



The Rip

JUNE 1991

ROYAL PORT NICHOLSON YACHT CLUB MAGAZINE



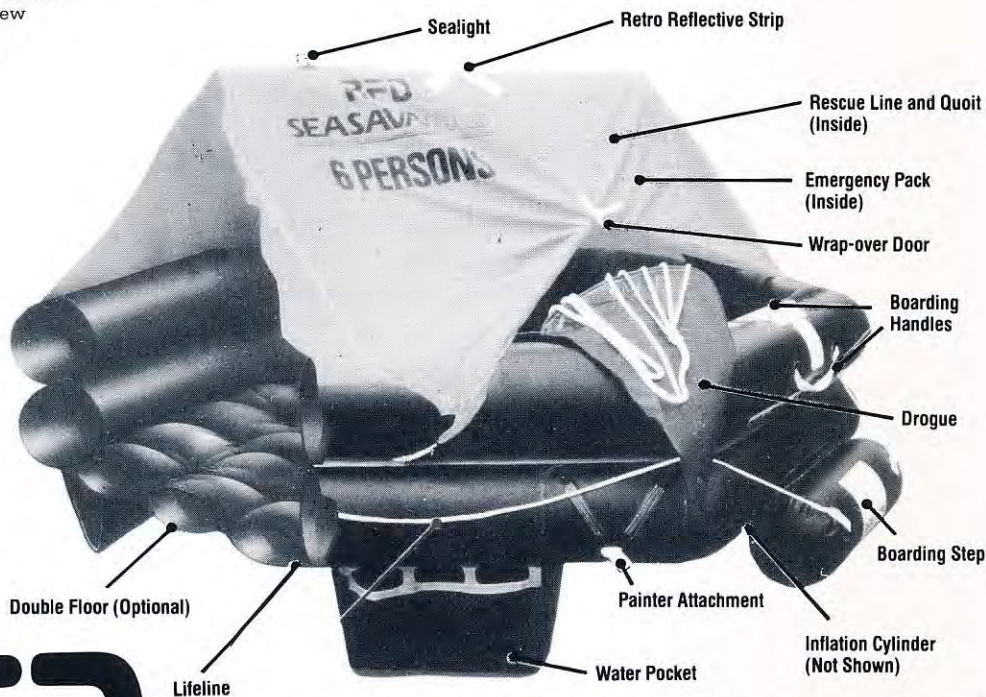
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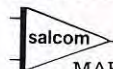
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Vol.10 No.2
JUNE 1991

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THE RIP is the official magazine of the Royal
Port Nicholson Yacht Club (Inc.)

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Brian Cardiff

Opinions Expressed

The opinions expressed in this Journal are those
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*Cover: Winner of the Technos Titan Trophy for
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Editorial

SINCE the AGM in May I have had cause to reflect on some matters which should be of concern to all Club Members.

When I joined in 1973 I certainly did not envisage the club would be as it is now, nor I am sure, did the members of the day.

We have just reason to be proud of the Club in all its facets - its history, achievements, yachts and launches and its esteem in the community to name but a few.

There are those amongst our members, who put a lot of time into the general running of the club because they have the interests of the club at heart - they do it selflessly and willingly. Some of them are obvious to all of us but there are those who are not so obvious. It is to all of these people that the club owes its continuity and history.

The general achievements in all areas in the last four years have been a milestone in our history. They have well and truly taken us into the second century of the club and we must continue to move forward for the benefit of all members, no matter what group, and for the benefit of the sport of sailing in the Wellington area as well as within the club.

There is an influx of new yachts for this season. Some owners have sold their yachts and progressed upwards to better and brighter things. Others have obtained their first yachts and we have some who have a new yacht after being without for a while. We welcome them all and look forward to watching their progress in the coming season. I do not for a moment forget the new (and departed) motor sailers and launches.

What would we do if nothing changed and the same old yachts raced year after year getting tired and worn?

Some, however, seem to get better with age but isn't that due to changes such as a new keel or sail or a helping hand such as a lower handicap?

Change for changes sake is a waste of time, energy and effort - but change is essential in order to maintain what we have and to improve it for the better of all.



When the rebuilding programme was mooted there were some who did not want the change - but it was necessary and finally came about because we were able to "own" our own club building. It would be fair to say that those who were against the change are now justifiably proud of what was done.

Those who attended the AGM will recall the proposal to obtain a suitable Support Boat which can be used to lay courses, assist in on the water sail training, conducting match racing and the like. The Sailing Committee has set a course of action to obtain a boat and taken the first step along that course.

I believe this to be a further progression of the club and envisage that further advances are required to promote and keep the club spirit to the fore.

Such further advances have already been proposed - in the form of a proper marina in the boat harbour and the provision of sail training and coaching.

These proposals however, must be carefully and fully researched in order that any division (such as a them and us attitude) amongst our members does not have a chance to get its foot in the door.

Members themselves must carefully consider such proposals before they condemn them because of a particular barrow they may be pushing.

Constructive criticism of future plans along with progressive ideas for the promotion of our Club and of sailing would surely be welcomed. Let's convert the no-sayers into supporters and continue to build on what we have.

It is essential that the good of the Club and the members as a whole is the end in view - because if it is not then where are we going to finish up?

Ken Burt
Vice Commodore

Letters to the Editor

Marlborough Marine Radio - Channels 63 & 65

LIKE many hundred other boaties during the Easter holidays in the Sounds, I listened on Channel 63. Both 63 and 65 were very busy, but a number of boats switched to 6 or 71 after making the original contact.

Came Easter Monday, and with a somewhat unfavourable forecast, many boats decided to cross the Cook Strait before noon. As careful yachtmen, most decided to advise Cape Jackson Radio of their position, their ETA and many asked for a repeat of the morning weather report. After the respective two, three or four hours travel time these boats dutifully reported their safe arrival, always acknowledged by CJR.

Mostly excellent radio behaviour and copy book reporting with the exception of a few undisciplined yahoos who failed to advise of their successful crossing and in two cases caused a search to be mounted. Bouquets to the goodies and brickbats to the dingbats who create unnecessary problems.

This report on Easter radio behaviour is, however, directed to the large number of boat owners who use CJR without being members of the Marlborough Marine Radio Association. The two channels 63 and 65 are owned, maintained and operated by the members of the Association and are not a Government channel paid for by taxes.

Membership is only \$15 per year. What do you get for \$15? The repeaters are on top of the two highest peaks which make for excellent coverage. Both the base stations and repeaters are serviced regularly, one by four-wheel-drive vehicle and the other by helicopter. Not exactly cheap. Operators are on duty approximately from 7am to 9pm emergencies excepted. They often reply to inane queries in the wee hours as to Cook Strait weather and tides.

The operators carry out many tasks for callers, check on ferry sailings, messages to family and friends etc. but these special services must henceforth be reserved for members only. Membership is recorded and the data held by these base stations in Picton

Letters to the Editor

and Havelock. Your voluntary membership is of great importance to the upkeep of this excellent service and considering that \$15 is about the cost of a bottle of wine, a most valuable and wise investment in the safety of your boat.

By chatting on 63 and 65 between boats non-members are preventing the use of these channels by paid up members. A good indication of the enormous use of channel 65 was on Easter Monday when a total of 105 calls were logged.

Sherry Brocas-Reti
for Marlborough Marine Radio Assoc.

Sounds Moorings

The Executive Committee of the Waikawa Boating Club are concerned at the increasing number of incidents on the jointly owned moorings in the Marlborough Sounds.

There have been a number of complaints concerning the illegal use of moorings by non Club members, and also a few isolated incidents that have resulted from doubts about Club membership and therefore, the rights to use a mooring. Whilst these incidents are infrequent, the Committee would like to put a stop to any such mishaps. With this in mind, the Committee passed, at its last meeting, a Club rule that prohibits the use of Club moorings unless the vessel concerned is wearing a Club pennant. This immediately identifies the rights of the boat on the mooring, or about to come alongside a vessel, already on a mooring.

The Waikawa Boating Club would like you to pass on to your members the fact that, unless the boat is wearing a pennant of the joint-owner Clubs, the vessel is not entitled to use the moorings in the Marlborough Sounds. The moorings concerned are those owned by the Mana, Cruising Club, The Pelorous Boating Club and the Waikawa Boating Club, and are both in the Queen Charlotte Sound and the Pelorous Sound.

Thanking you in anticipation of your co-operation in this matter.

Denis Thompson
Waikawa Boating Club

Letters to the Editor

Port Captain, Kingdom of Tonga

DURING the months of June through to October I will be in the Kingdom with the yacht KOLOA. At most times I will be domiciled at Vava'u and can be contacted on Channel 16 or 14 on VHF during daylight hours.

