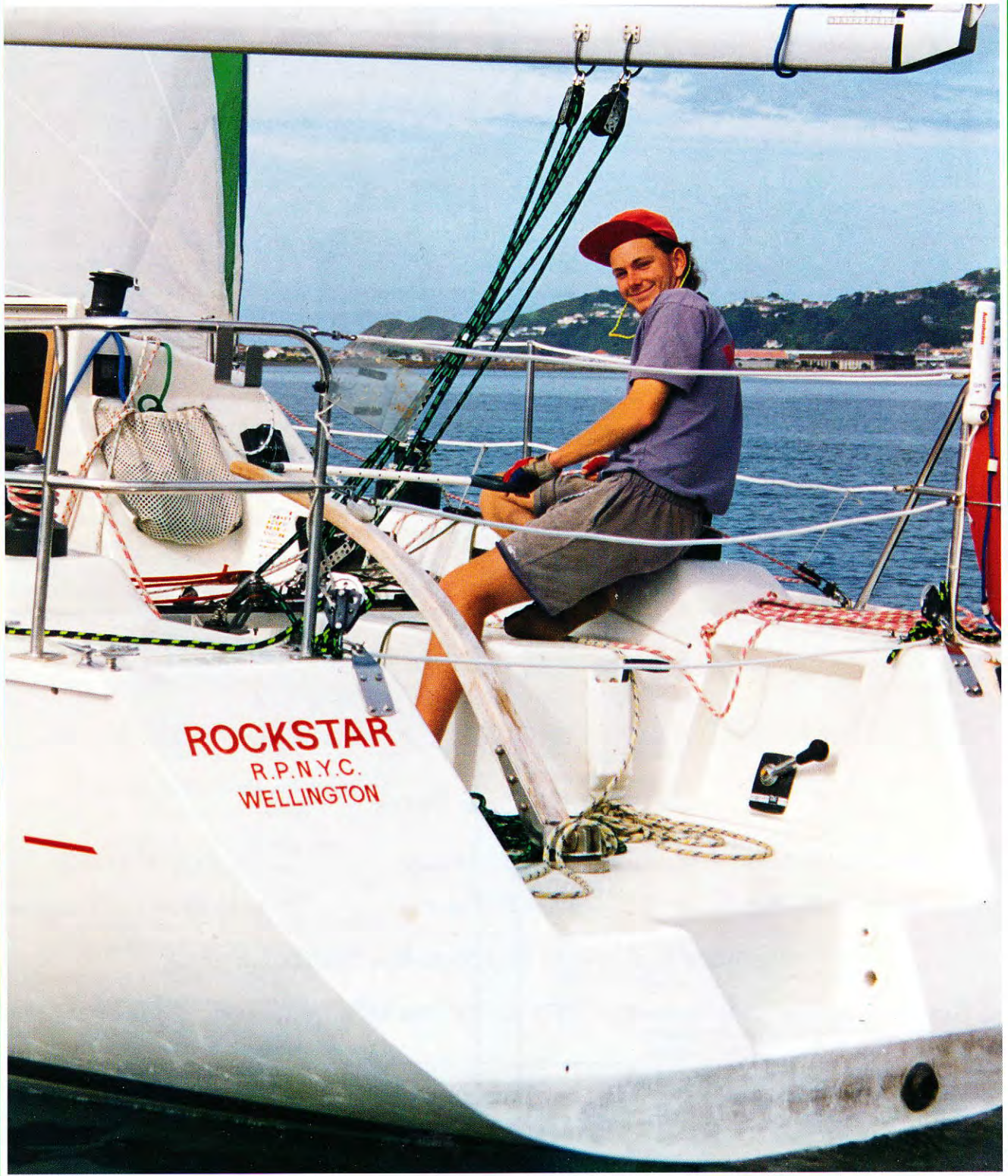




The Rip

MARCH 1993



MAGAZINE OF THE ROYAL PORT NICHOLSON YACHT CLUB (INC)



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Race 2 - 27 June

Race 3 - 11 July

Race 4 - 25 July

Race 5 - 8 August

Reserve Day - 22 August

Organised by the Royal Port Nicholson Yacht Club (Inc.)

