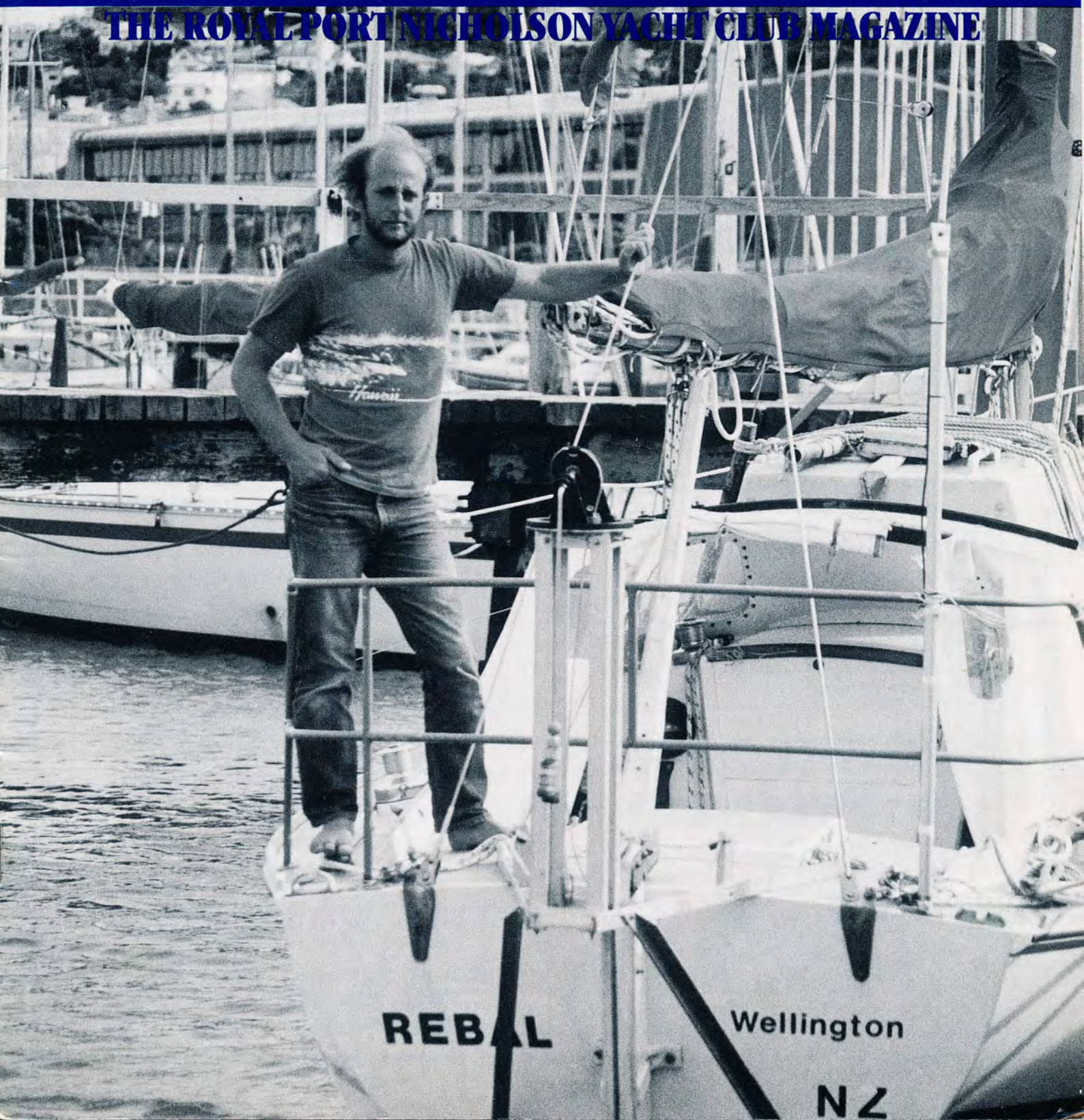




The Rip

Summer 1989

THE ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE



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The Rip

**Vol. 8, No. 1
Summer 1989**

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THE RIP is the official magazine of the Royal Port Nicholson Yacht Club Inc. Wellington, New Zealand.
EDITOR: John Mansell; ADVERTISING
MANAGER: Norah Stagg; EDITORIAL STAFF:
Barrie Cronin, Ian Gordon, Grant Scoones,
PHOTOGRAPHY: J. B. Cronin.

Printed by Format Publishers Ltd, The Esplanade,
Petone. Correspondence and advertising enquiries to
P.O. Box 9674, Wellington.

COVER

Mike Hughes surveys the old home town at the end of his single-handed round-the-world voyage, the last leg being non-stop from Scotland. (Story page 9.)



ROYAL PORT NICHOLSON YACHT CLUB

OFFICERS FOR SEASON 1988-89

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		852-196(H)

Office hours

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Wednesday-Saturday 10 am – 6 pm
Phone: 848-700 (answer-phone)
Fax: 851-603

Wardroom hours

Wednesday 5 – 9 pm
Friday 5 – 10 pm
Saturday 12 – 9.30 pm
Sunday 4 – 9 pm
Phone: 843-091

K E E L E R S R E S T A U R A N T

Restaurant hours

Monday – Lunch only
Tuesday – Friday
Lunch from 12.00
Dinner from 6.00
Saturday – Dinner only
Phone: 856-963

Correspondence, love letters and advice

Christmas closure

I WONDER how many other members were inconvenienced by the "closed" Club rooms over the Christmas and New Year holiday period as was I.

I have no quarrel with the Club Manager or his desire to holiday at the same time of year as most other people. However, some alternative cover could surely have been arranged to allow access for members to toilets, showers, wash-basins, lounge and telephone.

Our Club has a good reputation for hospitality. During early January there were visiting yachts in the Club area to whom members could not offer even the hospitality of a clean toilet, let alone other amenities.

It is not too early to give thought to better arrangements for next summer holiday season.

DUNCAN BOSWELL

Editor's note: The Executive Committee are looking into the question of Christmas/New Year closure, and details will be available in the not too distant future.

Tidal chart

I DON'T think anyone needs permission to use the Tidal Comparison Chart issued in the last RIP.

This chart has been around for donkey's years. I received my first copy from Bill Mellor (the Club's oldest member) in 1938, and have handed out dozens of copies since.

The original and subsequent copies were headed "Tides in Cook Strait", and bracketed beneath was "Observations of an old Shipmaster trading for many years in these waters". It would be interesting to know who he was.

WILF BUCKLAND

Editor's note: Many thanks for these observations, and, as a not-so-old shipmaster who has been trading in these waters for many years, I can confirm

that the chart is usually very reliable, dependent on weather conditions prevailing.

Thanks

DURING January my yacht *ATHENE II* and our friends' yacht *SUN-DOWNER* visited your Club for a brief stay. Our stay was a little longer than

expected due to a period of northwesterly winds, but was thoroughly enjoyable.

We were all very impressed with the hospitality and friendliness of all we met, and wish to convey our thanks to your Club.

If any of your members are journeying south we would be pleased to reciprocate with any assistance required.

CHRIS AND JANICE BATHURST
Invercargill

Hidden talents



WE become so used to talking to the familiar faces around the Hard and the Clubhouse that we often overlook the fact that many of our fellow yachties have other interests apart from the one that we share.

One such member is Don Suckling, owner of *CRUSADE*, whose interest in restoring and racing classic sports cars came to light recently in this picture from the *Sunday Times*.

It shows him at the wheel of the Gee Cee Ess Special, a racing car built in the late 1940s by George Smith, and raced throughout New Zealand with considerable success at that time. Don became part owner of the car in the 1970s, and after restoring it to its original 1953 condition, had it on the classic racing circuit in 1979, where it has been consistently successful, par-

ticularly in hilleclimbs.

Don started in the Historic Single-seater Specials Pre-1960 section at the Ardmore Classic Car meeting last January, and was in third place until a car spun in front of him and caused him to lose his position.

Don has been restoring vintage sports cars since he was 14 years old, his first project being a 1924 Dodge roadster.

In 1965 he imported from Australia a rare 1924 4¼ litre Vauxhall, which he completely restored and eventually sold.

Now he feels it is time that *CRUSADE* received some of his attention, so he will begin a restoration programme on her at the end of the summer.

Women on the Water

Coming events calendar

April 1st

1000 Heretaunga Boating Club,
Petone.

Women's Regatta

Boardsailing instruction for
beginners.

Centreboard, catamaran, trailer
sailer and keeler racing.

Heretaunga have an interesting
programme with workshops in
the morning and racing after
noon.

April 2nd

Lowry Bay Yacht Club

Try-a-boat day

A day for the novice and the
experienced,

Bring suitable sailing gear.

Commencing time will be noti-
fied on Club board or phone Club
contact.

April 26

Women on Water meeting

1830 Dinner, Keelers Restaurant

1930 Meeting RPNYC Boardroom.

Date to be advised

Try-a-boat day RPNYC

We are trying to organise a Try-
a-boat day at the Club in the not-
too-distant future.

Further notice of coming events will
be in each RIP, on the Club Notice-
board, or advertised in Saturday's
Evening Post and Wednesday's *Dom-
inion* in the Boats column. The ad will
begin "Attention Women Sailors."

RPNYC W.O.W. contacts are:

Kate Spackman 769-541
Islay McLeod 895-955

RIP deadline

Members are invited to submit
articles to THE RIP and are
also able to insert small clas-
sified advertisements free of
charge.

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

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



Sea Spray photo

Editorial

THE arrival of the latest issue of THE RIP in my letter box is an anti-climax. Instead of looking forward to sitting down and reading the (hopefully) interesting and entertaining articles therein (every word of which has been read at least half a dozen times by the Sub-editor and myself), the overwhelming feeling is one of "thank God this issue has been mailed out – what the hell are we going to put in the next one!"

Not so with another yachting magazine, *Cruising World*, that arrives in our letter-box every month. This eagerly-awaited publication is rapidly scanned through and then slowly savoured. Smouldering fires of cruising plans are rekindled by many articles and features, usually only to be doused by the cold waters of reality by the time the next issue arrives.

A few years ago *Cruising World* promoted the idea of exchanging boats, and solicited readers' views. Having long been an enthusiastic supporter of such a concept I sat down and scribbled off a hand-written note to the effect that it was a great idea and I'd be quite happy to swap my yacht under such a scheme. Imagine my amazement, and embarrassment, when the lead Letter to the Editor in the next issue was, to quote from my note, "A Voice From The Bottom Left Hand Corner".

This referred to our location in the Pacific – ideally placed for cruising to the Islands or Barrier Reef but impractically far away from most of the other desirable and interesting cruising grounds in the world without a major change in lifestyle. OK – one can charter but, like most boat-owners, I have an aversion to paying telephone numbers to use a boat that is inferior in every respect to my own apart from its location and number of bunks.

I had previously tried to get a national Boatswap register under way in this country but, in spite of advertising in the national press for a couple of months, received only two replies. We seem to be curiously jealous of our possessions. When did you last see the owner of a yacht giving the helm to anyone, let alone the whole boat?

And yet, if this possessiveness can be overcome, the world's your oyster. For the price of a classified advertisement in a magazine you can come into contact with a like-minded owner in your desired cruising area, arrange mutually compatible exchanges, and cruise overseas aboard a well-equipped private vessel similar to your own.

At least one of our own members feels the same way. The latest issue of *Cruising World* has an advertisement from the local owner of a 38 footer seeking an exchange with someone in the Caribbean, preferably the British Virgin Islands, for four weeks.

For the price of an air fare, and the loan of your own underutilised yacht, you too could have a dream cruise anywhere in the world.

We certainly plan to.

JOHN MANSELL



Commodore



CHINCHILLA – AZTEC

IN my view the seamanship displayed by the skippers and crew of both AZTEC and CHINCHILLA when AZTEC foundered during the Gisborne race was of a standard demanding praise of the highest order.

Conditions for a rescue could only be described as bad. The incident occurred during a very dark night; a very confused sea was running; 30 knot winds enhanced the difficulty.

In the extremely short time available to AZTEC's crew they were able to call for assistance; inflate and enter their life raft; and proceed to draw attention to their plight with a display of flares such as I hope never to have to witness again other than in demonstration.