Club members arriving at Nuku'alofa, Tongatapu may also use the same VHF channels as there is a possibility that KOLOA may be in the Tongatapu Group of Islands. KOLOA's call sign is ZMA 4037.

Failing contact through the above means enquiries should be made of the proprietor of the Fasi mo e Afi Guest House, situated on the Harbour Road between the Boat Harbour and the town of Nuku'alofa. Fasi provides the best bar and snacks in enjoyable surroundings in Nuku'alofa. Suggesting this contact point does not mean that you may find me prostrate in the bar or that I am a regular visitor; the fasi mo e Afi are agents for Koloa Yacht Charters.

The other means of contact at Niefu, Vava'u is at D.C. Coleman, Marine Services. Don will be of assistance as he will deputise as Port Captain during the period of November through to May when I will be in Wellington.

Club members intending to cruise the Tonga Group of Islands should not hesitate to contact me at my Wellington address during the summer months should they so desire.

Ron Palmer
Port Captain, Kingdom of Tonga.

Letters to the Editor

VENDETTA's Sydney - Hobart

Dear Grant,

Enclosed are the official results of the Nortel Sydney - Hobart Race. Also the newspaper report of the "King of the Derwent". As you can see VENDETTA came fifth in the IMS section so we can sail to our handicap. We will be going back to Sydney next Summer for another go at the Hobart.

Bill Reid
Governor's Bay

Sailing? friends

Dear Sealing friends,

We, two meals, did some sailing in the Bay of Islands in January 1990. Now we would like to go back to New Zealand: Arriving 16 - 22.12.91, return 20 - 26.1.92.

We would like to hire a private Sailboat. We're looking for approx ten metre boat.

We have a sailpermit and Motor boatpermit. Can you help us further please? Thanks.

Reudie & Eduard.

(Editor's note: If any of you sealers out there are interested in corresponding with Reudi and his friend their address is: Reudi Trachsel
3087 Niedermuhlern
Switzerland
Fax: 0041-31-591671)

KOLOA departs

KOLOA's Captain Ron Palmer accepts his Port Captain's pennant from Rear Commodore Chris Brown just prior to his departure for the Kingdom of Tonga in late May. Crew members Ray and Andrew were there for the presentation and will spend the Winter with Koloa chartering in the Tonga group.



Wellington Harbour Swing Moorings

Dear Sir,

The Wellington Regional Council are to register all Swing Mooring owners on Wellington Harbour.

In past years the mooring areas have received little attention and as a result there is a certain degree of confusion and frustration over swing mooring sites.

The reason for registration is:

1. Giving the mooring owner secure tenure of the site. Once allocated the site remains with the owner: Should the buoy be lost then an accurate position of the mooring will be known and no-one else can move into that area. It also removes confusion when boats are sold.

2. Assured safety of moorings: Each mooring will be required to conform to a standard specification and will need to be lifted and inspected every

3 years, and inspected by a diver every year. This will ensure all boats are secure and each mooring able to hold the designated boat. It will also give peace of mind to all boat owners knowing that boats on swing moorings are not liable to break loose through tackle failure of an old mooring and so do damage to other craft.

3. In the event of an emergency each boat owner can be readily contacted and advised.

Registration will commence from 1 July 1991 until 30 September. On completion of the 3 month registration period, sites which remain unregistered may be lifted and the owners rights of the site forfeited.

The Harbour Ranger will issue each mooring site with a Wellington Regional Council numbered buoy on registration. You may register your swing mooring site at the Harbours Department Office, Maritime Museum Building, Queens Wharf, Mon-

day to Friday 9am to 4pm or the Harbour Ranger will be available at Evans Bay Marina Office each Saturday between 1pm and 2pm.

The cost of registration is \$120 plus GST. This initial charge is to cover administration costs and a numbered buoy. Payment may be made on registration, or you may be invoiced from the Wellington Regional Council.

An annual license fee of \$150 plus GST will be introduced when the Government Resource Management Bill has been finalised, and a clearer picture of the implications of the bill in relation to swing moorings sites can be assessed.

For further information on registration, please contact Ian Burns, Harbour Ranger, Wellington Regional Council, tel: 845-708.

Thank you for your co-operation.

Captain M H Pryce
Harbourmaster



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Commodore

CONGRATULATIONS to Hugh Poole, his crew and JET on winning the Commodore's Trophy this year and also to Hugh on being awarded the New Zealand Yachting Federation Honours Award for his services to yachting. What a way to end a season.

With the 1990-91 season and AGM behind us we now look forward to another successful season for the Club.

I congratulate all officers on election to their various positions and thank those who have now retired. I particularly congratulate the appointment of Ken Burt as Vice Commodore, Chris Brown as Rear Commodore and Don Suckling in his new role as Cruising Captain.



Hugh Poole accepts his framed Honours Award Certificate from NZYF President Hal Wagstaff OBE at the AGM on 29 May.

Executive Appointments

At the first meeting of the new Executive the following sub-committee appointments were made:

Finance

All Flag Officers, Treasurer, R Cowley, G Scoones (co-opted)

Special Events

All Flag Officers

Sailing Development Programme

Commodore, Vice Commodore, R Cowley, G Hargreaves, A Stewart (co-opted)

Sponsorship / Advertising

Vice Commodore, Rear Commodore, Cruising Captain, Racing Secretary, House Secretary, G Scoones (co-opted)

Corporate

Commodore, C Snow, R Cowley, G Tye (co-opted)

Clubhouse / Boat Harbour

Commodore, Vice Commodore, I Greig, G Hargreaves

Restaurant

Rear Commodore, Treasurer, R Cowley

Memorabilia

Cruising Captain, I Greig, G Hargreaves, L Murray

Support Vessel

I am pleased that the AGM gave the Executive clear direction to pursue the purchase of a support vessel for the Club. This is long overdue and will assist the Sailing Committee to control races, lay marks and provide the necessary facilities for coaching.

Financial

Over the past two seasons the Executive have endeavoured to reduce the level of debt to manageable proportions and this debt now stands at \$250,000. Rental income now more than offsets our bank interest costs. We have also been helped by the falling interest rates and our budget this year will allow us to further reduce this debt. I hope by the end of my term of office we will not have more than \$200,000 owing to our financiers, the **Westpac Banking Corporation**.

This will represent a remarkable achievement by past Executives who planned, initiated and constructed the Clubhouse refurbishment and also to the present Executive who now operate the facility. From a small beginning of \$65,000 in the building development fund we now have an asset to be proud of and worth approximately \$1.5 million.



Sailing Development Programme

Now that we have our house in order it is time to concentrate on our sailing and provide coaching and coaching facilities for the young and new yachtspersons of the Wellington region.

The Sailing Development Fund has been created for this purpose and in the not too distant future a meeting will be called for those interested in the concept of providing the hardware for our coaching programme in a similar manner to the Farr MRX racing fleet in Auckland.

We are looking for a fleet of four yachts that can be utilised for coaching as well as match and fleet racing. Individual owners and/or sponsors will be invited to participate in this programme and the Club will offer in return the harbouring and maintenance supervision facility. Once we have at least two yachts afloat we will then canvas for a coach to initiate the coaching programme.

