

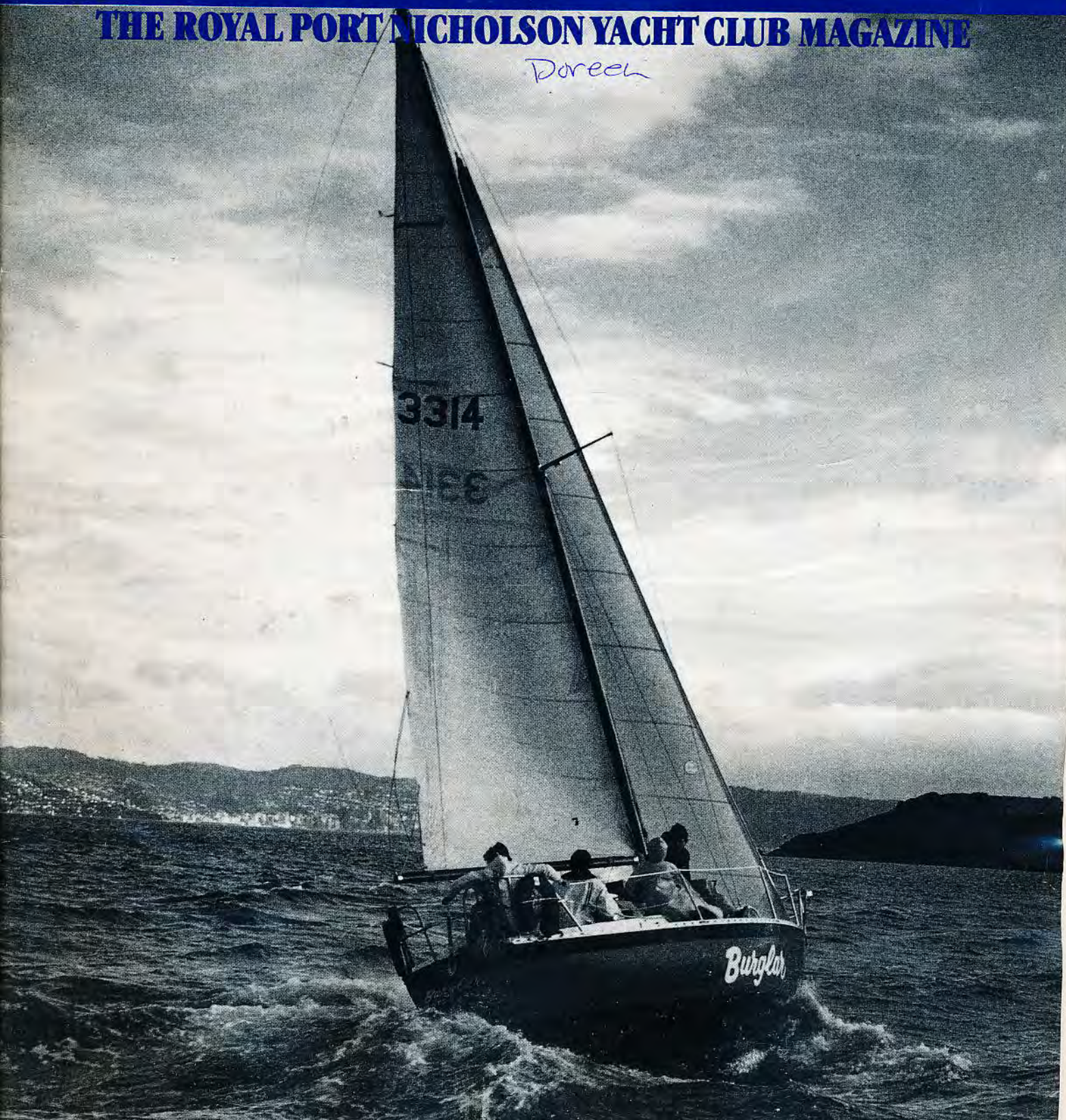


The Rip

Winter 1989

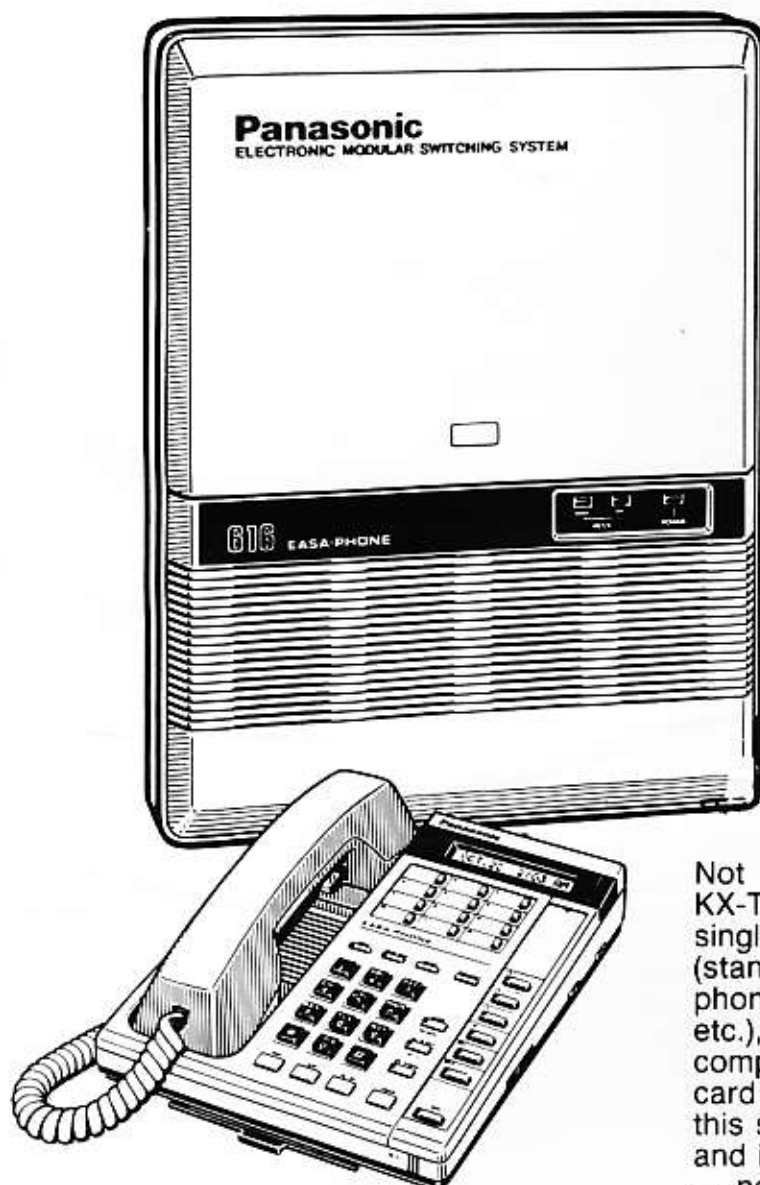
THE ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE

Doreen



THIS IS NO ORDINARY TELEPHONE SYSTEM!

WHAT MAKES PANASONIC SPECIAL?



Almost every small business telephone system requires the exclusive use of the manufacturer's "proprietary" telephones unless you buy extra equipment. If you want to connect a single-line telephone or an answering machine to the system, you have to buy an optimal "card" or "module" to make them work.

Not so with the Panasonic KX-T616B. Virtually any single-line telephone (standard phones, feature phones, cordless phones, etc.), answering machine, computer modem or credit card verifier can operate with this system. Simply plug it in and it works! It's that simple — no hidden costs, no effort.

Panasonic
Office Automation  **Tel (04) 856-949**

Ground floor Marshall House 146 Wakefield Street, Wellington.

Facsimile, Telephone Systems, Photocopiers, Electronic Whiteboards, Printers, Calculators,
Telephone Answering Machines, Typewriters, Pagers, Cellular Mobile Telephones . . .

(7sd905300)



The Rip

Vol.8 No.3
Winter 1989

DEPARTMENTS

Letters	2
Commodore	4
Vice Commodore	9
Rear Commodore	13
Cruising Captain	23
Club Manager	37
The Loe Down	39
The Finishing Line	40
New members	40
New boats	40

FEATURES

New Editor	3
Opening Day	7
Cocktail Mixing	11
Women on the water	11
Winter Series	15
Pacific Racing Circuit	15
Champagne Breakfast	16
Lady Elizabeth	19
BILBO BAGGINS to Tonga	20
Sailing with Spirit	25
Spirit Scholarship	29
Notices to Mariners	31
More Balls	33
The Wind Factory	35

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

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

COVER

Clive Snow's Cavalier 30 BURGLAR gets in some practice for her winning performance in the Beef-eater Gin Winter Series.



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1989-90

Patron:
HIS EXCELLENCY THE GOVERNOR-GENERAL

EXECUTIVE COMMITTEE

		Work
Commodore:	B. D. CARDIFF	883-805
Vice Commodore:	D. R. BARCHAM	714-512
Rear Commodore:	ANNE CARRAD	726-161
Cruising Captain:	K. S. LARKIN	887-895(H)
Hon. Treasurer:	A. P. PRESTON	851-995
Hon. Racing Secretary	J. L. OWER	881-924
Hon. House Secretary	CHARLOTTE TAPLEY	737-563
Committee Members:	P. M. CARRAD	726-161
	R. J. COWLEY	739-313
	I. A. GREIG	721-155
	G. D. HARGREAVES	879-470
	J. N. K. MANSELL	796-887(H)
	G. J. NIMMO	863-506(H)
WYA/NZYF Delegates:	G. D. HARGREAVES	879-470
	I. A. GREIG	721-155
Secretary/Manager:	G. SCOONES	848-700
		367-916(H)

Office Hours

Tuesday-Saturday 9 am - 5 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
Public Holidays 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

No. two of twenty!

The following letter was received as a result of Club Manager Grant Scoones' efforts in dropping messages in bottles from GULLEY JIMSON on her voyage to Tonga in June.

JUST a brief note to enclose a couple of photographs of a bottle with a note in it which was cast adrift from the New Zealand yacht GULLEY JIMSON on 22 June 1988 from the position

28 degrees 23 minutes South
177 degrees 39 minutes West.

I found the bottle on 13 July 1989 on Tryon Island which is approximately 60 miles north east of Gladstone, Queensland, or an hour's cruising north of the well-known tourist resort of Heron Island. I was camped on the island with a party of friends. The bottle washed up on to the beach during a particularly heavy south-easterly blow.

I was pleased that the note was put in the bottle with the message to the outside so that it could be read without having to break the bottle or destroy the seal which, by the way, is now covered with coral growths. The bottle now resides as a very important "conversation piece" on our dining room buffet.

By the way, the bottle was number 2 of 20 cast adrift.

Sincerely,

DR BERNARD WOLFF



Watched critically by working bee members Bob Daniel, Brian Cardiff, Chris Crawford, and Bruce Emley, Graeme Hargreaves applies his professional skills to the job of reforming the grassy areas outside the Clubhouse to improve the front access. With the cooperation of the City Council, the area has now been sealed.

Help required

THE Worser Bay Yachting Club will be hosting the NEW ZEALAND NATIONAL TANNER & TAURANGA P Class Youth Championships at Worser Bay in Wellington from 2-12 January 1990.

This event is the largest junior regatta to be held in New Zealand, and we expect to receive in excess of 160 entries. We write to seek your support by way of assistance in running this event.

We require assistance in the following areas:

- Administration
- Catering
- Patrol Boats
- Measurers.

We seek the support of your Club members who are willing to assist during the event.

We would be grateful if you could advise us the names and telephone numbers of those willing to assist.

R. C. WALKER,
Commodore,
Worser Bay Boating Club



RIP deadline

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

Copy for the next issue will have to be received by November 7.

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

Letter from the Editor

AS noted in the Commodore's comments this present issue of THE RIP is the last that I shall produce as Editor. For a variety of reasons the time has come to pass this responsibility on to another Club member and I am delighted that Lynn Chambers has volunteered to undertake this task.



Lynn, who will be combining her duties of Publicity Officer with her editorship of THE RIP, has vast experience in radio journalism and public relations. The December (Spring) issue of THE RIP will be her first, and there shall be (as the politicians say) a smooth transition of power as I shall be readily available with any advice or help that may be required.

By coincidence, and for reasons quite unconnected with my own, the co-founder and mainstay of THE RIP, Barrie Cronin, is also reducing his involvement as from this present issue. Barrie was a co-founder of THE RIP in 1980, along with Jeanette O'Shea, and has been heavily involved in the production of every issue since then, bringing a wealth of experience to his many duties as Sub-Editor.

The highly-professional layout and finish of the magazine is largely due to his close attention to detail. He has been very much the power behind the throne, and I am indebted to him for his invaluable assistance over the last three years.



Fortunately, again, we have gained the services of someone with a wide knowledge and experience of the broadcasting industry, journalism, public relations, writing and publishing



Sea Spray photo

Editorial

LOCAL yacht club folklore has it that, a couple of decades ago or thereabouts, an upstart cruising (!) club had the temerity to suggest to an ancient, venerable, and royal racing club that it should participate in a proposed scheme for laying moorings in the Sounds for the use of cruising boats. This suggestion was met with the lofty comment that "we are a racing club and aren't interested in cruising in the Sounds."

I believe that this did happen, but doubt whether the particular comment was any more valid then that it is now. Certainly it has been my observation over the years that many Port Nick. boats are quite happy to use the Mana/Waikawa moorings throughout the Sounds whether they have any right to or not. And this has inevitably led, on occasion, to a certain amount of bad feeling.

Now, due to a large increase in the total number of vessels in the Sounds, and a more honest recognition that we *do* have many vessels on our Club register mainly interested in cruising, we (the ancient and royal racing club) are actually laying our own moorings. I would like to be a wasp on the bulkhead when the crusty giver-forth of the above-mentioned comment finds he cannot pick up a Port Nick. mooring in a howling gale because there is a Mana boat hanging on to it!

However, there is absolutely no need for this "them and us" attitude. We all share and enjoy our magnificent cruising grounds regardless of how much we may or may not thrash our way around the race track the rest of the year.

I believe the time has come for us to suggest to the clubs involved in the Sounds mooring scheme that we would like to get our heads together with them, to contribute our new moorings, and become active participants. If this should mean a healthy injection of capital from us to buy our way into the existing moorings, then so be it. Serves us right for sitting on our high horse for so long. I'm sure that Mana, Waikawa, Pelorus, and the new Tasman Bay Cruising clubs would welcome the funds and our participation.

