



The Rip

JUNE 1992



MAGAZINE OF THE ROYAL PORT NICHOLSON YACHT CLUB (INC)

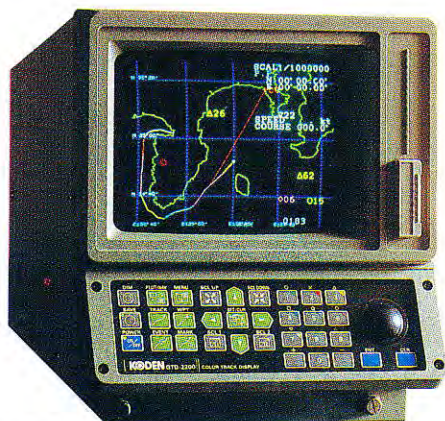
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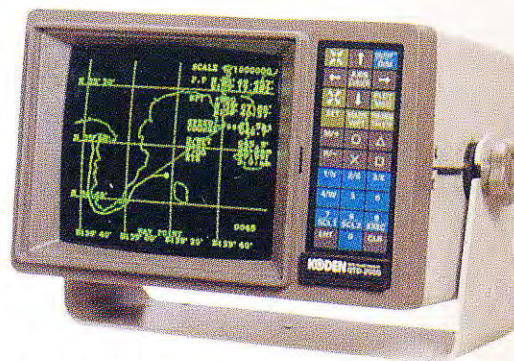
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THE RIP is the official magazine of the
Royal Port Nicholson Yacht Club (Inc.)

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Opinions expressed

The opinions expressed in this Journal are those
of the individual author and not necessarily
those of the RPNYC.

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All correspondence should be directed to:
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*Cover: Brendan and Mary Gilmore share a quiet moment
together at the Champagne Breakfast following the award
of Club Personality of the Year to Brendan.*



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1992 - 1993

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President: Alan D Martin

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Vice Commodore:	K. Burt	4749409
Rear Commodore:	I. McLeod	3829073
Cruising Captain:	B. Parker	3845113
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WYA/NZYF	G. Hargreaves	3879470
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	(H)	3879651
Assistant Secretary :	N. McDougall	3848700
	(H)	3898943
Slipmaster:	G. Nimmo	(H) 3863506
TE ARO Boatmaster:	R. Telford	(H) 3888695

OFFICE HOURS

Monday - Saturday	9am - 5pm
Phone:	3848700
Fax:	3851603

WARDROOM HOURS

Wednesday	5 - 9pm
Thursday	5 - 9pm
Friday	5 - 11pm
Saturday	12 - 10pm
Sunday	4 - 9pm
Public holidays	4 - 9pm
Phone:	3843091

(Note: These hours may be varied at the discretion of
the Executive.)

RESTAURANT HOURS

Monday - Thursday	Lunch only
Friday	Lunch / Dinner
Other times by arrangement	
Bookings:	Phone: 3856963

Well done Keelers Restaurant

WE are writing to express our sincere thanks to the management and staff of Keelers Restaurant. We had our wedding reception at Keelers on 23 May and we were very impressed with the high standard of food and service. Our guests expressed similar views.

Anne Baxter and Robyn Bassett were very helpful, always readily available to meet with us to discuss our plans and offer suggestions. Every detail was attended to.

The meal prepared by Chris Pullin was extremely interesting. The half avocado filled with spiced cottage cheese, spring onions, fresh herbs, cashew nuts and smoked chicken finished with a wholegrain mustard dressing deserves a special mention.

Louise McLeod and her staff provided a first class service to the tables. They were always cheerful and friendly. The children's needs were given special attention. A separate menu was provided and they were 'looked after' so the parents would enjoy the occasion.

Please pass on our sincere thanks to all those involved. The Royal Port Nicholson Yacht Club has a valuable 'asset' in Keelers Restaurant.

We are left with a wonderful memory of Keelers and look forward to dining there again.

Chris Okeby and Sue Harper
(RPNYC members)

New Metric Chart for the Marlborough Sounds

The Hydrographic Office advise that a new DE size metric chart of the Marlborough Sounds is now available. This chart will cover the area from D'Urville and Stephens Island in the north to Port Underwood and the northern part of Cloudy Bay in the south; it will be numbered NZ 615 and replace the present 1/2DE size fathom chart.

D P O'Sullivan
Hydrographic Supplies Manager
for Hydrographer RNZN

SHEARWATER II - In the wake of BEN GUNN.

Dear Grant

HELLO from the skipper and crew of SV SHEARWATER II, finally in the Med after 2 years of adventures! Yes, we read our Rip and thoroughly enjoy them (when they finally reach us). Purpose of this letter is to ask you whether you would like us to send you some news of where we have been? For other intrepid seafarers who may be interested to follow suit. If so, the address is up top, and sometimes we are even in radio contact, via Island Bay, Australia, U.K!

Pleased to say the Navik still goes well, after 20,000 miles. What would we have done without it although' up the coast of Australia from Brisbane to Thursday Island, it was a joy to hand-steer in the trade winds - SHEARWATER even reached 11 knots in one glorious burst! Who says H28s don't go? We are absolutely thrilled with her performance, and she's looked after us better than vice versa. Much admired for her pretty lines, and though she's one of the smaller boats on the cruising circuit we have never regretted our choice.

After leaving the Bay of Islands in June '90 we got caught in a the storm that sunk ROCKIN' ROBIN and rolled BAN-SHEE. Even the skipper was scared . . . but since then have cruised the coast of Oz, including Wessels, Bing River, Port Essington . . . then Flores, Komodo, Java and the Riav Islands in Indonesia. Singapore, Malaysia, Thailand . . . up some shallow rivers and to magic places. Cochin for four months, where Graeme was in hospital (its an experience!) and lost an eye, then back to the Far East and finally to some more wild places in India. Never did we realise how fascinating this country is, and so few boats go there. We were the first in the tiny fortress town of Div for three years.

Lots of adventures, including being "reeled in" by an Indian fishing boat one night - the biggest fish they ever caught . . . camel-trekking, travelling, and exploring the local markets for their "gour-

met" delights . . . Recutting sails, mending sails, cleaning sails . . . blowing sails! Then, of course, the Red Sea . . . 50 knots up our bum, then 40 knots ahead . . . 1200 miles of Cook Strait !! . . . finding the coral reefs (graunch) . . . fishing, exploring, making friends. The more we travel the better it gets, and its great.

Made a quick trip to Israel - the entry to the free marina in old Jaffa is a story on its own! Now we are due to leave for Turkey, hopefully Istanbul for 3 months . . . then Greece, France and the Baltic . . . If anyone asks you, tell them a little boat - a seaworthy little boat - is fine - just get going. There aren't enough Kiwis out here!

Regards

Gillian & Graeme Wallace
SV SHEARWATER
Larnaca, Cyprus

Editor's Note: Graeme and Gillian purchased my Plastimo Navik self steering gear for SHEARWATER back in '89 to use while cruising. I had no idea they intended travelling so far afield and will encourage an article or two out of them in the future. G.S..

Marlborough Marine Radio Association

WE would like to thank your Club for the co-operation given in the past and wish to keep you better informed of our association work in the Marlborough Sounds.

Later in the year when the accounts are sent out the second newsletter will be enclosed, also enclosed with the accounts will be a list of Boat Names and Owners.

With the promotion of the Association during the festive season the membership has grown to 1200 members both commercial and private. Unfortunately there is a list of 420 boats using the 63 and 65 frequency who are not members of the Association. If you require a list of boat owners using the system who are not members of our association please let me know and we will oblige.

C B Graeve
Vice President

Slipway Overhaul

THE Club's slipway trolley underwent a \$25,000 face-lift back in May, including sandblasting, galvanising and modifications to the trolley to permit fin keeled yachts to be slipped on a level rather than sloping deck. Other modifications have resulted in the ability to slip wider vessels and those with deeper draft although the maximum weight limit remains at 15 ton.

In addition to this structural work, a working platform of ply has now been fitted around the trolley to enable work on boats to be carried out more safely and efficiently. Progressive replacement and/or repair of existing trestles will be carried out over the coming months.

The new equipment was re-installed in June and pictured here is a happy Hugh Poole using his own Farr 1020 JET to test the Slipway prior to re-commissioning. Pooles Engineering carried out the overhaul on the Slipway to a very high standard and it should give the Club 10 years of reliable service before any further major maintenance is necessary.

Slipway bookings are still being taken through to Christmas and all enquiries should be directed to the Club Manager at the Office Phone 384-8700.

Slipway fees remain unchanged and are as follows:

	<i>Aug-Mar</i>	<i>Apr-Jul</i>
Vessels up to 10.5m LOA		
1st Day	\$ 40	\$ 40
Extra Days	\$ 25	\$ 10
Quick Slip	\$ 20	\$ 20
Vessels from 10.5 to less than 13m LOA		
1st Day	\$ 50	\$ 50
Extra Days	\$ 30	\$ 15
Quick Slip	\$ 25	\$ 25
Vessels 13m and above		
1st Day	\$ 60	\$ 60
Extra Days	\$ 35	\$ 20
Quick Slip	\$ 30	\$ 30



Extra Charges

High Pressure hose & scaffolds	\$ 10
Non-members	Add 50%
Cancellation fee per day	\$ 14
The above charges include GST.	

Early launching

Please remember that if you book for a specific period on the slip and then decide to launch early then unless another vessel can be found to use the vacant slip, you will be charged the cancellation fee for the unused period.

Cancellation

Cancellation of any booked Slipway time will incur a cancellation fee of \$14 per day unless a replacement booking can be arranged to enable utilisation of the Slipway.

Failure to show for a pre-arranged Quick Slip will result in the levying of the cancellation fee of \$14.

Any advice of cancellation should be passed in the first instance to the Secretary/Manager.

Slipway cleanliness

The Slipway area should always be left in a clean and tidy condition. Failure to comply with this requirement may result in additional charges being levied.

1992 Annual General Meeting

THE 92 AGM was held in the Clubhouse on Wednesday 27 May and was attended by a record 185 voting members. The 109th Annual General Meeting of the Club also marked the completion of three years term in office by Commodore Brian Cardiff and the record turn out of members perhaps reflects the keen interest in the election of a new Commodore, for which there were three nominations.

The candidates were Con Anastasiou, Bill MacQueen and Clive Snow and following a ballot, it was Wellington lawyer and yacht owner Con Anastasiou who was elected by a clear majority.

On superficial inspection of Club records, the nomination of three candidates for the office of Commodore is

unprecedented and in fact the high number of candidates for both Executive and Sailing Committees reflects a healthy interest by members in Club management.

Aside from a minor Rule Change affecting the House Committee and the election of Honorary Life Members, the meeting was dominated by the appointment of officials and presentation of the annual accounts.

New Honorary Life Members

For outstanding service to the Club over many years, Club President Alan Martin and Past Commodore Ian Greig were elected to Honorary Life Membership.