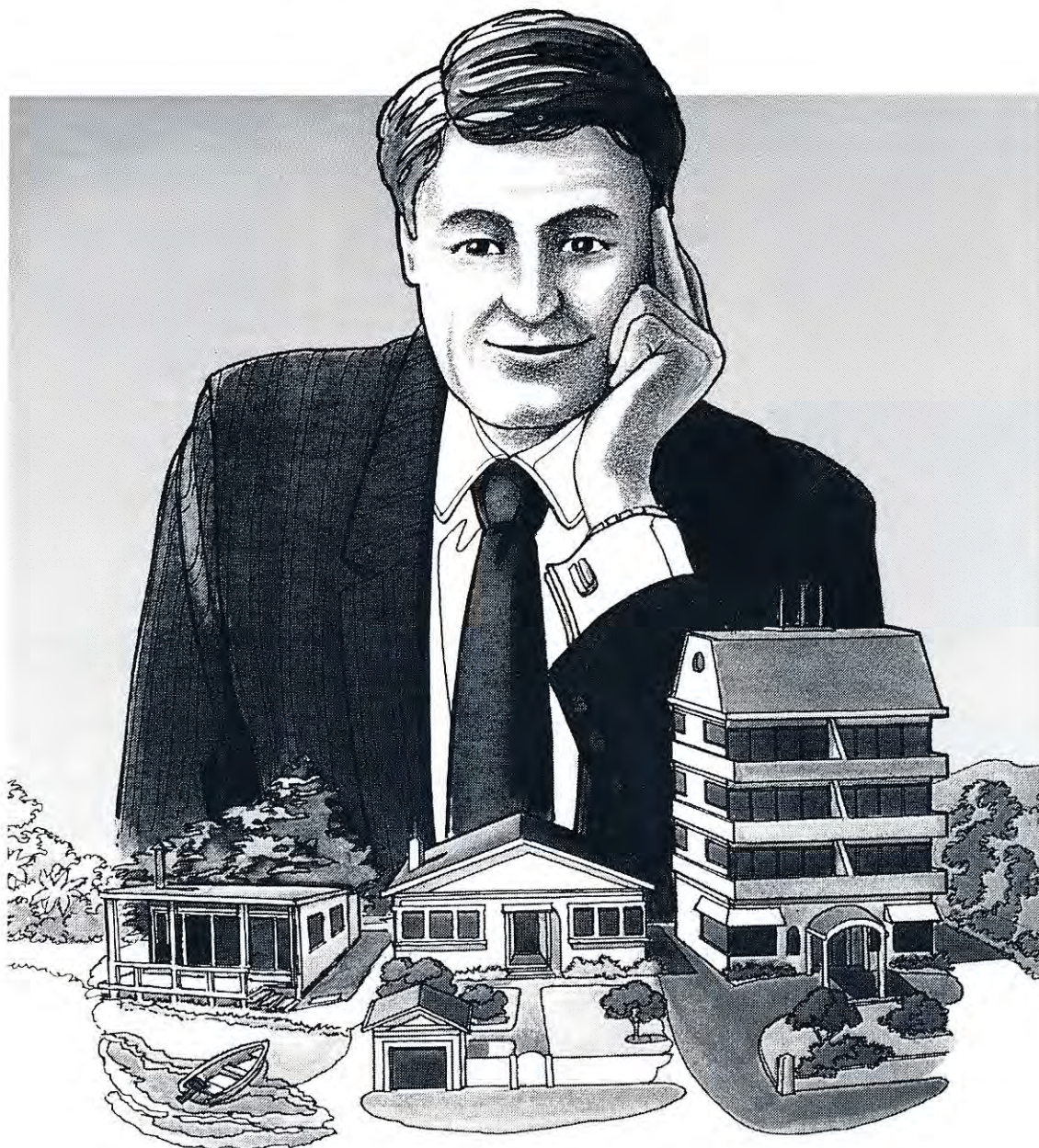
Full details of the Sailing Development Programme will shortly be issued in the form of a prospectus.

Clubhouse

Members who have attended some of the major events and functions over the past season will realise the value of the Wardroom deck to accommodate the numbers involved. Unfortunately the weather is not always kind to us and on some occasions we have had to erect ugly scaffolding to support tarpaulins for shelter. This has been a costly exercise.

We have recently gained Wellington Regional Council approval to erect four flagpoles on the leading edge of the deck which also duplicate as supports for a roll out awning. This will solve our immediate needs and I should imagine will be put to good use by the House Committee for after race barbecues.

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Sailing

The first division fleet is expanding by the day with at least three Elliott 1050s to hit the water recently, **ROCKSTAR** (Graeme Hargreaves), **CHAIN REACTION** (Bryan Coleman) and **GALE FORCE** (John Benton).

A Young 11 **PEPPERMINT PLANET** owned by Mike Alexander and the 12m Elliott **FUTURE PERFECT** owned by Wayne Tomlinson have also arrived on the scene.

John Moody, Peter Rodie and myself have syndicated an Elliott 10.5, **THE BUTCHER**.

These yachts will make the first

division fleet racing very interesting, especially the duals between the Young 11s and the Elliott 1050s. Division II has also seen the arrival of several new yachts including a Mull 31 and a Young 8.8.

Membership

The membership of the Club continues to grow and this is a direct reflection of the efforts of the past House and Sailing Committees. I hope that you all support the efforts of these committees in providing the sailing and social events planned for you. Yacht owners and skippers should encourage all crew members to be-

come members of the Club as the House Committee will be performing membership checks on a regular basis and non-member crew may find themselves locked out. (Visiting rights are only once per month.).

Conclusion

I wish you all the very best for a successful and rewarding season ahead and good comradeship at the Club utilising the facilities provided.

Best of luck and good sailing.

Brain Cardiff
Commodore

WOOLLY JUMPER sews up Deloitte Ross Tohmatsu Race

Sailed by the race sponsors, the Holland 50 **WOOLLY JUMPER** owned by Jim and Peter Wood was given the last Mark Foy start in the 19 yacht fleet but in conditions ideally suited to her, made up the time and finished almost six minutes clear to take the **1991 Deloitte Ross Tohmatsu Business House Race** with an elapsed time of 2 hours 9 minutes and 37 seconds for the 11.4 nautical mile course.

Dominion Breweries sailing the Young 11 **YOUNG NICHOLSON** were second and the **Monsanto** team on another Young 11 **JACKS TO OPEN** were third.

The race was sailed on Sunday 14 April following a postponement from its usual mid-week format and the change in timing and use of the weekend seemed to generate a rush of entries. Conditions for the race were perfect and the Wardroom was buzzing at the after race

function with the Karaoke song machine bringing the would be crooners out of their shells.

Sponsorship income from the race this year was in excess of \$7,000 which will be channelled to the Sailing Development Programme in accordance with the wishes of the sponsor.



WOOLLY JUMPER lies alongside **MONOWAI III** at the boat harbour following her win.



*DRT Director, past Flag Officer and member of the present Executive Committee Roy Cowley enjoys a can of amber fluid after a successful day out on **WOOLLY JUMPER**.*



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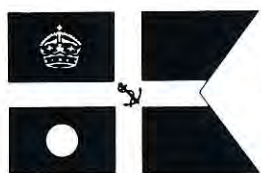
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Vice Commodore

AT the first Sailing Committee meeting held in June various appointments were made for various positions within the Sailing Committee. They are:

Protest Convenor - Mike Calkoen
Buoy Steward - Greg Wagstaff
Safety Officer - John Askew

The position of Safety Officer is newly created and it is his responsibility to make unscheduled safety checks on racing yachts to ensure that they comply with the Safety Regulations as laid down in the Sailing Instructions. Some yachts have already been checked and found to be deficient. A warning has been issued in the first instance with the requirement that the yachts comply or face further action.

Members will note that in this issue of The Rip there is a leaflet enclosed detailing a Training Seminar commencing Monday 22 July and then every Tuesday night for five consecutive weeks. This seminar is not for beginners but aimed at those crew and skippers who can gain a benefit from the general theme - "How to get the yacht around the track faster." There will be a restriction on numbers so fill out your form early. Those accepted will be notified.

It is also envisaged that nearer the start of the season a Rules Seminar will be conducted and if there is sufficient interest we may be able to have an evening or two devoted to training beginners.

The Sailing Committee have discussed a proposal to obtain a support

vessel which will be used for various things such as laying the start mark, shortening courses, course laying, coaching tender, match race umpiring to name but a few. It is not envisaged that this will replace the Start Boat as the proposed size and design does not lend itself to this activity.

The Club has for some years relied upon the good services of Evans Bay Yacht Club for the use of KOKOTAH and over recent years have made an annual donation to assist in its running and also supplied the mark lifting gear for that vessel. The decision to obtain a support vessel by no means indicates dissatisfaction with the past arrangement but will allow us to be self sufficient without reliance on the goodwill of other Clubs.

The current situation is that various designs are being considered in order that some parameters can be established so that we can go ahead and make a decision as to the vessel that we will recommend to the Executive.

If anyone has a matter relating to sailing such as courses or handicaps about which they want to complain please feel free to contact myself or the Racing Secretary in the first instance.

It is pleasing to see that this year's Winter Series has so far attracted 47 entries and in the first race that we managed to get under way there were 40 starters. I am sure that the series will again prove to be popular and wish all competitors good sailing.



I would like to pass on a message to the skippers from the Sailing Committee and ask them to encourage any crew members that they have with them on a regular basis and who are not members to join the Club to enable them to take full benefit that membership brings.

Some members will notice that copies of protest forms have been placed in the Wardroom near the Sailing Noticeboard. While it is not necessary for protests to be written on the forms as long as they supply the required information we have by popular request from certain yachts supplied the blank forms.

This season will see a number of new boats join the fleet, this is indeed welcome after a few years of dropping numbers in Divisions 1 and 3.

Finally I would like to offer my best wishes to all for the forthcoming season and look forward to seeing you on the water and in the Wardroom.