CHINCHILLA in comparatively short order was able to locate the life raft; and take AZTEC's crew aboard without loss of life or serious injury.

My commiserations to Bryan Coleman and his crew on their loss; and my sincere praise to both crews for their excellent seamanship in very difficult conditions.

Wardroom ventilation

Comments by "Clean Air Clarrie" in the last RIP demand reply.

If "Clean Air" has made a practise of avoiding social functions then perhaps he (she?) is to be excused for remaining blissfully unaware that a Wardroom ventilation system was installed many months ago.

If "Clean Air" were ever to have glanced upwards while in the Wardroom his curiosity may have been aroused by the installation of vent panels in the ceiling.

Yes, these vent panels are an integral part of the ventilation system! Air is pulled up through these vents, and extracted from the building via extractor fans on the building's north east face.

My own observation (an observation

supported by the staunch anti-smoker our worthy Club Manager) is that while the system is basic and was a relatively cheap solution to the problem, it has proven remarkably effective.

Perhaps armed with this assurance "Clean Air" can be persuaded to attend future social functions?

Dragon Boats

Once again the Club is indebted to Graham Moore for his generous and continued support.

On this occasion his support enabled a joint Club and Moore Wilson team to participate in the high-profile Dragon Boat racing.

Crew members accepted the challenge well, ultimately finishing amongst the medallists in third place.

Congratulations to the crew; and our thanks to Graham for enabling Club involvement.

Reflections

This article is my last as a flag officer, after five years of wracking my brain four times annually at the RIP Editor's behest for something to say that would sound reasonably intelligent, be informative, and not become totally outdated between the time of writing and the time members receive THE RIP. For those like me with no aspiration towards journalism, I can assure you that writing articles is a difficult and sometimes tortuous task which will be left behind with considerable relief! (Oh for the skills of our great scribe Gavin Loe in his superb "Loe Down" insights!)

On contemplating aloud recently as to what I could possibly say, I was advised by a former Commodore that it is usual to end one's term in office with a summary of changes one has seen. That sounded reasonably easy, so the suggestion was welcomed with some relief. (I preface my remarks by stress-

ing that this is a summary of changes I have *seen*, and not for which I claim credit . . . or blame?!)

The changes are the culmination of efforts on the part of a number of people who have toiled for the Club's future. Efforts on the part of many go largely unheralded.

Ownership of Clubhouse

Long-standing dispute resolved with Wellington Harbour Board. The Club became undisputed owners of our Clubhouse building in a deal which will save the Club many thousands of dollars in rental over years to come.

Security of tenure

We have moved from a position of no lease of the land occupied by the Clubhouse, old Clubhouse, slipway etc, to guaranteed tenure for 60 years. This compares with the normal maximum tenure granted of 21 years; and the Board's original insistence that there was no power to grant more than 21 years.

Clubhouse redevelopment

Obviously a major project which in my view has been well justified. We now have facilities of which we can justifiably be proud, and which I am sure most thoroughly enjoy.

Restaurant

Introduction of a first class restaurant facility open to members and their guests for the greater part of each week.

Wardroom coffee-food

Introduction of coffee sales from the bar; and light food sales from the bar after races and on other occasions when sufficient demand exists to warrant the operation.

Membership growth

The relatively rapid growth in membership over the last year or two to today's record levels has resulted from several contributory factors – notably:

Enhanced facilities – encouraging existing crew members to join and enjoy club facilities;

Media coverage of high-profile events such as the America's Cup; Admiral's Cup; Southern Cross Cup – leading to growth of public interest in yachting generally;

Growth of our fleet of modern light-displacement yachts requiring large crews – leading to skippers having to actively encourage participation by new faces.

Sailing

A period of marked growth in class fleets (notably Young 88s and Young 11s). This has led to some very keen, close racing which can only benefit standards.

Also a period when we have seen a marked increase in the number of women participating.

Introduction of:

Variety in our racing with on-the-water starts, Olympic courses etc;

Our own very successful Winter Race series;

Cruising type events – such as the Port Underwood race;

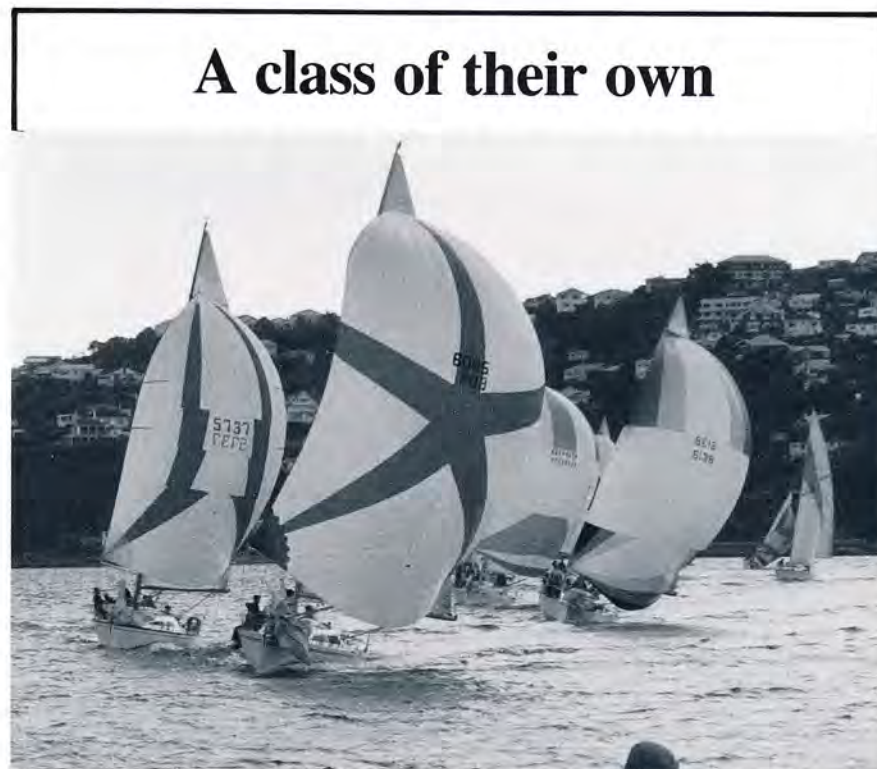
Wednesday evening racing.

International success has been enjoyed by individual members participating variously in the Southern Cross Cup, Admiral's Cup, Kenwood/Clipper Cup, Melbourne-Osaka two-handed race, Brisbane-Tauranga race etc.

Cruising Division

A start has been made in laying Club moorings in strategic positions such as the entrance to Tory Channel and Somes Island.

Experimentation with rules as with initial banning of spinnakers; and sub-



It sometimes looks like one-class racing in the First Division when the Young 11s get together. Here a bunch of them approach the Evans Bay mark during short-course racing.

sequent variation to permit optional use.

Implementation/experimentation with rules making it practicable to incorporate a cruising section into our offshore races. Still in its early days, but an area with considerable potential.

Club Manager

Development of the Club Manager's role from that of a basic caretaker to a modern-day Secretary Manager has been an integral part of the overall redevelopment programme.

Many members who have not been directly involved may fail to appreciate just how great the role change has been, and the importance of the contribution by Grant Scoones to the Club's continued redevelopment.

Radio facility

Introduction of the highly-successful VHF Channel 62 repeater facility.

The Club's acquisition of VHF and Single Side Band equipment. This introduces both a safety factor, and peace of mind. (Ask anyone who was in Port Underwood last Labour Weekend. The ability to receive factual reports as to weather conditions in Wellington direct – and to relay messages from

those held over by the weather – proved a great asset.)

Education

Introduction of regular monthly educational evenings on a diverse range of topics from racing rules at one extreme to Sounds cruising at the other. This has been an excellent addition to Club activity.

My only regret has been the limited numbers of members taking advantage of these evenings – gradually increasing I am pleased to see.

A classic example of the difficulty faced by administrators in this area was recently seen with the liferaft demonstration organised. A group of 40-50 attended a really first class evening – which got down to such detail as actually sampling the standard food/water packs.

A few months later members who had not bothered to attend were clamouring for a re-run after the dramatic rescue of AZTEC's crew from a raft. Back to work for the organisers!

Corporate races

The recent growth and obvious popularity of events such as the Touche Ross Business House Race, and the Fay Richwhite Corporate Race has

Continued on page 7



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Commodore (continued)

been a great boon for funding – and is an area which clearly has further potential.

This area may be directly contrasted with ventures such as the "Lease a Foot" scheme which called directly for membership support. That support proved insufficient to even cover setting up costs!

Future committees

I am pleased to report there has been a very encouraging response to my request in the last RIP for people to come forward.

I have every confidence that with the calibre of people making themselves available for the various committees, the Club will be in excellent hands after the AGM.

LADY ELIZABETH II

Not strictly within the topic, but well worthy of mention.

The Club became committed to the LADY ELIZABETH II Replacement Fund within 36 hours of the tragic loss of LADY ELIZABETH II and some of her crew.

Some Club members queried, quite validly, why the public should have to pay for replacement of a Government

asset when the Government had chosen not to insure its asset.

It should be made clear that the intent was never that public fund raising would be sufficient to pay for all or even the major part of a replacement vessel.

From the outset it was evident that without the strength of public support for a replacement vessel able to be demonstrated in this manner, it was unlikely there would be a replacement. In these cost cutting days – even with the depth of public support demonstrated – it was far from certain for a considerable time that the vessel would be replaced by the Police.

House functions

The innovative approach and high standard achieved in recent times by the House Committee has in my memory within the Club been unsurpassed.

Youth Yachting Assistance Fund

As the region's senior club, we have acknowledged our responsibility to foster youth yachting and taken practical steps. Grants have been made to a

variety of recipients from this fund including Worser Bay, Plimmerton Boating Club; and youth teams from Hutt Valley High School and Rongotai College.

Apology

The last few years have obviously been a period of considerable change within the Club. There will be areas of change I have overlooked.

To those involved in any area I have overlooked – please do not be offended. This is simply a potted summary of some of the major changes as seen by me over the last few years.

The future?

I believe and sincerely hope that the groundwork has been laid by our recent committees for further progress and improvement in the years to come.

On a strictly personal level, I believe the most important issue now facing the Club is early completion of a marina outside the Clubhouse. The space is grossly underutilised in its present format. Better utilisation of the water, with more convenient access to vessels, would in turn lead to better and more continuous utilisation of Clubhouse facilities.

I appreciate that some existing mooring holders are genuinely concerned with the cost implications. Some provision exists to cater for those people with retention of a limited number of conventional moorings.

With the majority of owners now seeking marina facilities; and with the facilities now in place or planned for the area – I believe we face the risk as a club of becoming a quaint little forgotten backwater if we do not have facilities which cater to the demands of the majority.

Enough of such contentious talk!

Appreciation

In conclusion, may I express my sincere thanks to all who have contributed to the Club and its development in recent years. This has been a period of considerable change, and I believe of considerable progress.

That progress would not have been possible without the diverse efforts of many people, providing assistance in a variety of ways. To one and all who have been involved – thank you!

IAN GREIG

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Single-handed around the world

By Grant Scoones

THE last we heard of Mike Hughes and his Doug-Peterson-designed 33 footer REBAL was in October 1988 when he wrote to say that he was departing Scotland for a non-stop, solo passage to NZ. He felt the voyage would take 120-130 days, and estimated arriving in Wellington around late February, early March. With only VHF fitted, Mike was unable to pass progress reports on his voyage down through the Atlantic to latitude 45°S and then east about to NZ, but knowing Mike's capabilities and the proven seaworthiness of REBAL, friends and family were not (too!) concerned when by mid-February nothing had been heard from him. Disasters aside, like the proverbial bad penny, Mike was sure to turn up – eventually!



Mike Hughes sets about giving REBAL a good polish up on the hard at Evans Bay after the 18-month voyage.

Becalmed

It was with considerable relief in fact that his father Charlie received a telegram from REBAL on 25 February through ZLW advising an ETA of 26 February. REBAL was becalmed in the middle of Cook Strait (you had better believe it!) after a stormy passage across the Tasman some 16 days from Tasmania. Charlie chartered a light aircraft on Sunday February 26 and sure enough located REBAL a couple of miles off Cape Terawhiti. Five months and several storms under her keel, REBAL lay becalmed with her engine out of action on an oily Cook Strait swell.