There is no excuse for carrying inadequate ground tackle but I, for one, have survived many a wild and stormy night sleeping more soundly in the knowledge that my yacht was secured to a strong and well-serviced club mooring. And, if this extended joint mooring scheme should mean that we'll raft up to vessels from other local yacht clubs, and make many new friends, then all power to it. Surely that is what cruising is all about.

JOHN MANSELL

to take Barrie's place, in Islay McLeod as Assistant Editor. Barrie will be remaining in the background to pass on his encyclopaedic knowledge of THE RIP, the Club and its boats and members, and also will continue taking and making available photographs of all occasions.

Finally, and most importantly, my

heartfelt thanks to Norah Stagg for her tremendous support in selling advertising for THE RIP, and to Grant Scoones, whose contribution to the magazine has, as to all other matters associated with the RPNYC, been far greater than most members realise.

JOHN MANSELL



Commodore



Subcommittees

SINCE the last issue of THE RIP in which I detailed the administrative organisation of the Club, the Executive has appointed the following personnel to the various subcommittees for this financial year:

Corporate

Tony Preston
Roy Cowley
Paul Carrad
Brian Cardiff
Gary Tye co-opted

Sponsorship

John Mansell
Paul Carrad
Anne Carrad
Charlotte Tapley
Keith Larkin
Dale Barcham
Peter O'Neil co-opted
Islay McLeod co-opted

RIP Magazine

John Mansell
Jim Ower
Keith Larkin
Charlotte Tapley

Rules

Dale Barcham
Ian Greig
Graeme Hargreaves

Memorabilia

Ian Greig
Gary Nimmo
Graeme Hargreaves
Bill Brambleby co-opted

Restaurant

Ian Greig
Tony Preston
Roy Cowley
Brian Cardiff

Wardroom Finance

Tony Preston
Brian Cardiff

Slipway

Gary Nimmo
Grant Scoones

Clubhouse and Boatsheds

Ian Greig
Graeme Hargreaves
Keith Larkin
Gary Nimmo
Brian Cardiff

Clyde Quay Boat Harbour

Ian Greig
Graeme Hargreaves
John Mansell
Brian Cardiff

The Secretary-Manager, Grant Scoones, is automatically co-opted to all of the above committees.

Corporate

The Corporate subcommittee has met on a number of occasions over the last three months and it seems likely that the remaining Corporate memberships available will be taken up early in the season. I welcome aboard Hewlett Packard (NZ) Ltd and BP (NZ) Ltd as our latest Corporate members.

The establishment of Corporate membership has given the Club a new dimension, and it is hoped that these members will pursue and integrate with the Club's activities during the coming season.

FOR SALE
NZYF YACHT RACING RULES
1989-1993
\$16 (inc GST)
Available from Wardroom
plus
IYRU
Rules interpretation booklet
\$45 (inc GST)
Available from Secretary/Manager

Sponsorship Advertising

The Sponsorship Advertising subcommittee has been one of the most active committees during the winter period, spending many hours discussing the ways and means of securing sponsorship and attracting advertisers, which culminated with the production of the prospectus of sponsorship advertising opportunities available within the Club. This publication has resulted in many of our races and series being sponsored, and a number of new advertisers secured for the Almanac and THE RIP publications.

The Winter Series sponsored by Beefeater through Allied Liquor Limited has been a great success, and a replica of the Whitbread Round the World Section Winner's Trophy was presented to the Club by Sel Grainger, General Manager of Allied Liquor, for

competition in future Winter Series races with their commitment of future sponsorship. This commitment is greatly appreciated by the Club.

Almanac

The Almanac (the Club Bible) contains everything you would want to know about the Club, sailing programmes, history, membership, boat registers, etc., and will prove a very popular document. This is a new concept, and I am sure that all members will agree that it is timely for the Club to have an Almanac.

I express my appreciation for the time and effort that Grant Scoones, Jim Ower, Barrie Cronin and Anne Carrad have put into producing the Almanac, which undoubtedly will become a collector's item.

Restaurant/Wardroom

The Restaurant and Wardroom offers Club members facilities unparalleled in the Wellington City. I encourage all members to enjoy these facilities on a regular basis and use the Club premises at every opportunity as a meeting place with other Club members and friends. The success of a club relies on membership support.

Slipway

The Slipway winch and cable are nearing the end of their economic life and very soon will require replacing. This will be a major expense for the Club this season, and if any members have ideas of how to reduce costs in this regard, please contact one of the Slipway Committee members.

The following Honorary Slipmasters were appointed at the Executive meeting held on 8 June 1988:

Roger Carter
Murdo McLeod
Bob Daniel
Bill MacQueen
Gary Nimmo.

THE RIP

THE RIP continues to be a magazine that captures the attention of all, and this is largely due to the leadership shown by John Mansell. Unfortunately John, because of other commitments, has had to resign as Editor of THE RIP and we are now actively seeking a suitable replacement. We are very sorry to see John relinquish his position as Editor, and take this opportunity to thank him for the excellent service he has given the Club over the past few years.

Rules

The rule changes passed at the last AGM have now been incorporated and have been published in the Almanac. The Rules Committee is looking at further changes to the rules to suit the workings of the Club for the 1990s.

Memorabilia

The Memorabilia Committee is actively sifting through all items of historical significance and it is hoped that displays of these items will be made from time to time in the Wardroom.

Roger Carter, our well known Boat Harbour custodian and Club member, has kindly offered to restore one of the larger models for display. Thank you Roger.

Clubhouse and Boatsheds

Once the breastwork in front of the Clubhouse has been converted into a boardwalk similar to those to the east of the clubhouse, it will be possible in the future to extend the Clubhouse towards the water. With this possibility in mind the Executive has written to the Harbour Board to gain an option for the additional land to be taken up at

some future date. The Executive has also requested permission from the Harbour Board to reinstate balconies for the total length of the first floor.

While the above additions may not take place in the immediate future, the Executive is conscious of the Wellington Harbour Board ceasing to exist on 1 October and therefore considers it essential to have these options in place prior to any changes being made in the controlling authority operating the land on which the Clubhouse sits.

A working bee was held on Saturday 19 August to re-arrange the raised grass areas in front of the Club entrance. I thank all members who turned up for the working bee - particularly Graeme Hargreaves, who provided all the equipment necessary to complete the works on the day.

The Wellington City Council has now removed the disused raised lawn areas and replaced them with paving which gives the Clubhouse a clean entry. Our next task is to erect the canopy designed to give protection to the main entrance.

Clyde Quay Boat Harbour

The Clyde Quay Boat Harbour sub-committee has met regularly with the Wellington Harbour Board and their consultants to discuss the conversion of the Boat Harbour into a marina. The Maritime Planning Authority approved the construction of a marina after hearing a number of objections to the development. Objectors were advised of the Planning Authority's decision and were given 30 days to lodge an appeal to the Planning Tribunal. Unfortunately appeals have been lodged, one from the Wellington City Council, and one from five mooring holders. Copies of these appeals are available for viewing through the Club Secretary-Manager.

It seems likely that the Planning Tribunal would not hear or give a decision on the appeals prior to the demise of the Wellington Harbour Board and therefore the development of the Clyde Quay Boat Harbour into a marina will lie with the new controlling authority, the Wellington City Council and their newly-formed Maritime Recreation Department.

It is hoped that the Harbour Board will let contracts for the deferred maintenance work at the Boat Harbour which will include repairs to the seawall, repairs to the breastwork, and dredging the harbour itself. This will give extended facilities for boat owners for tying up alongside.

The Executive is committed to pursuing the development of a marina in

the Boat Harbour and will keep all members posted on developments as and when they occur. Liaison with the Harbour Board and Council will continue.

Fay Richwhite Corporate Yacht Race

The Club has negotiated again with Fay Richwhite to hold the Corporate Yacht Race on Sunday 26 November 1989. You will all remember the success of this race last year. I request that all yacht owners support this event by making yachts available for the day as this is our major fund-raising event of the season and will benefit yachting in general and in particular youth yachting.

A lucky spot prize of a trip for two to stay at the new Sheraton Hotel in Fiji for one week has been donated by Rex Tours Limited and Air New Zealand. This prize will be drawn on the day, and all those participating in the race will be eligible.

Spirit of New Zealand

The Club has chartered the SPIRIT OF NEW ZEALAND for 15, 16 and 17 December, which will coincide with the Wayne Wilkinson Cook Strait Classic Race to Tory Channel on Saturday 16 December. There are 42 berths available at a cost of \$350.00 each. Berths will be allocated on a first-come-first-served basis. Details are included in this issue of THE RIP. A number of berths have already been sold, so I recommend early responses from those interested.

New Zealand Yachting Federation President

The Club congratulates Hal Wagstaff on his election to the prestige position of President of the New Zealand Yachting Federation. We wish Hal well for his term of office, and offer any assistance he requires during this term.

I wish all members all the best and good sailing for the coming season.

BRIAN CARDIFF

WANTED TO HIRE

Yacht required for the first week of January 1990 for cruising in the Abel Tasman area.
Four adults and 3 children.
Phone Kate and Peter Spackman, 769-541.

AHOY SKIPPERS!

Don't Forget!

**RPNYC Fay Richwhite
Corporate Race Day**

**Sunday 26 November
Mark Foy start 1030**

GET YOUR ENTRY IN EARLY

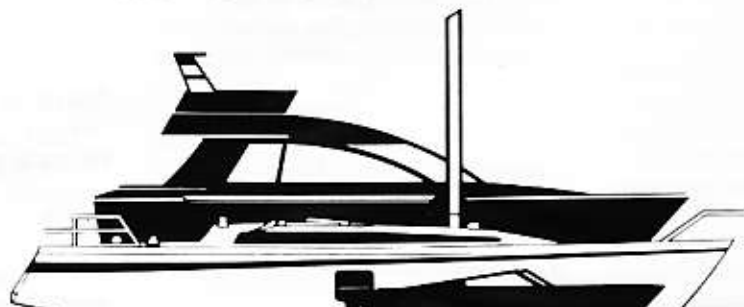


**ROYAL PORT NICHOLSON YACHT CLUB
AND**



**WAYNE WILKINSON
INSURANCE LIMITED**

*Announce the new insurance
scheme for the Club*



**P L E A S U R E C R A F T
I N S U R A N C E**

ALL TYPES OF CRAFT • BETTER COVER • BETTER RATES • PLAIN ENGLISH POLICY

Contact either Nigel Smith,
Michael Smith or Neil Austin on

(04) 499-0557
(WELLINGTON)

FOR A QUOTATION

Your participation in this scheme financially assists your Club

**WAYNE WILKINSON
INSURANCE LIMITED**

*Sponsors of the
Cook Strait Classic*

To: Wayne Wilkinson Insurance Limited
Private Bag, Wellesley St., Auckland.

Please send me further information about
Pleasurecraft Insurance.

Name: _____

Address: _____

Phone: _____ (Home) _____ (Business)

Type of Vessel: ☐ Yacht ☐ Launch ☐ Powerboat

Best Opening Ever

All photos by Alan Shapleski

Past Commodore (1945-1947) and Honorary Life Member Noel Manthel who has been attending opening days of the RPNYC since before the war expressed the feelings of all present when he described this year's event as the best ever.

From the bunting draped Clubhouse; the lineup of flag bedecked yachts berthed Mediterranean style; the great trad. jazz sounds of the Bill West Jazz Band playing on a stage erected near the fuel pumps; the gloriously fine spring day, to the Commodore's "shouts" and the delicious food provided by Keelers, it was a wonderfully festive occasion.

Nigel Gould, Chairman of the Wellington Harbour Board, and Mrs Gould were the guests of honour. Mr Gould expressed his deep regret that the Harbour Board's plans to develop a marina in the Clyde Quay Boat Harbour had been scuppered by the self interest of a selfish few, but voiced op-

timism that a contract for the Seaview Marina would be signed and sealed before the Board's demise on October 31.

Club President Alan Martin spoke of his great confidence in the spirit and future of the club, and presented our newest Honorary Life Member, Bruce Askew, with his badge. He then presented two new trophies that will not be very keenly sought after. A pair of binoculars for the boat with the greatest total elapsed time for the season - an award for persistence and tenacity - and a radio for the second place getter for listening to the race results!

Nigel Gould fired the starting gun at 1400 to set off a large fleet in perfect sailing conditions for the Opening Day Race in which RATTLE AND HUM commenced the new season the way she finished the last by taking line honours. Handicap honours went to CALLISTO, PANDAEMONIUM and BURGLAR.



The gun is fired on a crowded balcony for the opening of the season and start of the opening day race.



Guest of honour Nigel Gould, Chairman of the Wellington Harbour Board, addresses the large gathering of members.



Annie Carrad sets a new standard of nautical chic with her elegant Rear Commodore's uniform.



The Bill West Jazz Band entertains the crowd with superb renditions of dixieland and trad. jazz.



Alan Martin presents Honorary Life Member Bruce Askew with his badge.



The new trophies for greatest elapsed time are donated by Alan Martin to Vice Commodore Dale Barcham.



TARRANT
First National

MARLBOROUGH SOUNDS PROPERTIES FOR SALE

1. Picton Marina waterfront section with floating berth for 12 metre "at front door" \$210,000
 2. Waikawa Marina waterfront townhouse, brand new, great views \$185,000
 3. Dieffenbach Riparian Rights 11 ha block in private bay "Woolshed" included \$150,000
 4. Maiaeti seclusion, home on 260 acres, hideaway "plenty of exotics" here \$350,000
 5. Te Wewewu Bay Tory, holiday home with lawns to beach "close enough to Moody's" \$189,000
 6. Dieffenbach rural block 54ha, long coastline "flash the Ferries going by" \$89,000
 7. Te Awaite, Tory, four year old house "across from Gubbs", interested! \$85,000
 8. Burneys Beach, Fitzgerald Bay, 12 Lots to beach, 4000m² plus. Handy to the Strait. Up to \$38,000
 9. The Pines, Endeavour Inlet cottage, Walk home from Furneaux \$75,000
 10. Punga Cove, Camp Bay holiday home. Dine out at the Restaurant! \$130,000
- Other properties at Ruakaka, Bay of Many Coves and Kenepuru.