Con Anastasiou

by Michaela Draper

CON Anastasiou is our newly elected Commodore. He is by profession a lawyer and practices as a partner in a large national law firm, Simpson, Grierson Butler White. He specialises in Resource Management law and planning, admiralty law and law of the sea. At the age of 40 something he is married and has two daughters both studying law at Victoria University.

Politician/Administrator

Con has been a member of the RP-NYC since 1987. His involvement in the management of his own firm has until recently allowed him little time to become involved in the management of this Club. As it happens, this is not typical of Con who has a history of becoming involved in the administration of the activities he participates in. During his university days back in the sixties, Con was known for his overt political leanings. Whilst he is somewhat reticent to discuss this in detail he happily admits to being President of the Law Faculty Students Association for two years.

Prior to joining the RP-NYC Con had many years of involvement with the administration of the Evans Bay Yacht and Motor Boat Club culminating in a term as Commodore. Con has recently relinquished his position on the management committee of Simpson, Grierson, Butler White after a term of ten years. During this time he was involved in orchestrating the first Wellington/Auckland legal merger and later went on to assist in bringing about three



The first official role, preparing certificates for Prize-giving.

further mergers. His partners are full of praise of the contribution he made and wish him well as master of a new 'ship'.

His Objectives

Con has had considerable experience in both general administration and management and in sailing administration. One of Con's primary motivations is a love of sailing and the water; the thrill of competition and the camaraderie which is part and parcel with keeler racing.

"The sport has given a lot to me and the time has come for me to give more back" he says.

Con intends to focus on a broad spectrum of issues. He sees the most important issues facing his Club today as communication, sailing development, yachting events, marina development and the overall welfare of the Club.

First and foremost he wants all interest groups to have a voice. As he says, "You need to know what your elected representatives are doing and they need to know what you want them to do. The two may not always agree, but it's only by this kind of understanding that we are going to get the whole place running and progressing to everyone's satisfaction".

Con sees the on going development of sailing skills within the club as a high priority and hopes that opportunities will very soon be available both for the young and the not-so-young in this area. Appropriate sponsorship could be put to good effect in this area rather than having members and the Youth Sailing Fund carry the whole cost burden. He is also keen to promote women's sailing.

On a broader front he is committed to raising the Club's yachting profile both in New Zealand and internationally. With Grant Dalton's Whitbread Defence sailing under the RP-NYC flag, and Wellington being a major stop-over for the Tasman Triangle, Con will ensure that the Club meets its obligations with professional flare and at the same time, extract maximum benefit from the events in terms of Wellington's prominence in world events.

On the question of marina development Con says, "In my opinion, any development that increases the interest in boating is worthy of support." He



The launching of ARBITRAGE - 1987.



Con - The offshore skipper.

notes Lambton Harbour Management has now announced that the Chaffers beach Marina will go ahead and commends Lambton Harbour on that decision. He is also of the view that the Clyde Quay Boat Harbour should be developed. He believes that with proper consultation, planning and good will, that the interests of all the different groups can be met.

With respect to the restaurant, Con along with many of us remembers the Friday Night Meals in the old building, the family atmosphere, the club feeling. Whilst Keelers provides a much patronised and desirable facility for many, some members needs are not catered for. Con believes that it should be possible to meet most needs without compromise to the economics of running the restaurant and the contribution made by Corporate Members.

Con says, 'At the end of the day we all want to achieve a common purpose. I know that I can help you do that. I personally give you that commitment.'

The Yachtsman

Although Con has been mucking about in boats for as long as he can remember, it wasn't until the early eighties, while working as a consultant in Sydney, that he bought his first sail boat. He bought a Sabot, a standard Australian trainer, a little bigger than an Optimist to introduce his two daughters to the sport. Dad and the girls spent some tense moments challenging Sydney Harbour ferries and the like for 'right of way'. On the days they felt less adventurous, they would give chase to pelicans on Narrabeen Lagoon.

When the time came to return to New Zealand, Con was obliged to sell the boat as it wouldn't fit into the suitcase. On his return to Wellington under the influence of two keen children, he bought a Moth and for a time, sailed this in Evans Bay. Con quickly discovered it was one thing to take on ferries and pelicans but quite another to deal with Wellington's testing weather. He felt that at his age this called for something a little drier. He bought a Farr 6000 called KILEX. Con's fertile imagination reacted strongly to the name, however, being superstitious, he had to live with it.

His next boat, a Noelex 25, was a joint investment with Charlie Blades, and Garth Williams. This arrangement only lasted a short time due to an inevitable lack of consensus between a doctor, a lawyer and a real estate agent. He

bought a Noelex 25 of his own. The vessel was called CHRISTIE and he sailed her for the next year or two.

Always on the lookout for another challenge he purchased in 1986 a Young 11m hull and deck. He had this trucked to Wellington where he and the 'Sleeth Brigade' assembled it into what we now know as ARBITRAGE. In May, 1987 he launched ARBITRAGE and began sailing with the heavies on board - Sleeth, Sniffy, Greyballs, Ted Hart, Duffy, Turbo and PC. Needless to say they won the Winter Series that year.

Since then, he has rarely missed a race. He is known for his ambition to win, good judgement, reliability, staying power and intolerance of sloppy crew work.

His crew say he is a real driver, his very active mind continuously focusing on every position. If you want to see only his best side make sure you sail with him when he is winning.

On a number of occasions Con has dumped various members of his crew in the water. This tactic is simply to keep them on their toes, although Con maintains there were other reasons. On one occasion it was a Queen Charlotte williwaw and on another it was his desire to grand stand in front of the Port Jerningham spectators.

On the other side of the coin he is especially known for his generosity with his boat, to his crew, to women's sailing and to any other event which requires owner's of boats to generously lend their boat and give their time.

We look forward to your term as the Commodore, Con, and wish you all the best in your objectives for the next three years.



ARBITRAGE - Never misses a race!

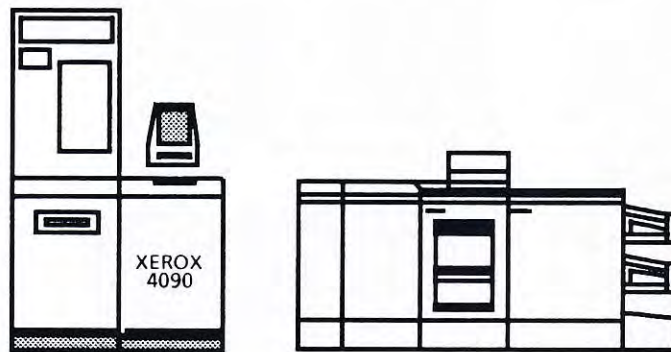
Refit for FREDERICK

Graeme Moore's Spencer 53 FREDERICK re-emerging from Mike Muir's Boatshed in pristine condition following her first major refit which included full exterior re-paint, mast overhaul, s/s polished, teak scrubbed, rudder and keel sandblasted.



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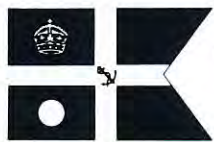
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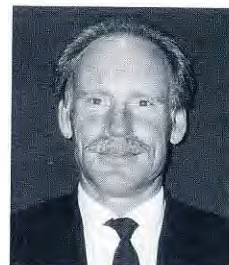
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Vice Commodore



OUR favourite Beefeater Gin Winter Series sponsored this year by New Zealand Wines and Spirits with sub-sponsorship from RFD, Canterbury of New Zealand and George Janis is providing some very close racing for exciting viewing for the sea side audience.

The first race saw CRUSADE take out 1st place on handicap with RED RUM 2nd and ALICANTE 3rd. A strong tussle between HIGHER GROUND, PORK CHOP and CHAIN REACTION for fastest time and line honours continued into the second race with only seconds separating them. BLACK SWAN is showing great form, winning the second race on handicap followed by BOBBY SHAFTO and RED RUM.

Some interesting statistics from the second race show that the new handicapper, affectionately known as "Cuddles", has been doing his homework. The first 27 places on handicap had corrected times within 6 minutes of one another with 37 other places also being within 6 minutes. There were also six equal placings within the 42 finishers. With handicap placings like these we can look forward to continued exciting close racing.

Tasman Triangle

The forthcoming proposed Tasman Triangle has received a major boost with Kodak Australia confirming that they will be the major sponsor for the Sydney to Hobart race for the next three years which will include the Tasman Triangle in 1994. Preliminary discussions have been held with the CYCA in Sydney and a "Road Show" is to be arranged to promote the races throughout Australasia, yes that includes New Zealand! A sub-committee is currently being set up with the responsibility to organise our part in this event and we are keen to involve members. Keep your eyes open for more announcements.

Champagne Breakfast

The Champagne breakfast was a great affair and the House Committee provided an extraordinary venue for our entertainment. Sir Michael FAY received a standing ovation when presented with the Boat of the Year award on behalf of NZL20. He and his wife Lady Sarah were most impressed with the function and coped well with the light banter provided by our infamous MC, Bill Ralston. He commented dur-

ing breakfast on the noticeable strength and camaraderie of the Club.

Sailing Programme

Your Sailing Committee is in the process of planning the program and course changes with an exciting season to look forward to. A full and busy schedule is ahead of us all. Make the most of our off season quiet time and get those gardens put in order, get the DIY under control and in your spare time don't forget the boat maintenance!

It is good to see that "Someone Else" has been kept at bay with all positions in the committees filled and ready assistance from other members when asked.

I look forward to seeing you out there next season fully participating in all the action. See you on the water.

K R Burt
Vice Commodore

Royal Port Nicholson Yacht Club Inc. **RACE ADMINISTRATOR**

The continuing growth of sailing activities of the Royal Port Nicholson Yacht Club has brought about the need to employ a part-time administration officer to provide professional support services to the Vice Commodore, the Hon. Racing Secretary and the Sailing Committee.

This part-time position will probably favour a person with sailing experience. However, duties also require strong administration skills (including keyboard/computer experience), and promotions/marketing expertise will be an advantage.

The remuneration package will be appropriate to the estimated 20 hours per week, involving evening and weekend work.

Interested applicants should apply in writing to the Club Manager for a full job description and relevant details:

Royal Port Nicholson Yacht Club Inc.
P O Box 9674
Wellington (Facsimile: 04-385-1603)

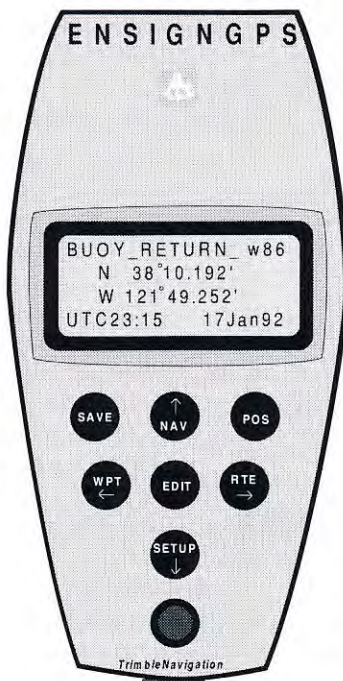
Second Muir 9.5



John Mines' new Muir 9.5 close to finishing. Yet to be named, John hopes to launch her prior to Christmas.