At the mercy of the tide, REBAL drifted between Sinclair Head and Karori Light until 7pm on the 26th when Mike agreed to accept a tow into Wellington from Spirit of Wellington (WSR) and at 11pm docked at Evans Bay Marina.

Elite group

Mike's modesty will no doubt prevent him from recounting his experiences since leaving Wellington 18 months ago, but we feel his achievements in building his own yacht then sailing it single-handed around the world via Cape Horn, UK, and the Cape of Good Hope are worthy of mention; in fact he may well be the first

Wellingtonian and certainly one of only a few New Zealanders who have solo circumnavigated the world. He joins an elite group of yachtsmen including such household names as Slocum, Chichester, Naomi James and other adventure seekers who risked all to further their personal experiences at sea, and his achievement does him proud.

What next? REBAL is on the

market, and it is Mike's intention to get a bigger yacht and return to the Antarctic and Falklands areas. And I thought David Lewis was a nutter!

Mike is anxious that full recognition be given to those who helped him in preparing REBAL for his remarkable journey, particularly Barry Swanson, John Mines, Bruce Askew, Bruce Hicks, Tony Shearman, and the RPNYC.

New boats

LA QUINTESSANCE

Young 88 sloop, Alex Hayward of Blenheim

MARGARET V

10m Pelin launch, Peter Burgess of Wellington

MODE

9.4m Cavalier 30, Tom Kane of Wellington

SIMPLY RED

Young 11m sloop, Mike Bennett and Jan Bolton of Lower Hutt

YVONNE

Logan 18.5 cutter, Jack Snow of Wellington

NAZIR

Cavalier 36 John Moody and Peter Rodie.

East, West, Home's best . . .

Be the wind 'twixt West and North,
'Tis better not to sally forth.
When it blows 'twixt North and East,
The sea's not fit for man or beast.
Should it come 'twixt South and West,
Delay departure – home is best.
But should there be no wind at all,
Tie up your ship against the wall.

From *The Sayings of Sinbad*

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12 volt/7 plate deep cycle battery	\$91.30 incl. GST
12 volt/11 plate deep cycle battery	\$136.40 incl. GST
12 volt/13 plate deep cycle battery	\$160.60 incl. GST

***For advice re application please phone
Scott Bliss or Alister Jarvie
on 736-140***

Vice Commodore

Offshore races

THE last couple of months have seen boats from the Club involved in three offshore races. The Gisborne Race, organised by the Gisborne Yacht Club, the Nelson Race, organised by the Evans Bay Yacht and Motor Boat Club, and the Ship Cove Race, organised by ourselves.

The statistics for the Gisborne Race are now history. Twenty one entries, nineteen starters, one boat lost and four finishes. It is very unfortunate that one of the most popular boats in the club, AZTEC, went down in the early stages of the race. Bryan Coleman and his crew were extremely well organised and were rescued by Wayne Tomlinson and his crew aboard CHINCHILLA in a very short time.

Rescue

A copy-book rescue. Unfortunately it sometimes takes incidents such as this for everybody to review their own safety procedures and to make sure that they are fully prepared for the worst while they are at sea.

As far as the race itself goes, obviously everybody has a different story to tell. The four boats that arrived in Gisborne, WHISPERS II, ARCHON, SILVER SHADOW and NOT GUILTY, say that while the two days on the wind were not that pleasant, the conditions were not that bad. A number of boats retired after turning back to rescue the AZTEC crew, and it appears that some were not all that keen to go in the first place.

Seasickness

Sea sickness appears to have been a big problem for a number of the crews, with the number of fit people left being insufficient to crew the boat safely. In addition, lack of the ability to receive adequate weather forecasts seems to have convinced some that Gisborne was not the best place to end one's journey this year.

VHF

The Club held a debriefing after the race to try to clarify any problems with the race, and to hear from AZTEC and CHINCHILLA about the sinking and rescue. It was well attended and very constructive. It was obvious during the race that scheds on VHF without suitable repeaters are not adequate. The availability of repeaters on the East Coast is to be investigated and any decisions about the use of VHF will be left to be made before the next race.

In general it was felt that the race was well run but that more emphasis should be placed on safety before future races of this type. This applies especially to Club demonstrations on liferafts, use of flares, and radio procedures.

Good numbers of those who turned back to Wellington drove, or flew, to Gisborne for the festivities, some obviously concerned that their wives and ladies were already in Gisborne on their own. The Gisborne Yacht Club turned on a fine show with two races run in great conditions and plenty of social activities to keep everybody busy. Our thanks to the club and especially to the hosts allocated to each boat. NOT GUILTY's host was so impressed by it all that he boarded the boat for the journey back to Wellington.

For the record, WHISPERS II cleaned up.

KNOW YOUR LIFERAFT Liferaft demonstration

In response to heavy demand – particularly since the unfortunate loss of AZTEC in the Gisborne Race – the Club has arranged a repeat of the successful liferaft demonstration evening held late last year by RFD (New Zealand) Ltd.

Don't miss it this time!

**Wednesday 5 April
6.30 pm
FREYBERG POOL**



Nelson Race

The Nelson Race was a much different affair with good conditions from the time the boats started until they got to Nelson. The race record was not broken, but most finished with reasonably quick times. Brian Millar's new acquisition MR ROOSEVELT was in winning form taking line honours and Club Handicap, WOOLLYJUMPER with her "international" crew was second home, with WHISPERS II taking out IOR.

As is normal in Nelson everybody appeared to have a good time, the only real drama being the apparent loss of BT's tying-up line. If you have a spare rope which appeared after this race please let her know.

Ship Cove

The Ship Cove Race comprised of a quick run down the harbour, a beat across the Strait, and a reach to Ship Cove. A number of boats decided to return the next day, but a 50-knot southerly in the Straits deterred them from making the crossing. The rain in Ship Cove meant that the stay was not all that pleasant. GULLEY JIMSON performed well, taking out Club handicap and PHRF. COTTON BLOSSOM, sailing her last race before going to Australia, was first there, and WHISPERS II got the IOR prize.

Consideration should be given next season to reorganising the Club's offshore programme. A number of new boats and crew are now on the water and the Gisborne Race indicated that some longer build-up races may be in order. The Ship Cove type of race is a nice way of getting to the sounds for a social weekend but should we really be categorising it as an "offshore race"? The same also applies to the Cook Strait Race. Suggestions please.

DALE BARCHAM

Being a social success

By Islay McLeod

1. You have been invited on a week-end cruise in the Sounds by a wealthy property developer, who is just as socially ambitious as yourself. You do not know him well, and the rest of the crew are complete strangers to you. You receive orders to join ship at Evans Bay.

Question 1: How do you arrive?

- a. Late
- b. Drunk

c. In a chauffeur-driven Rolls Royce with a matching set of pigskin suitcases, containing, among other things, a full set of evening clothes. You carry a set of golf clubs and pretend to be under the misapprehension that your host had intended to go to Nelson for the weekend.

2. While casting off, you inadvertently allow the stern line to foul the screw. Do you:

- a. Apologise

b. Dive into the cold, murky waters with a knife between your teeth and hack it free

c. Shrug your shoulders and declare that you're unused to these menial tasks.

3. Passing the Pencarrow Lighthouse, you mistakenly refer to it as Bearing Head. You are immediately corrected. Do you:

- a. Apologise

b. Blush and go below

c. Look affronted and go into some rambling story about a friend of yours called Ben Carrow who's second cousin's next-door neighbour knew the man who used to change the lightbulbs.

4. Feeling that you need to make up for your gaffe about the lighthouse, you hold forth over dinner about your enormous experience in offshore racing. It transpires that the shifty looking little man in the corner is a member of the RORC and sailed in the last Admiral's and America's Cups series. Do you:

- a. Apologise

b. Blush and go on deck

c. Hail him as a long-lost brother and begin talking rapidly in a loud voice about your friends Michael, Harold, D.C., Bondy, Rick and all your Dicko contacts in politics, the legal profession and the building industry.

5. Nearing the Northern Entrance in the early hours of the morning, the navigator succumbs to an attack of hay-fever. The visibility is poor and the skipper, having heard your yarns of the previous evening, and your claims to knowing that section of the South Is-

land coast like the back of your hand, offers you the job. Do you:

- a. Apologise

b. Confess

c. Sit yourself down at the chart table and coolly enquire as to the whereabouts of the radar, the Decca Navigator, the Loran-B, the Omega, the SINS, the satellite fixing system, the . . .

6. Having tied up alongside the wharf at Furneaux, the heads are discovered to be blocked. Volunteers are called for and you are conspicuous by your absence. Do you:

- a. Apologise

b. Plead deafness, roll up your sleeves and reach for the Sanilav.

c. Disappear and be found three hours later (after the blockage has been successfully, if messily, dealt with) roaring drunk on a neighbouring yacht.

7. Feeling slightly guilty about shirking the afternoon's plumbing project, you offer to shout the skipper and crew to a slap-up dinner at the lodge. You order the most expensive dishes, wash them down with gallons of the best wines, behave abominably, insult the waitresses and throw food at the clientele. When presented with the bill, which resembles the National Debt, you realise that you have no money with you at all. Do you:

- a. Apologise

b. Throw yourself on the mercy of the court

c. Slip the skipper a triple rum with your left hand and remove his wallet with your right.

8. Feeling something akin to Lazarus the following forenoon, you decline an invitation to accompany the skipper and crew on a diving trip before sailing. Unbeknown to you, the skipper's wife, who is some decades her husband's junior, has also decided to stay behind with the intention of using the solar shower erected in the heads compartment. Answering a clarion call of nature, you dash full tilt and nearly naked into the heads at the exact moment of the skipper's return. Do you:

- a. Apologise

b. Faint

c. Re-adjust your underwear and offer to introduce the skipper to your cousin's best friend who

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knows a man whose girlfriend's godfather once had a pint on the Royal Yacht Squadron's front steps.

10. You set sail for Windy Welly. There's a fresh nor-wester and by the time you reach the Northern Entrance, the yacht is bowling along under the influence of full main, stays'l, spinnaker and shooter (the last named sail hoisted at the instigation of the shifty-looking little man who has been regarding you with utmost suspicion since mid-Strait on Friday night). The skipper is bowling along under the influence and abruptly goes below, leaving you at the helm. You immediately Chinese. The sails were by Hood. The mast and spars were by Swanson Rigging Services. The crockery was by Moore Wilsons. Do you:

- a. Apologise
- b. Offer to start the engine
- c. Preserve your sang-froid and remark that that was the first Williwaw you have encountered since you last rounded the Horn.

11. The wreckage is tied up in its berth at Evans Bay Marina. The police have just finished questioning the remains of the crew when you accidentally drop the Number 2 spinnaker bag on the wharf. There is a crunching sound and the bouquet of 20 undersized crayfish permeates the air. Do you:

- a. Apologise
- b. Turn Queen's Evidence
- c. Assume a Swandrei and woolly hat, flash a reversed Visa Card at the odour and whisper "Ag and Fish".

12. The Constabulary are taking the skipper away. Do you:

- a. Apologise
- b. Call "See you next weekend"
- c. Ask him if you can borrow his bowman while he's inside.

Scoring

a counts as 1; b as 0; c as 10.

If you can fiddle your score in excess of 10 you are showing a streak of crooked genius and are ready to shove on to new sailing grounds – preferably several hundred miles away from Wellington. Socially, you are a success – providing you change your friends every few days.

A score of 0 throughout shows consistency and staying power better suited to a more strenuous pastime: we would suggest match standard raffia work.

A score of 12 (all apologies) shows a definite aptitude for politics; there are plenty of vacancies for such yachties at present.

Thanks and apologies to "Sod's Law of the Sea" by Bill Lucas and Andrew Spedding. Published by Stanford Maritime (and a very funny book – if you can get it!)

Show a leg!



Bob Daniel couldn't have been at sea THAT long! I mean, it was only the Cook Strait Race . . .

Craypots

EVEN though the thought of a feed of crayfish is very appetising, picking up a craypot buoy rope around your propeller is not the most efficient way of catching them, and could prove positively embarrassing if you happened to be just off Tory Channel with a "big green" bearing down upon you.