Ken Burt
Vice Commodore

New Yachts

BLUE JEANS	H28 Sloop	David Houston
BODACIOUS	Davidson 53 Sloop	John Toon
CHECKMATE	Mull 31 Sloop	Brian & Christine Eagar
KERLINA	Davis 36 Sloop	Mike Glover, Peter Fenwicke, John Sladden
LADY VEE JAY	Warwick 38 launch	Valance & Jillian Dimock
REEFER	Thomas 7.5 Sloop	Geoff Fiebig
ROCKSTAR	Elliott 1050 Sloop	Graeme Hargreaves
SOFIA	Atkin 34 Sloop	Keith Levy
SWEET INSPIRATION	Mummery 37 Sloop	Tom Kane
THE BUTCHER	Elliott 10.5 Sloop	Brian Cardiff, John Moody, Peter Rodie
VITAL SPARK	Wright 9 Cutter	Mike Heaphy

A Tongan winter



Chris Harris' Barnett 47 GULLEY JIMSON lies at anchor in Port Refuge, Vavau, Kingdom of Tonga after a 9 day delivery from New Zealand in early May.

McMORRAN SERVICES

Proprietor: Kim J McMorran

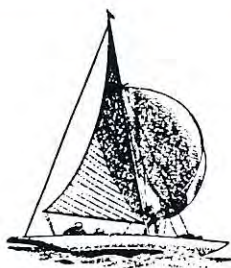
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Cruising Captain

WELL certainly I feel a bit lost over the last month with not having to run to a timetable on Friday nights.

Many thanks to all those who supported the Black and White Ball (182 in fact). It was great to go out on a high note from the Rear Commodore position. Since taking up the position of Cruising Captain I have had several requests.

Launch Owners Reliability Harbour Cruise

This event will be a mystery event where skippers will have to nominate engine revs, speed, course time etc for an around the marks cruise. It's going to be great fun with lots of awards. Watch the Club programme for date.

Mooring - Ships Cove

There is a possible chance that we may take over a mooring in Ships

Cove. Further details will be published in the next Rip.

Tory Channel - Jacksons Bay Mooring Buoy) Reported missing.

This mooring has been shifted by two trawlers to a position out from Saunders Slipway. It will be relocated sometime in August in a new location. This location will be published in the next edition of The Rip, on the Club Noticeboard and in the Almanac.

Leading Light - Greville Harbour Entry

I am currently looking at this possibility to enable safe navigation for those who have hit the Boulder Bank. (I believe there have been some well known names like Roger Manthel, Bob Daniel.) More details in the next Rip.



Wellington - Akaroa Race

There will be a division for cruising yachts and possible extension to Port Chalmers or return cruising type event on 2 January back to the Marlborough Sounds.

Other Events

Cruising Race Ships Cove - Labour weekend.

Cruising Race in conjunction with Wellington Picton race in March.

That's all for this issue.

Good cruising.

Donald Suckling
Cruising Captain



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Rear Commodore

WELL, here we are one month in and already we have had a raging success with the Champagne Breakfast. It was very heartening to see the Club supporting one of its major functions with such verve. I'm sure that the Boat of the Year and the Personality of the Year meet with your approval and the fact that at 8.30pm the same night the strains of the Karaoke were still wafting through the Wardroom endorsed a great day's activity.

Pub to Pub and Pea, Pie & Pud Party

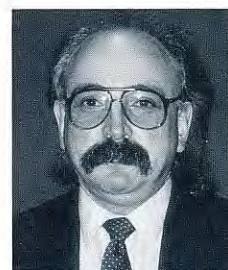
Although I wasn't in attendance, by all accounts the party went off smoothly only to be eclipsed by the

Mad Hatters Ball that was very heavily supported and a tribute to our past Rear Commodore Don Suckling's enduring enthusiasm.

Crew Meals

My thanks go out to those crews who have supported Friday night crew meals, namely BITS & PIECES, WOOLLY JUMPER and BAD HABITS. In the future donations will be gratefully received by all those who have not yet participated in this event.

The Sunday Carvery after the Winter Series Races is proving a hit and shall be continued throughout the Series.



Coming Events

We are currently arranging with Allied Liquor a monthly feature night which will be publicised at a later date. Please keep your eyes on the Wardroom publication for both dates and details.

Again I thank you for your support over this transitional period and look forward to a good active social calendar over the coming months.

Chris (Waylon) Brown
Rear Commodore

1991 Champagne Breakfast

HELD in the Overseas Terminal on Sunday 30 June, the 1991 Champagne Breakfast marked the final chapter in Donald Suckling's House Committee responsibilities and in a ceremonial "Cutting of the cord", Don's efforts as Rear Commodore over the 90-91 Sea-



A delighted Dave McKenzie with the Technos Titan trophy for Boat of the Year 90-91.



Personality of the Year Donald Suckling and wife Anne.



Exemplary service from Miss Suckling and Mr Harris

son gained lasting recognition when he was named 'PERSONALITY OF THE YEAR'.

Close to 300 members and guests attended the breakfast and were entertained by Tony Williams and his group and the usual bevy of spontaneous anecdotes.



Tony Williams performs.

The Boat of the Year Award for 90-91 was presented to RECKLESS for her efforts offshore over the past season culminating in a successful Auckland to Suva Race.



Part of the CRUSADE table!

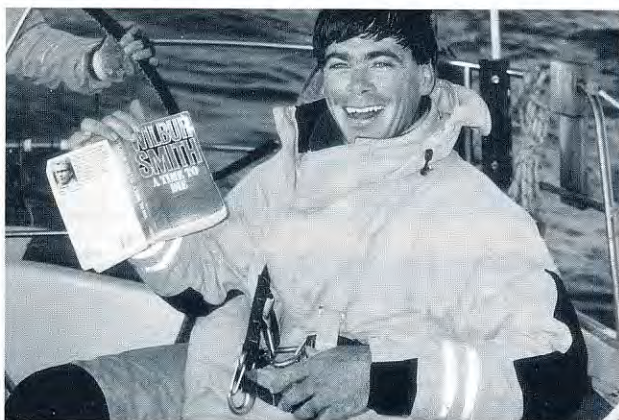


Rear Commodore Chris (Waylon) Brown joins the band.

Port Nick team runner up at MRX Nationals

DEFYING the odds, (weather, tides, class experience and other vagaries of sailing on the Waitemata!) an RPNYC crew comprising Ian Stewart (helm), John Askew, Gavin Goddard, Greg Wagstaff, Greg Turner, Stuart Bannatyne plus one Auckland "ring in, sailed the Hewlett-Packard MRX into second place at the MRX Nationals in late April.

Stewart and his team of amateurs finished ahead of such household names as Rick Dodson, Brad Butterworth and Peter Walker and the Club extends a vote of thanks to both Hewlett-Packard and Dominion Breweries for their assistance in getting the team to Auckland.



"Stew" relaxes on board GULLEY JIMSON bound for Tonga after an arduous month of sailing and golf!



The Hewlett-Packard / RPNYC combination working well again.

Tom Dodson won the event (for those of you that believe un-biased reporting is relevant!).

Immediately following the event, Ian Stewart flew back to Wellington to join the Barnett 47 GULLEY JIMSON on a delivery to the Kingdom of Tonga and from there it is reliably reported that he sailed to Suva and then flew to Japan (Kyoto we think) to assist the Nippon Yachting Association with the coaching of junior sailors. Ian advise he will return to Wellington in October.

SPIRIT OF NEW ZEALAND

I WOULD like to say thank you to the RPNYC for the wonderful opportunity of spending 10 days aboard Spirit of New Zealand sailing from Bluff to Lyttleton. It was the most amazing experience. Travelling from Wellington to Bluff by myself was not as bad as I thought it would be. I met four people on the plane who were going on the Spirit as well.

Every day we were up at 6.00am for a swim and then changed for breakfast. We were told all about the ship and we all got duties to perform. It was highly disciplined. While I was on night-watch I fell asleep and got vegetables to peel and toilets to clean for two days. Needless to say I didn't fall asleep again. I met some nice people and have made many friends. When I'm older I hope to become a leader.

Thanks again RPNYC.

Adam Delbridge

(Note: Adrienne Cowdry is the RPNYC Junior member selected to join the Spirit for a 10 day voyage in the 91-92 season.



Adam aboard the Spirit.



Annual Prizegiving



THE prizegiving for the 90-91 Season was held in the Wardroom on 8th June and a good crowd turned out to hear guest speaker Roger Carter enliven proceedings with a series of one liners which turned what can sometimes be a rather solemn and (dare we say it) boring occasion into a light hearted and amusing event.



Club Trophies polished and ready for presentation.



Commodore Brian Cardiff addresses members.



The Flag Officers resplendent in formal attire.



Pat Millar took out the Barton Marine Autohelm Series and accepts his new Autohelm 1000 from Mike Calkoen of Bartons.

With the odd exception, most trophy winners from the season turned up to receive their prizes and the half price "Happy Half Hour" and delicious cocktail food served after the formal ceremony topped off an entertaining and enjoyable night.



(Just call me) Gerry Booth with the Kirkcaldie Cup for Ladies Race #1.



Donald Suckling (CRUSADE) accepts the Te Ruru Cup.