First National is Real Estate

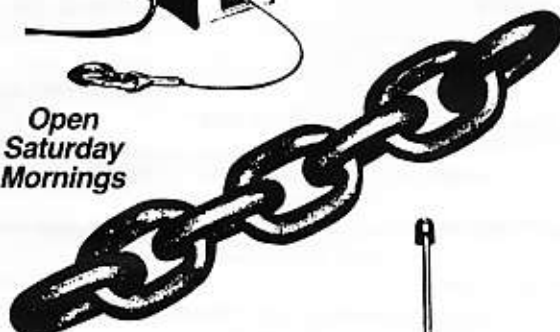
Tarrant First National Ltd, MREINZ
40 High Street, Picton. PO Box 127,
Telephone (057) 36089
A/h Neil Clemens (057) 88556
Roger Cloudesley (057) 37166

HOWARD MATERIAL HANDLING

26 Seaview Road
Lower Hutt
Phone: 685-889
Fax: 689-639

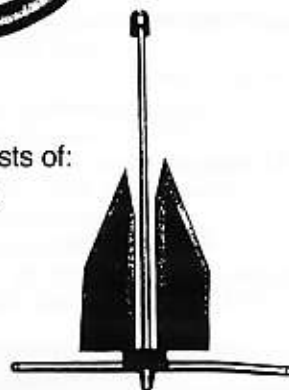


*Open
Saturday
Mornings*



Your Hutt Valley stockists of:

Boat Trailer Winches
Wire & Fibre Ropes
Rigging Braids
Chain & Shackles
Talurit Pressing
Anchors
And much more



WELLINGTON PROVEDORING

CO.LTD.

TEL (04) 685 858 FAX (04) 683 295

RNZN Chart Agents
Ropes & Cordage
Wet Weather Gear
Pyrotechnics
Marine Paints
Life Saving Equipment
Fishing Gear – etc.

**SHED 1, SEAVIEW via WATERMAN STREET.
PO BOX 2564, WELLINGTON, NEW ZEALAND**

Vice Commodore

World champion

CONGRATULATIONS Stuart Banatyne. Stuart recently represented New Zealand at the World Youth Yachting Championships held in Toronto, Canada. He sailed in the single-handed event and came out the World Champion. While he was not a member of our Club he did approach the Club for financial assistance to attend the event after he had won the New Zealand trials. Some assistance was granted, and the Executive wisely also gave Stuart a year's membership. We hope that he will become involved in the Club in the future.

Coaching

The World Youth Yachting Championships are a very important international event. Many countries have national sailing schools and coaching schemes which are used to bring their top yachting youth up to international standard. Many of these schemes are heavily subsidised by the government of the country concerned.

Over the last few years the New Zealand Yachting Federation has been putting in place a co-ordinated national coaching scheme which is working well for the dinghy classes. In Auckland there are various other training programmes aimed at the trailer sailer and keeler crews. In the past Wellington has not done so well in this area, but this season the Club will be running an organised programme using Young 11s. Please support this programme in any way you can.

Training fleet

Many yachts sailing in the Club are short of well-trained and experienced crew. This year's programme is definitely a start in the right direction, and it is hoped that the programme will build to the point where the Club will be able to obtain a sponsored fleet of yachts which can be used for training.

National relay

Last season the Club sent a team of "volunteers" to Auckland to compete in a National Relay event. The event is sailed in Elliot 5.9s, Stewart 34s, Ross 930s and Young 88s. Crews need to sail in more than one boat, and the race is run as a relay. We did not come last, but our performance was disappointing.

This year we have decided to compete again, and hopefully capitalise on the errors made last year. Crews will be selected on a more formal basis with on-the-water trials. A lot more preparation will be put into the event and crews will be required to practise in the class they will be sailing in prior to travelling to Auckland.



Winter series

Another Winter Series is completed. Why do we get such good weather in the latter stages of winter? Not all may agree that the weather was good, but the light and flukey breezes made for competitive racing, and at times challenged the ability of the race committee to set courses. As usual, despite the conditions, the good boats and crew always managed to do well.

The series was enhanced by the sponsorship provided by Allied Liquor, the distributors of Beefeater Gin. Yachties have traditionally been bigger rum than gin drinkers, but as some boats ended up with a few bottles of the stuff at the prizegiving, and with Beefeater also being involved in the Round the World Race, we may see a few change their ways.

Prizewinners

Congratulations to BURGLAR for taking away the series, ZZ TOP for second, and FLYING MACHINE for third. Much of the racing was close at



all levels. Mike Muir's new boat RATTLE AND HUM performed well in the latter part of the series to take out line honours.

New season

The new season's programme is much the same as last year's - again a very full programme with the emphasis on good courses, good start lines, and a new look to the offshore programme. The Club is pushing very hard to find good sponsors for as many races and series as possible, and at the time of writing things are looking good. Competitors do appreciate prizes as all put a great deal into the weekly racing. It makes a difference if that effort is rewarded by something, no matter how small. The Club obviously benefits as well.

There will be two more on-the-water starts this year, making a total of six. These starts have provided for a really good true first beat, which I for one certainly prefer to the raffle to Ngauranga. We realise that not everyone is in favour of the on-the-water starts for various reasons, but if you persevere you will enjoy the racing. If you do not get a good start you have only yourself to blame; everyone has an equal chance.

Two-handed division

The offshore programme has been changed to provide for five serious races. Other traditional offshore races are still programmed but will not count for the series. A two-handed division and some shorter options to the longer races have been included to encourage more boats to sail offshore.

Good luck for the coming season.

DALE BARCHAM



BP OIL

For your heavy investment and heavy duty protection

Your major investment in marine equipment is well worth preserving. So protect your investment by insisting on the correct BP lubricant.

Our quality control is meticulous. All our lubricants are tailor made to provide heavy duty protection under all types of conditions.

Our sales engineers are available to provide you with technical advice.

For prompt delivery of our wide range of lubricants please contact our lubricants distribution centres.

Remember: Quality and Service with BP

Contact

North Island Lubricants Distribution Centre
Phone (09) 391-550 (Toll Free)

South Island Lubricants Distribution Centre
Phone (03) 654-329 (Toll Free)

BP Oil New Zealand Limited

Cocktail Mixing



Master of Ceremonies, Don Suckling, holds forth on his Crusade Sacred Wine concoction while, below, the Tattle and Rum crew stoke up their novel cocktail mixer.



Women Afloat

15 October

Try A Keeler Day - Mana Cruising Club, Paremata

8.30-9am: Registration - fee \$2.00 per head.

9-9.30am: Centreboard rigging and equipment explanation

9.30am sharp: On the water to enable the yachts to get over the sand bar.

2pm onwards: Back in the yacht club for RFD liferaft demonstration, use of equipment e.g. winches, radios, emergency locating beacons, how to pack a spinnaker, wet weather gear, and how to avoid and detect hypothermia.

If the weather is too bad to go out sailing there will be onshore instruction and activities organised for the day. Please bring your own cut lunch, warm woollen clothes, sea boots or white-soled sand shoes, wet weather gear, and life jacket if possible.

10-11 November

Centreboard Racing Training - Wanganui

Located at Lake Paure and Wiritoa (south of Wanganui, near Wiritoa Prison). Accommodation/meals provided at the Scout Camp on the lake edge.

This course in the past has proved to be a lot of fun and worthwhile; not only is the catering excellent, but the tuition given by John Leydon will get you all fired up for the coming season.

If you can bring/borrow/steal a centreboard (preferably a Sunburst) the effort will be well worth it.

If you can't get hold of a boat I am sure the organisers in Wanganui could arrange one.

The course covers basis racing techniques, rounding marks, starting/finishing and rules. The course starts with dinner on Friday night, finishing on Sunday afternoon. Bring your own cutlery, plates, towels and sleeping bag. For more information contact Kate Spackman, 769-541.

2-3 December

Try A Boat Day - Muritai Yacht Club, Eastbourne

To be confirmed.



**THE FINEST
LUXURY CAR
ON THE ROAD.
OR OFF IT**

Wherever you take your Range Rover, you can be sure you'll make the right impression. Unashamedly luxurious specification and sheer power combined in one remarkable symbol of prestige and performance, no other car is quite like it.

Either on or off the road.

See for yourself how the 1989 Range Rover measures up to your expectations.

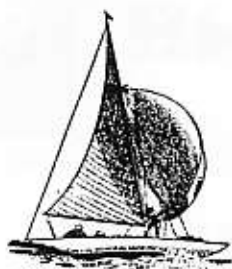
— Take a test drive —



19 Tory Street, Wellington. Ph: 859-969
After Hours: Alan Dunn Ph: 780-120

LITTLE SHIP'S SERVICES LTD
458 EVANS BAY PARADE
WELLINGTON

Telephone 862-407



CONSULT US WHEN BUILDING,
FITTING OUT, REPAIRING OR
MAINTAINING YACHTS AND
LAUNCHES OF ALL SIZES

WELLINGTON AGENTS
FOR:
Mitsubishi and Autoflug
Liferafts

For the latest in
Marine Electronics

- Echo-sounders
- Marine VHF
- SSB Radio-telephones
 - Autopilots
 - Radar
- Cellular mobile phones

Sales and service from
Wellington's leading Marine
Electronics Dealer!

ACCESS TELECOM LTD

30 CONSTABLE STREET
WELLINGTON SOUTH

Telephone 893-355 or 894-710

Chevy's Licensed Cafe



WELLINGTON'S CAFE
FOR A
THOUSAND
APPETITES !



OPEN 7 DAYS 11.30AM TILL LATE
97 DIXON STREET, WELLINGTON
phone 842-724

Dips • Salads • Burgers
Sandwiches • Desserts
Omelettes • Tacos
Cocktails

Rear Commodore

Boquet

"DEAR Dame Annabelle,

"There is probably a better way to spend a Sunday, but I can't think of one.

"Thanks for a most enjoyable, hilarious function. It will be hard to top it next year!

"Best wishes from the WHISPERS II outfit."

(Reprinted with permission from Lindsay England)

This was just one of the many compliments received on the Champagne Breakfast.

The Plaza Ballroom provided an enclosed, warm feeling and atmosphere from the minute you arrived, which made you feel it was 9.30 in the evening, not morning, proven by the fact the dancing started at 9.45 a.m.

It was great to see Veteran members Bob Daniel and Les Evans dressed to kill and enjoying the morning. Even better to see Molly escort them safely home.

The day was full of laughter – with Jim Hopkins' wit and humour, sometimes at the expense of those present (or absent) – and emotion centering around Ross Telford's sincere and genuine intro to the Boat of the Year winner AZTEC. It was a fine tribute to a boat that has been one of the stars of our keelboat fleet and to a crew that have continued their winning ways on ZZ TOP and continued to entertain us in the style we've become accustomed to. A fine example was shown in the way they helped Brian celebrate his 40th, ably assisted by Tiffanys. (I'm not saying we had naked bodies in the Wardroom or anything like that.)

The emotion continued with the presentation of the AZTEC Award for Meritorious Act of Seamanship to Wayne Tomlinson and his crew of CHINCHILLA.

Personality

Ian Greig was honoured very appropriately with Personality of the Year – a fine tribute to Ian for his dedicated involvement with the Club; and what better personality do we see keeping the Bar profits up?

I take this opportunity to thank BARTON MARINE, EPIGLASS and KINNEARS ROPES for their continued support of the Club's race series and to apologise for the poor representation of the winners to receive their prizes.

Cocktail mixing

And so to another highlight on the social calendar – the annual Cocktail-Mixing Competition. Thank you to Don Suckling for organising this very popular event. The Master of Ceremonies opened the evening with the Rules and Criteria of the contest, which included taste, colour, presentation and bribes. What cost to the CRUSADE team the latter was we'll never know. Regardless, congratulations to Don and his team for retaining the title.

The photographs in this issue really say it all – we once again had an excellent standard of entries (apart from ECLETIC – there probably isn't a photo of their award-winning performance – mouth-to-mouth mixing).

Well done Keeler Keith and Aunt Pam with their very quiet, unassuming, well presented, tidy, unique mixing method of the Tara Nui Morning Primer gaining them third place.

I can't find the words to describe (the photo might) the noise and native horror of Skippy's PAN-DAEMONIUM crew entry and their obviously very tasteful blue drink and the effort they put into their presentation which won them second place.

Highly commended and close runners up included the classy Kama Cocktail (how much they paid Tom Cruise for the copyright we will always wonder), the young but very well presented and demure Pride of the Islands team, and not to be forgotten for trying hard – with two protests – the Tattle and Rum crew. This well dressed all-male team showed us just what you can do with a "concrete mixer" and "wheelbarrow", and how to substantially reduce the bar profit for the remainder of the evening. Without a doubt theirs was the most popular cocktail of the night with the spectators, Guest Judge "Gubby", and the Commodore.



Opening day

Opening Day on 23 September will have a similar format to last year – boats alongside by 11.30 am (some great entertainment will greet your arrival), and don't forget to fly those coloured things you keep down below specially for Opening Day. The official ceremony will be at noon, followed by a light luncheon. The gun goes at 1400, and the spectators who will be dining at Keelers Restaurant have requested you continue the tradition of last year with two starts. We would appreciate your co-operation on this!

The Flag Officers and Executive hosted a Cocktail Party on 12 July to show the Club's appreciation to those who have continued to support the RPNYC by advertising in THE RIP, sponsoring race series, and the general and generous donations of goods and services in the past.

Sponsorship

The Sponsorship subcommittee has actively been seeking sponsorship for our Racing Programme. We have sponsors for the following:

The Wayne Wilkinson Insurance Cook Strait Classic

Electricorp Marketing Club Week and Island Bay Race

The Interislander Wellington – Picton Race

The Beekeeper Winter Series

Opening Day and the Commodore's Trophy will be supported by Steinlager.