Be very conscious of the presence of these potentially dangerous obstacles when transiting Tory Channel entrance. They extend up to a half mile to seaward of the entrance, and are thicker on the south side of the leads. When it has taken you longer to get there than planned and the tide is ebbing strongly the buoys tend to be dragged under the surface, but they are still there.

The only way of avoiding them in normal circumstances is to keep as close to the leads as possible, and keep a very good lookout, having someone forward with a spotlight at night. However, remember that the Harbour Limits extend over a mile to seaward, and even if you are under sail, the ferries (or any other commercial shipping) have right of way within these limits. If in doubt listen in on VHF Channels 16 and 63 for the warning broadcast transmitted 10 minutes before the ferry is due at East Head, and wait until the entrance is clear in order to utilise the leading beacons to avoid the craypot buoys.

Increasing the competition



Making things very difficult for the rest of the First Division is Brian Millar's new Davidson 12.6 MR ROOSEVELT, shown here hard on the stern of GULLEY JIMSON in the Nelson Race.

Leander Trophy stays in town

BRETT Linton and Stephen Hogg sailed their R-Class TOTALLY WIRED to first place in the 1989 Leander Trophy Regatta held on Lyttelton Harbour in February.

With placings of 4, 3, 1, 1, 7, 1 Linton and Hogg held the contest by .3 of a point after the last race and continued Wellington (read Worser Bay's) domination in the event. Last year's winners John Askew and Tony Crew sailing Y WORRY finished in 6th place this year and the fierce competition from the younger crews in the Worser Bay R-Class fleet must be giving these veterans cause for thought.

Testing conditions

Sailed in conditions ranging from light and variable to 25 knot easterlies blowing down Lyttelton Harbour, this year's regatta was a stern test of proficiency, and Hogg and Linton thoroughly deserved their success.

Wellington's R-Class domination was apparent in the final results with 4 of the first 6 places going to Worser Bay combinations.



Results

1. Brett Linton / Stephen Hogg (TOTALLY WIRED)
2. Mark Berry / Kyle Radersma (GRUNT R)
3. Not Wellington
4. Not Wellington

5. Paul and Phil De Lisle (WINDWARD R)

6. John Askew / Tony Crew (Y WORRY)

The North Island Champs come up at Easter, and this may give some of the "oldies" another hack at these young upstarts!

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Club Week

CLUB Week 1989 (February 11-19) left few lasting impressions. Beginning the programme the Single-handed Race and Veterans' Race attracted only six entries each, although the Ladies' Race on the Tuesday evening was more popular. The Barbecue was well attended, but suffered a slight character change by being held next to the Clubhouse, resulting in most members enjoying it in the Wardroom rather than outside. The Crews' Race was a hard-fought affair in medium airs, while the Calcutta-based Island Bay Race was truly a lottery in near zero wind conditions.

RIGHT: Veteran skippers of the day were (left to right) "Matey" Masters, Fraser Robertson, Eric Bond (winner), Bob Daniel, and Gray Grover.



Barbara "BT" Millar receives the Whiting Trophy after a well-deserved win in the Ladies' Race at the helm of MR ROOSEVELT.



New member Nick Lee gets into the "Train Smash", watched nervously by wife Linda.

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Rear Commodore

THE Vice Commodore will no doubt comment in detail about the Gisborne Race. It was disappointing that media reports of the race tended to overstate the situation, and with so many yachts not bothering to continue the race the public perception was one of doom and gloom.

Too many yachts, it appeared, turned back on the basis of inadequate weather information, highlighting the disadvantage of not being able to receive proper and regular weather bulletins.

While the debate will continue on the question of SSB versus VHF as a result of the Gisborne Race there is an ancillary factor for consideration, that of publicity – a factor I often consider has been overlooked in debates on the merits of keeping radio schedules during offshore races.

It seems to me that while everyone enjoys the benefits of receiving good publicity, especially the live broadcast occasioned by Ross Telford, that same enthusiasm is not shared by participants in supplying the information necessary for publicity purposes. This is noticeably true when yachts are not positioned as well as they would like. It is I'm sure appropriate to record again our appreciation of Ross Telford's continued efforts with thanks to Telecom's Mobile Telephone network and Radio 2ZB.

Lighthouse reports

It should not pass without comment that during the recent Nelson Race we enjoyed the final personalised reports from Stephens Island lighthouse. I gather Stephens Island was demanned the very next day. It was particularly interesting that the 6.00 pm report from Stephens Island on the Friday night of the race mentioned localised visibility was down to 4km – caused by a very localised cap cloud over the light.

A check with the nominal range table confirmed that the light hadn't blown a bulb, it was just that you were unlikely to see it until you were fairly close. This sort of information will no longer be available, nor will you be able to radio the lighthouse for up-to-date weather information.

Tarakohe Race

I for one am keen to see a race held this Christmas to Tarakohe. Tarakohe harbour is the site of the former Golden Bay Cement Works. A race with both serious and social divisions leaving on say December 27 would see a good fleet heading in the direction of some of New Zealand's finest cruising. With its excellent mooring and shore facilities the venue would also lend itself to some fine sailing/racing in Golden Bay itself before competitors headed off cruising.

Membership

It is so pleasing that the Executive have appointed a sub-committee to report back on the nature and structure of the Club's membership. There are two key areas that are most commonly commented on. Firstly the current ladies' membership, which while providing a half-price membership option for "ladies" finds ill favour with many ladies, particularly those actively sailing and paying a full senior subscription.

It does seem an anachronism that a select few enjoy most of the benefits of membership at half price in return for forsaking a vote at the AGM.

The discussion on ladies' membership leads directly into the debate as to

whether or not the crews of yachts sailing in Royal Port Nicholson Yacht Club races should be Club members. It is my feeling that for a yacht to qualify for Club handicap championship points all her crew must at least be members of a yacht club affiliated to the NZYF. Can you see the NZRFU permitting non-member players on the field?

Wardroom use

It is pleasing to note that the Executive have decided to allow reasonable usage of the Wardroom for private functions hosted by members of the Club. The important factor here is that generally any such functions will not interfere with regular or day-to-day activities. From time to time one or two may find some minor inconvenience; but this would be offset I'm sure by seeing our Clubhouse utilised in the wide interests of the Club.

PAUL CARRAD



This snug anchorage at Tarakohe, being tested by Murray Sleeth's DAMP VISION, could be a strong incentive to the institution of a race there at Christmas.

This year's Wellington-to-Gisborne Race will not be remembered with pleasure by many people. Of nineteen starters, only four finished, and AZTEC, one of the Club's best-known and most regular racers, was sunk – fortunately without injury or loss of life.

AZTEC – dramatic sim

"FLARE sighted," commented John Goldswain from his position on the helm. No response came from his watch companion. There was little need for action. We were pointing more or less in the direction of the flare, and it may have been a situation which would quickly rectify itself.

Under three tucks and the No. 2 jib we were heading back inshore, steering 330°, after taking a long board out from Palliser. Our position was 15 miles off Te Awaitei Station. The time was 11pm.

Several minutes later John spotted a second red parachute flare. "Second flare sighted," he called.

"Two flares?" questioned Wayne, making his way back up the companionway after less than fifteen minutes in his quarterberth.

"Yes, two flares."

"What bearing?" asked Wayne.

"315° on the port bow."

"Well, there is little we can do but steer towards them."

John responded by bearing off by 10°.

"Shouldn't we contact Wellington Radio?" I suggested as I positioned myself up on the weather rail.

"Yes, we can have a go at contacting them," Wayne replied, as he turned and went below.

Invigorating

Up on deck, conditions were invigorating. We were sailing in a NE swell of 3 metres, which was accompanied by 30 knot NE winds. Short sharp seas had CHINCHILLA, a 42ft Stewart-designed sloop, leaping about like a trailer sailer. This was a very pleasant contrast to the sloppy conditions we had encountered in the Palliser area.

A waxing full moon gave considerable definition to the black sea and added an eerie dimension to the, by now, tense situation.

"I couldn't make contact with anyone," said Wayne as he reappeared. "I think I'll get out the white flares in



AZTEC heads for the harbour entrance under spinnaker in typical "give it heaps" fashion.

case we need to light up the area," he said as he went back down the companionway. Returning a minute or two later he said, "I've turned on our deck lights to illuminate our boat and sails."

Ten minutes or so after the second flare, a third red parachute flare could be seen off the bow.

Grave situation

We sailed on. Each flare not only confirmed our course and increased our certainty of the gravity of the unknown situation ahead, but also increased our frustration at not being able to sail faster. I don't think any of us considered the possibility of a sunken yacht, or even a damaged one for that matter. "Man overboard" seemed a more likely outcome.

By this stage, all of our crew, but for our suffering navigator, Max, were up on deck.

"They might be on the rocks," suggested John. "We aren't that close

are we?" questioned John Green. Wayne, having been sure we were far from Honeycomb Rock, felt the need to double check.

Light sighted

A small and distinct white light appeared off the bow. "I think I can see a masthead light," I ventured.

"No, that will be Honeycomb Lighthouse," responded John Goldswain.

"Too small for a lighthouse," I replied.

Wayne disappeared below. "Honeycomb Lighthouse flashes every ten seconds," he said as he reappeared a minute or two later.

The light we could see was flashing very erratically but as we were heading towards it, the question became academic.

Shortly, another flare dominated the black sky. This time it was much closer to the horizon. "It's a handheld," observed Wayne.

"How far off is it, d'ya think?" asked Dave.

"Ah, about four miles, I'd say," replied John Goldswain as he altered course to correct for drift.

What seemed like ten minutes later we spotted a second handheld flare, then after roughly the same interval, a third. This time the resulting smoke could be seen drifting away from the flare.

We knew we were very close.

Liferaft

As we approached we could see the outline of the raft canopy which glowed orange (as the result of the inside light).

"I think I'll flick our lights to let them know we can see them," said Wayne, going below again. He flicked the deck lights off and on several times.

The white light we had seen earlier was now very distinctly that of a torch,

aking and rescue

By Michaela Draper

appearing and disappearing among the waves. Very soon, they began to drift past at a distance of 50 yds to 100 yds.

"We've got to go about," yelled John Goldswain, still on the helm, prompting Wayne, who was below, for the go ahead. No confirmation was forthcoming from our skipper who was pre-occupied with a more urgent problem – the key to the diesel engine was missing.

Earlier in the evening Max, having seen it hanging precariously half out of the ignition, had taken it below and stowed it with all small gear we would need while up on deck. Due to his severe seasickness he was initially unable to remember where he put it. Wayne had to keep guessing, until Max eventually remembered.

With the increase in the gap between us and them the torch on the raft began to move from side to side in a frantic fashion. Tension began to mount. "We've got to go about, Wayne" repeated John. Still we waited for several long seconds until finally the OK was given. At this point the diesel kicked into life.

Unidentified target

We tacked on port and headed towards our as yet unidentified target. Wayne took the helm while the two Johns, Brent and Dave, lowered the sails and then positioned themselves in the cockpit.

"I don't think it is a raft," commented one of our crew.

"There is no doubt that it is a raft," replied Wayne.

"Check that there are no lines dangling," commanded Wayne after a pause.

We motored around and came up alongside to leeward. Wayne yelled "We'll throw you a line," as he bent down and ensured the prop was stationary.

John Goldswain threw out a line. "Got it" came a voice from the raft.

"Pay it out, pay it out, that's it," came another voice.

"Who are you?" yelled Wayne.

"AZTEC" came the reply.

"How could it be AZTEC?" I wondered in disbelief.

They were now astern. Round the pushpit went John Goldswain manoeuvring the raft up on our lee to make it easier for them to board. "Have you got all your crew?" yelled John. "Yes, we are all here," came the response.

As they came alongside three pairs of hands came out to grab hold of CHINCHILLA. In a flash Jim was over the top and into the cockpit. He was in far too much of a hurry to wait for assistance.

Tuna catch

The rest came in head first between the deck and the lower life line, assisted by Dave and John Green. They each, in turn, slithered, head first, into the cockpit, eyes full of fear, and looking more like a tuna catch than a shipwrecked crew, in their slippery wet wetweather gear under the limited light.

Bruce had a spot of bother. His harness line wrapped around his leg and somehow got caught up on the raft. He found himself being stretched between

raft and energetic rescuers. "Cuddles", still in the raft, managed to free it, only to have it fly up and hit him in the forehead.