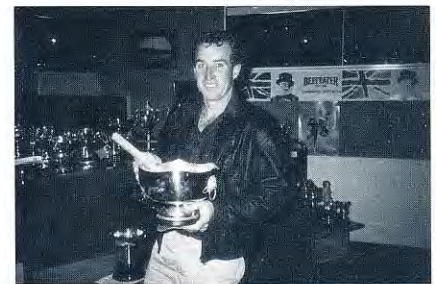
Brian Eagar (KAMA) receives the Challenge Cup.



Margaret McVeagh (TEN SPEED) accepts the Whiting Trophy for winning the Ladies Race #2.



Doctor Dick Graham cleaned out the Cruising Division in KOAMARU and was present to accept his silver.



Still wearing his Fiji tan, Dave McKenzie (RECKLESS) with the Julian trophy for PHRF honours.

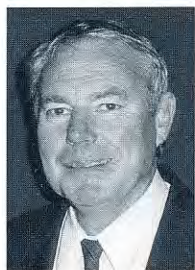


Graeme Simpson (WAIATA II) winner of the Fiebig Offshore Cruising Cup.



Alister Macalister (NIRVANA).

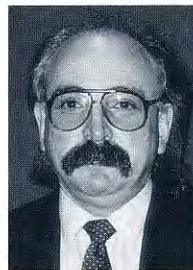
Meet the committees



*Commodore Brian
Cardiff, Chairman*



*Vice Commodore
Ken Burt*



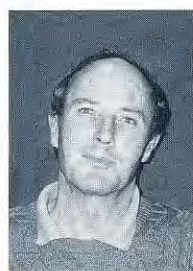
*Rear Commodore
Chris Brown*



*Cruising Captain
Don Suckling*



*Hon Treasurer
Andrew Dinsdale*



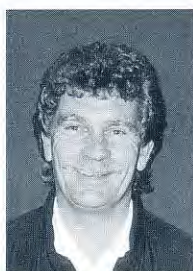
*Hon Racing Sec.
Jim Ower*



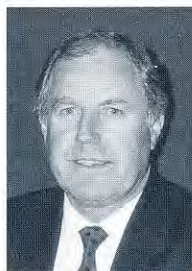
*Hon House Sec.
Gerry Booth*



*Secretary/Manager
Grant Scoones*



*John Brooks
Committee*



*Roy Cowley
Committee*



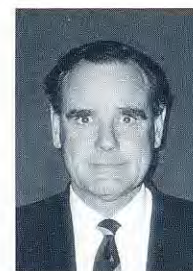
*Ian Greig
Committee*



*Graeme Hargreaves
Committee and
NZYF rep*



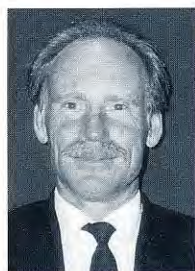
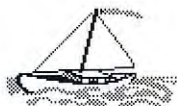
*Linda Murray
Committee*



*Clive Snow
Committee*

Meet the committees

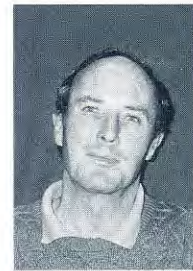
Sailing



*Vice Commodore
Ken Burt*



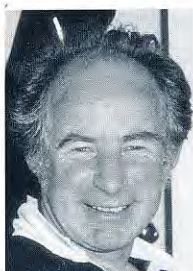
*Cruising Captain
Don Suckling*



*Hon Racing Sec.
Jim Ower*



*Linda Murray
Starter*



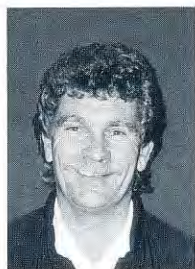
*Tony Cowdry
Handicapper*



*Keri Logan
Recorder*



*John Askew
Committee*



*John Brooks
Committee*



*Mike Calkoen
Protest Convenor*

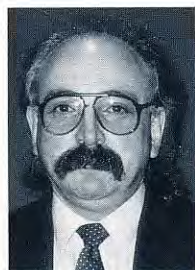


*Pauline Edwards
Timekeeper*



*Greg Wagstaff
Committee*

House



*Rear Commodore
Chris Brown*



*Gerry Booth
Hon House Sec.*



*Trish Delbridge
Committee*



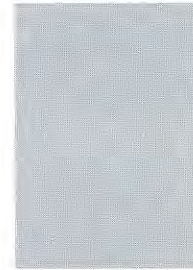
*Mike Carrass
Committee*



*Islay McLeod
Committee*



*Trevor Terrey
Committee*



*Janet Gibb
Committee
(declined photo)*



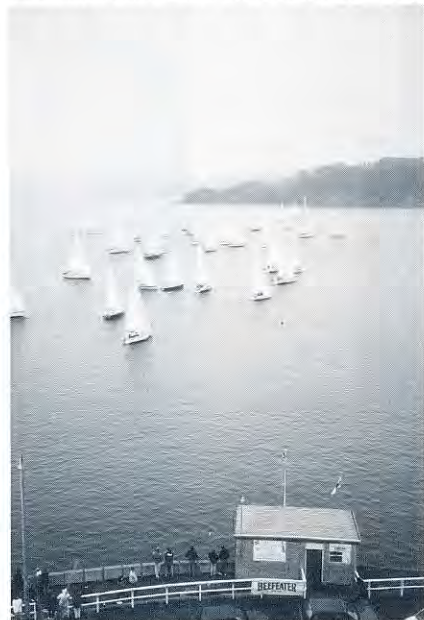
Beefeater Winter Series Race 2

ROCKSTAR does the double

By Grant Scoones

GRAEME Hargreaves and his Elliott 1050 ROCKSTAR lead all the way to win Race 2 of the BEEFEATER WINTER SERIES on Sunday 23 June in conditions that demanded a shortened course for the 38 strong fleet to finish within the time limit.

Sailing a near perfect race in the very light southerly conditions, Hargy and his team were first around every



A light weather start from Point Jerningham.

mark and took the gun over a strong fleet, including the Elliott 13.4 FLOJO, the Holland 50 WOOLLY JUMPER and the cream of the Young 11 fleet.

With an elapsed time of 1h 44m 9s for the short 6 mile triangle, ROCKSTAR finished nearly eight minutes ahead of FLOJO which was second over the line, 10 minutes ahead of FLYING CIRCUS the first Young 11 and almost 20 minutes ahead of the more radical Elliott 10.5 THE BUTCHER which is potentially faster but like many of the fleet got a disastrous start in the light conditions (and allegedly suffered from the absence on board of co-owner Brian Cardiff!).

Oversized spinnaker

One of the best (and most controversial) performances on the day was that of the Ross 930 LOCAL MOTION which stayed up with the larger yachts most of the way around the

course thanks to a huge masthead kite that looked suspiciously like the International Paints sponsored sail seen on the Young 11 FLYING BOAT last season. If the boys on LOCAL MOTION thought that the handicapper wouldn't notice the outsize kite they got it wrong and their race day TCF of .882, while still less than that of the Young 11's, was sufficient to relegate the Ross to 4th on corrected time, despite finishing only 3 minutes behind FLOJO.

As we go to press there is talk of redress and protests and the outcome of these will be reported in the next edition of the RIP. (See Stop Press.)

Shortened course

Shortening course was a good call by Officer of the Day Ken Burt and it really was a day when the start was critical, witnessed by the results where the first ten places included two first Division, five Second Division and three third Division yachts.

Race 1

Race 1 of the series was postponed due to high winds (and rain, and hail, and snow etc etc) and will be sailed on Sunday 18 August.



Elliott 1050 ROCKSTAR, a clean set of heels.

Provisional results of Race 2

Line Honours

ROCKSTAR	Elliott 1050
G Hargreaves	1h 44m 9s
FLOJO	Elliott 13.4
R Manthel	1h 52m 55s
FLYING CIRCUS	Young 11
J Ower	1h 53m 59s
LOCAL MOTION	Ross 930
D Davies/M Berry	1h 55m 29s

Handicap Placings

ROCKSTAR		1
Elliott 1050	G Hargreaves	
MOONSHINE EXPRESS		2
Muir 9	R Tomkies	
FLYING CIRCUS		3
Young 11	J Ower	
LOCAL MOTION		4
Ross 930	D Davies/M Berry	
SPECIAL FX		5
Young 99	W Macdonald	
LIMELIGHT		6
Warwick 747	M Owen	
LEGACY II		7
Young 88	R Legge	
INNOVATOR II		8
Carpenter 29	D Foot	
SIRRAH		9
Spencer 36	B Harris	
ALICANTE		10
Birdsall 34	C Snow	

STOP PRESS

LOCAL MOTION re-installed as winner following successful redress

Despite having flown an oversize Young 11 Spinnaker from the masthead of their Ross 930 LOCAL MOTION, and having had their handicap increased as a result, owners Mark Berry and Denis Davies successfully sought redress of the decision to change their handicap which lowered them to fourth place and as a result were re-instated as handicap winners of Race 2 of the Beefeater Winter Series.