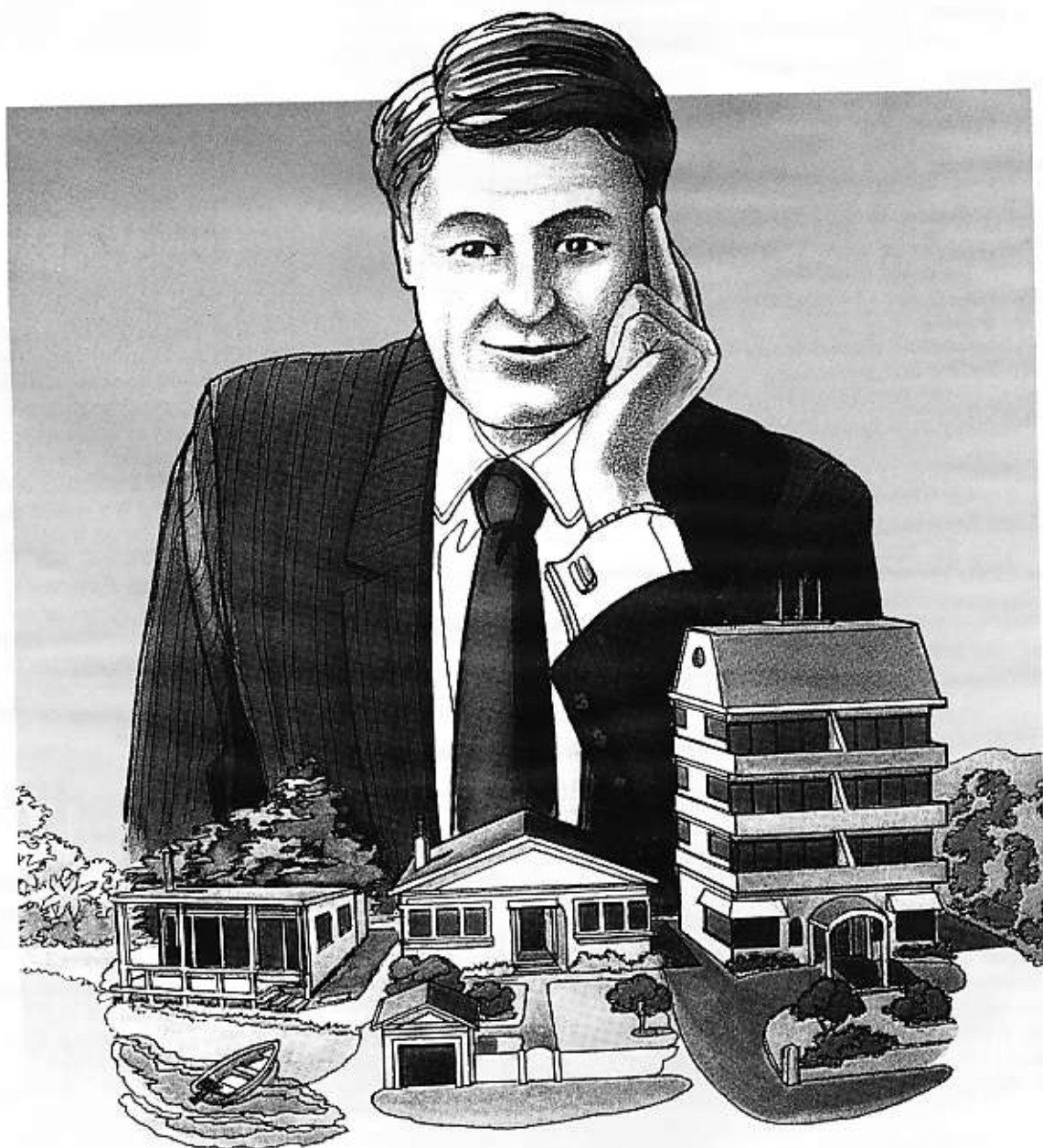
Fay Richwhite and Touche Ross will continue their association with the Business House races.

Thank you to our new and existing sponsors for their support.

I take this opportunity to welcome Carol Calkoen and Michaela Draper to the House Committee.

ANNE CARRAD

What are the smart people putting their money into?



Like many investors, you've worked out that one of the best places to put your money is into property. The only thing is how?

The answer is with a Westpac Investment Property Loan.

With an Investment Property Loan, you can buy into a block of units, a weekend retreat or even a place by the beach as an investment now or somewhere to retire in the future. Talk to Westpac now about a Westpac

Investment Property Loan: And put your money into something concrete. Or brick. Or weatherboard or...

Each application is subject to the Bank's usual lending criteria.



You can bank on Westpac.

BURGLAR Steals Series

By Clive Snow

SELL the boat now or do the winter series?

In the end the crew won the argument and we decided to race. The BURGLAR crew is very much a family affair with no so-called heavies and yet is reasonably experienced, having been together now for nearly three years. The boat is a standard Cavalier 30 and generally raced in what could be called cruising trim, with fuel, water, two gas bottles, nine sails etc. all on board. Its good points are sailing upwind, and its bad points – sailing downwind in anything above 20 knots. Special preparation for the series consisted of the skipper spending an hour in b... cold water in a 3 mm suit to polish the bottom and a new 40 oz bottle of rum to replace the one finished after the swim.

Race 1

Race 1 was held in traditional Wellington weather – squally, blustery northerly of 25-plus knots, with a good-sized 30-boat fleet facing the starter. We managed a good on-time start and kept company with the majority of the fleet for two legs by which time the "fliers" had pulled up their skirts and gone. They had their problems and we had ours. COUNTDOWN, PRIDE and PERIDOT vied with us for line position all the way. At the end we felt that we finished a little above our expectations, but having enjoyed a fun sail, being entertained by RATTLE AND HUM and the antics of some of the Young 11's. (Result: 4th)

Race 2

Race 2 was another heavy weather day and we found two reefs and the No. 4 the best combination upwind and a double combination of 3 and 4 genoas with one reef the best downwind setup. RATTLE AND HUM retired early, which was a disappointment. The rest of the race followed a similar pattern to the first of the series. We misjudged the easing strength of the wind on the final beat and could do nothing to stop COUNTDOWN sailing under our lee to cross the line over us by 10 seconds. (Result: 4th)

Race 3

Race 3 Part 1 seemed doomed from before the start due to light, fickle winds. Eventually a start was made and nearly half the race completed before abandonment was signalled. One of

the advantages of slow boats is that they can spot the problems affecting the yachts ahead. On this occasion we, along with ECLECTIC and PINK FLAMINGO, saw the hole at Halswell mark and stayed in the middle of the bay and felt we were doing well, particularly if a breeze came through. It did, but too late. (Result: Abandoned)

Race 4

Race 4 was another light weather race which gave definite advantage to the smaller, lighter boats. At one stage the whole fleet sailed over the top of REVELATION who to their dismay had parked 150 metres in the shadows.

At the bottom mark there was quite a collection of yachts including WOOLLYJUMPER, FLYING CIRCUS, XANADU, BLUE STREAKER, NIZAM and FLYING MACHINE. We saw a gap to round the mark but it closed on us. After much manhandling amongst many of those present, we managed to clear and felt obliged to accept a 720 degree penalty even though no protest was made on the water. We never really caught up after that. BLUE STREAKER with Tony Cowdry sailing with his young daughter as crew had a field day. Others to do well were ZZ TOP, 2nd; COUNTDOWN, 3rd; and RESTITUTION, 4th. (Result: 8th)

Race 5

Race 5 was another light day and once again just made for the small boats. They filled the first three places relegating ZZ TOP, which sailed its usual excellent race, to 19th place. We felt this to be our top race with good boat speed following a quick slip on the Saturday. Good crew work saw little if any time lost. (Result: 1st)

Race 3 resailed

Race 3 Part 2 was to be the decider of the series. Six boats were in line for series honours with ZZ TOP leading followed 2.5 pts behind by ourselves, and with ECLECTIC a further 2.5 pts behind again. The race started in a flukey 10 knots but steadied from the SE and finished a steady 20 knots from S to SW. As in the other races we would be sailing in our own little group after the "big ones" had moved ahead. All we could do was concentrate and do our best. We felt we had kept our No. 1 up far too long and were full of doubts following the race as for the first

time we had studied the progress of the other boats. We felt XANADU, FLYING MACHINE, PRIDE and PINK FLAMINGO in particular had done well. In the end we made it a win to finally clinch the series. (Result: 1st)

We thoroughly enjoyed the Beefeater Winter Series and count ourselves fortunate in the way the series panned out. The first two heavy races suited the likes of ZZ TOP and ECLECTIC but bumped up their handicaps which they struggled to sail to in the lighter races. However they did sail well enough in the light so that their handicaps were not reduced. For ourselves we stayed close to the front in the heavy, but missed out on handicap penalties and consequently were able to sail up to our past form in the lighter races. One final contribution was that we sailed the whole five-race series (only nine others competed in every race), and we believe we sailed consistently.

We would recommend the series to all keelers of any shape or size, and hope to see you out there next year.

To the sponsors and organisers I am sure go the thanks of all participants and in particular to Beefeater for that magnificent trophy.

New Pacific Racing Circuit

From the RNZYS magazine *Breeze*

A NEW South Pacific ocean racing circuit, involving yacht clubs in New Caledonia, New Zealand and Australia, will be introduced in May 1990 as a result of a conference between leading yacht clubs in Noumea.

The circuit will comprise a race from Auckland to Noumea followed by a race from Noumea to the Gold Coast, and will be held in alternate years to the long-standing Australia-New Caledonia race.

In addition, an international regatta of inshore racing on the lagoon will be held while overseas yachts are in Noumea.

The proposed dates for the inaugural event in 1990 are:

Auckland–Noumea, 980 nautical miles, Saturday 12 May.

Noumea–Gold Coast, 840 nautical miles, Saturday 26 May.

Both races will be open only to monohull racing yachts, with the passage from Auckland taking about eight days, and to the Gold Coast about seven days. This will leave four or five days for the international regatta on the Noumea Lagoon before the start of the race to Australia.

Breakfast With Bubbles

IT is heartening to know that some things just keep on getting better, and the annual Champagne Breakfast is certainly one of them. A very suitable venue at the Plaza International, a complete sell-out of tickets, and everyone's boundless enthusiasm for everything that was going, combined to make this year's Breakfast one of the very best.

Food, Champagne, and prizes were in abundance as MC Jim Hopkins guided the event through the morning with his inimitable brand of humour.



Jim Hopkins mingles freely with the paying guests – in this case, Christine Tomkies.



Bryan Coleman uses his Boat of the Year award to advantage with Rear Commodore Anne Carrad.



Personality of the Year, Past Commodore Ian Greig, is presented with a revealing photograph of himself by Graeme Hargreaves.



The beat goes on – surely an excellent way to work off an excess of Sunday breakfast.



Bryan Coleman, skipper of the ill-fated AZTEC, presents for the first time the AZTEC Award for Meritorious Act of Seamanship. Recipient is Wayne Tomlinson, skipper of CHINCHILLA, who rescued the crew of the stricken vessel



Ross ("Doughy") Telford waxes lyrical as he introduces the Boat of the Year award.



Mike Calkoen, sponsor of the Barton Marine Autumn Series, takes pleasure in winning the series himself.



Admiring Murray Bridge's impeccable garb and colourful flashing tie are Baron Ralph von Kohorn and wife Jill.



Bob Daniel and Les Evans, veterans of many a Club function – breakfast or otherwise – keep right on laughing.



The WHISPERS II crew and friends quickly outgrow the available table space.



North Sails invite you to a Sail Trim Seminar



- View the “Shape of Speed” video.
- Discuss sail trim with our experts to get the maximum performance from your yacht.

Venue: RPNYC

Date: WEDNESDAY, 1 NOVEMBER 1989

Time: 1930 hours

North Sails New Zealand Ltd

27 Mackelvie Street, Ponsonby, Auckland, N.Z. PO Box 37419

Telephone 64-9-781320 Fax 64-9-781565

SHIPBROKER



HARRY DODSON

Buying
Selling
Valuation
Insurance

Try me at
**WILSON
SHIPBROKERS
1988 LIMITED**

Unit 1/1 Westhaven Drive
Fax (09) 372-790 Phone (09) 796-036
A/H: (09) 544-573
AUCKLAND

CERAMCO



Throughout Australia & New Zealand

Suppliers to the Hotel,
Restaurant and Catering
Industries,

wish you all good sailing

P.O. Box 9024 Phone 843-854

WELLINGTON



ROVER VITESSE

The Splendid Vitesse is the finest expression of Rover power and performance. Driving with electronic automatic transmission gives a choice of sports or cruising modes for sporting driving or related cruising. The V6 2.7 litre engine is brought down to a safe stop by the standard Bosch antilock braking system giving the driver the pedigree performance expected from Rover.



19 Tory St, Wellington. Ph: 859-969. A/H Alan Dunn Ph: 780-120

The following letter has been sent to the Commissioner of Police, with copies to MP for Wellington Central, and the Minister of Police, to express the concern of all Club members at the possible non-replacement of Wellington's police launch.

Lady Elizabeth II Replacement Vessel

The Club Executive Committee wish to express their extreme concern at the suggestion that the police launch Lady Elizabeth II may not be replaced in Wellington.

Since the loss of Lady Elizabeth II with tragic loss of life, this Club has wholeheartedly supported the concept of a replacement vessel. That support was evidenced in 1986 by our then Commodore Ian Greig being directly involved in the formation of the Lady Elizabeth II Replacement Trust and by his becoming one of the Trustees.

The need for a continued rescue service such as that operated by the Police was recognised in 1986 by the Police in the decision to replace the vessel; and was subsequently endorsed by Cabinet

both in the approval of capital expenditure and by the gifting of funds from the Rainbow Warrior payment.

With the passage of time, the need for a replacement vessel has grown, rather than diminished. Plans are now well underway for the creation of substantially increased pleasure craft mooring facilities in Wellington to satisfy a clearly identified demand from potential boat owners.

This will create even further pressure for a replacement vessel with an increase both in the number of pleasure craft on local waters; but perhaps more importantly an increase which will inevitably contain a significant proportion of less experienced boat owners.

It has been suggested recently that a helicopter service could provide an adequate rescue service for Wellington. The facts do not support that theory. Statistically Wellington suffers the most changeable weather patterns in New Zealand thus placing small craft at greater risk through the vagaries of the weather and inaccurate forecasting of the weather.

The Wellington Harbour Board/Wellington Port Company have already undertaken an experiment in the use of helicopters as a substitute for marine vessels for pilotage. Even on the relatively limited basis now needed to satisfy pilotage requirements, the experiment has proven far less successful than originally hoped.

The precedent is there - With a clear message revealed!

We need hardly quote to you the excellent history of this service, with details of vessels and lives saved. We do respectfully ask on behalf of all those who will venture forth on the Capital City waters in years to come that any economic temptation to remove the replacement vessel from Wellington waters be put to one side.

TRAVELWORLD

In conjunction with

AIR NEW ZEALAND and SHERATON FIJI RESORT

Proud to be associated with the Royal Port Nicholson Yacht Club, as the sponsors for the travel prize for the 1989 Fay Richwhite Corporate Yacht Race

TRAVELWORLD LIMITED

Corporate Travel Office
Commscorp House,
94 Dixon Street
Telephone: 828-228

TRAVELWORLD HOLIDAY SHOPPE

National Bank Building
Main Road, Johnsonville
Telephone: 780-048

Dukes Arcade Building
Cnr Manners & Willis Streets
Telephone: 730-979

REX TOURS HOLIDAY SHOPPE

33 Waitoa Road
Hataitai
Telephone: 861-137

We are pleased to bring you the first in what we hope will be a series of articles from Isobel Gabites, cruising aboard the Shaw brothers' Valiant 40 BILBO BAGGINS throughout the South Pacific.