It wasn't long before Bryan was the only one left in the raft. He was holding the line from CHINCHILLA. "Bryan, can you attach the line?" asked Dave.

"No I can't," he replied.

"We'll have to hold it," said Dave. John and Dave held the raft while Bryan scrambled on to the deck. "Careful." "That's it."

Within two minutes all were safely aboard.

"Do you want to bring the raft, Bryan?" asked Wayne.

"Yes, I'd like to."

"How do we deflate it?"

"I don't know."

"Does anyone know how to deflate the raft?" asked Wayne.

"I've never thought about how to deflate it. I've always been more interested in how to inflate it," replied Bryan.

Continued on page 21



AZTEC in better days, seen here rafted up at Furneaux Lodge after the Cook Strait Race in December.

We're helping
Steinlager 2
can
the rest

Southern
OCEAN **ROPES**

by Kinnears

Loss of AZTEC (continued)

"We will have to stab it," suggested Wayne.

"I suppose we'll have to."

"Where do you want it stabbed, Bryan?" asked Wayne.

"Somewhere where its easily mended," replied Bryan as he searched for an appropriate spot. Dave, having grabbed the knife, pierced it a little too eagerly and instantly it was down. Bryan, Dave and John then pulled it in over the life lines and secured it to the pushpit.

Just then nav. lights could be seen off the starboard bow. As they came towards us we recognised SECOND GLANCE. They came alongside and asked if we needed any assistance. We yelled assurances that we had all crew aboard and they bore away into the darkness.

We then hoisted the No. 2 jib and began cruising downwind, back towards Palliser.

What had happened to AZTEC?

Looking back

Such questions drew little or no response from the frightened and shocked crew who were wet, shivering, and virtually speechless for an hour or so.

However, as they began to recover, the sequence of events unfolded.

They had been moving along under two tucks and the No. 3, with five on the rail and two down below. As they fell off one particular wave they noted a loud crack. It was an unusual sound, distinctly different from the sound generally associated with falling off waves.

The crew on watch were still pondering on it when Brooksie, coming up the companionway, yelled "Hey guys, we've got a hell of a lot of water down here."

Brooksie and Adam had just turned in for an hour. Brooksie, sitting on his bunk, was contemplating the temperature, and whether or not he needed to don his jersey, when he became aware of a distinctly disquieting sound, that of sails moving on the floor. A quick examination confirmed his worst fear – water.

The time was 10.55 pm.

Bryan, on the helm, bore away to take the pressure off the boat. Brooksie got stuck into the aft pump, Jim the

cockpit pump. Waggie and Adam dropped the headsail while Bruce and Cuddles went below.

Buckets

"Get the buckets," yelled Bryan. Bruce responded with great haste and having got them out of the aft hatch threw one to Brooksie. By this time the water was well above their ankles. They both began bailing like they'd never done before.

"Waggie, find the . . . hole," yelled Bryan. Waggie immediately went to the forward hatch and worked his way back. The cabin lights gave off plenty of light, but the water was so deep by this stage that he had no luck.

Meanwhile Jim continued working the cockpit bilge pump. Brooksie and Bruce, positioned near the companionway, continued bailing water into the cockpit. Bryan, still on the helm, bucketed furiously to get the water out of the cockpit, while cursing the compulsory lanyard which did nothing but hinder the exercise.

Cuddles, the navigator, sent out a pan on Channel 77 VHF ". . . we are taking water – I have no idea what the problem is – we are bailing – I don't know our position."

He waited in silence for about five seconds hoping for a response. By then

the water level was up to his knees. No response was forthcoming. Terror was taking over and his mind was beginning to spin with a thousand thoughts. He checked his position and immediately sent a Mayday. ". . . We are 15 miles south east of Honeycomb – taking water very fast – we are still bailing."

Without waiting he switched over to Channel 16 and repeated the same message hoping desperately that a fishing boat might be in the area and possibly hear his call.

He left the radio on.

By this time AZTEC was running downwind and was very stable. Adam, oblivious to the critical nature of the situation from his position up forward, was still lashing down the jib. The main remained up to aid stability.

Emergency gear

On everyone's mind was the all out effort to save the boat, but as the seconds ticked by they were forced to face the inevitable and turn their minds to the emergency gear.

Waggie, having completed the futile search for the hole, yelled up to Bryan "I can't find it."

Cuddles, having given up on the radio, turned his attention to the flares. Despite this being his ninth season on AZTEC, he couldn't remember where they were kept. "Where are the . . . flares?" he yelled.

Continued on page 23



CHINCHILLA was the first boat at the scene of the disaster, and managed to rescue AZTEC's crew from their liferaft. CHINCHILLA's crew, relaxing before the race start, are (left to right) John Goldswain, Dave Scott, John Green (front), Max Hodgson, Michaela Draper, Brent James, and Wayne Tomlinson (skipper).



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Loss of AZTEC (continued)

"Port locker where the bread is kept," responded Bryan.

With that, he opened the bread cupboard, grabbed the yellow click clack box containing the flares, and threw them out to Bryan. He then scrambled up after them. He pulled out a red parachute flare and discovered that he couldn't bring himself to ignite it. After a moment's hesitation he turned to Bryan and said "You . . . do it."

The skipper obliged. Boomph — off it went with a report akin to that of a gun.

Beginning of end

Letting off the first flare marked the beginning of the end. Down below, Bruce muttered ". . . Brooksie, we're in the shit now. The chest-high water level obviously didn't have quite the same significance.

Approximately four minutes had elapsed since Brooksie first noticed the water.

The EPIRB, sitting in the top drawer by the chart table, somehow managed to escape the notice of all, and remains there on the bottom of the ocean.

"Grab the fishing knife," yelled Bryan. Very quickly Brooksie passed it to Bryan who passed it along to Adam.



Paul ("Cuddles") Cudby, rescued from AZTEC, takes a turn at the helm of CHINCHILLA on the way back to Wellington.

"Cut the straps on the life raft and hang on to it," yelled Bryan. "Waggie, get the life jackets."

Bryan, leaving the helm to Cuddles, joined Adam at the raft to find that Adam had cut all ropes but one. "Cut that," he ordered. Bryan then single-handedly carried the raft aft, dumping it at Cuddles' feet.

By this stage the boat was so heavy that the rudder had ceased to function.

Waggie went after the life jackets. He first looked under the port midship bunk, and finding none turned to the starboard bunk to find that it was well under water. The lee cloths, water level and floating objects prevented him from dragging them out.

Bryan let off the second parachute flare and then turned to help Cuddles inflate the raft.

Cuddles pulled, and pulled, and pulled. "How much of this . . . rope do I have to pull before it pops?" he uttered in exasperation and fear that it might not pop.

On his mind was the story of the pull cord that wasn't attached to the raft, along with another story of the yachtie who had his raft checked in Panama and discovered during the next inspection that the raft had been stolen and the container filled with sand.

Hiss and roar

Finally, after 20 feet or so, it went off with a hiss and a roar. A wave of relief swept over the entire crew, except for Adam, who, sitting in the cockpit on port, suddenly found himself trapped underneath.

The entire event was a succession of fears, and the next one to occupy Bryan's mind was the possibility of the boat blowing away. "Hang on to the . . . thing," he yelled to Cuddles.

At this stage Cuddles, aft of main hatch, and Bryan, up to starboard, were holding the raft. Jim was still working the cockpit pump. Adam was frantically trying to crawl up from under the raft. Waggie was struggling to get at the life jackets and the other two were still bailing.

The stern was at water level.

For a moment no one moved. No one wanted to enter the vulnerable, closed-in little bubble. AZTEC, despite its water level, still held the most appeal.

Then Jim took the lead, and was followed closely by Adam. No one else moved.

"Get in the . . . raft," yelled Cuddles to those below.

Suddenly, the radio cracked into life. It was SECOND GLANCE. "We have sighted flares and we are responding." A wave of hope swept over everyone.

Cuddles then climbed into the raft. "No more in at the moment," commanded Bryan, fully aware of the possibility of puncturing the raft on a stanchion.

The two exhausted bailers finally gave up their futile task, grabbed two or three floating bags, the torches, plus the transistor radio, and made their way up the companionway.

Bruce jumped in, followed quickly by Brooksie. Seconds later the raft was floating on AZTEC's deck. Bryan didn't move.

Abandon ship

"Get off your . . . boat," commanded Brooksie.

"Are we all in?" asked Bryan.

"Brooksie."

"Cuddles."

"Adam."

"Bruce."

"Jim."

"Waggie," they each responded in turn.

"All here," replied Brooksie.

Bryan then made a painter out of the lightweight kite-sheet and took it round the pushpit. "We've got to stay with the boat as long as it stays afloat, as it will be found before the raft," he said.

No one disagreed with this, but Brooksie, who was beginning to doubt that Bryan would be able to wrench himself away from his beloved boat, took a firm grip of the reluctant skipper's arm. Bryan, who had hold of the starboard lifebuoy, began to float so Brooksie and Cuddles seized the opportunity and dragged him in.

Cuddles then unclipped the port lifebuoy and took it aboard.

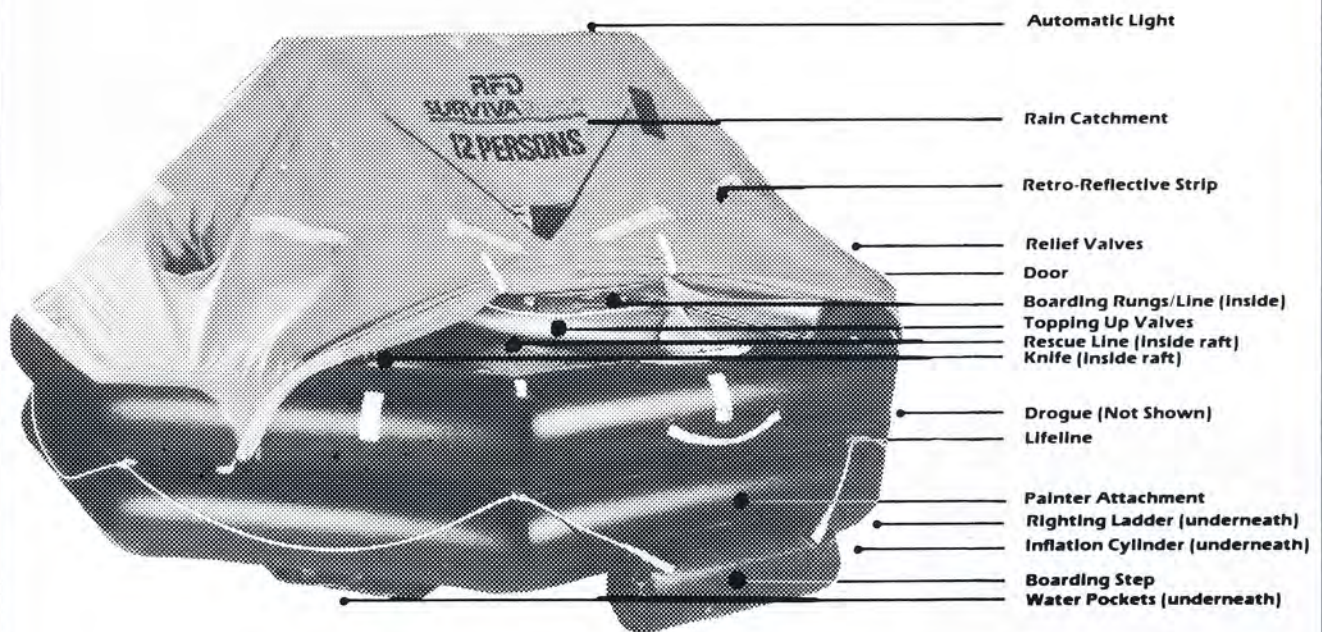
The liferaft slowly drifted out of the cockpit and trailed astern on the temporary painter. "Hang on to it," Bryan ordered, but shortly, as AZTEC's stern sank to 5ft or 6ft below the water, they were forced to slip the painter.

As the boat went down, the bow lifted high above the stern so that when it finally sank, the masthead only just missed the raft. Brooksie had a mind to reach out and touch it.

