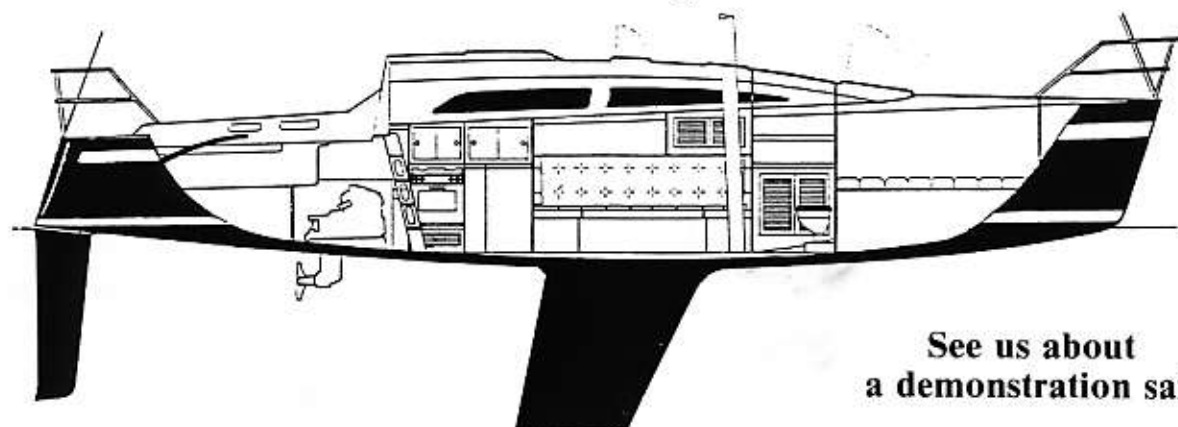


Racing



YOUNG 11

Now available also to the same high standards

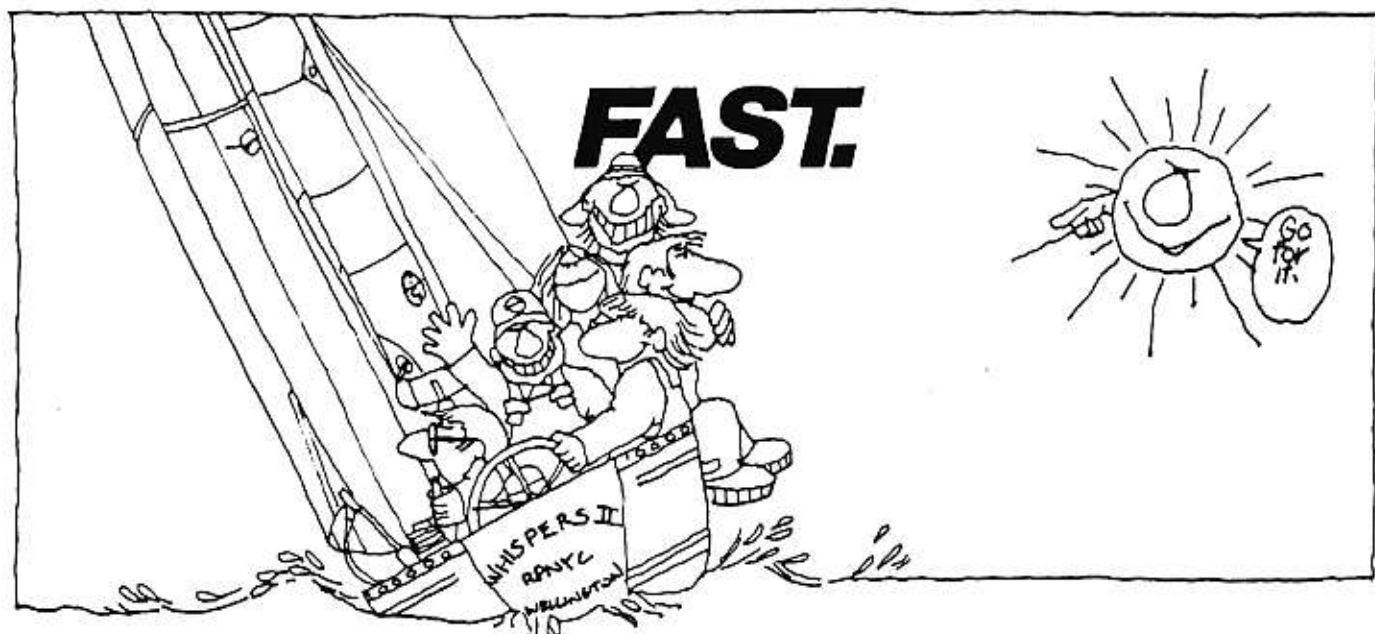


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