It seems that Handicapper Tony Cowdry had published all handicaps for the race on the notice board a day or so prior to the event. Berry and

Davies were obviously aware of this and knowing that the published TCF of around .840 was based upon their performance over the 90-91 Season,

decided that LOCAL MOTION's performance would not be unduly enhanced by flying a Young 11 spinnaker from the mast-head. They obviously felt that the Handicapper's decision to increase their handicap to .882 after being alerted of the increase in spinnaker size materially prejudiced their chances of doing well in the race (which they obviously in-

tended to sail at around .840) and sought redress of the decision..

Whether the large kite helped or hindered them is hard to say but as a result of the redress decision yachties will be left pondering the complexities of racing rules that permit a yacht to fly a spinnaker 30% larger than normal, with the sail numbers of another yacht without penalty.

Having observed the race from start to finish, it is probably worth mentioning that LOCAL MOTION got an excellent start and based on her performance over the past season and a near faultless display on the day, she could still (arguably I suppose) have won the race using her class kite!

As they say though, "that's yacht racing" but I wonder who will have the last laugh?



Ross 930 LOCAL MOTION, controversy over spinnaker.

SOLO FRENCH YACHTS-MAN CALIFORNIA BOUND

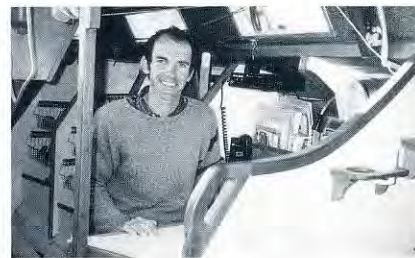
FRENCH sailor Bernard Espinet departed Wellington back in May bound for Los Angeles in his aluminium 35 foot centreboard sloop CROUSTET.

Bernard spent several weeks at the RPNYC following a cruise around New Zealand which took him down to the Auckland Islands in December/

January. While in Wellington preparing for his voyage to the States, Bernard gave a most interesting and informative talk to members about his travels.

He is seen here leaving the boat harbour on a solo voyage that will take him due east from Wellington along latitude 40 south then north past the Society Islands through Hawaii then onwards to California.

CROUSTET typifies french designed and built yachts being of aluminium construction with a lifting keel, permanent perspex dodger and inside steering position. Set up for solo passages, CROUSTET is equipped with vane self steering and although fairly basic inside is comfortable and seaworthy.



Bernard Espinet .

When asked about the possibility of returning to New Zealand at some stage, Bernard, with a typically gallic shrug of the shoulders, commented "Iz zee pope a catholic? But of course mon ami, where else can I buy zee glass of dry red and zee pie for under \$3!."



CROUSTET departs the boat harbour in May.

Remember BARNACLE BILL?

CLUB member Peter Gibson is presently living in the U.K. and while passing an Essex boatyard recently happened to spot the late Ron Jardin's old one tonner BARNACLE BILL, looking a little worse for wear. She had apparently just been shipped to the U.K. from Sydney.

Amazing how these old girls get around isn't it!

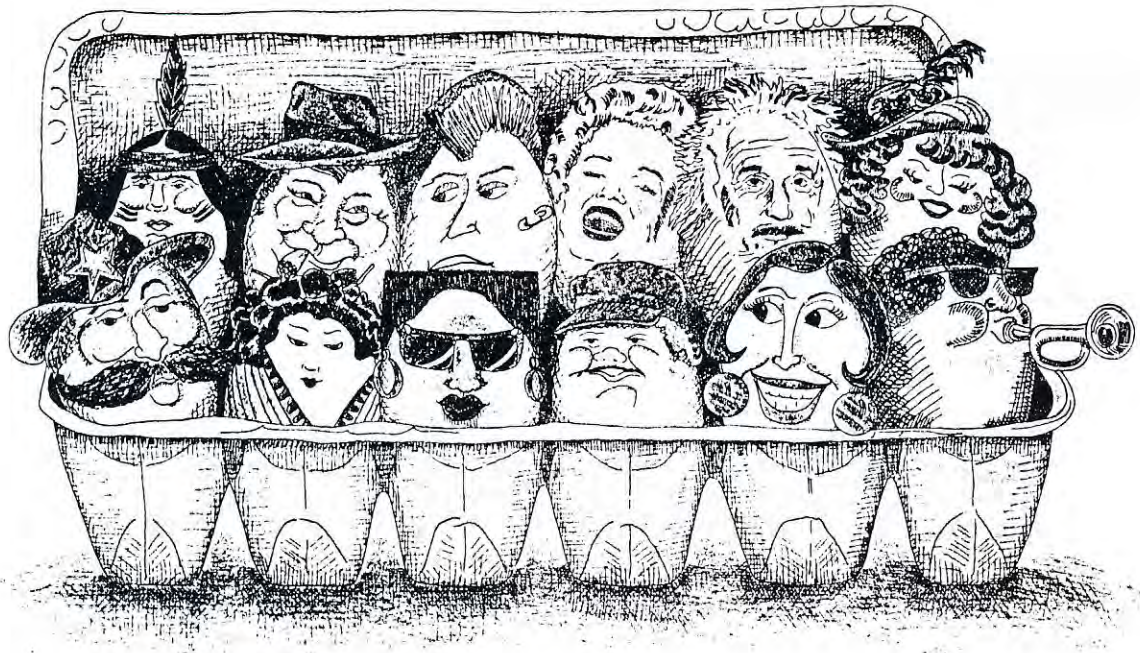


BARNACLE BILL at Sutton's Boatyard, Southend.



LEGAL sea dog Des Deacon relaxes with a friend (too far away to identify!) on the cabin of TRIDENT while a four legged forward hand keeps watch for stray cats.

Get Crackin' Join the Breakfast Club.



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Pan fried Bubble n' Squeak served with black pudding surround!

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Prime sirloin minute steak served on french bread with lettuce, tomato and hot English mustard and french fries.

Whitebait Fritter

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West Coast New Zealand whitebait, bound with egg, pan fried and served with lemon and cracked pepper.

Fresh fruit and cheese selection

\$13.50 (serves 2)

Selection of fresh fruit and New Zealand cheeses served with crackers and home-made fruit bread.

Freshly squeezed orange juice **\$4**

Selection of various herbal teas **\$3**

Cappuccino and Espresso **\$2.50**

from mini to maxi



By Kinnears

Beyond the Roaring Forties

The first of a two part article on a voyage by TAMATEA III from Havelock to Fiordland, Stewart Island and the Auckland Islands by Bob Watson.

Fiordland

TAMATEA III is owned by Malcolm Fraser of Christchurch and a longtime friend of the writer through mountaineering and skiing associations. Everyone knows that Fiordland, particularly Milford Sound is famous for its scenery. The publicity does not bear so heavily on the rainfall or the



TAMATEA III

sandflies. Our skipper chose the beginning of March for the start of the trip and we enjoyed phenomenally good weather in general. The sandflies were real bad critters and deserve more preparatory attention than we gave them.

TAMATEA is an extremely well-found Pelin designed yacht of 52 feet and 23 tons built of steel, cutter rigged with a caterpillar engine. She has ten berths with a bathroom and separate head with hand basin. The very comfortable saloon incorporates the navigatorium. The galley is well set up although we had problems with one of the jets on the 3-burner kerosene stove. Malcolm designed and built a wood burning stove with oven, which was a huge success for bread baking and keeping the boat cosy during our many banquets. Radar



TAMATEA alongside at the tourist wharf at Milford Sound.

depth sounder and SatNav were fitted and we carried one 10 foot inflatable and one 6 foot inflatable. We used the 10 foot version exclusively throughout and carried it inflated



Sandflies - bollocks! The author relaxes in the nets at Dusky Sound.

upside down on the big foredeck during the ocean passages. We had five crew Havelock - Milford Sound and picked up Brian Cardiff and another at Milford Sound. Five of us had arrived at Havelock on March 1 and loaded stores and generally attended to those last minute things which would ensure that this boat would handle everything the southern ocean could throw at it.

Mooring lines were cast off at 9.25pm on Saturday 2 March and beautiful moonlit motoring turned to nor'west rain at Popure Reach.



TAMATEA on passage down the West Coast with the Southern Alps as backdrop. Robin Foubister (left) and Bob Cawley on the helm enjoy the conditions.