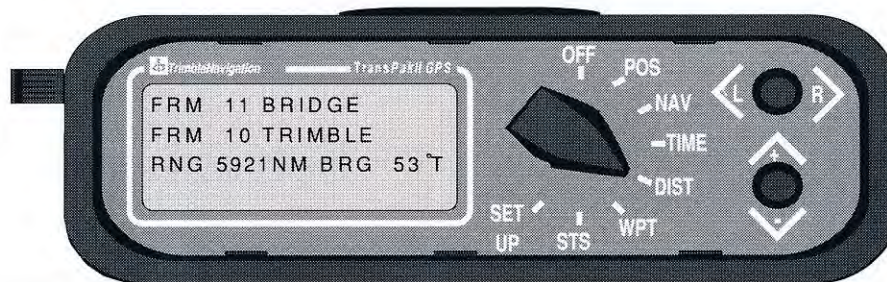
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Rear Commodore



Sea Boots 'n All

AS we go to copy deadline for this issue, I note the front page of "The Dom" features the national disaster of SKY TV buying the exclusive rights for the All Blacks games in South Africa. Personally, I couldn't give a "grinder on the runners on the beat" for footy of any kind. (Saturday nights after rugby have that effect on Canterbury girls!). No, I got SKY for the hours of commercial-free coverage of the Americas Cup! Now I see an opportunity to recoup some of the wasted payments since I'm never home these days, I'm considering putting in some rows of chairs in the lounge and renting 'em out to the rugby watchers.

The reason, Dear Member, why I am seldom home these days is that I've been somewhat resident at the Royal Port Nicholson Yacht Club. As a sea-going Rear Commodore, I've had to take to this job "seaboats 'n all". The House Committee has been busier than a bowman in the Winter Series just lately. The turn-

out for the Champagne breakfast caught us with our Musto's down! We thought we'd cruise into that one at about the usual 230 people! Instead a sellout at over 350! I hope you'll find the rest of the Social Schedule this year as much a "Got to be There".

Opening Day

The House Committee is liaising with the Sailing Committee on Racing/Social programming so that there are no gaps or clashes. But the next Big Function is Opening Day on September 26 and I'm delighted to say that Her Excellency the Governor General has accepted our invitation to attend.

A few other great do's you can look forward to are:

* Yachtie Fashion Parade!

Interest already from: Expozay Swimwear, Canterbury, Barton Marine - Musto & Line 7, (Models from C/O Lorraine)

* Ladies Luncheons

* Commodore's Luncheons

* Launch of NEW ZEALAND EN-DEAVOUR (Saturday 7 November)

The final programme will be published in this year's Almanac but hopefully we'll be over the Start Line before then! Keep you posted.

Meantime, anyone considering hiring space in my lounge for the footy? I'm open to cash offers that must include washing, ironing, lawn mowing, bath cleaning and bloodhound walking!

Happies,

Islay McLeod
Rear Commodore

P.S. We've been challenged to a Darts Match by the Irish Society ... interest please?

New Members

We welcomed the following new members to the Club over the months April, May, June and July 1992.

Mr R Aitken	S	Mr P Malone	S
Mr R N Bardsley	S	Mr C Marshall	S
Mr C A Barker	S	Mr S Marshall	S
Mr R A Baxter	A	Mr S A Matthews	S
Mr M R Dinsdale	S	Mr J E McCaskey	S
Mr D Donohue	C	Miss C McKay	J
Mr T Duffett	C	Mr S G Millington	C
Mr A Duncan	S	Mr D Moore	S
Mr T Edwards	S	Mr C K Morris	I
Ms S Elliott	S	Mr C J Okeby	S
Mr C Emerson	S	Mr R Pearlless	S
Mr D G Foley	J	Mr B Quirk	S
Mr M D Gay	S	Mr B Ralston	S
Mr J Gilbertson	S	Mrs J Ralston	A
Mrs M Geddes	S	Mr D E Robb	S
Mr B B Giles	S	Mr R Smith	S
Miss G K Goddard	J	Mr L Steel	S
Mr A R Gregory	S	Mr R J Tait	S
Mr C R Honey	J	Mr G Taylor	S
Mr J Hotchin	S	Mrs J Topper	C
Ms A K Knowles	S	Mr D Watson	A
Mr E J Knowsley	S	Mr G T Watson	S
Mr A B Linton	S	Mr J Worthington	S

New Yachts

CAPER

Mummery 12.2 sloop
J P Hollings

FIDDLESTIX

Elmes 10 sloop
G F Jones

IDOLEYES

Marlborough 5.1 launch
P Thorne-George

MERMAID

Alden 11.1 launch
P J Moore

ELLE

Warwick 44 sloop
R & B Walker

1992 Champagne Breakfast

THIS year's Champagne Breakfast was held in the Renouf Foyer of the Michael Fowler centre and attracted a record attendance of 380.

The breakfast began at around 0830 hours when guests were met by the House Committee and escorted to their tables which almost filled the Renouf Foyer which has a seating capacity of 450.



Bill Ralston in fine form.

MC for the day was the "Talk of Wellington" 2ZB host and TV personality Bill Ralston whose rapier like wit and wry delivery kept the attendant company in stitches, mostly at the expense of Winston Peters, who was unable to attend due to a previous appointment with a mirror!! (or so the rumour goes).

Boat of the Year - NZL20

In recognition of an outstanding America's Cup campaign, **NZL20** was named **BOAT OF THE YEAR** and Sir



The Start Box team awarded the "Turtle Trophy" to MARANUI crew for services beyond the crawl of duty!

Michael and Lady Fay were in attendance to accept the award and trophy on behalf of the Crew. In his acceptance address, Sir Michael commented upon the challenge and of future challenges and while yet non-committal on his involvement he alluded to the style of any NZ challenge remaining innovative.

This was the first formal attendance at a Port Nick function by Sir Michael and it was appropriate that on such an occasion, he receive the first major award won as a direct result of his

three America's Cup challenges to date. For those of us that sat glued to the box while the "Little Red Sled" strutted her stuff in the slop and fickle winds off Point Loma, the shock of that final defeat to the "Morons" (Cubans. . . why not!) was pretty hard to take and although she did not go through to take the ultimate prize, her achievements are fondly remembered and should not go unrecognised.

A thoroughly deserving recipient of **BOAT OF THE YEAR!**

Brendan Honoured

Another recipient of an honour was Brendan Gilmore, our good friend from Gilmore's Minimarket across the road from the Club. Brendan received the **PERSONALITY OF THE YEAR** Award for his untiring efforts in catering to the many needs of members over the years.



Smiles all round for the Personality of the Year. Brendan Gilmore (left).



Sir Michael Fay accepts the Boat of the Year Certificate and trophy from Vice Commodore Ken Burt.



Mike Calkoen was named as the skipper most dedicated to "lightning ship" and got the holy bucket for his troubles!



*Brendan back at the shop avec apron!
(Not just a pretty face!)*

Through a cunning chain of contrived events orchestrated by the House Committee, Brendan was conned into making a delivery to the Michael Fowler Centre where he was promptly detained at a table awaiting the awards ceremony, still blissfully unaware of his fate. Although flabbergasted at attaining such a weighty honour, Brendan delivered a most impressive acceptance speech before recovering his apron and heading back to the chip frier.

Special Award to Roger Carter

Boat Harbour Custodian Roger Carter was presented with a special award in his 10th and final year as Custodian/Caretaker/Recreational Supervisor of the Clyde Quay Boat Harbour. He will retire early next year and the award recognises



Roger Carter admires his "Members Salute" certificate.

the Club's appreciation of his valuable service to members and boat owners over the last decade.

The formal awards presentations were followed by a number of "plonker" awards to various individuals and by the time these were all over, the Breakfast had almost become lunch.

Rear Commodore Islay McLeod and her House Committee did a great job of running this year's event which bodes well for the Club social programme over the coming months.



Kel Weir (Hippo to his friends!) accepts a "plonker award" from Chris Brown.



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NZ ENDEAVOUR Update

THERE'S an aura of secrecy about the design of Grant Dalton's **NEW ZEALAND ENDEAVOUR**, the maxi entry in the 1993-1994 Whitbread Round the World Yacht Race.

Dalton says, he's not being mysterious just for the sake of it, as happened during the recent America's Cup competition with its well-publicised shrouded keels, divers caught off-limits and armed security men.

But when Dalton and his **NEW ZEALAND ENDEAVOUR** team gave the media its first look at the yacht now being built at Marten Marine's Pakuranga, Auckland, yard today (Tuesday June 23), he revealed few details about the maxi that is the early favourite to win the race which starts in September 1993.

"It's a maxi, it's a fractional ketch and it will be significantly faster than both **FISHER & PAYKEL** and **STEINLAGER**, the New Zealand ketches that blitzed the Whitbread fleet in 1989-90," Dalton says.

And he says, people can expect **NEW ZEALAND ENDEAVOUR** to look much different than the maxi ketches of four years ago.

There's an element of gamesmanship, as opposed to San Diego and dagger, in the **NEW ZEALAND ENDEAVOUR** camp's reticence - but there's also serious intent.

Details will remain secret until it's too late for northern hemisphere skippers to take advantage of the latest New Zealand thinking on maxi design and incorporate it into their yachts.

Bruce Farr is designing a maxi for our major opposition Pierre Fehlmann.

The difference between **NEW ZEALAND ENDEAVOUR** and any other Farr maxi will be subtle - perhaps only each team's interpretation of what it will take to win the race.

"The research that has led to these conclusions has been jointly funded and therefore he can guess fairly accurately what our boat will look like, just as we can make an educated guess at how his will look.

"That," says Dalton, is why we are keeping the vital statistics close to our chest, at least until the boat is launched in November."

Dalton expects **NEW ZEALAND ENDEAVOUR** will cut a minimum of two days from the elapsed time of the last Whitbread. "When you consider that in the last race yachts were finishing only hours, sometimes minutes, apart, two days is a significant amount of time."

He says the ketches **STEINLAGER** and **FISHER & PAYKEL**, first and second in the 1989/90 Whitbread were unsophisticated - "for the simple reason that we did not have the time to develop the concept".

"The computer told us that our mast could make the boat go a little faster but only on that particular course around the world because it involved a lot of reaching and running and so it proved to be on the water".

"But then we did not have the time to develop the rigs themselves - the relationship of the rigs to each other, the relationship of the heights of rigs and the distribution of sail."

"We did not really have time to decide what would be really fast. About all that we had time to do was convince ourselves that having another mast



Prizegiving Guest of Honour was Grant Dalton who was presented with the Club Burgee by Commodore Anastasiou.

would be faster than not having one."

"Therefore we have been able to make significant gains in boat speed over the last generation of boats because we have been able to play with so many variables".

Other Members of the NEW ZEALAND ENDEAVOUR team

Murray Ross

NEW ZEALAND ENDEAVOUR's navigator and consultant on design and layout. He's also involved with sail design.