BILBO BAGGINS in search of Tonga

DEPARTURE time was fixed long in advance. June 30, 9.00 am, come hell or high water. Preparations were beginning to take on the proportions of hell for owners Graham and Cameron Shaw, and myself, so it was a great relief that there was no high water. June 30 dawned dead calm.

We left Port Nicholson feeling rather like stars leaving a press gallery. On board were Graham Shaw, skipper; Norm Le Page (remember Norm, ex sea-dog from Port Nick, now loser of fortunes in a Kerikeri orchard?), navigator; Isobel Gabites, chief cook; Adam Oxley, chief enthusiast; Dennis Foot, court jester. BILBO BAGGINS motored towards the heads where a surprise contingent of Isobel's friends on THUNDERCLOUD and ERES TU ghosted us out to sea.

It was 24 hours before we could set the sails. With Mahia abeam we hoisted the spinnaker and treated ourselves to a rollicking 8 knot run for four hours. Why can't the East Coast always be this generous?

Return to Tauranga

120 miles north of East Cape we realised the batteries had lost their charge. Knowing that we had a spare alternator, Graham chose, nevertheless, to play it safe, and we headed to Tauranga for repairs. It was a flying visit, but it gave us a fixed alternator, a new ammeter, and peace of mind. So, back on the road to Tonga.

It was a star-filled, calm road that night, making us feel all the more well-fated as we listened to the sad news on Kerikeri Radio of yet another yacht lost on Fiji's reefs.

John Cullen's "Kerikeri Radio" is an invaluable service. Its daily scheds with yachts throughout the Pacific, recording positions and weather information, and John's gift for interpreting weather forecasts through the region, give yachts a great sense of security and camaraderie.

We'd been hearing of muck further north from John. A day's sail from Tauranga, and we were involved in a gale ourselves, which forced us to heave to. BILBO BAGGINS' bulbous bum gave us as gentle a ride as pos-

sible. Unfortunately one small error – locking off the Aries self-steering rudder – cost us a broken Aries shaft and about 30 miles of drift off course in the night. No-one had slept, and that, combined with the difficult decision to turn back once more to Tauranga, put the crew through their first test of mental fortitude!

Great Barrier

When it became clear that the weather was easing, we decided to head for Great Barrier for repairs instead. Although it wasn't progressing our course, at least it *felt* as if we were heading north.

All this time shipboard life was settling down. Graham and Norm never seemed to sleep, but the rest of us clutched at the odd hour or two of sleep, created culinary masterpieces,

and had long, intimate sessions with the weather fax (lent by Ian Gibbons of WINDROSE).

The fax had been a last-minute addition to the technological paraphernalia on the yacht, so no-one had done any homework on it, and the threat of seasickness prevented much detailed reading of the manual. It consumed hours of our time and rolls of paper, as it spat out blackened, compressed, and utterly idiotic messages. Adam took to sleeping beside it so that his first move upon waking would be to turn it on (perhaps to see if it had magically fixed itself in the night?). Eventually it became just a mind game for us, and by the time we'd all concluded the aerial was the problem, there wasn't enough interest left to actually do anything about it.

Dennis and I filled our days discussing at length each night's culinary feat. I'd gone to painstaking lengths to provision the yacht with food with min-



The crew of BILBO BAGGINS; from left, Norm Le Page, Graham Shaw, Isobel Gabites, Adam Oxley and Dennis Foot, endeavour to look nonchalant and unconcerned on the morning of their departure from Wellington.

imal preparation and maximum variety in mind, to prevent seasickness and to provide us with freshies for at least three weeks at sea. All the old seafaring "wives tales" for food storage were put to the test, and I can fairly say all the organisation paid high dividends. We dined like only hobbits could dine (and they're used to at least seven excellent meals a day!).

Seasickness

It wasn't until 9 July, ten days from Wellington, that we finally cleared New Zealand latitudes. A 58-hour spinnaker run (embellished with an epic midnight gybe) put us all in good spirits. That run proved to be the last real sailing treat, however. By the time we were west of Raoul Island we were being plagued by winds on the nose and confused seas. We barely moved for days.

In one of the moments of general gloom and seasickness that accompanied this weather, Dennis intensified the mood by musing over the fate of our namesake, Bilbo Baggins the hobbit. After being away so long on his worldly and character-forming adventures he returned to find his house contents being auctioned, and his silverware purloined by greedy relatives. Was there a message there for us, we wondered, as we tallied up the days at sea and debated how long until landfall? Dennis and Adam, no doubt unnerved by the hobbit's fate, flew home to save their jobs and womenfolk as soon as they reached Tonga.

Tropical latitudes

After two weeks at sea the tropical latitudes were very welcome. Warmer weather meant shedding clothes, stooging around on the deck all day yakking and doing repairs, and generally feeling human again. On 17 July we had our last puff of wind until landfall on the 19th. Albeit under motor, this was real living! Fresh bread and "real" coffee daily, huge fish, champagne breakfasts, and a toilet that no longer pitched and threatened to toss its contents back out at you. All the good things in life. And at last, on the horizon, Tonga.

Landfall in Vava'u is dramatic. You've spent the previous day and night drifting past great volcanic cones and distant island clusters, and now you wind your way up the palm-lined sheltered passage towards the port of Neiafu. Not until the last minute does the whole harbour reveal itself.



The impeccably prepared and equipped Valiant 40 BILBO BAGGINS motors out of the Boat harbour on the first leg of what was to be a long and frustrating passage to Vava'u.

Suddenly there's a floating city of yachts at anchor spread out beneath the town's hills, overlooked by severe and solid churches. It's a startlingly beautiful harbour. The first signs of life after three weeks of looking at our motley hobbits growing mangy beards and wearing T-shirts inside out (on the fourth time around) seem incredibly good looking. Here too is the stifling heat that only land masses can create.

Tongan welcome

Our official welcome epitomises all that is Tongan. The customs official eventually saunters down the wharf. He is stuffily formal until he discovers he knows Graham's cousin, the All Black Mark Shaw. Huge grins all round. The immigration officer can't be found – can we come back tomorrow please? When we do there are more delays while they search for the clerk who has wandered off with the office key, having locked the officer's briefcase inside. It's OK. We've got plenty of time.

Within hours of arrival in "paradise", Dennis is seeking opportunities to emigrate here. A dance is raging at the Paradise Hotel, which is the yachties' focus in Neiafu. The habits of the seated nuns glow in the dark. This is a very religious country, I muse, before realising there are fluorescent mosquito lights in the rafters above.

Buzzing with the energy of adventuring children, Norm, Adam and I

wander the empty streets of Neiafu around midnight. It is like a deserted film set from an American western.

Kava party

We come upon a kava party in a schoolroom, from which issues exquisite song in full harmony. All around, although it is night, dogs are barking, roosters and crowing, and pigs shuffle unperturbed through coconut husks. It is immediately evident that Tonga is a land of procreation. The animals all look exhausted from their efforts. Piglets and chickens run everywhere.

After several weeks here of turquoise waters, fresh fruits, quiet villages, voracious church singing and stumbling English conversations, the magic hasn't yet faded. We made a vow to keep the wonders of cruising in Vava'u a secret, but after a while a sense of sympathy with Vava'u residents puts a different perspective on it. Tongans were born to serve, yet the government seems intent on pushing Tonga towards a tourism cliché of big hotels. Any tourist coming here expecting anything better than a complete shambles will be disappointed. Yet yacht-based tourists can inject a substantial income into a town like Neiafu without the impact of a tourism infrastructure or placing unnecessary demands on traditional lifestyles.

If Vava'u can prosper through yachties, without losing its charm or Tongan ways, then let's help it do it!



Managing Your Investments . . . It's Not All Plain Sailing

Today's tough economic environment is not a time to sail too close to the wind. Leadenhall Investment Managers appreciate this with effective and professional fund and portfolio management.

Leadenhall specialise in the management of Corporate Portfolios, Superannuation and Pension Funds. For the Private Investor Leadenhall has particular "Products" to suit individual needs (details available on Application).

A comforting thought in today's stormy economic climate.

*Leadenhall Investment Managers,
Leadenhall House, 234 Wakefield Street, Wellington.
P.O. Box 1938, Telephone (04) 854-244*

*Leadenhall are proud to be financially involved in the
Port Nicholson Yacht Club development.*



Cruising Captain

Port Underwood Expedition

WE are going to sail across "the ditch" again on Labour weekend to Port Underwood. I am sure the boats that went last year will be there again this year as a most enjoyable weekend was had by all. With all the boats rafted up together it is a very sociable and knowledgeable weekend. "Hargy" found out how to work the Sumlog he had fitted eighteen months before. We will be using the Cruising/Racing Rules, so watch the noticeboard for notice of the race. See you there.

Moorings

After a major winter refit the Somes Island buoy is back in place. It has been quite surprising the number of people who have asked me when it was to be relaid. Once again thanks to Bill and his cabin boy Nimmo for giving me a hand with the laying. We are in the process of getting permission to lay a mooring at Ship Cove (see chartlet). I am hoping to have this laid before Christmas. The next mooring will be laid in 1990, and should be at the top of Pelorus Sound. If you have any ideas about the positioning of this mooring please let me know.

Cook Strait Race

With a major sponsor involved this year it will be worthwhile for you cruising buddies out there to shake out those sails and enter. There are prizes for all divisions, and I can assure you they are well worth winning. No doubt more information will be in this issue about it.

South Island Cruise

It has been decided by the boat owners and crew (eight confirmed as at early September) going on the cruise to Stewart Island to combine with the racing fleet to Akaroa. With six to eight boats coming up from Lyttelton, a cruising fleet of eight boats, and our racing fleet of eight to twelve boats, we should have around twenty to thirty boats. The Sponsorship and Advertising subcommittee at this time is in the process of obtaining a major sponsor for the race and for the cruise to Stewart Island. I have written to all major keelboat clubs from Napier to Nelson informing them about this race and cruise. We hope to pick up a few more boats this way. So, if you are interested in tagging along with the gang after the race, let me know.

Marina

It is a great pity that the marina complex for Clyde Quay Boat Harbour has been put back with one group of objections coming from five Port Nick members! The Club has been negotiating with the Wellington Harbour Board over improvements for mooring facilities in "our" Boat Harbour. We have all noticed the huge progress the WHB has made recently, with a new jetty going into Evans Bay and tenders being called for a breakwater at Seaview. But in Clyde Quay Boat Harbour, five of our own members have objected to the proposed marina complex.

In the years 1987 and 1988 a huge

amount of work was put in by our Commodore and Executive to produce one of the best Clubhouses in the country. It was only natural that the marina complex would follow. These five members are depriving many of their fellow members of the facilities that they so selfishly enjoy themselves. With many boatowners having to wait up to six years to obtain a berth, it makes you wonder at the motives of these dissenters.

Titbits

Congratulations to Dame Annabel and crew for a great Champagne Breakfast. Having attended all these functions over the years, I can assure you that this one stood up to the best of them.

Great to see that barge slowly moving out into Evans Bay and leaving a marina in its wake.

"Gubby" should be doing some fast trips across the ditch aboard the repowered DELLY. Those two-hour slogs up the harbour in a strong northerly could be a thing of the past.

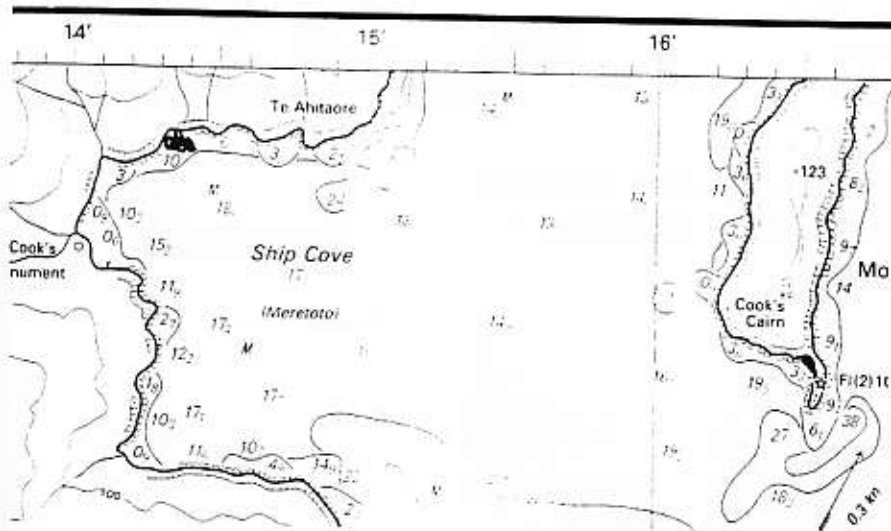
A great crowd assembled at the Club on 12 August to witness the annual Cocktail Mixing Competition with yours truly obtaining third place in the finals, ably assisted by cruising Pam Christo. To obtain six glasses of "Morning Primer" the following recipe should be adhered to:

Morning Primer

One and a half cups of Bacardi
Three quarters of a cup Cointreau
Half a cup Creme de Framboise
Three cups strawberry milk
One and a half cups of cream

Shake well. Pour into glass and add crushed ice.

KEITH LARKIN



ALEXANDERS DISCOUNT TYRE & BATTERY

Wellington's Marine Battery Specialist

*Offer Port Nicholson Yacht Club members
the following special battery prices.*

12 volt/11 plate starting battery	\$94.00 incl. GST
12 volt/13 plate starting battery	\$129.00 incl. GST
12 volt/15 plate starting battery	\$169.00 incl. GST

12 volt/13 plate deep cycle battery	\$189.00 incl. GST
6 volt/19 plate deep cycle battery	\$289.00 incl. GST

NOTE: All batteries covered by a New Zealand-Wide Guarantee

For advice re application please phone Scott Bliss on 736-140

Facsimiles · Electronic whiteboard · Computers ·
Printers · Security Shredders · Calculators ·
Copiers · Typewriters · Cash registers · Reprographic
and binding systems · Mailing systems

For every business need

SHARP

Simply the best

SHARP CORPORATION OF NEW ZEALAND LTD
Business Equipment Division



264 Cuba St. Box 6139, Wellington. Phone 859-699.
373 New North Rd, Box 1087, Auckland. Phone 799-800.

Agents throughout New Zealand

Sailing with Spirit

Three years ago the Spirit of Adventure Trust set up a Wellington Regional Association to promote the Trust's sail training programme in the Wellington region, and to coordinate the various activities of the Supporters' Club, the Volunteer Crew Association, and the Voyagers' Club. The Association has recently moved into Shed 3 – part of the Lambton Harbour Development – and is now organising adult weekend sailings, and hoping to extend the ranks of the Supporters' Club. RPNYC has chartered the SPIRIT OF NEW ZEALAND to accompany the fleet on the Wayne Wilkinson Cook Strait Classic in December.