Continued on page 25

Lives are expensive

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Loss of AZTEC (continued)

Like a waterbed

There they were, afloat in a raft with no steerage, bobbing over the waves and at the mercy of fate and fortune. The raft, with its soft bottom, they discovered, was extremely uncomfortable. Cuddles later remarked that it was like being in a waterbed with two fat women (no doubt Cuddles would know).

They sent off the third red parachute flare.

The time was approximately 11.05 pm.

Ten or fifteen minutes later Brooksie spotted a very faint light.

"It may be a low star," suggested someone.

"It's definitely a boat," replied Brooksie.

They let off the first of 3 handhelds, which gave off so much light that even with their heads turned away and their hands over their eyes, they found themselves blinded for the following four or five minutes.

Violent motion

They turned their attention to finding their way around the raft. The task was difficult because of the violent motion.

"Where are the smokes?" asked Brooksie. For as long as he had been sailing on AZTEC he had been seeking reassurance from Bryan that there were smokes in the raft. However, having asked the question, Brooksie was far more concerned with other items within the raft.

"Where is the drogue?" asked Bryan. They couldn't find it, but by this time they felt comfortable in their belief that the light ahead was in fact a light and not a star, so they didn't worry unduly. It turned out that Waggie was

sitting on it.

Two occupants quickly became sick and found themselves in urgent need of a chuck. A reshuffle of positions (a difficult task) had to be undertaken to allow them to sit at the entrance.

All became concerned that the raft would flip, so they had to concentrate on listening for the waves and putting as much weight as possible up to weather each time they heard one coming.

By this stage the sails of CHINCHILLA, well lit by the spreader lights, stood out against the black sky. Slowly, she drew closer. Then she appeared to be sailing past. Concern set in. "They haven't seen us," said Brooksie as he waved the torch.

Cuddles reaching for the flares, said "We'll send a flare right at their main-sail."

Finally, CHINCHILLA turned towards them.

AZTEC CREW: Bryan Coleman, John Brooks, Paul Cudby, Jim Coutts, Bruce Campbell, Andrew Wagstaff, Adam Coddington.

CHINCHILLA CREW: Wayne Tomlinson, John Green, Max Hodgson, John Goldswain, Michaela Draper, Dave Scott, Brent James.

Conclusion by Bryan Coleman

"It was apparent that we had hit a large object, log or container. Unfortunately, we didn't find the hole which must have been in an inaccessible place, under water tanks or whatever. However, it was obviously of such size that we were unable to keep up with the rising water level even with three bailing furiously and two pumping, and the boat sank in approximately five minutes from the time of impact."

Issues discussed after the event

No yacht, having seen flares, should assume that there are plenty of other yachts in the area. As it happened, many yachts had withdrawn from the race by this time.

The AZTEC crew all agreed that they would have been in serious strife had their raft not been up on deck. The raft should be up on deck, or at the very least near the companionway.

The issue of the rescued raft and what to do with it is not clear cut, and whether to tow or to stow is not an easy decision. Perhaps the designers need to look at this problem. If at all possible the rescued raft should remain inflated to ensure that there is additional life raft capacity on the rescuing boat.

Each crew, before starting an off-

shore race, should go through emergency procedures.

During off-shore racing a grab bag, containing at least flares and an EPIRB, should hang on a hook beside the companionway so that time is not wasted in searching and that essential items don't get left behind.

Life jackets need to be in an accessible position.

A powerful torch is essential for both parties, as it can be seen from a considerable distance.

Had CHINCHILLA sent a white flare the AZTEC crew would have been more comfortable in the knowledge that the flares had definitely been seen.

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FINA 4886

Insurance scheme revived

IN January this year SUN ALLIANCE INSURANCE GROUP purchased the New Zealand business of Lombard Insurance.

As many members will be aware, Lombard had for many years run the Group Insurance Plan for members at the Royal Port Nicholson Yacht Club. Sun Alliance will continue to develop and foster this plan.

Lombard policy holders will already have received a letter advising them of the change and assuring them of continued cover at existing Terms and Conditions.

McKELLAR COOK ASSURANCES LTD have been appointed as Managing Brokers of the Group Plan, and are keen to develop and service this plan with members of the Royal Port Nicholson Yacht Club.

The plan benefits members through access to preferred marine rates, while the Club itself benefits from a commission which goes towards the Yachting Assistance Fund.

As part of Sun Alliance involvement



End-of-race celebrations after last December's Cook Strait Race were held at Furneaux Lodge. Here the fleet begins to raft up on the Furneaux moorings in preparation for a very long and very noisy evening.

in the plan, substantially improved rates are now applicable to all new business, and for all existing business from next renewal date.

If you wish to discuss your insurance, you are welcome to contact Philip Howard at McKellar Cook

Assurances – Phone 693-875.

McKellar Cook Assurances Ltd were formed in 1985. They are members of the Independent Insurance Agents Association (N.Z.) Ltd, an organisation of registered Agents and Brokers.



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Blood is not becoming

By Islay McLeod

MALE yachties do not have accidents like getting hit on the head by the boom or getting their feet mangled in the traveller or their hair wound round a winch or a spinnaker clew in the teeth. Nor do they tell the truth until you do any or all of these.

The boom is the long pole sticking out sideways from the mast (which is the tall pole sticking up from the deck). The two prime purposes of the boom are: (a) to hold the bottom edge of the main sail out flat, and (b) to annihilate crew members over two foot six. Booms move sideways, often involuntarily, and then with the force and effect of an Exocet. When anyone calls "Going about", "Lee Ho," "Tacking," "Gybing," "Heads," or "Watch out," you should instantly flatten yourself on the nearest horizontal surface or the boom will surely assist you.

Blood is not becoming. Gore tends to stick to the deck or the sails and infuriate the skipper. So if the worst comes to the worst, hold a bucket under your gaping wound and for God's sake don't cry. Remember, you chose to be "one of the boys" and not a "typically useless female". The doctor will diagnose shock and concussion on Monday and sternly advise two weeks bed rest. In fact, you've only got till Friday morning at 6.30 when the skipper's booked the pre-race slipping.

Exposure

Exposure has nothing to do with anything to do with taking your clothes off. It has quite a lot to do with not having enough on in the first place.

You may think that the Antarctic Explorer's outfit provided courtesy of some dodgy arrangement of your father's with someone on the Deep Freeze base in Christchurch will keep you cosy as a cat on a duvet out there. But just wait until you're lying to leeward and the boat broaches at 16 knots. As the hours pass, you'll gradually stop shivering and shuddering. The water will begin to look like lovely warm chocolate. You'll see mermaids who beckon you in. The crew will suddenly appear as hunky native bearers under the shade of a palm tree and you'll start singing the Hawaiian Wedding Song as you hula dance your way down the cabin top.

Fortunately for all concerned, a key change and a throaty rendition of "Hey Big Spender" leading into one of the silliest strip routines imaginable (there's no sexy way out of wet weather gear) is pulled up short at the marina with the crew's hurried explanation of "Exposure . . . do something with her will you?" to the skipper's wife.

Mal de mer

Mal de mer sounds a lot nicer than "seasickness" and certainly a lot nicer than the whole crew on the rail suffering from it. You can swallow pills, stick pins in your wrists, stick spots behind your ears, even resort to hypnotism, but when that swell starts and so does the 16-stoner beside you, prepare to lose your dignity as quickly as your dinner.

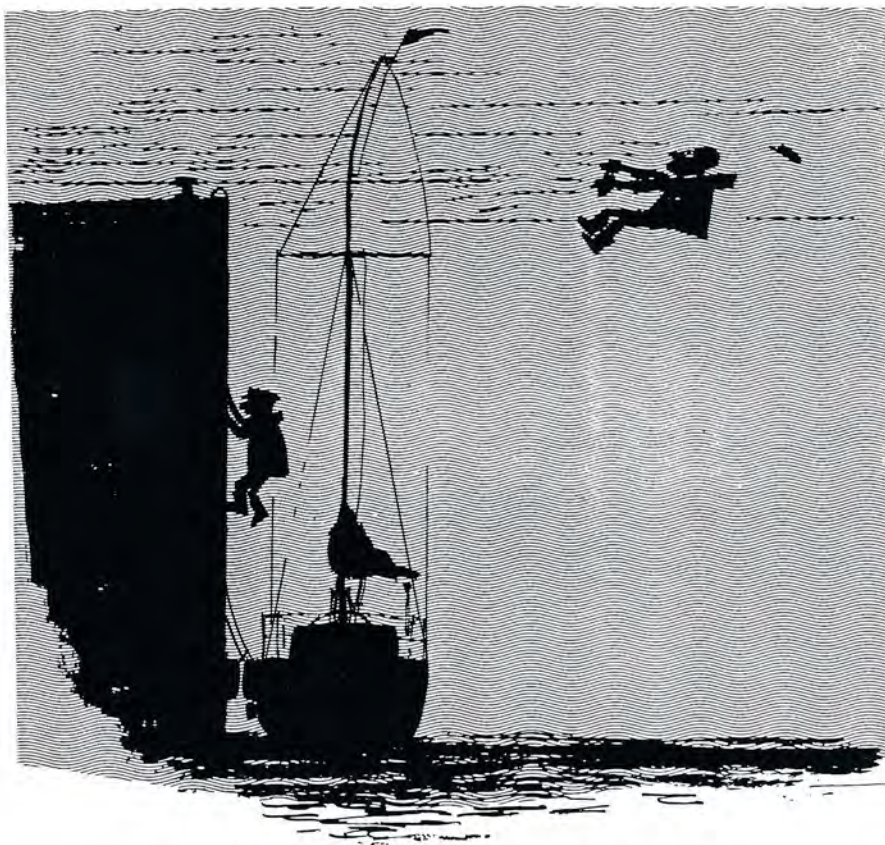
As you hang hopelessly and helplessly over the back of the boat, even the bout of botulism you suffered following

the crew dinner last week at Lee Ho's Chinese restaurant can not be recalled as deathlike as this.

Lazarus

The 16-stoner will, at this point, arise like Lazarus and administer a stern and detailed lecture about "not letting it get to you" and "the only way to keep going is to keep eating". This will be accompanied by wafts and spitted bits of heated up stew he's been handed by the yotigator who's "put the pot on" while he whipped downstairs for a bit of a looksee at what transpires to be the Wise's Guide to Tauranga. He must have left the chart in the glovebox.

And speaking of things left on shore, you really should read the final lesson in this series: "I don't think your wives like me . . ." (just kidding, this concludes a three-part series. Happy sailing!)



"I think the wind has dropped, Fred."



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WHB Report

IT has been many years since new marina facilities were provided for boaties in Wellington. In recent times we have had to suffer the frustrations of the planning process in respect of each of the proposed marina developments. However, in respect of the third pier at Evans Bay those frustrations are now almost behind us.

Evans Bay

Design work for the third pier was completed in early December. Two contracts for dredging and for pier construction were advertised with tenders closing on 25 January. The tenders have been assessed, and at the time of writing it is anticipated that the Board will accept a tender for each contract at its meeting on 22 February and that work will commence on site in early March.

Plans and a design report for the new pier are subject to the approval of the Department of Conservation. Approval of the plans was also required from the Ministry of Transport and the Wellington Harbour Maritime Planning Authority. Only the approval of the Minister of Conservation remains to be obtained, and this is imminent.

All trailer yachts have been removed from the parking area adjacent to Cobham Drive where dredged material will be brought to shore, de-watered, then transported away.

It is also intended while the construction contractor is on site to undertake a number of minor works on piers and breastworks in the marina area. Progress is being made on the various drawings and consent procedures for this work, and prices will be obtained as soon as the drawings are complete.

Clyde Quay

An application for planning consent for the proposed marina development of Clyde Quay Boat Harbour was lodged with the Wellington Harbour Maritime Planning Authority on 26 January. Advice has been received from the Authority that further information is required on a number of matters.

This information is being put together by the Board's consultants, Beca Carter Hollings and Ferner, and covers such areas as demand for marinas, potential conflict with other users, reconstruction of the hard, wave break or wave absorption at the entrance, access to breakwaters, noise during construction, landscaping and marine biota.

Security or the Environment

During the recent visit to Australia by Board members Keith Spry and Alister Macalister and Recreation Services Manager Jim Coutts, one noticeable difference with our Australian counterparts was their apparent lack of concern for the environment by allowing, and in some cases even encouraging, people to live on board boats, despite no requirement for holding tanks or provision of pumping facilities. In fact in many marinas it was considered that people living on board boats provided far better security than the other usual forms of security. While the Board considers that security is vitally important, it should not be at the expense of our environment.