Kevin Shoebridge

Boat captain - **NEW ZEALAND ENDEAVOUR's** representative at the Marten Marine yard. He's also responsible for the crew. When **NEW ZEALAND ENDEAVOUR** is launched he will become a watch captain.

Glen Sowry

Responsible for the installation of the yacht's electronic equipment. He will be watch captain one the yacht is launched.

Tony Rae

Sail co-ordinator and assists Murray Ross with sail design. On board he's the yacht's medic.

Allan Prior

NEW ZEALAND ENDEAVOUR's project manager until the yacht is launched. He is responsible for the logistics involved in a project such as this and is also responsible for the rigs.



From left: Kevin Shoebridge, Grant Dalton and Murray Ross inspect progress at Marten Marine Yard.

The Whitbread Round the World Race 1993-94 Fact Sheet

Course

Leg 1 25 September 1993
Southampton-Punta del Este (Uruguay) 5938 nautical miles

Leg 2 13 November 1993
Punta del Este - Fremantle 7558 nautical miles

Leg 3 8 January 1994
Fremantle - Auckland 3272 nautical miles

Leg 4 19 February 1994
Auckland - Punta del Este 5914 nautical miles

Leg 5 2 April 1994
Punta del Este - Fort Lauderdale 5475 nautical miles

Leg 6 21 May 1994
Fort Lauderdale - Southampton 3818 nautical miles

Total: 31,975 miles

Classes

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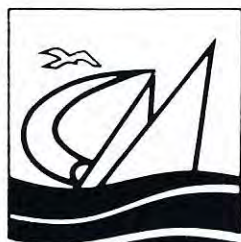
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Rescue of the CELTIC KIWI

A sea survival drama by Steve Raea

IN October '91, television news showed some intriguing footage of the mid-ocean rescue of the CELTIC KIWI crew from their life rafts after the vessel was lost in a storm to the north of New Zealand.

Of particular significance in the case of this rescue was that the rescuers were a couple of Wellington yachties and the entire 13 crew of the CELTIC KIWI were taken to safety aboard the 39 foot sloop ROCK-STEADY without injury and delivered safe and sound to the Bay of Islands three days later.

ROCK-STEADY's owners, Steve Raea and Kieran Murray were on a return voyage to Wellington after six months cruising through the South Pacific Islands of Tonga, Samoa, Fiji and Vanuatu and both were looking forward to arriving home. The following account of the rescue told by Club Member Steve Raea records what may be the first occasion in recorded history that the entire crew of a merchant vessel have been delivered to safety on the high seas by a small pleasure craft and documents an outstanding act of seamanship and courage by the crew of a short handed yacht.

Sunday October 27, 1991

The dawn was particularly long in coming and nothing to speak of when it arrived. A brassy haze had developed to the north and the barometer had continued to fall. The wind had freshened to force seven and further backed across the deck.

Below, the previous evening's dishes thrashed about the sink in shattering harmony with the low thud of water slopping around in our tanks.

We were both fairly stuffed after a night of persistent rain squalls and sail changes. Following seas proved too much for our self-steering gear and we had been wheel steering in three hour watches since midnight. Shortly before dawn we were forced to gibe in a moment of terror to avoid being sliced in two by a South Korean trader which had spent nearly an hour chasing us through all points of the compass in what appeared to be a deliberate measure to scare us to death. Despite our pleas on the radio to stand off, the ship, identified as the RAINER bound for Tauranga, continued on it's collision course, passing no more than 200 feet across our bow.

Making the most of the shambles, we set about putting a reef in the main and replaced the number two headsail with a smaller and heavier number three.

By 0800 that morning it became increasingly obvious that we were in for a hammering. A stationary low off the Australian east coast was on the move and we were about the first thing it would hit. Our previous evening's forecast was grim. We had been told to

expect northerly gales of 35 to 40 knots for the next 18 hours and we were doing our best to hide our anxiety.

Despite our unease we continued to plough on and by midday had logged 155 miles for our Noon to Noon run. An hour later the log notched up 730 miles - the halfway mark between Port Vila, Vanuatu and Wellington, our home port and destination. We had been at sea a little over six days and were on target for a 12 day passage.

The halfway celebration was a hollow affair. Towering black rain clouds rimmed the horizon and the wind was beginning to howl.

By 4pm we were experiencing the full force of the gale. With harnesses fastened we crawled our way down the deck and put a third reef in the main while replacing the working jib with a number four. The yacht was now racing down the face of the seas at 10 to 12 knots, burying her bow in the troughs and sending cascades of white water rolling down the deck and into the cockpit where we took turns at wrestling with the wheel.

Our next weather forecast was due in an hour, after which we would decide our tactics for the night.

With Kieran firmly harnessed to the wheel, I went below to work out our position for Kerikeri Radio with whom we were keeping a regular radio schedule. Our equipment had been playing up and it was uncertain whether we would patch through without the need for a relay.

The radio had just been turned on when without warning the yacht began vibrating and the radio static was lost to an absolute roar that could only spell disaster. Reluctantly I squeezed out from behind the chart table to check on Kieran who I expected to be floating on his harness somewhere to starboard to leeward of the yacht. To my surprise he



CELTIC KIWI founders as her crew take to the life rafts.

was still at the wheel, and waving madly into the night sky at a huge military aircraft banking steeply several hundred feet above our masthead. It was soon obvious that the aircraft was trying to make contact on VHF so I scrambled below and switched on the set which hashed to life with the call:

"ROCK-STEADY, ROCK-STEADY, ROCK-STEADY, this is Orion Zero-Five, Orion Zero-Five, how do you copy? Over."

I returned his call wondering all the time what the hell was going on. It was dark and we were hundreds of miles from anywhere. It all seemed very strange indeed.

The radio operator explained that somewhere out in that seething hell, not too far from us, the New Zealand cement carrier *CELTIC KIWI* had broken up and it's 13 crew had abandoned ship in two rubber life rafts and a wooden lifeboat.

He explained that they were drifting in position 31.55 south 170.57 east some 18 miles from our present position and we were the closest vessel by nearly 8 hours.

Momentarily dumbstruck I sat at the chart table trying to work out a magnetic bearing to give to Kieran who remained blissfully unaware of the drama at the helm. The new course required us to track hard to weather. We would have to further reduce sail if we were to punch our way into the gale at full speed. I started the diesel and kicked in full throttle as Kieran swung *ROCK-STEADY* onto her new course. With sheets hardened, the full force of the blow became painfully apparent as wave upon wave washed over the yacht with blinding fury. With neither Kieran nor I prepared to march forward to the bow, we continued on with the same sails which were driving us towards the search area at seven knots.

The *Orion* continued to fly past, updating the relative position of the rafts and our estimated time of arrival.

Our primary concern at this time was the location of the sinking ship. All lights on board had fused and it was last reported less than 600 yards upwind of the life rafts. It was nearly midnight and the moon refused to shine through the low frontal cloud.

The *Orion* offered little comfort, advising only that the ship had disappeared from radar and was presumed sunk. Our overriding fear was that it had not, and had settled just beneath the



*Steve Raea (left) and *CELTIC KIWI*'s Master Tom Culhane.*

surface. To hit that monster would surely be the end of us.

When time allowed between plotting the rafts position and receiving updates from the *Orion* I stood in the cockpit with Kieran trying to thrash out a strategy. As time allowed, we raced about attaching ropes to every strong point and winch on the yacht, replaced torch batteries and prepared our own life raft for launching.

The chaos below was restored to some semblance of order and blankets and towels fetched from their lockers in preparation for an influx of guests.

When something less than a mile from the rafts last reported position we brought the yacht round into the wind, heaved to and set about dropping our sails. This in itself proved a nightmare as the yacht bucked and pitched without steerage or mobility.

The sails cracked like thunder as they were wrestled to the deck and it took the two of us about 30 minutes to get everything lashed down before we could retreat to the relative comfort of the cockpit.

I went below and called the *Orion* once more, pleading for another visual search for the ship before we went in. The powerful spotlight looked like a UFO show above the clouds as the aircraft moved backwards and forwards in a grid pattern above us. Their efforts were of little comfort as we eased on the throttle and motored into the unknown.

We had been told we were looking for two continuous white lights, one on each of the life rafts. The wooden lifeboat was also believed to have a flashing white strobe light but this had not been confirmed.

Shortly after 12.30 we sighted a very dim light off our starboard bow. A minute later we sighted the flashing strobe light, disappearing regularly as each sea passed.

Our first and primary concern was to stay downwind of the lights, with the ship last reported upwind. Some 20 minutes later we could faintly see all three boats. The two rubber rafts were tied closely together and the larger wooden lifeboat further behind but also attached. As we closed to within 50 metres we could see torch beams dancing against the orange plastic canopies of both rafts. The lifeboat was empty.

With Kieran harnessed to the bow, we proceeded as best we could towards the rafts. We approached from directly downwind. Luck was on our side. As we closed to within 5 metres, the yacht was picked up by a particularly large wave and dropped just about on top of the first raft. We turned to our right and sat beam on. Seconds later the first raft was picked up in a sea and dumped firmly against our port side.

Both Kieran and I yelled and screamed but the noise of the wind and sea was deafening. Meanwhile the raft continued to bounce down our port side towards our stern and away. Finally, though too late, a terrified white face emerged from the closest raft. We cast him a line attached to our port side winch and gestured as best we could to make it fast. We began winching in but the weight was too much for the young sailor and the rope pulled from his hands. We cast another line, and this time the end was passed inside and the load shared with all those on board. We continued to winch and the raft slowly

moved closer to our beam. The weight of the raft was against us though and it drifted further aft and looked in danger of disappearing under our stern. The first man, closest to the yacht, lunged for our stern rail as his raft washed above the yacht. His whole body was momentarily suspended between us, the sea, and the raft and he looked certain of making neither. Miraculously most of his body landed back in the raft.

The second life raft had now drifted in against our stern and the solid 26 foot clinker lifeboat looked ready to surf off the next sea and through the side of our hull.

Those in the second raft were still unaware of the rescue attempt and there was no one to catch lines even if we had been able to land them on board.

Both rafts were now pitching under our self-steering gear and it was obvious we would have to abort and come round for a second attempt.

We retrieved our mess of lines and eased the throttle forward, swinging to our starboard side in a large arc to remain downwind the entire time.

I went below and called the Orion which had not been seen since we arrived. The aircraft's powerful spotlight would be the crew's best chance should any of them go overboard.

Below everything that could shake loose from lockers and cupboards had done so.

It took another 20 minutes to navigate the yacht round in a large semi-circle and into a position where we could attempt a second rescue. As we were manoeuvring the men were dealing with their own drama.

To add to the drama, the first raft had begun to deflate. The bottom flotation tube had perished, collapsing the raft around its occupants. Fortunately, the crew in the second raft were able to pull it alongside and transfer the men onto their own. We later found out that two of the crew had missed their footing and gone over the side. How no one was lost is a mystery.