"WE are a maritime nation and our youth can learn much from the sea. It is important that a training voyage on this vessel is always within reach for a young New Zealander, no matter where he or she may live, and regardless of social background."

With these words, the late Mr L. J. Fisher commissioned the launching of the SPIRIT OF ADVENTURE.

Little did he know how successful his idea would be. More than 10,000 youngsters from Kaitia to Bluff have disembarked at the end of their voyage, more resolute, more assured, and fitter to take their place in society both as individuals and team leaders.

Objectives of the Trust

The objectives of the Spirit of Adventure Trust are:

1. To provide equal opportunity for as many young New Zealanders as possible, and to develop qualities of leadership and independence, and to foster a community spirit; and
2. Through the medium of the sea, to educate young people to live and work together and to enjoy themselves.

The Board annually allocates berths to all schools in New Zealand, the number of berths depending on the size of the school. The trainees are then selected by the school principal, and the Board recommends that the principal chooses the trainee who will benefit most from such an experience. These trainees are not necessarily the top sports achievers, nor the brightest students. As many of the trainees have never been to sea before the only criteria are that a trainee be over 15 and can swim 100 metres.

Nationwide

Regardless of where a trainee lives in New Zealand, a set fee is charged. This fee covers all shipboard expenses and return travel, so that no trainee has

to pay more than the other. In some instances schools and service clubs assist families with payment of fees.

Training programme

A training manual is compiled during the voyage with some preliminary information sent to trainees prior to joining. The syllabus covers aspects such as Safety at Sea, Practical Seamanship, Navigation, Basic Oceanography, Conservation, Public Speaking, and Human Relations. Dur-

Cont. on p.27

The "Black Beauty", SPIRIT OF NEW ZEALAND, strides out on Auckland harbour.



BOTTOM MAGIC



That's Epiglass Antifoulings.

Seven to choose, from low cost copper antifouling under the Epiglass Pacific label, right the way through to Epiglass XL, the latest in co-polymer technology, and extending to boot topping formula.

There's a right Epiglass antifouling for all coastal or inland waterways and moorings.



MARINE MAGIC

NEW 42814



Swanson Rigging Services LTD.

BARRY SWANSON AT YOUR SERVICE

- For all spars and rigging
- Wire to rope splices
- No job too large

307A Evans Bay Parade, Wellington.
Phone 861-937. PO Box 14158.

Port Nicholson Sails

WE ARE IN WELLINGTON

GRETA POINT P.O. BOX 11-421
TELEPHONE (04) 863-551

Spirit (continued)

ing the voyage there is considerable emphasis on self-discipline, teamwork, and leadership development. By completion of the voyage the trainees have selected their own officers and are in a position to sail, navigate and operate the vessel.

Sailing schedule

The vessels operate for 11 months a year, during which time they carry out ten-day Youth Voyages. On certain weekends between voyages, groups of fare-paying adults are carried, which assists in offsetting the cost of the Youth Voyages. Certain days are also set aside for carrying handicapped youngsters with limited disabilities.

Survey and manning

The survey is governed by the Ministry of Transport, and the vessels are required to be fully surveyed annually, which accounts for the twelfth month. This survey is conducted during the end-of-year school examinations. Likewise, the Ministry approves the manning scale, and for the safety of all those at sea, the Marine Department requires a minimum of four Certified Officers with a further two crew members. All crew are selected for their combined abilities of sea-going experience and instructional skills.

Although the SPIRIT OF ADVENTURE in ten years carried some 8000 young trainees, she simply could not accommodate the increased demand by herself. With the same determination that made the SPIRIT OF ADVENTURE a success, the Trust Board built a companion vessel, the SPIRIT OF NEW ZEALAND.

The SPIRIT OF NEW ZEALAND

The second vessel, a 45.2 m (148 ft) steel-built barquentine, was designed by Captain Ted Ewbank and Mr Don Brooke. As a barquentine, she is three-masted and square-rigged on the foremast. She has accommodation for up to 42 trainees and with a similar crew structure as the 32.03 m (105 ft) SPIRIT OF ADVENTURE.

The keel of the SPIRIT OF NEW ZEALAND was laid in September 1983 at a New Zealand shipyard. With the addition of this vessel, the total berth availability for trainees more than doubled. Each year both vessels sail 23 times on ten-day voyages, with

the SPIRIT OF ADVENTURE continuing to carry 575 trainees a year and the SPIRIT OF NEW ZEALAND, a further 828. In all, over 1400 young people train before the masts each year.

10,000 trainees

Today, in 1989, more than 10,000 young New Zealanders have gone to sea in one or other of the vessels; they have come from every part of the country, from different homes, schools and social backgrounds. Since the Trust was formed, SPIRIT has had strong support from schools and the success of the scheme has been proven.



The original sail training vessel SPIRIT OF ADVENTURE, doubled reefed and under fore and aft sails makes to windward in fresh weather.

However, like any good idea, the Trust needs more than moral support to stay afloat. The fee charged is held at some \$400 below the true costs, and this produces an annual deficit of many thousands of dollars which must be recovered by fund-raising. One way to reduce the loss would be to increase the fees; however it is believed that if the fees were increased it might be that many youngsters from lower-income homes would be precluded.

To help bridge the gap, the Trust has:

- the SUPPORTERS' CLUB for individuals or groups, and
- the COMPANY SPONSORSHIP PROGRAMME for organisations or for individuals.

Cont. on p.29

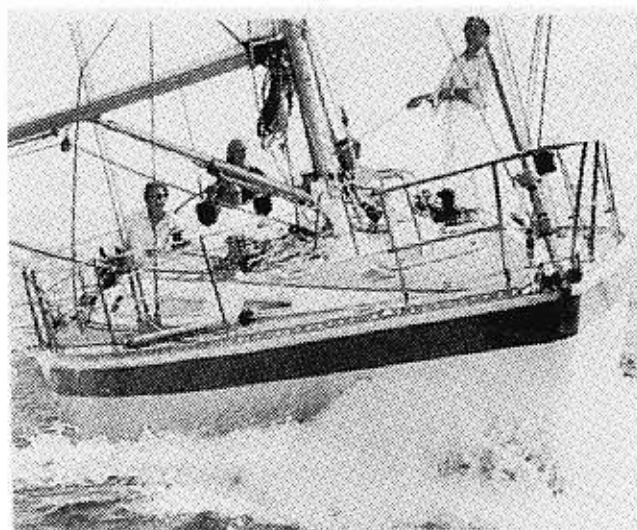
K E E L E R S

R E S T A U R A N T



Having a Wedding, 21st,
Company Function or just a
private Dinner Party?

Give Mark or Anne a ring
at Wellington's top location
to discuss the many options
available to you
as a member of the R.P.N.Y.C.



CREW DINNERS A SPECIALITY

T E L E P H O N E

8 5 6 - 9 6 3

The Supporters' Club

The Trust Board is pleased to encourage and assist the Supporters' Club, which has been formed to assist the promotion of the ideals of the Board both nationally and in local areas. The benefits of joining the Supporters' Club are:

1. Receipt of a quarterly newsletter providing information on the progress of the scheme and details of forthcoming voyages;
2. The right to nominate:
 - a son or daughter, or other young person aged 15 to 18 years, who is a full-time student at a secondary or other educational school or establishment, for a berth on one of the Youth Voyages; or
 - yourself and your spouse or adult members of your Club for a berth during Adult Weekend Voyages;
3. The right to purchase and wear the distinctive Supporters' Club tie; and
4. The satisfaction of assisting the finances of one of New Zealand's finest youth training schemes.

Adult Weekend Voyages

On the Fridays on which each Youth Voyage completes, the vessels sail in the evening to undertake an Adult Weekend Voyage, which finishes at

approximately 4.30 pm on the Sunday. Sail training is a challenge to the individual and an opportunity for self-development for both adults as well as the younger trainees.

SPIRIT SCHOLARSHIP

Available to the full cost of one ten day training voyage annually for a junior club member. (Comm. 1990)

Apply to
Secretary/Manager
R.P.N.Y.C.
P.O. Box 9674
Wellington

Voyages for the handicapped

In March 1984 a trial two-day voyage for physically handicapped youngsters was sponsored by the Tasman Pulp and Paper Company and undertaken out of Wellington. The voyage was a great success, and showed clearly that, given the

inclusion of a doctor and other personnel experienced in dealing with the handicapped in the ship's crew, further short voyages could safely be undertaken for the physically (but not mentally) handicapped, with the exception of those confined to wheelchairs.

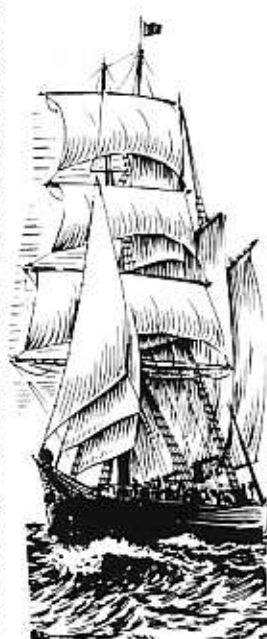
Since that time, further short voyages for disabled youngsters have been scheduled each year. For each such voyage there are berths available (on a 1:2 basis) and members of the Voyagers' Club (past trainees) also embark as "buddies" to assist the handicapped people.

Wellington Regional Association

In 1986 during the inaugural visit to Wellington of the SPIRIT OF NEW ZEALAND a Wellington Regional Association was set up to combine the activities of the Supporters' Club, the Volunteer Crew Association, and the Voyagers' Club. Its primary objective was to develop further public awareness of the Trust's activities and to meet an annual fund-raising budget. The activities of the Regional Association developed and increased, and this year the Association proudly took

Cont. on p.31

An Opportunity to Sail on a Square Rigger and to Help the Youth of New Zealand



On a day or evening sail with other club members, or enjoy an outing specially organised for your company.

In the coming 12 months both the Spirit of Adventure Trust's two sailing ships will be visiting Wellington.

Invite your clients, staff, partners for a different function aboard either the "Spirit of Adventure" or the "Spirit of New Zealand". Guests are encouraged to participate in all aspects of sailing. Catering can be arranged to suit the occasion. The funds raised by special sailings are used to advance the sail training programme for young New Zealanders.

For further information please contact:
Spirit of Adventure Wellington Office on (04) 499-1095,
or write to:
Spirit of Adventure Trust, P.O.Box 4169, Wellington



This advertisement sponsored by Cardiff Consultancy



For all provisioning needs
B. A. GILMORE LTD., opposite the Club.

LAWTON TAYLOR CARS

LMVD

109-111 Adelaide Road

- Good Used Cars
- Fleet Valuations
- "On Behalf" Selling
- Free Advice with no Obligation

Telephone 898-799 and 898-669

or see Graham Taylor in the Clubhouse.

P.O. Box 16145, Wellington.



FOR MEN & WOMEN

Have you
experienced the best,
or are you among
the very few who are
missing out on our
superb personal service
and skilled attention?

Come and experience
it for yourself at
our newly redecorated
salon

Top of the escalator



Willis Street
Wellington

Telephone for an appointment
735-333 Wellington

Notices to Mariners

THE following chart corrections and notices to mariners should be of interest to all involved in boating in this area. We plan to make this a regular feature.

NZ 168 (P)/89 NEW ZEALAND — South Island — Marlborough Sounds — Queen Charlotte Sound — Ruakaka Bay — Beacon to be established.

An unlit East Cardinal spar beacon with topmarks will be established in position 41° 12' 16 S., 174° 07' 15 E. to mark the seaward end of a reef extending from the shore of Ruakaka Bay.

Chart which will be affected — NZ 6153.
Marlborough Harbour Board.

NZ 189 NEW ZEALAND — North Island — West Coast — Approaches to Paremata — Daymark colours on beacons altered.

1. Insert the daymark colour abbreviation W at Paremata directional light, Dir.Oc.WRG 2.5s (41° 06' 5 S., 174° 51' 9 E approx.).
2. Amend the daymark colour abbreviation Or at the unlit beacon with cone topmark close N of the light-beacon in (1) above to W.

Chart [last correction] — NZ 4632 [297/88].
S/V Ngaio.

NZ 206 (T)/89 NEW ZEALAND — South Island — Cook Strait — Port Underwood — Rock reported.

A dangerous underwater rock has been reported close N of Whataroa Bay in position 41° 19' 19 S., 174° 09' 42 E.

Chart temporarily affected — NZ 6212 (Plan, Port Underwood).
Marlborough Harbour Board.

Spirit (continued)

possession of the ground floor of Shed 3, of the Lambton Harbour Development. This properly provides the Association with a meeting room, ablution facilities, and storage facilities. With the generous donations of furniture and furnishings from several local companies and individuals, the office is now fitted out. The premises are used by all three groups for meetings, and on-shore business when the vessels are in Wellington harbour.

The Wellington Regional Association has accepted responsibility for the sale of adult weekend sailings as part of its fund-raising activities, together with the sale of various souvenir items to adults sailing on the weekends. Displays have been set up at various locations (trade fairs, shopping malls etc.) and the Voyagers are very good promoters of the sailing ships.

The Regional Association publishes a quarterly newsletter also, with the intention of keeping in touch with all those members in the Region, particularly those members outside the Wellington area, i.e. Taranaki, Wanganui, Manawatu, Kapiti, Wairarapa, south Hawke's Bay, Nelson and Marlborough. One subcommittee of the Regional Association management team is charged with liaising with the network of members in the greater area.

The Wellington Regional Association acknowledges with gratitude the interest and involvement of Sir David Beattie, a Trust Board member resident in the region.

The Wellington Regional Association is keen to extend the membership of the Supporters' Club; further details may be obtained from:

Wellington Regional Association,
Spirit of Adventure Trust,
P.O. Box 4169,
Wellington.
Telephone: (04) 499-1095

In the words of HRH Prince Philip in an address to the Sail Training Association of Great Britain:

"With the exception of a military situation, sail training is the most demanding of tasks associated with the sea — it is also the most rewarding. It requires of its officers the continual practice of a high standard of seamanship; unlimited resources of patience, understanding and tolerance; the utmost reliability and integrity; a sense of humour — but above all, the mental resolve and physical strength capable of pure, unadulterated bloody hard work!"