Visibility deteriorated to nil and we finally dropped anchor, compliments our radar in Ketu Bay at 1.50am. From here we had conditions ranging from 10 to 35 knots on the nose as we progressed but most importantly sunrise on 7 March brought magnificent



Owner / skipper Malcolm Fraser displays Peking Duck a la wood burner stove.

views of Mounts Cook and Tasman, surely the greatest monument those famous navigators could have. All the peaks of the central Southern Alps provided day long admiration from the crew, many of whom had climbed there. We picked up St. Annes light from 12 miles out and motored to the head of Milford Sound to pick up two crew members. Milford is a good place to fuel, water, drink and call the family, and most importantly have a crew meeting on which fiords deserve



RPNYC Commodore Brian Cardiff (right) and Malcolm Fraser gloat over the spoils from the sea.

the best attention. An undercurrent to future plans was of course the strong possibility of bad weather. We spent the following day enjoying Milford Sound including catching a few blue cod at Brig Point but if there is a single feature of this place that imprints itself on the mind for all time is its incredible verticality. Harrison Cove provided a secure anchorage for our last night here with lovely views of Mt. Pembroke to the north.

On March 10 we left Harrison Cove in low cloud and calm condi-

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tions for George Sound passing the prominent features of Poison Bay, Sutherland Sound and Bligh Sound. We reached our intended anchorage in Anchorage Bay at 2.50pm but felt a little nervous about its security from the point of view of shelter. We carried on to a tiny cove at the head of George Sound north of the Park Hut. There are mooring ropes fixed across this cove so we put out a stern



The plaque commemorates Cooks landing in Dusky Sound 1773.

line. On a scale of 10 sandflies get 10 at this place - they are diabolical! They attack in swarms and cost me (the Insurance Co) a very expensive pair of bifocals when trying to beat them off. The only other incident of note was a drunken shooter knocking at the hull at 1.30am. The less said about this the better.

We headed out early the following morning for Doubtful Sound but first spent some time trying for blue cod without success. The crew were getting testy about the lack of fish so we motored in close to the shore near Houserock Rock south of George Sound and had five very large blue



Puysegier Point Lighthouse looking south.

cod in short order. We were abeam of Two Thumb Bay coming up to lunch time so we went in to Caswell Sound two or three miles and saw a very



Another Dusky Sound plaque this one is on Anchor Island and marks the site of NZ's first house and boat building industry. Apparently the ship ENDEAVOUR was scuttled, re-floated, re-built and departed in 1792.

ness. On this night we enjoyed a magnificent Peking Duck dinner courtesy Malcolm Fraser who breeds them. Our meals were of a consistently high standard due to all the crew having done quite a lot of cooking in the past and we rotated two crew each day so that department was highly satisfactory except in heavy weather.

We left Deas Cove in Thompson Sound at 10.15am on 12 March with the intention of going to the head of Crooked Arm and walking over to the head of Dagg Sound. However this plan was abandoned and we carried on to the head of Melaspina Reach to Deep Cove to top up the fuel and water tanks. There's not much other than the scenery to see at Deep Cove. The old Mangenella Wharf and a De-



The serenity of Pickersgill Harbour, Dusky Sound.

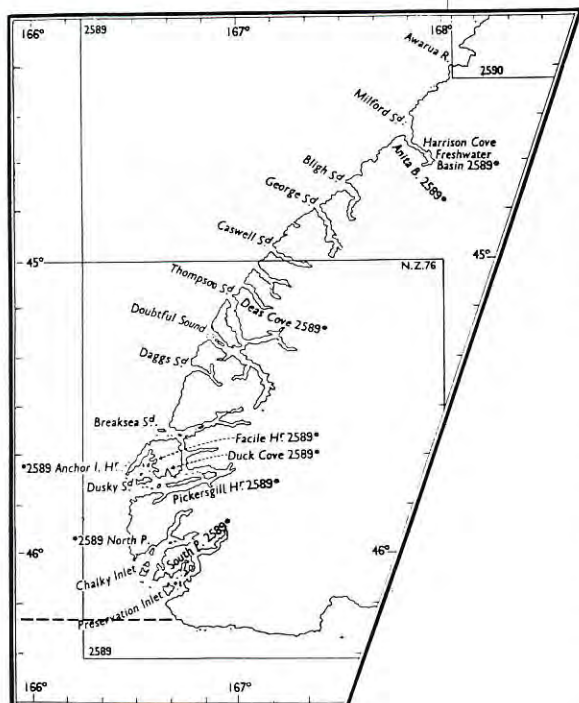
partment of Conservation hut for tourists who come over from Lake Manapouri provide an opportunity to stretch the legs and we were away again in a couple of hours.

We found a safe anchorage in Blanket Cove on the southern end of Secretary Island which was well placed for departure the following day for Dusky Sound. We shared the cove with a Brit and his girlfriend. He had spent eight years getting that far so you have to admire his single mindedness.



Approaches to Milford Sound.

At a respectable hour the following day when all the sandflies were up we headed out the Patea Passage leaving Bauza Island to starboard and were soon in the deep blue of the Tasman Sea passing Dagg Sound.



spectacular display by about twenty dolphins. Not only did they put on their usual entertainment but some of them somersaulted near the boat. We finally left in perfect weather for Doubtful Sound and reached our anchorage in Deas Cove in Thompson Sound at 5.45pm.

The inflatable was launched and we went ashore to the hut and surrounds. There are fixed mooring ropes and a fresh water hose in this bay. My diary for this place contains an entry that the sandflies were intolerable. At least the little buggers go home at dark-

Dusky Sound is a very complicated waterway and we planned on several days there. Our anchorage this night was a delightful spot just inside Wet Jacket Arm. The following morning we motored up Sportsman's Cove at the western end of Coopers Island. This was the perfect amphitheatre wooded to the water's edge and untouched by man. We carried on drift fishing at times until we dropped anchor in Supper Cove at the head of Cook Channel. We had a trip ashore here to the mouth of the Seaforth River. We motored back down the Sound to Fanny's Bay and via Cook Channel to Pickersgill Harbour. It was a great experience to go ashore at Astronomer's Point, the site of Captain Cook's visit in 1773 where the stumps of trees his crew had cut are clearly visible. The Department of Conservation has a notice explaining the significance of the area for visitors. This area is interesting apart from Cook's visit and we were able to locate the position of the wreck of the sealer ENDEAVOUR which was scuttles nearby in 1795 and re-built



Sailing down Milford Sound.

during the following three years. We found on Pigeon Island the pathetic traces of Richard Henry's occupation at the beginning of this century. His objective was to save the kakapo. March 17th saw us navigating through tricky approaches to Luncheon Cove on the south side of Anchor Island, a most beautiful spot where the bellbirds keep up a continuous chorus.

Chalky Inlet was an uneventful overnight stop on our way to Preservation Inlet. We rounded Coal Island and sneaked up as far as we could to

some buildings which were associated with the lighthouse when it was manned. We walked out to the lighthouse on a good track and admired the rugged cliffs which get the full force of the weather. The last 100 yards or so to the lighthouse is bare of shrubs but a wire cable is provided to hang onto in strong winds. The remainder of our days in Preservation Inlet were spent exploring a cave containing relics of Maori occupation, an abandoned silver mine and much fishing. The Commodore has doubtless spread the word by now that he caught two good cod on one hook and he is entitled to brag of his skill. We weighed anchor at 3.30am in light nor-east conditions and arrived at Oban after an uneventful trip at 6.50pm on 23 March. Fiordland was without doubt one of the greatest experiences of my lifetime but it would have been interesting to get a close-up view of the Solanders. We cut that out of our programme so that we would arrive at Oban before dark.

Bob Watson

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THE BUTCHER heads south

FOR some strange reason, ownership of an Elliott 10.5 design (not to be confused with the Elliott 1050!) carries with it a commitment to subscribe to some arcane and bizarre naming ceremony associated with the meat industry. Names such as PORK CHOP



Typically bluff Elliott rear.

and THE BUTCHER are the norm and with the popularity of Elliott's designs increasing, the potential for fleshy aberrations makes the mind boggle (BACON BUTTIE, MINCE PIE, BUTTOCK BITS to name but a few).



Fill er up please mate!



THE BUTCHER abeam Ruapehu.



Re-launching at Queens Wharf, Wellington.

Anyway, Brian Cardiff, John Moody and Peter Rodie were not to be deterred by a name and recently purchased the karitane yellow 10.5 known as THE BUTCHER.

THE BUTCHER had her first serious outing in Race 2 of the Beef-eater series and despite a bad start and fickle conditions, she still finished between the Young 11's JACKS TO OPEN and ARBITRAGE, so a bit of practice should see some better performances coming up.

Rather than sail THE BUTCHER to Wellington, the owners decided to bring it by road and she was re-launched at Queens Wharf mid June.



Tall, triple spreader rig features running backstays.



Preparing for the first sail on Wellington Harbour.



Stark but functional interior.