By now we had closed to within striking distance, but the seas had been unkind and pushed us too far downwind for any real hope of getting the entire crew on board. We cast two lines which were taken and began hauling on our winches. The weight was again too much for the men to hold, and both ropes pulled from their grips. Neither RFD nor Beaufort raft had a strong point on which to tie our lines. At that stage CELTIC KIWI skipper Tom Culhane

ordered his men to stay in their rafts. He later reasoned it was better to wait till morning when a transfer could be made in daylight to one of two merchant ship steaming towards the area. Whether all the crew would have lasted till morning is highly doubtful, even more so whether they would have the strength to clamber up the 30 foot topsides of a ship in heavy seas. We kicked forward and rounded, standing off about 50 metres downwind.

I contacted the Orion once more and explained our position. We were asked to take the rafts in tow. This we deemed too risky, but agreed to keep them in sight till another ship arrived.

One of the lights on the rafts had extinguished and the second grew dim. We continued to make slow passes as close as we could but lost total sight of the rafts on several occasions. I went below once more for an update on their position in the event that the second light died also. It did. As I returned to the cockpit to talk to Kieran we both heard the unmistakable shrill of whistles. A second later a red parachute flare shot past our bow and it was obvious that the men were in strife. We knew the next attempt would be our last.

The diesel screamed as we hauled up and over the seas towards the men who were still five minutes away. The only light were torch beams reflecting against the deflated orange canopy on one of the rafts. With Kieran harnessed once more to the bow, he guided us forward calling port or starboard.

As we closed to within 50 metres we could see men floundering in the water attempting to swim aboard the wooden

life boat which was now full of men calling for their lives. Both life rafts had collapsed, though four men remained in the better of the two. The wooden lifeboat looked perilous floating on its gunnels, taking water with each passing wave. We continued to motor forward, having decided the best thing to do at this stage was drive our bow straight into the first raft. Moments before contact, the raft was picked up and tossed onto our port side just aft of the bow. Kieran reached over and passed the men two lines. I rushed below and killed the engine to avoid fouling the prop and tore back on deck to help Kieran who was wrestling with the lines. The raft soon floated around the bow and onto our starboard side as the yacht drifted back. We were able to pull it hard against our hull. As the rapidly deflating mess of rubber rode to the seas, we grabbed each man under the arms and flung them bodily onto the deck. All four came aboard relatively easily. Too shocked and exhausted to do much else, the men lay where they fell and had to be dragged down the deck and into the cockpit and out of the way. Our next task was to rescue the remaining nine in the lifeboat which had continued to drift further off our stern. The men were bailing with whatever they could find and the ship's emergency supplies were floating out with each passing wave. We were able to fling two lines to several men in the bow and gestured again to make them fast. We began hauling on the winch but once again they had not tied the lines and both pulled free. One man was now in the water kicking furiously to get back



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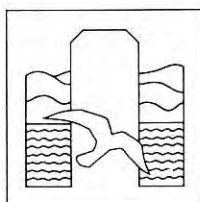
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on board and looked certain to upset the rest of the crew. We hurled a third line which fell short by several metres. We tried again and failed, all the time drifting further apart. We tied two lines together and eventually landed it home. The end was tied and we began the long haul. With the help of two crew from below, we threw the rope over our shoulders and began marching up the deck. Slowly the lifeboat pitched and bucked its way closer. Taking in the slack as we went, we were winning. A minute or two later, having not looked back, I did so in time to realise my worst nightmare. Instead of drifting alongside the yacht, the lifeboat had disappeared under the stern. I watched in horror as it rose to the next sea, crashing hard up into our self steering gear. Before I could move Kieran had leapt over the stern and was frantically kicking it out. We continued hauling at the line till the boat was close enough for the men in the front to grab our stern cockpit rail. We threw off a life buoy to make room for them to clamber over and ordered the first aboard.

All at once nine men made a panicked dash for the rail, tipping the lifeboat forward and burying its gunnel under the water. Kieran pushed the first offender back and the rest followed. One by one we heaved them over the stern and dumped them in the cockpit. The bulky life jackets proved disastrous, becoming tangled in our life lines. The last man aboard did not come easily, slipping on the hull and disappearing completely under the boat. As the next swell rolled under, he appeared again, and with the help of the biggest man on board, was heaved over the rail and dumped on the deck. We had saved all 13.

We then set about cutting ourselves free from the debris around us. Many of the ropes had drifted under the hull and had to be cut. The lifeboat with all the crews possessions was continuing to threaten us and had to be cut away and the mess of deflated orange rubber did little to inspire my confidence of life rafts. Another 20 minutes and they would have sunk. Once clear of lines we started the engine and ran off till we were sure we were clear of the ship. The scene below was chaos. Everywhere we looked we were met with despair. Wet, shaking, exhausted men, most suffering varying degrees of hypothermia. Our first task was to locate the skipper and complete a crew count. Having established all were safely aboard it was a matter of removing the crew's life jack-



Arriving home!

ets and wet weather gear which we dumped in the shower.

CELTIC KIWI skipper Tom Culhane requested that we stay in the area till daylight and search for the remains of the raft and life boat which contained all the men's passports, survival gear and wages.

Still uncertain of the whereabouts and status of the ship, we decided against it and put ROCK-STEADY on her new course to New Zealand.

Those sickest were given priority over berths. Three men were lead forward and shared the double berth in the bow. Two others crawled into the quarter berths. We were able to sleep a further four on the settee and pilot berths above. The settee squab backs were put on the floor, one forward and the other under one side of the table. We had found beds for 11 and still had room to squeeze forward to check on those up front. We were also able to find blankets for most, and those we couldn't were given sail covers, towels and table cloths.

By day break we were sailing again under a reefed main sail and working jib, making six knots towards Opuia. Kieran and I took turns at the wheel, sleeping in the cockpit between watches, unaware of or uninterested in the rain which continued to pelt down.

The first of our crew began stirring about 10am though most did not wake till late in the afternoon. The wind by now had died away altogether and we were left rolling violently from side to side in the seas kicked up by the gale. We motored slowly preserving what little fuel we had. By nightfall all but those in the front had woken and we set

about cooking the first proper meal which proved a major logistical exercise on our two-burner kerosene stove.

By the next morning all 13 guests had perked up and several had ventured into the cockpit and were now doing one or two hour watches allowing Kieran and I to get our first real sleep for several days.

The second day was better and we were able to carry full sail. Most had settled in well enough and that evening the last few bottles of duty free whisky were drunk between rounds of cards.

ROCK-STEADY finally arrived in Opuia in the Bay of Islands some two and a half days later. All men on board were fit and well, and despite their 4am arrival, hundreds of family and friends squeezed onto Russell wharf to welcome the crew brought back from the dead.

Editors Note: ROCK-STEADY was subsequently awarded the Fiebig Trophy for Offshore Cruising and races most weekends on Wellington Harbour.

Spirit of Adventure

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The Great Escape

An account of the phenomenal feat of seamanship in the Southern Ocean

By Bob Watson

AS we motorsailed up Carnley Harbour in the Auckland Islands aboard TAMATEA III (Malcolm Fraser, Christchurch) on 14 April 1991 my thoughts dwelt on the activities that had taken place there over the last 150 years or so. These events included visits by whalers and sealers, many wrecks and castaways, an abortive attempt to settle the islands in 1849 and in more recent times ships and fishing boats have sheltered there. Scientific work in many disciplines has added to the store of knowledge about this remote New Zealand territory in the Southern Ocean. The topsail schooner TRADEWIND provides cruises for the adventurous to the sub-antarctic islands to observe the prolific wildlife and consequently is a frequent visitor to the Auckland Islands. For a detailed account of our visit to the Aucklands aboard TAMATEA III see The Rip of September 1991, "Beyond the Roaring Forties".

Perhaps one of the most unusual events to take place was the presence there of a German merchantman awaiting the declaration of World War II with nowhere to go.

The ERLANGEN

The North German Lloyds freighter ERLANGEN 6,101 tons, a coal burner arrived at Victoria Wharf, Dunedin piloted in by Pilot Maloney on 24 August

1939. Captain Alfred Grams his 12 officers and 50 Chinese crew were about to become one of the many axis blockade runners far away from friendly territory in the early months of the war.

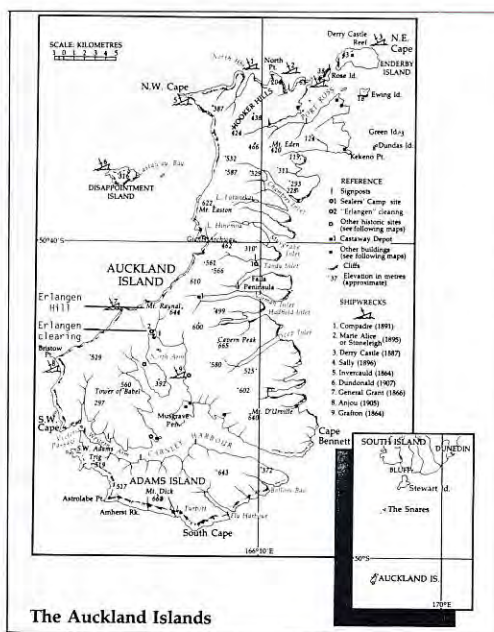
ERLANGEN arrived in Dunedin with 680 tons of cargo discharged and re-loaded. Deputy Chief Pilot D J Balderton of Port Otago Ltd has drawn my attention to the arrival and departure drafts of the vessel ie, inbound 11' 3" forrard, 15' 3" aft, outbound 10' 6" forrard, 18' 6" aft. It follows that the ship was considerably heavier on departure than on arrival even though the port records show departure cargo of only 70 tons. The port record is endorsed in red ink, "Was to load also but war scare precluded insurance being obtained and cargo of hides and skins were discharged again." The ship's agents, H C Campbell is no longer in business so the disparity in the tonnage will remain a mystery.

In the early hours of 25 August 1939 Norddeich Radio dispatched a telegram QWA7 to over 2,400 merchantmen away from home ports warning them that war was imminent and ordered them to forsake their normal routes immediately and keep at least 30 - 100 miles away from main shipping lanes. Further radio messages

QWA's 8, 9 and 10 were dispatched elaborating on disguises of the ships and routes to be followed in reaching home, friendly or neutral ports within four days! Spanish, Italian, Japanese, Russian and Dutch harbours were stated preferences with the United States ports only in an emergency. Further messages were sent out by the German Admiralty on the declaration of war by Britain on the 3rd September 1939 because of Royal Navy blockades on sea approaches to Germany and its "friendly" countries.

Alfred Grams gets the message

ERLANGEN's plight was unenviable and she departed her Dunedin berth at midday on 26 August 1939 with 220 tons of coal sufficient for five days steaming. Her planned port of call had



The Auckland Islands



S. S. ERLANGEN. (Alexander Turnbull Library, Wellington, New Zealand. Reference No. F970061/2)

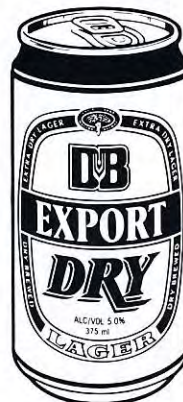
been Port Kembla, New South Wales but with war imminent it was clearly Captain Grams duty to avoid taking his ship there.