A recent incident at Evans Bay Marina would suggest that maybe Wellingtonians are not so security conscious. Several youngsters were observed on a boat which they had no right to be on. A neighbouring boat owner, concerned to protect a fellow boat owner's property, promptly told the youngsters to get off. He was then rudely "chastised" for his efforts by a parent of one of the youngsters. It is to be hoped that the parent may reflect on her role in this unfortunate saga and that it will not deter boaties from being protective of fellow boaties' property. Security in the marina shouldn't stop at the lockable gate but should be the concern of every boatie who has access to the marina pier.

Water safety

Most boat owners would consider themselves to be responsible and concerned for safety on the water. This marvellous summer weather has meant that there has been greater activity on and around the harbour. But being considerate of other water users is not always uppermost in boat owners' minds.

Numerous complaints are received about water skiers and jet skiers but yachties are not blameless either. For instance, while Kau Bay is a popular sheltered anchorage in a southerly, a water ski lane is also located there. Regulations provide and common sense should tell that when a lane is being used by skiing, it is not on to moor in the lane, or to swim in the lane or to fish in the lane!!

There are only six water ski lanes on Wellington Harbour, located at Seatoun

By J. W. Coutts

Recreational Services Manager,
Wellington Harbour Board

Beach, Kau Bay, Evans Bay, east and west ends of Petone Beach, and at Days Bay. Each lane extends into the harbour 200 metres from the shore and they are of varying widths. These lanes are reserved for water skiing, and any boat moored in a lane must move if the lane is required for water skiing.

Seaview

The Lower Hutt City Council's planning consent to the marina development has now been received. Consent conditions are identical to those for the Maritime Planning Authority.

The Bill for the Special Act to authorise the Seaview Reclamation had its first reading before the Parliamentary Christmas recess. The Wellington Harbour Board (Seaview Marina) Reclamation Bill as it is entitled will now go through its Select Committee stages, and the closing date for submissions to the Select Committee was 7 February.

However, a number of Government Departments have been requested to report on the Bill and the deadline has been extended until 28 February. It is now extremely doubtful if the Bill will be enacted before April.

The geotechnical site investigation was completed in early December and work has proceeded on laboratory testing. Consolidation of the fill material of up to 1.5 metres can be anticipated over a period of approximately three years. Various adjustments to the profile of the breakwater are being examined to produce final design alternatives. A detailed examination of sources and costs of breakwater construction and reclamation materials is being carried out in conjunction with the geotechnical and wave protection design work to determine the most cost effective design for the breakwater.

Design work is in progress on land-based aspects of the marina development and a land-based survey has been completed. Soundings as required by the planning consent for the scheme are being undertaken. Design of the oil pipeline corridor protection is well advanced.

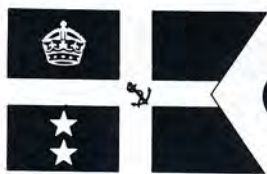
Professor Raudkivi, who is providing design input on oceanographic aspects of the design, is currently working on examining the wave climate and rip rap sizing for the breakwater and will follow this with input to the beach design.

COMING EVENTS

<i>Wednesday 5 April</i>	1830 hrs	"Know your Liferaft" - demonstration by RFD at Fryberg Pool.
<i>Friday 14 April</i>	1800 hrs	Autumn Cocktail Party - Wardroom. \$10 cover charge includes live entertainment and champagne.
<i>Wednesday 19 April</i>	1900 hrs	"Blue Water Odyssey - A Family Cruises the World" - Video.
<i>Wednesday 3 May</i>	1900 hrs	Tutorial - Watch the Noticeboard.
<i>Thursday 4 May</i>	1930 hrs	"ON-YOT OFF-YOT 89" - Tickets \$25.00 includes Champagne, Supper, Bodyworks Aerobics Display in the Wardroom.
<i>Wednesday 17 May</i>	1900 hrs	Video plus Keeler Keith and Dr Dick on "Cruising the South Island".
<i>Saturday 27 May</i>	1900 hrs	Annual Prizegiving - in the Wardroom.
<i>Wednesday 7 May</i>	1900 hrs	Tutorial - Watch the noticeboard.
<i>Wednesday 21 June</i>	1900 hrs	Video.
<i>Wednesday 5 July</i>	1900 hrs	Tutorial - "Use of the Sextant in Coastal and Ocean Navigation".
<i>Wednesday 19 July</i>	1900 hrs	Video.
<i>Sunday 16 July</i>	0930 hrs	Champagne Breakfast - Tickets \$40.00. Plaza International Hotel Ballroom. Buy early - remember the sell out last year.

NB: Watch the Wardroom Noticeboard for information on a visit (late March) from Malcolm Francis, author of "Coastal Fishes of New Zealand", a marine biologist and Wellingtonian currently based in Leigh, who will speak to us on "how to catch fish with three hooks in the Sounds".

The Sailing and House Committees will endeavour to continue the first Wednesday of the month Tutorials and third Wednesday Videos. We would appreciate any beautiful ideas from members for these evenings. Watch the noticeboard for further details on topics.



Cruising Captain

South Island cruise

AS I have mentioned in the last couple of RIPs the cruise around the South Island next year is under control. We are arranging a meeting in April at the Club for members interested in such a cruise; Dick Graham and Kem Cox, both of whom have cruised the southern fiords, will be attending the meeting.

Cruising Division racing

Looking through the Cruising Division results it is good to see that line honours are being shared around this season amongst the three "Ks" – KOTARE LASS, KOAMARU, and KOTUKU.

All the other boats in the Division are getting their fair share of handicap places.

Ship Cove Race

Good to see some cruising boats entered in this race, but once again the slower boats got caught by the tide around Cape Koamaru.

D'Urville Island

Once again SOUTHERN MAID, MEDWAY, and CHARISMA made their annual pilgrimage to D'Urville Island to catch the big ones over Waitangi weekend.



Liferaft demonstration

Don't forget to watch the noticeboard re liferaft demonstration. A must for everyone to participate in, owners and crew alike.

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New members

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

Senior

T. A. Alexander
T. Gardiner
S. A. Perry
C. P. West
J. C. Abbott
N. J. Lee
P. R. Romanos
B. A. Wilson
J. A. Ferguson
J. A. McIlwaine
R. D. Taylor
C. P. Windsor

Lady

T. S. Barton
M. A. James
M. J. Chester
J. A. Rowland
C. Harris
S. Watt

Country

A. C. Hayward
R. A. Smith
A. C. Mackay
M. Ono

Intermediate

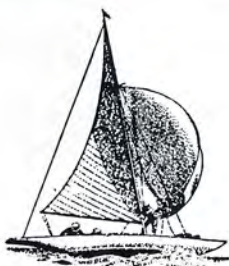
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From the Club Manager

Slipway fees

The Slipway fees were increased with effect from 1 January 1989 and are as follows (inclusive of GST):

Quick slip (up to 1 hour)	\$15
1-24 hours	\$35
Additional days	\$22 per day

The Club's Honorary Slipmasters advise that there have been several instances when owners have booked quick slips and failed to turn up for the slipping. This occurred a couple of years ago and to get around it we introduced a policy of requiring payment when the slipping was booked and forfeiture of that payment when the owner failed to show for the slipping.

Please remember that quick slip time is valuable and programmed each week to assist our racing fleet get around the track a bit quicker. If you are unable to make your quick slip, at least have the courtesy to advise the Hon. Slipmaster or myself at the earliest opportunity to permit other yachts the opportunity of taking the slip time.

Club membership

Membership totals at 1 March are:

Hon. Life	10
Special Life	7
Veteran	51
Lady Veteran	6
Senior	618
Lady	153
Country	145
Intermediate	15
Junior	15
Corporate	16

1036

Absentee 36

1072

Club Handbook

Items for inclusion in our new look handbook presently stand as follows:

Section 1:

Officers
Past Commodore
Honorary Life Members
Short history of the RPNYC

Section 2:

General Rules

Section 3:

Office hours
Wardroom hours and liquor licence requirements
Keelers Restaurant

Section 4:

Blue Ensign warrants
Boat Insurance Scheme
Club canteen
Club magazine
Club moorings in Wellington and the Sounds
Club radio and SSB/VHF information
Club sheds
Club slipway
Flag etiquette
Fuel and water
Hire of Club premises
Rail Ferry passage times in Tory Channel
Small craft berths and moorings:
In Wellington
In Picton
In Havelock
In Nelson
The NZYF and WYA
Visiting rights to the RPNYC and other Clubs
Wellington yacht clubs

Section 5:

Racing programme and Sailing Instructions
Trophy list
Race records
Yacht inspectors

Section 6:

Registration of yachts
Club Yacht Register

Section 7:

Membership roll
Subscriptions 89/90

The Handbook will be prepared by the Racing Secretary and myself, and any input from members is welcomed.



Financial Year and Subscriptions

THE Club's financial and subscription year ends on 31 March 1989 and subscription levels will be reviewed at that time with any increases recommended to the AGM in May/June.

Anyone applying for membership between March and the AGM will be required to pay the full Building Levy applicable to the appropriate membership category and half the annual 88/89 subscription which will be treated as an advance of the 89/90 subscription. Subscription accounts mailed out in June will include this advance as a credit on the invoice.

GRANT SCOONES

Blue Ensigns

THE following Club yachts hold warrant to fly the undefaced Blue Ensign:

CAPELLA, P. J. Moore
CATALA, A. A. and C. M. Kent
COUNTDOWN, J. N. K. Mansell
FAIR SHARE, D. G. Hogg, J. G. Benton, D. Ross and P. W. O'Neil
GULLEY JIMSON, C. J. A. Harris
KOKORU, A. H. G. Mulligan
LARRIKIN, N. Jordan
LISA, D. H. Scott
NEREIDES, R. W. L. McKeig
NIRVANA, A. Macalister
ODYSSEY, J. R. Bradley
OXYGENE, R. F. Hale
QUINQUEREME, R. I. R. Moody
SILVER SHADOW, P. W. O'Neil
SPINDRIFT OF NELSON, P. A. Reid
SYRAH, M. C. Ahern
TARA NUI, K. S. Larkin
TARUA, G. Scoones and M. R. Wilson
VAGABOND, J. G. Holmes
VENDETTA, C. W. Reid

The Loe Down

Dining ashore

EVERY magazine worth its salt has restaurant reviews. Here goes. After finishing a longish charter during which I cooked over 200 meals I was ready to eat out anywhere provided it was away from the waterfront. My companion (for such is the term favoured for co-diner in the reviews) and I decided to try the St Tropez, which is not in France but up-town Picton, by the new shopping mall.

We were met by the friendly proprietor and ushered to a table which was set up inside one of the Mikhael Lermontov lifeboats – now part of the Mall architecture. So much for getting away from the sea! However the lifeboat didn't rock and soon my companion and I were at ease as we started on our BYO supplies, a red, a white, and some cans.

We had different "starters". I went for smoked salmon and melon, while scallops sort of grilled were put down opposite. Both superb. For the second and main courses we broke the rules and both had the same thing – Fettucine St Tropez. This proved to be excellent, washed down with both wines. The salad and vegetables were first class. We had eaten too much to have desert but the coffee was excellent as was the service throughout.

It was the best meal I have had ashore in Picton and cost \$46 for two. A bargain to my mind. Recommended.

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

Pianissimo

As a direct result of the Cook Strait race, cultural life in the Sounds took a great leap forward. Prior to the arrival of the fleet I had purchased a piano in Picton off yachting stalwart Des Maney, who incidentally once owned the magnificent QUEEN CHARLOTTE which had a piano in the saloon. Getting the tinkler to my house which has no road access was proving difficult. Carriage by helicopter would cost twice as much as the piano, and so on.

However the joint crews of ECLECTIC and SECOND GLANCE solved the problem neatly. All hands, including a somewhat bemused Masatoshi Ono, son of the new owner of SECOND GLANCE, set sail on ICONOCLAST for Picton and the Maney house. In a trice doors were removed from the homestead, the piano was

loaded on a trailer, taken to the wharf, and plonked on the foredeck with the aid of the spinnaker halyard.