Enquiries to: The Race Committee, RPNYC, P O Box 9674, Wellington, Phone 04-384-8700





The Rip

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The RIP is the official magazine of the
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The opinions expressed in this Journal are those
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those of the RPNYC.

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Cover: *Marty Harris aboard ROCKSTAR in the Hewlett-Packard Single Handed Race.*



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1992 - 1993

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President: Alan D Martin

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Fax:	3851603

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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

RNZYS Youth Training Week

SEVERAL years ago the Royal New Zealand Squadron began running a scheme through which selected youths spend a year competitively sailing Elliott 5.9's under the experienced eye of Harold Bennett. Up and coming names such as Mark Christensen, Sean Clarkson and Sharon Ferris are testimony to the success of the scheme, which not surprisingly, is creating a lot of interest from overseas (and is soon to be duplicated in Wellington).

But for those of us who are also part of the next generation of "Rockstars", yet are unfortunate enough not to live in Auckland (debatable), the Scheme provides rather a closed shop for those who want to benefit from such a programme as this.

It is thus very fortunate that the RNZYS are a very unselfish group who acknowledge that life does exist south of the Bombay Hills by offering two separate weeks in December for representatives from invited yacht clubs nationwide to get a taste of the Auckland based programmes.

The five days of intensive training, originally called "Wang Week", is run off Kawau Island where three people from 10 selected yacht clubs are assigned to an Elliott 5.9 for the week.

Accommodation is provided in the way of tents or the Lidgard House which is also where the sailors are all well fed by either an Army, Navy or Air Force chef.

The week is very physically demanding with over nine hours on the water per day adding to a total time of over 45 hours for the duration of the camp.

The first two days involve learning basic skills ie, putting the spinnaker up and down without shredding it on the forestay, tacking, gybing, bear-away sets, drops and working the boat up-hill.

Short courses are set to help crews polish these skills with races held on the last two days to decide the top boat, concluding with a round-the-islands-race on the final day.

The RPNYC team selected for this year's intensive training was Stephen Edwards (skipper), Melanie Hargreaves

(main sheet) and Brad Webb (bow). Meetings were scheduled to finalise crew positions and fit in a few training sessions but due to shortage of time and availability these came to no avail.

Nevertheless we (the team) bonded well together and thoroughly enjoyed our time on the waters of the Hauraki Gulf.

Thanks must go to Swanson Rigging and Port Nich Sails for allowing their young, tireless workers to again trot off to Auckland during one of the busiest weeks of the year.

The endless humour on the boat and the fact that we were out in front most of the time is evidence to the team spirit we developed.

Being robbed of the overall victory in the round-the-island lottery added a slight sour tinge to the week but a well placed water bomb washed most of that away.

On behalf of the Club we would like to thank Harold Bennett and the RNZYS for continuing with such a worthwhile programme even without sponsorship, and the coaches who give up their valuable holidays to say the same thing over and over again.

On behalf of Steve and Melanie, I would like to extend our gratitude to the RPNYC for giving us the opportunity to attend a great week, from which we add to our growing wealth of yachting experience, that can only benefit the future of our Club.

1993 Training Week #2 - Final Placings

1st Tauranga Yacht Club
2nd RPNYC
The rest don't matter.

Brad Webb
RPNYC



NZYF Preliminary Notice

THE 39th Annual General Meeting of the New Zealand Yachting Federation Incorporated will be held at the Lake Taupo Yacht Club on Saturday 12th & Sunday 13th June 1993.

The closing date for REMITS and NOMINATIONS for President and Vice Presidents (2) is:

5pm Tuesday 13 April 1993

Thanks Port Nick

ON behalf of the Wairarapa Racing Club may I thank the Royal Port Nicholson Yacht Club for their kind donation of sponsorship for our 7 February Race meeting. The gesture was very much appreciated by all concerned.

I do hope you enjoyed your day at Tauheranikau and that you will return again next year.

Once again, many thanks for your support.