In the expectation that his movements would be monitored, Captain Grams set a course for Cook Strait and with the onset of darkness headed east away from the shipping lanes. Since the nearest friendly/neutral country was Chile and with no chance of reaching it on his bunkers it was decided that the only reasonable option was to hide in the Auckland Islands and await developments. On the basis of a seaman's manual, presumably "The Pilot", the navigating officer prepared a chart and a course was set for Carnley Harbour.

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Co-operation of Crew

The Chinese crew were advised that the ship must henceforth be considered to be in mortal danger and that their full co-operation was essential to survival of the ship and all on board. Needless to say the crew was anxious to oblige.

The journey south was made at half speed to conserve coal and the eastern coastal cliffs of the Aucklands were sighted at 1700 hours on 27 August. Gathering darkness and poor visibility suggested that entry into Carnley Harbour should be deferred until the following morning. Engines were stopped and the ship allowed to drift but later in the night she anchored. It was not until midday the following day that visibility improved, the anchor weighed and the ship proceeded into Carnley Harbour. The lower slopes are clothed in native forest predominantly southern rata and it was not lost on Captain Grams that

disturb the clearly visible Anjou castaway shelter to port and proceeded the remaining 6 miles to his proposed anchorage which was reached just before dark on the 29th August.

From their anchorage in 13 metres of water the hills rise through native forest to tussock tops at around 300 metres. The small bay in which they anchored has Figure of Eight island partly blocking a view of the bay from its approaches thus improving their concealment. The following morning the Chinese crew refused to go ashore on a reconnaissance in the belief that lions and tigers may await them. Their reluctance was finally overcome by arming all officers with rifles and pistols and four boat loads went ashore to explore the surroundings.

The Captain called a conference of officers that night to formulate a plan for the future based upon the probability of a declaration of war by New Zealand. It

the ship's boats began. Tests showed that 3 tons of wood would equate to 1 ton of coal and 3 tons of wood were needed each day to keep steam up on the winches. A daily conference was held to find tune the organisation and on the 10th of September, one week after war was declared it was established that an incredible 400 tons of wood would be required in addition to the 155 tons of coal in the bunkers if the ship was to have any chance of reaching South America.

Further difficulty was imposed by lack of adequate food supplies and it was calculated that all the wood had to be aboard in 25 days, the optimum time for amassing enough seabirds and mussels to last the voyage to Chile. Because of damage to the ship's boats on the beach due to strong tidal action, four jetties were built and while this worked well, proportionately too many crew were being utilised on ferrying, loading into slings and getting the wood into the bunkers. Meanwhile ERLANGEN was a sitting duck in enemy territory, defenceless and to all practical purposes disabled.

ERLANGEN beached

It was then realised that it was crucial to increase wood aboard to 20 tons a day by beaching the ship to release the crew doing the ferrying for a more productive role ashore in the bush.

Steam was raised on the main engines and ERLANGEN was slowly inched into the beach, bow and stern anchors were deployed, lines secured to trees ashore and the high ballast tanks flooded. The ship was now totally helpless and a 24 hour demolition party was on duty in the engine room to scuttle the ship in the event of discovery.

The search begins

HMS LEANDER, a British cruiser attached to the New Zealand station was issued with orders to search for ERLANGEN in the sub-Antarctic islands. A search of Campbell Island had yielded nothing and LEANDER steamed to the Auckland Islands which she sighted at 0600 hours on Friday the 29th September on a bearing of 315°. She proceeded at 10 knots arriving abeam of Perpendicular Point at the entrance to Carnley Harbour at 0720 hours.

ERLANGEN was within an hour or so of discovery and maybe the first naval prize of World War II. At 0928 LEANDER was stopped outside Carnley Harbour with a gale blowing and poor



Southern rata of the Auckland Islands. 235 tons of this wood helped ERLANGEN to escape to Chile. (Photo: Bob Watson)

their salvation may well lie in taking wood from the bush to provide them with fuel so that they so desperately needed to escape. The 63 crew would also need to find substantial food supplies and the abundance of 'wild geese' was noted, probably wandering albatrosses whose main breeding ground is on Adams Island on the south side of Carnley Harbour.

An anchorage at the head of North Arm was marked in their handbook and it did not take long to cover the 7.5 miles from the Harbour entrance to the turning point into the North Arm between the Musgrave Peninsula and Anjou Point. Captain Grams wisely decided not to

was decided to prepare the ship for demolition in the event of discovery and to organise on a huge scale the cutting of trees and transport of the wood to the ship to provide enough supplementary fuel to reach Chile, 4,800 nautical miles away. A substantial commitment would also be made to gather enough seabirds and mussels to last the journey. Our own experience and that of others who have visited the Aucklands is that there is a complete lack of fish, perhaps due to the heavy depredation of the Hooker's sealion population.

Saws were manufactured from winchguard covers and the slow process of cutting trees and ferrying the wood on



HMS LEANDER. (Wellington Maritime Museum)

visibility. The hills were covered in low cloud and the Captain decided the weather was unsuitable for entry and proceeded up the east coast to Port Ross in the hope that the ship's aircraft may be catapulted for a reconnaissance of Camley Harbour later in the day.

LEANDER was anchored in 17 fathoms alongside Shoe Island in Port Ross. A landing was made by a shore party in the motor boat and whaler at Erebus Cove and three sheds examined. One, a boatshed had the doors nailed up and was not entered, the provisions shed for castaways had the door partly blown in and contained a considerable quantity of rusting tinned food. A third hut was entered through a large hole in the chimney. There was no sign of disturbance at any of these buildings and the shore party returned to the ship. On weighing anchor LEANDER passed half a mile off the coast of Enderby Island and reported sighting two wild cattle grazing a half a mile to the west of East Cape and departed at 1434 hours for Wellington without any inspection of Camley Harbour where ERLANGEN lay helpless a few hours steaming away.

Back aboard ERLANGEN

Oblivious to their narrow escape from detection ERLANGEN's Captain and his officers had reached the unpalatable conclusion that they could not produce enough wood within the availability of food supplies to reach South America. It was therefore decided to harness the inexhaustible supply of west-

erly winds at these latitudes to supplement the ship's propulsion. The sailing knowledge of the officers was equal to the task, particularly because of their sound training in German sail training ships. The ship's engineers began the manufacture of gear and fittings and the ship's derricks were to serve as yards suspended from ten-ton tackles. Sails were made from hatch covers, sheets and braces rigged until ERLANGEN was transformed by her sailing rig.

Attempts to re-float

At daybreak on the 5th October 1939 ERLANGEN's engines were put into full astern following a reduction in ballast and bilge water without achieving any movement and again on the tide 12 hours later. The ship was incapable of moving from its grounded position where she had settled after 21 days.

Two days later at daybreak Captain Grams played his last card and pumped out all the ship's ballast water until she was at the point of capsize. Engines were put into full astern, anchors weighed and with a shudder ERLANGEN was free of the beach. Ballast tanks were refilled and she steamed down Camley Harbour and

out into the Southern Ocean on her epic voyage to Chile.

Sailing a coal burner

Once clear of Camley Harbour engines were stopped, sails were set and ERLANGEN achieved 4 - 5 knots in moderate conditions. The ship's name was changed to BENGALLEN, home port Rotterdam and the Lloyds funnel colour was painted out. She headed south at first to reach latitude 60°, the great circle route and incidentally distance herself from the likelihood of unfriendly traffic. But as they got further south they ran out of wind. It was decided to go back up to 50° where more favourable winds around Force 9 gave them a speed 5 - 6 knots.

The rig worked exceptionally well but the ability of the sails to take the load gave continuous concern. The adequacy of food to feed 63 men had become a major problem with flour and potatoes exhausted but rice was ground and the Chinese cook used it in ingenious ways. The inadequate diet resulted in an alarming deterioration in the health of the crew and a Chinese stoker died of beri beri and was buried at sea. The grog was broached and a daily ration of one bottle of beer per day was provided for each man which lifted morale and provided some badly needed nourishment.

Due to light winds fuel was being consumed at a frightening rate and additional energy sources were vital to survival. Then began a scorched earth policy with everything flammable going into the furnaces including 'tween deck hatches, duckboards, cabin bulkheads, floor coverings and furniture. Crew bunks were dismantled and fed into the fires.



The author aboard TAMATEA III in Camley Harbour. The North Arm where ERLANGEN hid is to the right. (Photo: Bob Watson)

The last leg

On 10th November Captain Grams made special preparations for running the gauntlet of the shipping route down the west coast of South America. Engines were put on full ahead, lights dimmed and lookouts doubled while ERLANGEN charged across the shipping lane in dense fog to reach the safe territorial waters of Chile. She dropped anchor at 0700 on 11 November 1939 in the small harbour of Ancud.

The hunt resumes

At 0300 on the following day ERLANGEN left Ancud for Puerto Montt and at 1434 that day LEANDER left Dunedin to carry out a further search of the Auckland Islands. LEANDER sighted the Aucklands at 1630 on 13 November, this time she made straight for Carnley Harbour and passed through the entrance at 1830 hours. She dropped anchor at 1907 hoisting out the barge and motor boat and proceeded up the harbour and dropped anchor at 2034 in 24 fathoms near Anjou Point.

The pinnacle and motor boats were launched at 0900 the next morning and by 1115 both boats were back aboard. There is no record in the log or reports of their search or about the clearing of trees at the head of the North Arm and this seems strange because 5 - 6 acres had been cut over. LEANDER weighed anchor at 1330 on 14 November and was abeam Perpendicular Point 1.5 miles to port at 1500 hours. The aircraft was catapulted at 1651 to carry out an aerial search. The cruiser stopped engines off Ewing Island at the entrance to Port Ross at 1750 to pick up the float plane and was underway at 1808 on the 14th November for Lyttleton. There is no comment in the LEANDER's log or Captain's report about the aerial search.

Back in Chile

While LEANDER was searching Carnley Harbour ERLANGEN was in Puerto Montt, Chile justifiably celebrating its deliverance with a reception on board for the German Consul, ship's agents and others. Captain Grams produced a bottle of whisky but stopped short of offering his guests rice bread and dried seabirds.

ERLANGEN's log book recorded a voyage of 4,826 nautical miles of which 1,507 nautical miles were made under sail and 3,319 nautical miles under steam. She burned 154 tons of coal, 235 tons of



HMS SOUTHAMPTON, same class as NEWCASTLE. (Janes Fighting Ships)

wood chopped in the Auckland Islands and 121 tons of floor coverings, furniture, duckboards etc.

It was not until April 1941 when the ketch RANUI arrived in Carnley Harbour to set up a coastwatcher's station that the felling of the large area of bush in the North Arm was discovered and a hammer of German origin was found lying on the ground.