Back at the Bay the brilliance of the removal men was sustained and the far-from-light instrument was carried on high up the steep narrow path to the house. While it is early days yet, to judge by their shrieking, the wekas prefer Bach to Beethoven and both to Bartok. But my favourite number, "Red Sails in the Sunset", is greeted in total silence by my flightless friends. What can this mean?

Sounds of summer

The summer season this year was the best many of us can remember. Brilliant warm days with the sand too hot to walk on in bare feet. Just like Takapuna beach in my childhood. Now the summer people with their outboards, water skis, and shrill city voices have gone again until Easter at least. This will give the fish, the scallop beds, and the eardrums (suffering from exposure to "Yamaha Roar") a chance to recover.

Eardrums were also assaulted on Channel 63, the Sounds VHF frequency. With the influx of boat people came a considerable number of highly vocal radio users. Irrelevant claptrap poured over the air from dawn till very late. Betty and Tony Baker of Cape Jackson Radio were magnificent and, when the occasion demanded, asserted control. Throughout the whole trying period they were courteous and helpful, even ringing taxis for yachtsmen who didn't wish to get wet by going to a public call box!

The most tiresome phrase in use over the transmitters was "I'll catch you later". This could be heard hundreds of times a day. Does the heavy reliance on this hackneyed idiom disclose not only a poverty of mind but a secret wish to be safe and sound ashore playing cricket?

Port Companies

Beware the new Port Companies. I had a charming letter from the General Manager of the Marlborough company talking in business clichés of the day about mutually-beneficial ongoing relationships and so on. A heart-warming epistle if ever I read one, but, inside the same envelope was a terse note announcing an increase in berthing fees for ICONOCLAST of 110 per cent.



How about a shanty, then, Lads? Hey, ho, and up she rises . . . ? A life on the ocean wave . . . ? Perhaps something a little more uplifting, like the Water Music . . . ?

Q-Class

Tahuahua (also known as Blackwood Bay) is the setting for a regatta each New Year's Day. All manner of yachts take part, and the trophy goes to the first home, usually but not always a member of the Macalister clan. This year the senior clansman, Alister, distinguished himself, not by winning, but by reviving and racing a now almost extinct sailing dinghy known as the Q-Class.

These yachts preceeded the Idle Along and I think also the X-Class. The Macalister's craft had been undisturbed in their boatshed for decades but it proved to be a sound enough vessel which could surprise (in the parlance of the turf) if the going is heavy. Incidentally, like VAGABOND and RAUKAWA, this 14 foot bowsprited beauty was built in Balaena Bay, just where that ludicrous sculpture is now situated.



Star of the Blackwood Bay Regatta was Alister Macalister's aged Q-class dinghy, still looking smart in its Chinese Lacquer red and cotton sails, despite not having been in the water for 30 years.

Hello, Sailors!

READERS will remember Winston Churchill defining Britain's naval tradition as "rum, sodomy, and the lash". Well, it now seems that this volatile mixture of drink and deviation characterised Britain's pirates also.

A Mr B. R. Berb has written *Sodomy and the Perception of Evil*, being a study of England's sea rovers in the 17th century Caribbean. Those with a smattering of history will know that among the many unhappy consequences of the founding of Europe's overseas empires was the conversion of the Caribbean into a centre of privateering and piracy. It was all very yo-ho-ho and bottom of the harbour, with indiscriminate looting and plundering by desperadoes of assorted nationalities. And it was conducted with violence and brutality considered remarkable even by the standards of that bloodthirsty age.

Freedom

Well, according to B. R. Berg, the Caribbean pirates were predominantly homosexuals who had sought freedom from heterosexual persecution back home.

In poncing around the poop-deck

with cries of "Hello, sailor!" they were merely demonstrating that they were sufficiently macho to equal heterosexuals in "the most masculine of all human enterprises".

Forget red sails in the sunset. What about cerise? Or gamboge? Or sails with frills? One can hear "Whoops!" echoing over the waters while crew members "into" S & M went in for keelhauling. You can see the sailors dressing up in the stolen silks and looted lingerie of Spanish ladies, teetering around in their high heels, and slapping one another on the wrist. And, clearly, "walking the plank" is a misnomer. It's more likely to have been "mincing".

Similarly inclined

Berg also argues that most British merchantmen were similarly inclined. While heterosexuals went to sea in fishing craft which stayed close to home and women, gays voted for other routes – those that meant months or even years away from women. And once they were bounding around the main, it was a comparatively simple matter to swap the Union Jack for the Skull and Crossbones.



I'm not competent to judge Mr Berg's scholarship but I must say that his speculations were borne out by at least some of the verses of that venerable shanty about "the good ship Venus". And yet I'm troubled by one historic anomaly – the presence of a female figurehead on the bows. One might have expected, instead, a carved derriere on the stern.

(By Phillip Adams, *Bulletin*, 17.1.84)

The finishing line

Slipway solution

A POSSIBLE solution to the question of Wellington's lack of slipway facilities may lie in the following letter, dated 3 July 1905, which came to light recently in the archives.

Marine Department
Wellington
3rd July, 1905.

F. C. Turnbull Esq.,
Hon Secretary,
Port Nicholson Yacht Club,
Wellington

Sir,
I have the honour, by direction of the Minister of Marine, to acknowledge the receipt of your letter of the 8th instant, with reference to the Port Nicholson Yacht Club being granted a lease of a landing place and a site for the erection of a small slip and boathouse on Ward Island; and in reply I am to state that the Minister desires that the Club should forward a plan showing the position where it wishes to have the landing and erect the structures referred to and also a plan of the structures themselves.

I have the honour to be, Sir,
Your obedient servant,
George Allport,
Secretary.

Unfortunately the archives do not record that any plan was submitted to the Marine Department, nor is there any sign of a slipway rail on the Ward Island beach. Nor was it explained how a slipway would be operated, or by whom, or how access to it would be gained. Mind you, when the new "fast cat" harbour ferry comes into service in the next few weeks. . .

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Australia Bound

TWO of the larger Club yachts are doing what we'd all like to be doing at this time of year as daylight saving comes off and the days get colder and darker.

SILVER SHADOW and COTTON BLOSSOM have both migrated across the Tasman with the intentions of working their way up to the Hamilton Island Regatta via the Brisbane-to-Gladstone Race.

We wish them, and their crews of mostly Wellingtonians, well.



Recreational Supervisors

WHB Marina and Boat Harbour Custodians sporting new hats in the shape of "Recreational Supervisors" pilot their Naiad 4.8 m hard-bottom inflatable in the area of the Somes Island mooring. Roger Carter and Murdo MacLeod have assumed a wider range of duties under the re-structured WHB organisation and only recently issued a "bluey" to water skiers on the Hutt River!

Murdo and Roger have been Harbour Wardens for some time now but their new inventory of equipment (boat, ute, uniforms etc.) have given the job new meaning and greater responsibility for the dynamic duo. While Roger and Murdo are still based at their respective Boat Harbour/Marina offices, the additional role and an overlapping of duties have brought about a change in working hours to ensure their presence in supervising the harbour-based recreational activities of

Commiserations

THE Club offers its commiserations to Captain Jack Churchhouse, well-known author and curator of the Wellington Maritime Museum, who suffered a serious back injury while working on his house recently, and is now in the Spinal Unit of the Burwood Hospital, Christchurch.

Any messages of cheer from friends would undoubtedly be welcome, and should be addressed to:

Captain Jack Churchhouse,
Burwood Hospital Spinal Unit,
Private Bag,
CHRISTCHURCH.



us Wellingtonians e.g. skiing, yachting, etc. In normal circumstances, their days off are as follows:

Roger Carter Wed and Thurs
Murdo MacLeod Fri and Mon

Note: Each assumes the other's duties on days off.



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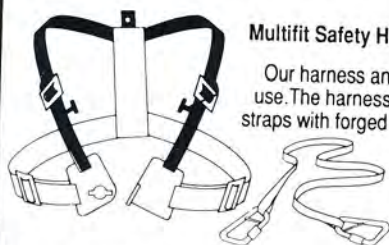
Take the Multifit Ocean Buoyancy Waistcoat. You can wear it on its own as a buoyancy aid (going ashore in the dinghy, for example). Or you can zip it into the inside of the Offshore or Ocean Jacket. Extra safety, no added complications. The new Musto Bodywarmer Waistcoat works the same way. Zip it in, or wear it as a warm, stylish, waistcoat ashore.

The principle of being able to incorporate add-ons is also applied to safety harness and lifejackets. Ever struggled

with a tangled harness before coming on deck at night? Well, now you just clip your harness on to the outside of your Offshore Jacket beforehand. Next time you pull on the jacket, the harness is there, ready to use. You can clip on a lifejacket instead.

Or, to be totally logical, you can opt for a lifejacket and safety harness combined.

But Musto Offshore is not only distinguished by what you can add to it. The contour collar and hood are the features which won a 1987 Design Award for the Musto Ocean Jacket, and which won Musto the R.N.L.I. contract.



Multifit Safety Harness 665 & Safety Line 666

Our harness and line are designed for ease of use. The harness has colour coded adjustable straps with forged stainless steel buckles. The webbing safety line has a stainless steel hook secured on either end.

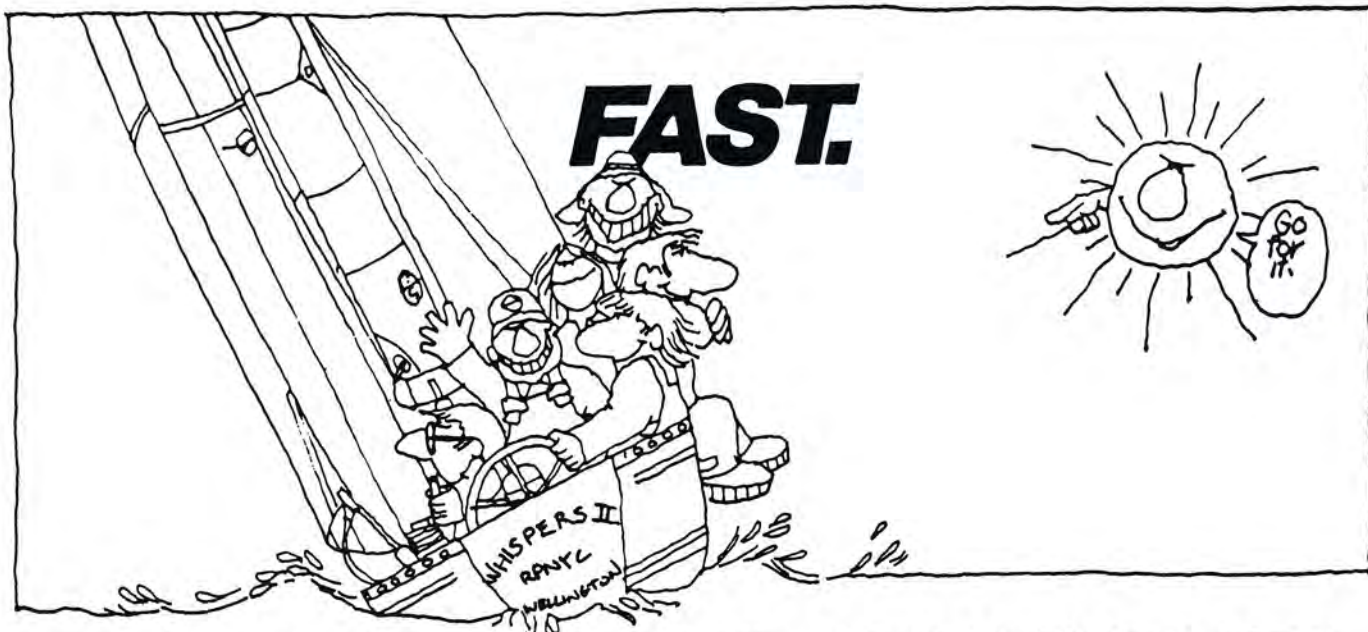
Multifit Ocean Buoyancy Waistcoat 657

Zippered into the Offshore Jacket to turn it into a 'floater' coat or can be worn separately as a buoyancy aid.

Musto Multifit lifejacket (right) and new Bodywarmer Waistcoat can be permanently attached inside and outside the Offshore Jacket.



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