Smooth · Quiet Reliable

Honda's newest range of 4-stroke outboards utilise the latest engine technology to deliver abundant power equalling that of comparable 2-strokes, but with quiet, smoothness and long-term reliability that no 2-stroke engine can match.

Available in 2, 5, 8, 9.9 and 15hp.

Honda 4-strokes feature:

- OHC 4-stroke efficiency plus CDI for exceptional fuel economy
- Dependable manual or electric start
- One-touch throttle lock
- Dual shaft balancers for exceptional smoothness.
- Two anode blocks for increased corrosion resistance.
- Battery charging capacity for ancillaries.

"THE QUIET REVOLUTION"

HONDA
4-STROKE

ARCHIBALD HONDA, 120 Queens Drive, Lower Hutt — Tel. 692-145



We're helping
Steinlager 2
can
the rest

Southern
OCEAN **ROPES**

by Kinnears

More Balls . . . !

By Bob Fisher

There have been several nostalgic voices raised recently lamenting the passing of the Yacht Club Ball. The owners of those voices might be pleased to read the following extract, taken from the most impressive glossy programme for the Champagne Mumm Admiral's Cup Ball, held in Cowes Week this year.

COWES is not all Balls. One might be forgiven, this year at least, for formulating a contrary opinion since the number of carnival revelries has proliferated to such an extent that it is difficult to place a feeler gauge between them – one Black one, one Wight one, and at least one with Fairy Lights on.

YOU TELL ME THAT
IT COST THE SAME
AS A SPINNAKER !!!



Never before has the spirit of Fred Astaire been abroad in Cowes Week in such profusion although there weren't too many top hats, white ties and tails to be seen; much more the mothballed mess kit and delapidated dinner jackets despoiled uniformly as if to announce that, once again, there was nothing left in the budget for frippery of that nature after the budding Ginger Rogers had taken their dip into the dubloons to compete in their own version of a couturiers' Admiral's Cup – for like the shimmering finery that these days decorates the spars of the grand prix racers, the diaphanous dresses that cling to the momadores make a Maharajah's ransom seem a positive pittance; St Laurent and Sobstad, Balmain and Beilken, all have their part to play in the redistribution of wealth. Diamonds, so it used to be sung, were a girl's best friend, but these days it would appear that they are of the boys too!

Why, dare one ask, are there more occasions to trip the light fantastic? More impressarios perhaps, eager to arrange social activities to take the pain

out of the more serious side of the regatta; an additional yacht club (and what would Rosa Lewis have had to say about that ROCKING of the Establishment – plenty I'd say), eager to display a continuum of style under commercial leadership where once the very essence of august amateur intellect held sway; or simply an overwhelming desire by the participants in the world's greatest regatta (not only my description – the organisers will tell you that's true) to dress up and cut a rug.

What other sporting event has such decorous, if dubious, opportunities for dancing the night away? Do they do it at Wembley after the Speedway World Series? It would take more than Maré Productions to turn that into a socio-sporting occasion.

No, yachting, while not unique in its desire to combine socialites and sportsmen, does it on a grander scale. Yachtsmen have bigger and better balls than Firemen (or Policemen, for that matter) because they sell more expensive tickets.

'On with the dance, let joy be unconfined,' wrote Lord Byron, 'no sleep 'til morn when youth and pleasure meet to chase the glowing hours with flying feet.' Patently obvious that the man wasn't writing of the cavorting of Cowes Week – youth indeed. The current clutch can hardly be so described and there's probably as much filler and paint to be found enhancing the faces of the ball goers each night as on the fleet parading before the Squadron every day.

NOT HERE
WAIT UNTIL
WE GET TO
THE TROTS



'No sleep 'til morn,' perhaps, even if the marina doesn't offer quite the privacy for post-dance intimacy that the trots once used to do; a place where, as one notable yachtswoman once confided to me that, like many of her ilk, she had lost her virginity in Cowes Week!

The noble lord, in his time, was far more concerned with the upholstery of a Contessa; not a 32 or a 34 however, but there are other numbers from that marque which might describe the object of his desire – 39, 28, 35 for instance – his libidinous lechery was joy unconfined indeed.

On, then, with the dance whatever the reason. The more balls, the merrier, but it is worth remembering that some forms of terpsichore known to yachtsmen will not be found at the formal occasions; most notable among them, table-top tap-dancing. This desperate discipline can be seen at the biennial Auscrew bash and several other QLDs around the world, but it is hardly the form for the grand occasion – it is as remote from a Ball as the perigrinations of Peggy Spencer's mob from Penge on the foredeck.

Let us not beat about the bush, balls are for fun; more balls, more fun. May they continue, therefore, to proliferate.

IN CASE HE DECIDES TO
TAP DANCE



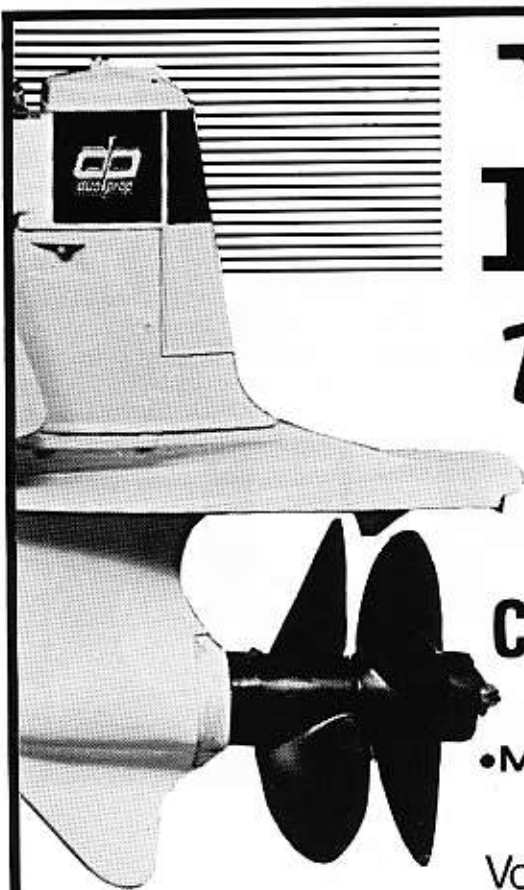
DOMINION TAVERN



CORNER OF TORY AND LORNE STREET

LUNCHTIME AND EVENING MEALS,
FUNCTION FACILITIES,
WHOLESALE BOTTLE STORE

NEXT TO MOORE WILSONS
PH 849-990 OR 858-361



VOLVO PENTA

Take-off with the best!



CAPITAL MARINE SERVICES

Greta Point, Wellington. Tel: 863-278.

- Marine Engineering • Marine Plumbing •
- Marine Spraying •

Volvo Penta Sole Service Agents in Wellington.

The Wind Factory explained

EVER wondered, when you've been laid flat off Karori Light, what causes the "wind factory" to go into production? The following summary of a study done by Mrs Anne Stainer of the NZ Meteorological Service a few years ago may shed some light on this unique phenomenon.

It is well known that northerly wind-flows are enhanced locally over the Cook Strait/Wellington area by the orography of the region, but the magnitude and distribution of this enhancement was not so well known owing to the small number of wind and pressure reporting stations in the area. Wind and pressure reports come from Paraparaumu, Kelburn, and Wellington Airport, with wind reports also from Brothers Island, Mt Kaukau, and occasional reports from Beacon Hill. The Cook Strait ferries also provide reports from mid-strait. This gives a concentration of reports over the immediate Wellington area, but only two isolated reports from the Straits, and one of these, the Brothers, is at the far northern end of the Strait.

Anotated barogram

The receipt of some annotated barograms from the ferries therefore provided a unique opportunity for a more detailed study of the wind and pressure distribution of the region. Of particular interest on the barograms was the occurrence of large rapid pressure changes of approximately 4 mb or more during crossings of the Strait, these occurring simultaneously with very strong northerly winds. The reports from the standard reporting stations on these occasions gave strong winds but there was nothing to indicate the very high velocities noted by the ferries off the Wellington south coast.

Rapid pressure changes

To get an idea of the frequency of occurrence of rapid pressure changes on the ferry barograms a search was undertaken of the barograms for the period from 6.9.72 to 30.4.76. This indicated that rapid pressure changes were common, occurring on about 80 per cent of days. However, changes of 4 mb or more were much less common, occurring on about 12 per cent of days. This seemed sufficiently infrequent to indicate that winds of more than average strength were involved. As 92 per

cent of rapid pressure changes occurred in northerly conditions and the examples of annotated charts all involved northerly wind conditions the study was confined to these situations and to large pressure changes (4 mb or more).

Low pressure

It was determined that in an area immediately downwind from the hills of south Wellington a small low pressure area - no more than two to three kilometres across - was formed, surrounded by a narrow band of very large pressure gradients. The northerly traverses this small low too quickly for a cyclonic wind circulation to develop, but as the wind accelerates into the low, very high speeds develop. Average speeds of some 60 or 70 knots were observed on a number of occasions, with gusts of about 90 knots. At the same time, winds in mid-strait were not as strong, and indeed on 80 per cent of occasions were below gale force.

Attention was then turned towards finding ways in which occurrences of high winds could be predicted. Three main types of synoptic situation were found:

- (a) a north-westerly flow ahead of a cold front approaching from the west,
- (b) a disturbed westerly flow;
- (c) a belt of high pressure across the north of the North Island with a westerly flow further south.

These are all common synoptic situations, so further information was thought necessary.

Mt. Kaukau

The other main approach was to relate Mt Kaukau winds to the occasions on which rapid pressure changes occurred. It was found that during the six-hour interval leading up to these occasions the Mt Kaukau wind was northerly (mostly in the range 350-020 degrees) and for at least 75 per cent of the time was 30 knots or more. It was also found that the location of the small-scale pressure minimum shifted from near Karori Rock when the Mt Kaukau wind was north-westerly to near Sinclair Head if the wind was northerly. Hence the location of the maximum winds would also shift, although high winds would still be likely over the whole passage past the Wellington south coast.



ROYAL PORT NICHOLSON YACHT CLUB

CUSTODIAN

The Club is looking for a fit person to carry out cleaning and minor maintenance jobs around the clubhouse.

The job is part-time (20 hours per week) with some overtime and would suit a retired or semi-retired individual with an interest in boating.

All enquiries to the Club Manager.



Shorebird

WELLINGTON NZ

SEAFOOD RESTAURANT

New extended premises
with live piano
every night

Open seven days

301 Evans Bay Parade
Telephone 862-017

From the Club Manager

Slipway

IN a slight re-arrangement of our slipway operation, Gary Nimmo has been appointed Slipmaster, and with the assistance of the Honorary Slipmasters, will supervise the slipping, launching and maintenance of the Club Slipway.

Gary will be responsible to me and I will continue to take ALL slipway bookings at the Club Office (phone 848-700).

Pre-race quick slipping will be carried out each week on either Saturday or Friday depending on the tide. Bookings must be made with me at the office, and the fee of \$20 per slip (inclusive of GST) is payable at time of booking. Refunds will be made only in exceptional circumstances.

Longer-term slipping for the new year is now being taken and boat owners should book early to avoid missing out.

Club Slipway charges are as follows (including GST):

Quick Slip	\$20
First Day	\$40
Subsequent Days	\$25

Note: non-members pay double the above amounts.

Subscriptions

There are a few of you out there yet to pay your 89/90 subscription which was due immediately after the AGM in May.

The point should be made at this stage that RPNYC subs fall due as soon as they are approved by the AGM and should be paid without delay. There is a popular theory that payment can be deferred up to 30 September and I feel this needs clarifying.

Club General Rules are quite clear in their intent that members should pay their subs following the AGM. The reference to 30 September in the Rules merely gives the Executive the authority at that date to withdraw membership privileges from those members still in default.

Please bear in mind that while our subs are not approved until the AGM, they do cover the year from April to March and are therefore already 2-3 months in arrears by the time you are billed. To continue to provide the level of Club amenities that we do, year round, early payment of subs to ensure cash flow is essential. Your co-operation in this matter is appreciated.

Club Custodian Appointment

Our present Club Cleaning Contractor Mrs Dawson will be leaving in a month or two, and the Executive Committee has approved the appointment of a Club Custodian to carry out cleaning and minor maintenance and assist me around the Club. The position is part-time (around 20 hours per week with some overtime), and above-average hourly wages will be paid.

The position will be advertised in the local newspapers in the near future, but if there's one of you out there that is perhaps retired or semi-retired, in good health and looking for a part-time job, why not give me a call to discuss the position.

Boat Insurance

Boat owners will note from the Club Almanac that Wayne Wilkinson Insurance Ltd are now the official Club brokers and also sponsors of the Cook Strait Race (now known as the Wayne Wilkinson Insurance Cook Strait Classic).

Marine cover through WWI Ltd is very competitive (my own premium on TARUA was almost halved and other owners advise similar rates of around .5 per cent of value), and owners are encouraged to obtain a quote from WWI Ltd when re-insuring.

Spirit of New Zealand charter

While on the subject of the Cook Strait Classic, it's worthy of mention that the Club has chartered the SPIRIT OF NEW ZEALAND for the weekend 15, 16, 17 December to join the race fleet (a handicapper's nightmare!).

The total cost per berth for the weekend is \$350, and as there are only 42 berths available, early registration is essential.

If you're interested, give me a call without delay (848-700).

Club Almanac

By now you will all have received your first copy of the new Club Almanac and will no doubt have a few ideas on how to improve it! Constructive ideas are always welcome, so please give me a call.



Racing Calendar

Enclosed with this copy of THE RIP is a waterproof Racing Calendar produced courtesy of our new Corporate members Hewlett Packard (NZ) Ltd.

I'm sure most of you will find this little calendar very useful, and our thanks must go to HP for their generous sponsorship.

Port Captain's duties

Our Picton Port Captain Gavin Loe has raised a very good point concerning the duties of our Port Captains, and after a browse through Club Rules, the only reference I can find to Port Captains is under Rule 10 - OTHER OFFICES, which states . . .

"At the Annual General Meeting, without prior nomination, shall be elected a Patron, President, such number of Vice-Presidents as the meeting may determine, an Auditor, and Port Captains as representatives of the Club at any ports considered necessary."

A suitable directive for Port Captains is currently being drafted and will no doubt be incorporated into the next edition of the Almanac. However, in the absence of this weighty document, I think our Port Captains should represent the Club at their discretion, fly the Port burgee in accordance with Club Rules, and at every opportunity ensure that the port that they are captain of is of good quality and served at the right temperature!