ERLANGEN breaks cover

I can find no details of ERLANGEN's voyage from Puerto Montt, Chile around the Horn until she sailed from Mar del Plata, Argentina on 24 July 1941 with the formidable objective of evading Royal Navy patrols looking for blockade runners in the South Atlantic. British Intelligence sources in Buenos Aires noted her departure and radioed HMS NEWCASTLE, a Southampton Class cruiser which was on patrol in the South Atlantic. A report was received aboard NEWCASTLE at 2000 hours on the 23rd July 1941 that ERLANGEN had sailed from Mar del Plata at 1900 hours.

NEWCASTLE had been circling off shore and altered course to close the coast outside territorial waters and assumed ERLANGEN would creep north-east inside territorial waters. By midnight NEWCASTLE had intercepted and investigated three ships by searchlight. At 0700 on the 24th July she received a correction to ERLANGEN's departure to 2100 hours. NEWCASTLE circled in foggy conditions in 3 - 4 knot winds, at low speed in a search area which would have regard CARNARVON CASTLE joining the search the following morning.

By 1100 hours they were experiencing very heavy thunderstorms, torrential rain with visibility right down. By 1400 hours visibility had cleared and NEWCASTLE increased her speed to 20 knots to achieve an 11 knot circling speed of the search area by 1900 hours. The search was carried out all night and at 0700 hours 24 July preparations were

made to launch an aircraft (she carried 3) for a perimeter patrol in rapidly improving visibility. The aircraft was catapulted at 0727 but by 0825 fog was again closing in. The aircraft was recalled and landed in the slick at 0859.

The interception

At 0945 NEWCASTLE sighted a motor vessel and increased to full speed on bearing 130°. At 0955 the cruiser fired two six inch rounds across the vessel's bows to bring her to and unmistakably identified her as ERLANGEN.

By 1000 hours the merchantman was stopped with smoke rising from abaft her bridge and with lifeboats being lowered. NEWCASTLE had opened fire with pom pom guns to discourage abandonment and at 1007 sent away two boats with a boarding party of 60 men. She tried to drive ERLANGEN's crew back aboard with 0.5 inch gunfire. The ship was now down by the stern and listing badly and the fire near the bridge gaining in intensity. Scuttling charges could be heard exploding.

The boarding party reported that the engineroom and boiler-rooms were two thirds flooded and impossible to enter and were evacuated and lay off ERLANGEN in the boats. At 1107 NEWCASTLE embarked 26 men from one of ERLANGEN's lifeboats 1.5 miles to leeward of their ship then returned to ERLANGEN which was settling by the stern. The second boat of survivors was taken in tow by the pinnacle.

At 1145 a party of officers including the Engineer Officer crossed to ERLANGEN to assess the prospects of saving the ship and at 1220 they reported that No. 3 hold was mostly on fire. The engineroom and boiler-rooms were flooded, the deck badly buckled and that the ship would float as long as the forward bulkhead to No. 3 hold held out. By 1300 all ERLANGEN crew were aboard NEWCASTLE except one who died of wounds in the second lifeboat. At 1335 a large party under the Gunnery

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Officer was put aboard ERLANGEN with fire-fighting equipment to put out fires and prepare the ship for towing. The Gunnery Officer's 1600 hour report to NEWCASTLE stated: "Engine room and boiler rooms now flooded to waterline. Pumping impractical. Fire out in No. 2 hold, No. 3 on fire. Still water in it but not fully flooded, can't get into it because of fire. Looking in Number Four hold now. No. 1 and 2 holds smouldering but with control. Drawing 26ft forward. Could be lightened forward but nothing can be done aft."

The salvage party evacuated ERLANGEN at 1700 hours when she was almost awash aft. A further ERLANGEN crew member died of wounds and NEWCASTLE began a 10 square mile circuit anti-clockwise with the intention of attempting a tow in the morning. By 2200 rain with increasing visibility showed ERLANGEN still on fire but at 2315 NEWCASTLE lost sight of her in heavy rain squalls. The navigating officer, Commander Sutcliff recorded in his diary, "Very probable that ERLANGEN sank at 2315 hours. Fires were clearly visible until then and very suddenly disappeared." At 0615 the following morning NEWCASTLE passed through ERLANGEN's last known position and remained in the area and passed through oil, floating oil drums, casks of tallow and baulks of timber. The Navigating Officer concluded that his position assessments indicated she must definitely have sunk at 2315 hours.

At 1635 NEWCASTLE hove to for a funeral service for three German seamen who had died of wounds. Colours were flown at half mast and burials made with military honours.

CARNARVON CASTLE was sighted at 0845 27 July and my final authenticated information is contained in this signal to the Admiralty London from NEWCASTLE on 3 August 1941.

"... I should prefer to keep CARNARVON CASTLE as long as possible. Unless you have any special job for her from Cape Agulhas propose therefore to transfer ERLANGEN prisoners back to NEWCASTLE when latter passes Rio de Janeiro area about 15/8 after transfer of flag. They would be landed Trinidad or Freetown etc etc..."

Cruisers are not designed to carry passengers, especially prisoners who are an embarrassment. NEWCASTLE obviously took the first opportunity to transfer them to CARNARVON CASTLE.

Extensive inquiries with authorities abroad have failed to produce any infor-

mation on the fate of ERLANGEN's crew but it can be assumed that they were held prisoner and released after the war.

Conclusion

Captain Gram's scuttling of ERLANGEN was his duty and in this respect he did no more and no less than any responsible merchant navy captain would do in similar circumstances. His choice of the Auckland Islands as a temporary haven was either a brainwave or an exceedingly lucky choice.

His achievement in getting his ship to Chile was a spectacular success and the fact that New Zealand and Germany were at war does not diminish the admiration he no doubt gained from friend and foe alike. Alfred Grams was a very lucky man in all the critical areas and in particular for not becoming the first naval prize of the war compliments of HMS LEANDER. The point of land at the end of the North Arm of Carnley Harbour is now officially named Erlangen Clearing and the hill behind, Erlangen Hill, 356m - a fitting tribute to an enterprising seaman and his crew.

Author's Notes

1. The English transcription of Captain Gram's diary states that ERLANGEN left Dunedin on 28 August 1939 but I have used the official ship movements record (26 August) of Port Otago Ltd as being more reliable.

2. ERLANGEN is listed as a submarine supply ship in the Admiralty's list of Second World War German Naval losses. Although she never carried out that function unless it did so prior to the war.

3. HMS NEWCASTLE continued her patrols in South Atlantic Command until December 1941. She escorted Convoy WS16 from the UK to Africa in February - March 1942 and with the Eastern Fleet in April - May 1942. She was torpedoed and damaged in the Mediterranean during an unsuccessful attempt to run a convoy from Alexandria to Malta in June 1942; escorted Convoy WS29 from UK to Africa in April - May 1943 and served with the Eastern Fleet from May 1943 to May 1945 including operations leading to the sinking of two German U-boat supply tankers in the Indian Ocean in February and March 1944. She participated in naval air attacks on targets in Sumatra in April and December 1944 and was involved in amphibious operations on the Arakan Coast Ramree in January 1945.

Acknowledgements:

Captain Alfred Gram's diary 1963
NZ National Archives

Dr. N L Young, Imperial War Museum - London

Janes Fighting Ships (1939)
Historical Section, The Admiralty, London

Axis Blockade Runners of World War II
by Martin Brice

D J Balderston Deputy Chief Pilot Port
Otago Line, Dunedin

Ian Farquhar - Historian, Dunedin

Ken Scadden, Curator, Wellington Maritime Museum

G.P. Publications Ltd, Wellington

Alexander Turnbull Library, Wellington

Lloyds Register of Shipping, London

Port Nick at Point Loma



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New Zealand Yachting Federation AGM

By Paul Carrad

THE view of Mt Ruapehu and Mt Ngaruaohoe from the bar of the Taupo Yacht Club is quite superb, especially when the snow looks great and there's not a cloud in the sky. Guess where I would have rather been!

Together with Graeme Hargreaves, Peter Dale and David Lackey from Port Nich, we were attending the AGM and Seminar Weekend of the New Zealand Yachting Federation. There we were up to our necks in effluent disposal matters. The new format of AGM weekends, instigated by President Hal Wagstaff, has proven to be very popular. Certainly the seminar session, which takes place all day Saturday, covers a variety of wide-ranging issues that the Federation is addressing. President Elect Joe Butterfield, highlighted a need for a review of the constitution of the Federation. The morning session also addressed the current issues of the Resource Management Act, small boat registration, pending maritime and safety regulations, effluent disposal from boats, and the new ACC Act.

A new Category 5 of Safety Regulations provides greater scope for sheltered water activities. Greg Elliott spoke about the development of yachts for the 21st Century, highlighting the growth of fast, in-shore craft, not necessarily suitable for off-shore, spec'd up with things like water ballast. Greg seemed to be emphasising the need for enjoyment through speed and excitement, and utilising improved sailing skills.

Chris Timms, Olympic Gold and Silver Medallist, gave the IOC a bit of a hurry-up. Chris is very concerned at trends and pressures being brought to bear on Olympic Sailing, with the IOC citing high cost and lack of attractiveness for television viewers. Chris was most critical of the high cost of Olympic venues; as we all know, one doesn't need a complex the size of the Aotea Centre to host a Sailing Regatta.

In the afternoon session, David Lackey spoke to the article he wrote in the November issue of NZ Yachting, suggesting that it was time to restructure the NZYF. There was considerable support for David's position, particularly as what he was really proposing was a system of more direct representa-

tion of Clubs in the affairs of the NZYF. Those of you who are genuinely interested should re-read a copy of that article.

Richard Brabant and Rod Slater, Commodores of the Kohimarama and Murray's Bay Clubs respectively, delivered two excellent papers on the introduction and training of young sailors, and the stimulation and management of youth sailing. It is always refreshing, when wading through a pile of pending legislative issues that are not seen as being particularly constructive to our sport, to be reminded of the essence of what it is that we are all about - sailing.

The NZYF levy has been increased by a modest dollar, to \$9.40 plus GST. This is one of the lowest levels of any sporting organisation in New Zealand. It is really only when one understands the breadth and depth of involvement of the NZYF at all levels of sailing activity, that one can feel reassured about value for money!

"Sailing for the Disabled" and the "Northland Sailing School" were both admitted as new members of the NZYF. These applications reflect the diversity and range of interests affiliated to the NZYF.

John Lidgard was elected as new Chairman of the Keelboat and Offshore Racing Committee, and at the same time Graeme Hargreaves, Don St Clair Brown and John Lidgard were appointed National Selectors for New Zealand's Keelboat activities. The NZYF has now been given authority to appoint its own Yacht Inspectors. This is particularly relevant for yachts departing offshore.

Finally, those of you who are looking ahead to IMS, any or may not have heard about the small problem with the software that was being used in every country except the USA and Germany (funny that), which was delivering an incorrect read-out on the keel measurement (the bit at the back of the keel). This has now been rectified, and no doubt the ORC who developed the software will be a little red-faced.

The Tasman Bay Yacht Club application to become affiliated to the NZYF had failed, as the Tasman Bay Yacht Club do not wish to meet the membership requirements of the NZYF.