Kind Regards

Jenny Fenwick
Secretary, Wairarapa Racing Club

Wahine Memorial Service

for
**25th Anniversary of the
Disaster
and
Consecration of the
Wahine Memorial**
at
**Churchill Park, Seatoun
Foreshore**

**Easter Sunday 10 April
1993
at 2pm**

Please come regardless of
the weather
Flotilla of small craft invited

Notice to all VHF Operators in the Wellington Area

DUE to a substantial increase in the rental fee for our co-site at Mount Kaukau, we must now review the management system of Channel 62. It has been decided to combine forces with the Marlborough Marine Radio Association.

Benefits

The advantages are that as from the 31st of March 1993 all members of our new association will be entitled to use all channels within the Wellington, Sounds, Cook, D'Urville area subject to the rules outlined for the specific channels.

Channels Available

01. Yacht Clubs, racing & private use
62. Wellington, Cook, D'Urville, Kapiti etc.
63. Queen Charlotte Sound, Kapiti and South Coast
65. Pelorus Sound and North
66. For Commercial use (May require a special encoder).

All marine VHF operators wishing to use any of the above channels will now

pay one fee for the combined association. For existing MMRA members there will be no changes, but for Channel 62 members there will be an increase in fees, for the increase in service.

Wellington club members and other users in the area can join the association by registering with the Secretary of PNAR at the above address. Existing members who receive our account should notify us if they are already financial members of Marlborough Radio. All future accounts will be sent from Marlborough.

Fees: \$15 for private users,
\$20 for commercial users

Don't forget!! You now only need to pay one fee - either to PNAR or MMRA. Join now . . .

For further information please contact:

Colin Baylis
President PNAR
P O Box 7042
Wellington
Ph./Fax: 385-8311

Thank You Port Nick

I would like to express my gratitude to the members of the Yacht Club for the hospitality afforded the Officers of HMAS SYDNEY during our recent visit to Wellington.

Your warm welcome was most appreciated and I am certain that those who availed themselves of your hospitality had a most enjoyable evening. Thank You.

M F BONSER
Commander, RAN
Commanding Officer

Thank You Port Nick

On behalf of the officers HMAS MELBOURNE, I wish to extend my appreciation for the kind invitation of the use of your Club during our visit 26 February - 02 March 1993. Your offer continues the long association with Yacht Clubs and Navies worldwide. I know I speak on behalf of all the ship's company in saying we will always look forward to visiting Wellington again.

A G JOHNSTON
Commander, RAN
Commanding Officer

Obituary Geoff Murray

Members will be saddened to learn of the untimely death of Geoff Murray in February following diagnosis of cancer just prior to Christmas.

Geoff will be remembered as a perfectionist whose keen sense of humour endeared him to all who knew him.

Geoff (centre) is seen here aboard his Young 11 HULLABALLOO in the 1992 Fay, Richwhite Race which was to be his last Club event.