Flippancy aside, Gavin has been mailed his PC's burgee and is a very worthy recipient of this high honour.

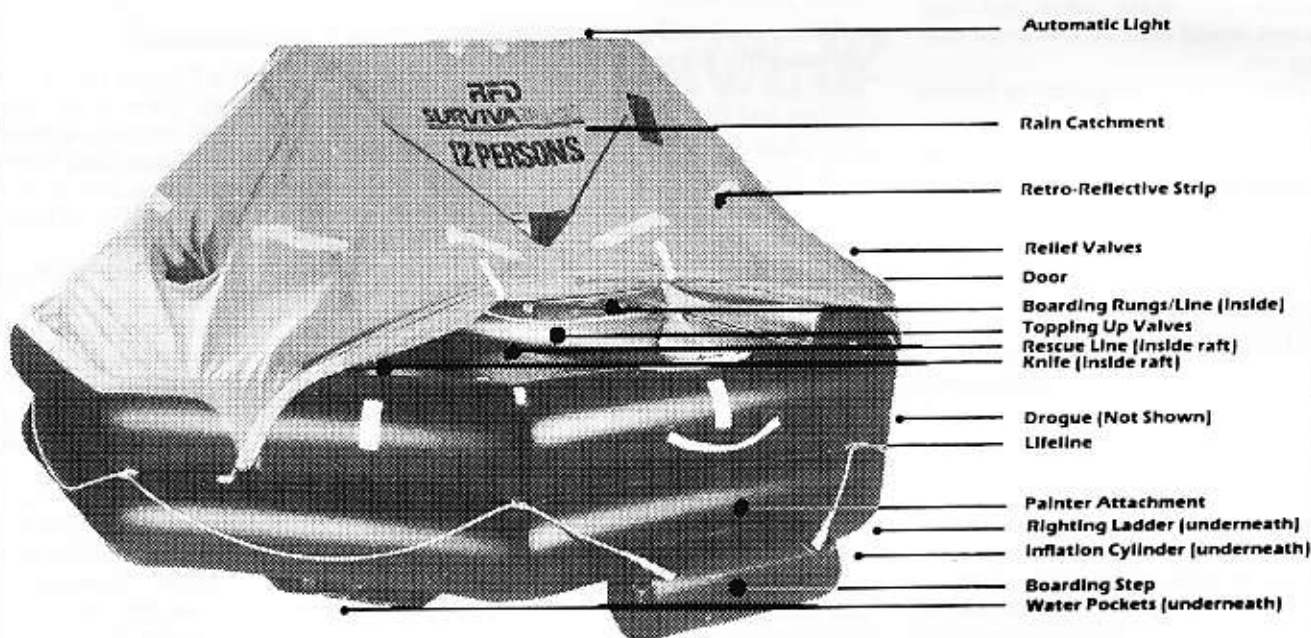
The duck-egg blue ICONOCLAST can often be found berthed at the Picton Town Wharf for those members wishing to pay their respects to Gavin.

That's probably enough from me for this issue so I'll sign off by wishing you all well for the summer season; enjoy your boating and support your Club.

GRANT SCOONES

Lives are expensive

Saving them isn't



- LIFEJACKETS
- INFLATABLE BOATS
- ESCAPE SLIDES
- EVACUATION SYSTEMS
- FLARES
- EMERGENCY PACKS
- BLEEPERS

RFD

New Zealand Ltd
 10-30 Horner St
 Newtown, Wellington
 P O Box 2432
 Phone (04) 896-383

The Loe Down

Keyboards?

IN a recent issue of *New Zealand Yachting* mug shots of the Admiral's Cup teams appear. Underneath each photo is what I take to be a job description, such as trimmer or tactician. Two positions puzzle me. Each boat has a person described as "keyboards". Does this mean each yacht has its own musician who tinkles on the piano as the spinnakers burst apart? Perhaps to save weight the yachts have installed one of those synthesized gadgets that attempt to reproduce every musical instrument. Our own Arthur Stewart is in the photo line-up striking a dignified note for the Club by being one of the few wearing a tie. Arthur is styled as being a "floater", which has me pondering but I'm sure it is a meaningful role, and at least it must be the opposite of "sinker" which, in the circumstances, doesn't connote all that well.

Port Captain

It is a matter of record that I have been appointed Port Captain for the Club at Picton. While I have not yet been told what my duties are, I have no doubt full details will arrive when the overworked officials send me the Port Captain's flag as specified in the Rules. (Editor's note: duly sent.) However, let me say that I am ready and willing to assist members in any way possible. My telephone number is (057) 39-322, or you might get me on Channel 63.

Slipping

Slipping is a perpetual problem facing the boat owner, and some of my experiences in Picton have not been that happy. Last time up I used Harold Saunderson's slipway in Jackson's Bay, Tory Channel. The slipway is robust, power and water are laid on, and there is accommodation ashore if required. Harold is a first class tradesman and will work on your boat if needed at a reasonable rate. A water blaster is available. One thing about slipping in Tory Channel - there are so few diversions offering that all your time is spent working on the boat. The boatyard number is (057) 39-063. Take a net. Highly recommended.

Vava'u

Early in June I made a break away from the Sounds to take Chris Harris's

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



GULLEY JIMSON to Tonga. There were five of us on board and it wasn't an easy passage. The youngest, Brett Linton, who plies a needle for Port Nicholson Sails, wanted us to hoist the spinnaker immediately we left Evans Bay Marina, saying it might be our only opportunity. Horrified at such exuberance I turned the proposal down, but I have to say Brett was correct. From Halswell we had head winds for 1500 miles, which made for a rather slow passage. While there is no doubt that GJ can tramp, with winds varying from gale to calm we were only able to average 115 miles a day towards our destination. The voyage took 13 days 7 hours, but when you arrive at Vava'u you have reached one of the most delightful places in the Pacific and the pain of the voyage rapidly faded away. Vava'u is one of

the best places in the world to enjoy the New Zealand winter. Next issue I'll tell you why.

Crew required

The year 1990 has every prospect of being an unmitigated horror. Apart from the usual travails that citizens will have to survive, there will be the Commonwealth Games (plus endless boycott talk) and the election, and the contrived 150 years celebrations. This has inspired me to get the charts out (those that remain after lending) and start thinking about a cruise to distant lands. ICONOCLAST is a very suitable vessel for such adventures, and anyone interested in abdicating their responsibilities in 1990 could drop me a line. Mind you, I have yet to ask for leave of absence as Port Captain, Picton!

MIKE MUIR BOATBUILDERS

Specialists in

**YACHTS AND LAUNCHES OF TIMBER
OR EXOTICS**

We also

DESIGN TO YOUR SPECIFICATIONS

or

LOOK AT OUR EXISTING DESIGNS,

including the

**9.5 SKIDDY BOARDS and the
12.2 RATTLE AND HUM DESIGNS**

GRETA POINT MARINA, EVANS BAY



PHONE 863-580



The finishing line

Death Row

IT has been reported from Europe that, following this year's Admiral's Cup FAIR SHARE and LIBRAH have both been sold, while the venerable campaigner PROPAGANDA languishes in the aptly-named "Death Row" in a British marina with other IOR has beens.

Fukuoka Race

OUR heartiest congratulations to Toshiya Ono and the much-travelled SECOND GLANCE for their very creditable second placing on General Handicap in the Auckland-Suva-Guam-Fukuoka Race.

Record membership

THE Club has copies of Annual Reports dating back to 1929, and in the Report for 1929-1930 a Junior member named J. G. Holmes is listed. Jock has now reached 60 years of membership of our Club - surely a record - and we extend our congratulations and best wishes to him.

New members

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

Senior

P. S. Attack
G. J. Barr
J. Barnett
R. K. Borgers
P. D. Donovan
G. J. Gawne
A. R. Hickman
M. A. Loudon
T. A. Lusk
J. C. MacDonald
D. R. O'Neil
C. P. Oldfield
M. Park
M. G. Solly
K. D. Stein
A. L. van Praag
R. S. Wilson
J. Winlove

Associate

S. Dwyer
M. McVeagh

Country

R. Burt
R. B. Duffly
M. A. Jones
K. F. Spring
T. L. Usowicz

Intermediate

M. D. Penny

Junior

A. J. Cowdry
A. C. Mansell
K. Mines

Battle with mum

A MEMBER of the Sailing Committee wishes to express his grateful thanks to the Ministry of Transport who so kindly pointed out to him that he was driving his BMW with a flat rear tyre at 1.15 a.m., on his way home from the Cocktail-Mixing Competition! Luckily he was only drinking alcohol-free "Battle with Mum" cocktails!

New boats

ALLIGATOR ENGINE

7.6 m Spencer sloop, David Whyte

CAVEAT

12.2 m Mull sloop, R. D. and B. S. Walker

MELTDOWN

Young 8.8 sloop, N. Coad, G. Murray, T. Lusk, D. Stein, M. Loudon and B. Brown

SHILLONG

11.2 m Alan Wright sloop, Stewart and Margaret Pattinson

Comings and Goings



The Young 88 MELTDOWN arrives by transporter from Auckland for a syndicate of four Club members (see New Boats) while Roger Manthel's Farr 38 BRAVADO is loaded on for the return journey, where she will be sold.





BARTON MARINE LTD

AGENTS FOR

MUSTO OFFSHORE

THIS RANGE IS DESIGNED TO INSTILL
ABSOLUTE CONFIDENCE INTO OFFSHORE
CRUISING AND RACING SAILORS

Musto Offshore is standard gear for top sailors - its long list of design features makes it unbeatable.

But it's more than foul weather gear. It's an integrated system of compatible components, which really works.

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.

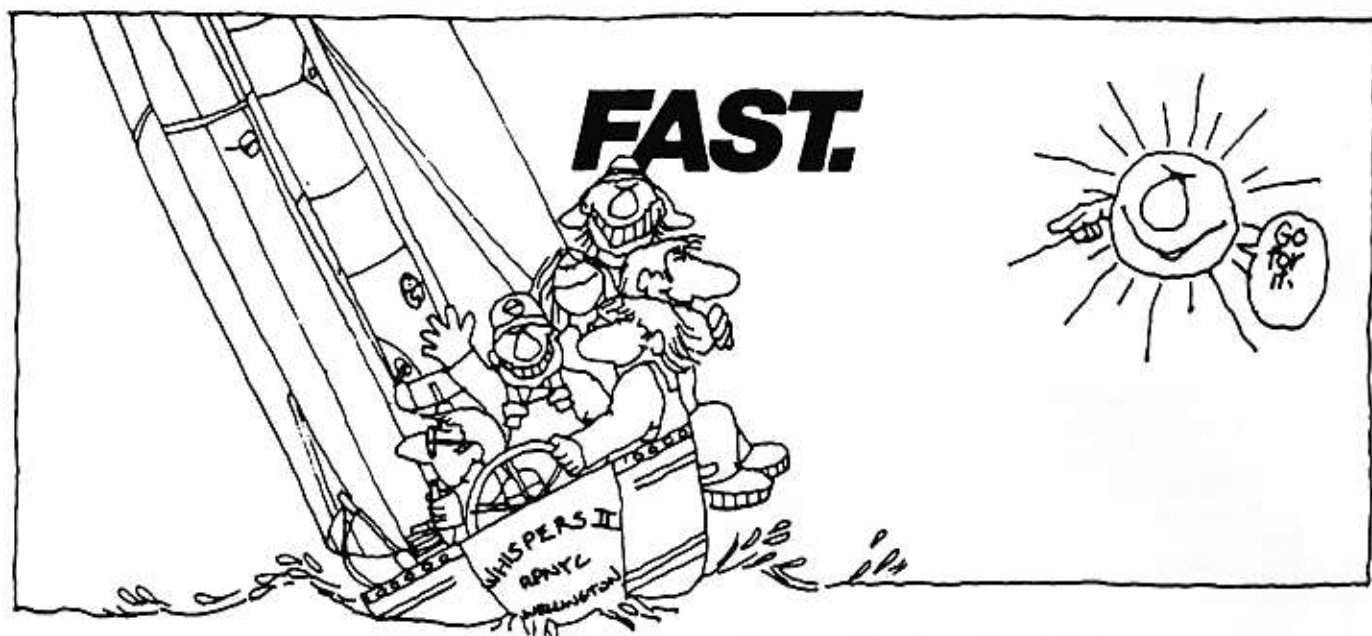
Multifit Ocean Buoyancy Waistcoat 657

Zippered into the Offshore Jacket to turn it into a 'float' 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.



Specialists in all yacht and power-boat fittings and rigging
5 Taranaki Street, Wellington Tel: (04) 725-518



WE NOT ONLY MAKE IT. WE MAKE IT AFFORDABLE.

FOR OVER A YEAR NOW OUR COMPUTER DRIVEN PLOTTER/CUTTER HAS NOT ONLY BEEN CUTTING SAILS PERFECTLY, BUT CUTTING COSTS AMAZINGLY. FOR YOU THIS MEANS YOU GET THE BEST SAIL AT NO MORE COST THAN SOMEONE ELSE'S ORDINARY SAIL. IF YOU PICK UP THE PHONE RIGHT NOW, WITHIN TWO WEEKS YOU CAN BE SAILING WITH A NEW FULLBATTEN MAINSAIL THAT WILL NOT ONLY IMPROVE YOUR RACING PERFORMANCE BUT MAKE HANDLING WHILE CRUISING SO MUCH SIMPLER. WITHIN TWO WEEKS WE CAN DELIVER A CUSTOM DESIGNED, ALL-PURPOSE TRUE-RADIAL SPANNAKER IN ANY WEIGHT SIZE AND COLOUR YOU NEED. ITS CALLED FAST. AND BOATS LIKE WHISPERS II AND SKIDDY BOARDS HAVE BEEN SHOWING THE WELLINGTON FLEET WHAT IT LOOKS LIKE FOR SOME TIME NOW. SO CALL RICHARD, SIMON OR TOM AT AUCKLAND 781-320 AND LET THEM HELP YOU FIND THE FAST YOU'VE BEEN LOOKING FOR AT A PRICE YOU'VE BEEN DREAMING OF.



North Sails New Zealand Ltd.

P.O. Box 37419

27 Mackelvie Street

Ponsonby, Auckland, N.Z.

Telephone 64-9-781320

Fax 64-9-781565

THE FASTEST SAILS IN THE WORLD ARE AVAILABLE RIGHT HERE IN WELLINGTON