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Paul Carrad

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In Memoriam

JULY was a sad month for the Club with the death of four long standing and respected members in the space of a week. The Club mourns their passing and extends deepest sympathy to their family and friends.

E W (Ernie) Hargreaves

VETERAN Member and Vice-President of the Club for the past six years, Ernie Hargreaves died in early July at the age of 92 years.

In 1936 Ernie sailed his SOUTHERN MAID to victory in the Interclub Cup 14ft Provincial Championship. Ernie's win in the Interclub Cup was fitting in that his interest in sailing was stimulated by watching the fourteen footers race at the Thorndon Dinghy Club in the first decade of this century. The Thorndon Club later became the Te Aro Sailing Club and eventually part of the merger that became the RPNYC. The family Highet was active in fourteen footers even in those days, and Ernie befriended the youngest of the family, Harry Highet. Ernie was on hand when Harry helmed KAITERE to win the Interclub Cup in 1911.

To replace SOUTHERN MAID, Ernie built the 24 ft keel yacht MARIRI and launched her in 1946. MARIRI continued to race under Ernie's colours for 25 years.

During his term as Commodore of the Evans Bay Yacht and Motor Boat Club in the early forties, Ernie realised the importance of youth in the future of sailing. So with some cash in his pocket, Ernie went "driveabout" in his green truck (he



Ernie Hargreaves receives Personality of the Year from Nick Hylton of the Spirit of Adventure at Wakefield House, 1980.

was a cartage contractor by business) and purchased any and every unwanted seven footer he could find. The result was a fleet of 12 club boats to be used to introduce children up to 15 years of age to the excitement and pleasure of sailing. Many of Wellington's top sailors started in those 12 boats. But sailing a seven footer is only a beginning.

Ernie also had many keel yacht racing successes including class championships of the RPNYC and the EBYMBC. In recognition of his services to sailing, he was elected an Honorary Life Member of the Evans Bay Yacht and Motor Boat Club and of the Paremata Boating Club. Ernie was a Vice President of the Royal Port Nicholson Yacht Club and the Club extends its sympathy to family and friends.

B A (Brian) Millar

BY the recent deaths of Ernie Hargreaves and Brian Millar the Club and yachting generally lost two of our most dedicated and able sailors. Although two decades separated them in age, Ernie and Brian - later known as Baldy - were close friends, a relationship which, perhaps, began in 1936.

At that time they raced at the Evans Bay Club and it was in 1936 that Brian won the Provincial title in the Tauranga 7ft Class (now the P Class). In 1946 Brian purchased the Auckland-built 26 footer TALUA. On one of his trips to Auckland to arrange the shipping of TALUA to Wellington, Brian bought a mainsail for Ernie's MARIRI - her first mainsail and one which was to power her in many close and friendly tussles with Brian over the next few seasons.

Many a Sunday saw TALUA and MARIRI sailing out of Evans Bay with Brian and Ernie respectively on board their yachts but with the crews comprised of seven footer kids. That extra perspective of sailing given by Brian and Ernie is indicative of their forward thinking and helpful characters.

Brian developed an appetite for offshore racing and bought ASTRAL, quickly learning the challenges of ocean racing in the 1951 Wellington to Lyttelton Race. Undeterred by that experience, Brian followed ASTRAL with MATAATUA, ARAPAWA, KOAMARU, NGARURU, HIGH SOCIETY, MR ROOSEVELT and VIVANTE. Many races were won in all those yachts and in NGARURU Baldy gained New Zealand representative honours as a member of our 1981 Southern Cross team. The later yachts in the above list were sailed and enjoyed by Brian and his wife Barbara, affectionately known as BT to us all. The warm hospitality of BT and Baldy on their yachts won them countless friends throughout this part of the world, as did their courteous management of their Evans Bay chandlery service. Brian Millar will be sorely missed and the Club extends its deepest sympathy to Barbara and family on their loss.



Baldy Millar (left) with Matesy Masters after a win in the Veterans' Race, 1991.

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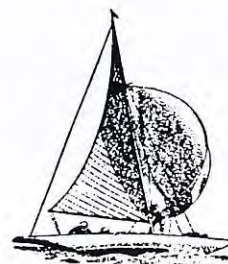
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In Memoriam

J (Jim) Wood

OWNER of the Holland 50 WOOLLY JUMPER Jim Wood, an active Club member since 1979, passed away on 4 July after a short illness, aged 47.

His interest in keeler yachting started in the 1970's and he owned in partnership with his brother Peter. A succession of yachts including SPINNER which he campaigned in the Clipper Cup in Hawaii in 1984.

In 1987 he commissioned a Ron Holland design sloop which was launched in 1988. WOOLLY JUMPER was an active participant in the Club's harbour and offshore racing programme and competed with merit in the 1990 Sydney to Hobart Race.

WOOLLY JUMPER was enroute to Hawaii to compete in the 1992 Kenwood Cup when Jim fell ill. Future plans included participation in the 1993/94 Tasman Triangle Series.

Jim raced with a crew of close life long friends and cruised regularly with is family believing that the good times of yachting should be shared with his family and mates.

The Club offers its sincere condolences to his wife, Kirsty and their children Paul, James, Kate and Tim.



WOOLLY JUMPER.

Captain J F (John) Holm DSC

NOTED Seatoun personality and Club Life Member, Captain John Ferdinand Holm died on Friday 3 July aged 79.

Captain Holm was former head of the Holm Shipping Company and one of New Zealand's maritime identities who began his shipping career as a deckboy on the schooner HUIA in 1930.

During the war, Captain Holm was awarded the DSC while commanding the corvette HMS CROCUS and his memoirs of the war years are chronicled in his book "No Place to Linger" first published in 1985.

John joined the RPNYC in 1950 and two years later took over from his father as Managing Director of Holm Shipping, a position he held for 20 years. He was a past president of the Shipowners' Federation, a member of the Maritime Council and past member of the Wellington Harbour Board.

John is survived by his wife Marion and two daughters and two sons.

The Club extends its deepest sympathy to family and friends.



Captain Holm in his younger years.



Jim Wood (left) being farewelled by Brian Cardiff prior to the departure for the Sydney - Hobart Race.

Marine Electronics Expo

The Marine Electronics Expo hosted by the Club on the evening of Wednesday 1 July proved a great success with most of the local retailers and suppliers to the Marine market providing display stands featuring the latest in electronic wizardry from the major manufacturers of navigation and communication equipment ranging from cellphones to GPS Plotters.

Over 250 people attended the expo in the Wardroom and interest in the equipment displayed was high with some confirmed orders taken during the evening.

The displays were set up around the perimeter of the Wardroom and most featured equipment in live mode with GPS plotters in particular proving popular.

The Club acknowledges the co-operation of the following companies in making the evening a great success: **Capital Marine Services, Microwave Systems, Panasonic Business Centre, Barton Marine, Strait Communications, Captain Kiwi, Access Telecom, Telecom Sealink, Telecom Cellular and RFD NZ Ltd.**



The Panasonic Business Centre ran a draw for a Panasonic cassette stereo and Roger and Cath Foley came away with the goods seen here with Chris Marshall of Panasonic.



Phil Cox of Capital Marine Services (left) with Pierre Athens and Robert Tomlinson of Advanced Marine Ltd whose stand included GPS, plotters, fish finders, sounders and a wide range of the latest in the JRC, and Raytheon range of equipment.



The Barton Marine stand featured the range of Autohelm products.

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5. **Yachtmaster - Ocean**
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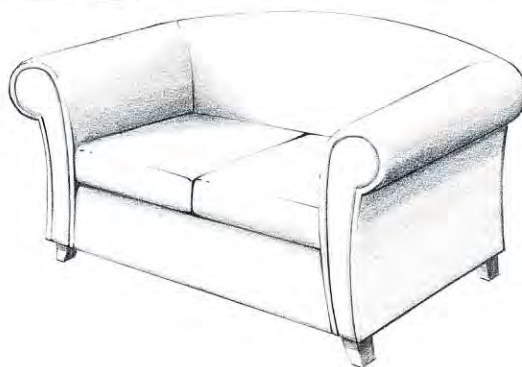
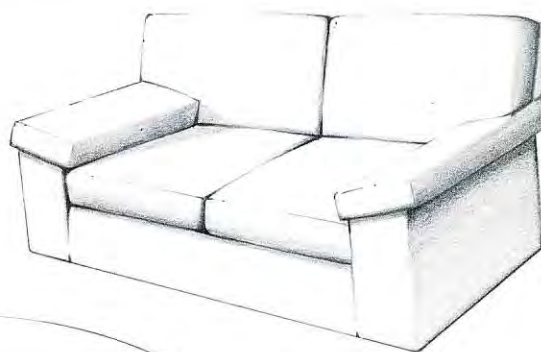
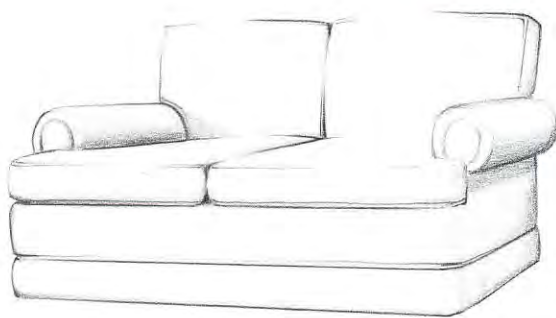
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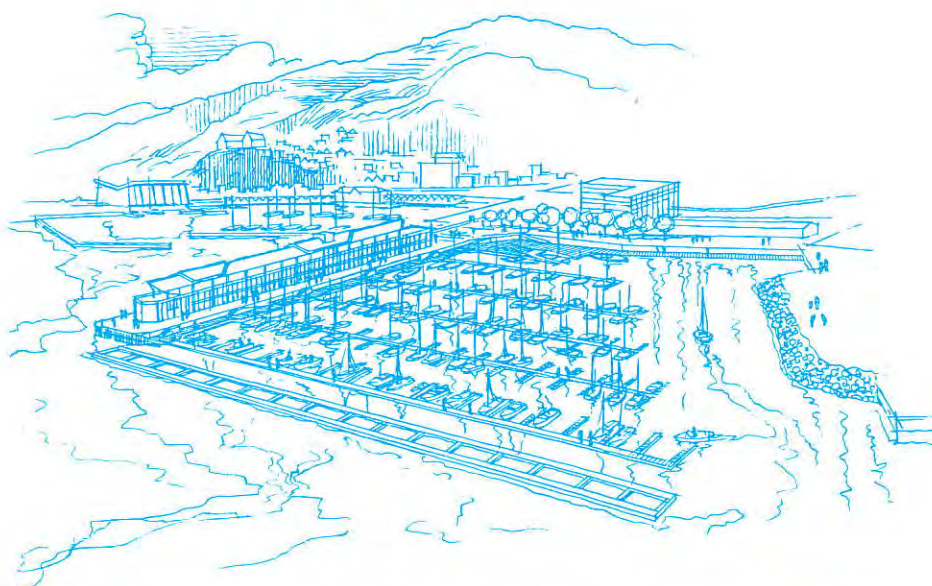
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