Trench warfare!

Loe Down or Lie Down?

PICTON Port Captain and RIP contributor Gavin Loe did a Nero a few months back but in his case it involved a piano, not a fiddle and his yacht ICONOCLAST took the figurative "burning" not Rome.

Obviously the tidal movement of Blackwood Bay needs calibrating!

Our un-named (probably ex) friend of Gavin's advises that ICONOCLAST floated off on the next tide without suffering any damage.

ICONOCLAST just laid over and.....



While Gavin played.....



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FUTURE PERFECT

A Cruising Man's Elliott by Grant Scoones

Wayne Tomlinson's Elliott 12 FUTURE PERFECT arrived in Wellington in May and I took up the offer of a sail around the harbour to get a feel for a design which had been described to me as a "cruising version of the Elliott 12 PEACEMAKER". Barbara Tucker and her sons from the



Bold graphics for those with a Latin bent!

Herreshoff 45 NZ MAID joined Wayne and I for the sail which took us across to the Eastbourne shore in flat seas and a northerly of 5 - 15 knots. With only the main and a furling genoa to play with our options were a bit limited, however, the autumn weather was perfect for a test sail and taking a few piccies so it was an opportunity not to be missed.

Ease of handling

Casting off the mooring lines, we motored out through the boat harbour entrance and quickly hoisted the large main. Halyards are led back to the cockpit and with Barbara tailing and myself at the mast, most of the hoist was done by hand before winch power became necessary. With the



8 knots at 45 degrees apparent in 14 knots of wind and 21.5 metres of water. They call the instruments Seataalk, I wonder why?

main drawing it was then just a simple matter of unfurling the headsail (a #2 genoa on Seafurl furling gear) and trimming for the tight lead across towards Somes Island.

Using the excellent Seataalk Instruments, we trimmed for around 40 degrees apparent wind and in the light



Extended bow roller keeps the anchor away from the plumb bow.

northerly conditions were soon sailing along effortlessly at around 8 knots, the only sound being that of the wake turbulence through the open transom. Wayne commented that she was a bit heavy in the stern because of the 200 metres of chain and other ground tackle stowed in the deck lockers aft of the rudder stock! This gear has now been removed and the yacht sits on her lines to perfection.



The nav station, simple but with quality gear and comfortable position.

The wind died away as we sailed under the lee of Somes Island but even with only 5 knots of wind, F P still slipped to weather at 3 -4 knots.

With the afternoon wearing on, we tacked and headed back for the boat harbour and with the Autohelm 6000 in charge I took the opportunity of snapping a few shots with the trusty camera and inspecting the yacht in detail.



Wayne Tomlinson in contemplative mood.

High standard of finish

Belowdecks the finish was mainly white with timber (teak) trim, grey leatherette upholstery and teak and holly cabin sole. The overall standard of finish was excellent and a tribute to the boat builder and probably to Wayne's input and supervision of the building process (he travelled to Auckland regularly to assist with the construction).

Huge head

The forepeak features vee berths with stowage under while aft and to port is the head which has a marine toilet and shower with the usual handbasin and lockers. The shower area is almost the size of a domestic shower cabinet and is served with pressure hot and cold water. All waste water, including water from the mast drains into a shower sump which is pumped out by an electric bilge pump.



Looking aft.

Pretty standard stuff but the dimensions make this particular shower and head compartment very usable and keep all unwanted water in a common sump where it belongs rather than sloshing around the floors in the main cabin, a common feature on shallow bilge, flat bottomed yachts.

Saloon

The large saloon area features a table and U shaped settee berth to port and a long settee berth to starboard. Behind both berths are lockers and stowage bins.



Looking forward.

The Nav Table is to port and faces aft with instrument repeater, SSB, VHF and electrical control panel all mounted on a timber fascia. The chart table has a hinged lid with storage for charts beneath.

Galley

The L shaped galley gives the cook plenty of support at sea and features a freezer, fridge, rubbish bin, four burner Mariner stainless stove, twin sinks and pressure water with loads of storage space for utensils etc.

Engine

The engine is a 3 cylinder, 28hp Volvo with a conventional shaft drive to a folding prop which pushes the yacht along at 8 knots.



A neat and tidy engine installation

Owner's cabin

Aft and to starboard is a large private cabin with double berth and lockers while to port is a generous sized quarter berth.

Deck layout

The stem features twin bow rollers with an extended stainless anchor fairlead which keeps the anchor away from the plumb bow when being raised or lowered (Wayne had a similar fitting on CHINCHILLA which was like a little bowsprit which prevented damage to the hull, something other Elliott owners could consider).

There is an electric capstan and chain windlass aft of the anchor locker.

The side decks are wide and uncluttered and the cockpit is clear of any mainsheet traveller which has been mounted aft of the rudder stock along the transom. The 2:1 purchase on the endless mainsheet leads to winches within easy reach of the helmsman and makes for friction free easing of the large main. The positioning of all winches and the use of the top of the line Autohelm sets the big Elliott up well for short handed cruising and racing and if her performance on test day is any indication, she would



The galley with all the mod cons.

be a very competitive entrant in the next Two Handed Round North Island Race to be sailed in 1992 (Wayne sailed the 86 race with me on BOBBY SHAFTO and the 89 event on his Stewart 42 CHINCHILLA).

The life raft is stored in a special well in the cockpit floor.

Rig

The fractional rig was put together by Sparloft in Auckland and features triple swept back spreaders a la Elliott with Riggarna rod rigging and Lidgard Sails. It has no permanent or running backstays although tangs have been



The traveller well aft makes for ...



... an uncluttered cockpit with everything close to hand.

fitted to the mast should the need arise for runners. The rig is over spec and should be well up to Wellington's conditions.

FUTURE PERFECT (the Latin scholars will understand the name I'm told) is a well finished yacht which lacks nothing in cruising comforts or equipment. If our test sail was any indication, she should be easily handled for short handed sailing but will also respond to the ministrations of a full racing crew (8-9). Like most new boats, it may take some time to realise her full potential, particularly as Wayne has yet to find a crew, however, once tuned and sailed to her potential, I am sure she will keep the front runners in the First Division honest!

FUTURE PERFECT

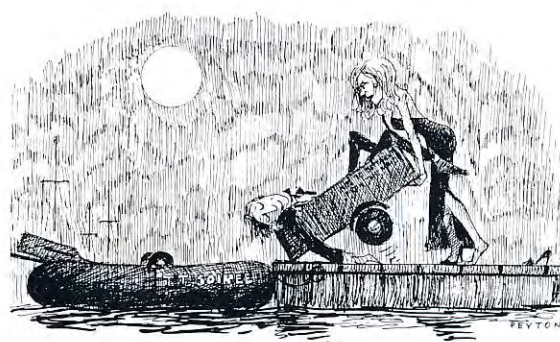
DESIGN	Elliott 12
LOA	12M
LWL	11.8M
BEAM	4.31M
DRAFT	2.5M
CONSTRUCTION	Cedar core/GRP
WINCHES	Barient
SAILS	Lidgard
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18 APRIL - 2 MAY



AMERICA'S CUP
CHALLENGER ↔ DEFENDER
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The Great Port Nick Caption Competition



"....."



"....."

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The Club extends a warm welcome to the following new members who have joined over the past six months.

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Mr B M Bailey
Mr R L Baker
Mr A J Bamford
Mr K Benson
Mr A E Benton
Mr G J Benton
Mr N R Berry
Ms J N Bishop
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Mr P J Britnell
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STRUCTURAL ANALYSIS dismasting

IN the last edition of the RIP we reported that Nick Undrill's new 40 footer STRUCTURAL ANALYSIS had lost her stick in Evans Bay. Well, our starter Linda Murray was in the Start Box at Pt Jerningham on the day in question and managed to record for posterity what a carbon fibre mast looks like after collapsing.



We understand Nick has already commenced work on a replacement Carbon mast.

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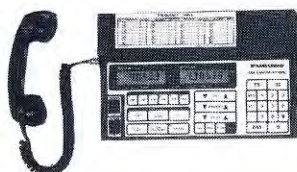
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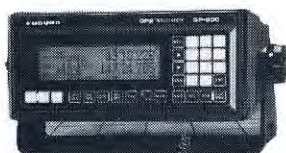
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Bottom Track



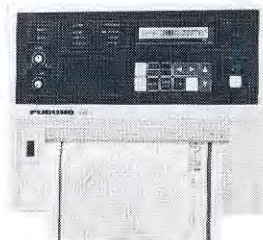
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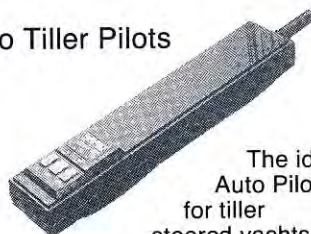


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