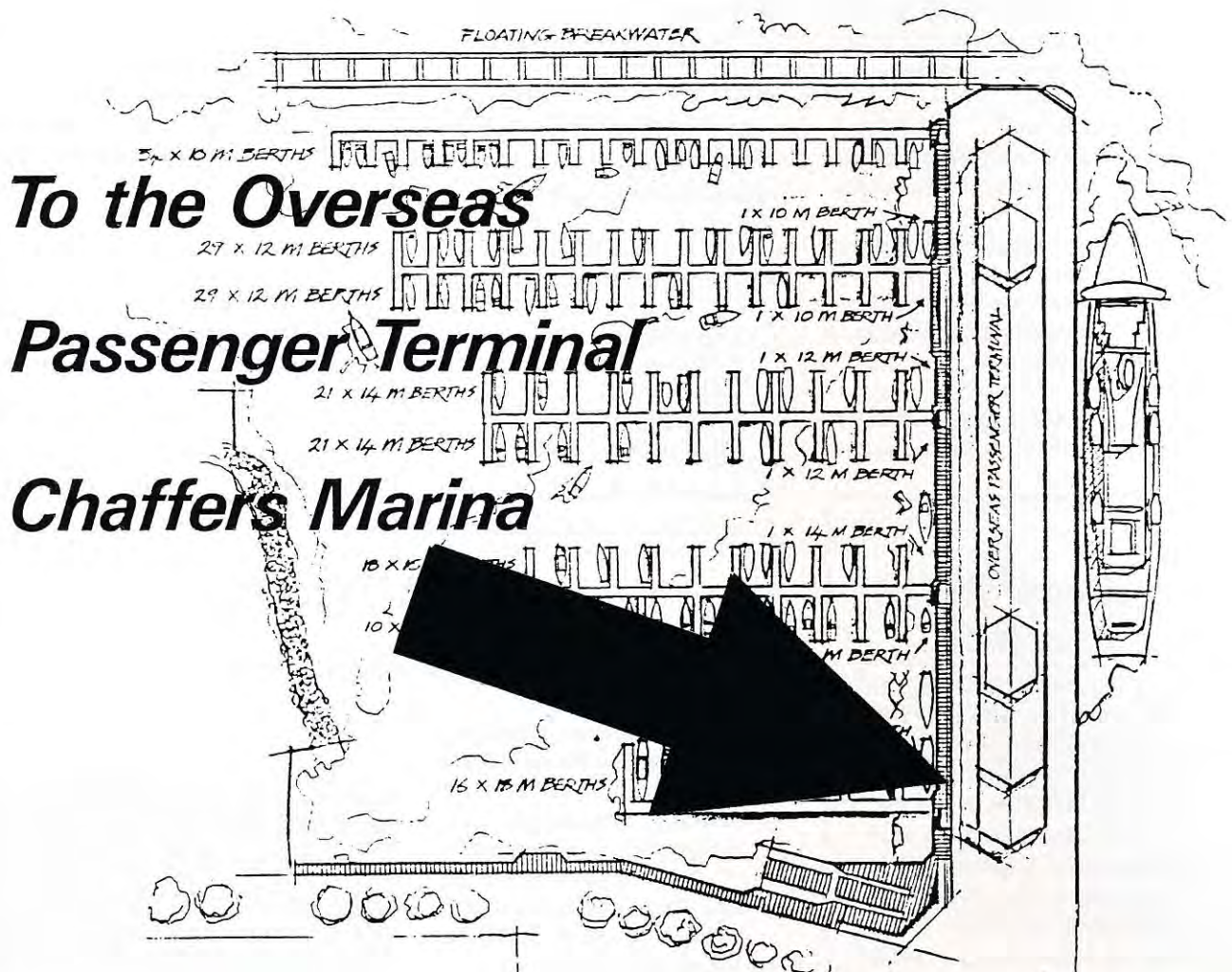
Geoff will be sorely missed and the Club extends its deepest sympathy to Linda and family.





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Commodore

WE are approaching the end of a very full and successful sailing and social season.

The last race of the ANZ Championship Series was sailed on Saturday, the 20th of March, and the series produced a close overall result. Particularly gratifying, was the announcement from Mike O'Neill of ANZ, that ANZ would sponsor next season's championship series also. This reflects the strong relationship that has been forged between ANZ and the Club during the course of this series, and the high level of turnout and prominence of the event.

Club Week

This week-long festival generated a lot of interest, both inside and outside the Club. Hewlett-Packard's ongoing sponsorship and association with the week's activities continues to be an important feature and focus. Particularly gratifying this year, was the success of the reformatted Sail for Cancer event, which produced a better return for the Cancer Society, than any of these events to date. Club Week also saw another Ladies Lunch and the inaugural Commodore's Lunch, both of which were particularly well attended and successful. I managed to leave the Commodore's Lunch at 4 o'clock in the afternoon, and was by no means the last to go.

Sail Training Programme

The implementation of the sail training programme is on track. Construction of the training boats is progressing apace and the boats should be ready for commissioning in the not-too-distant future.

We have yet to finalise the appointment of a coach, but felt it necessary to consider fully and evaluate all expressions of interest for the benefit of the Club. We hope to announce an appointment shortly.

Discussions have been held with the Wellington City Council regarding the training facilities, including fitting out the Sailing Academy and the installation of berthage for the training yachts. Sound progress is being made in this regard.

The whole programme continues to attract wide-spread interest and I have received numerous enquiries from interested parties who are keen to know when the programme will be up and running.

ENZA New Zealand

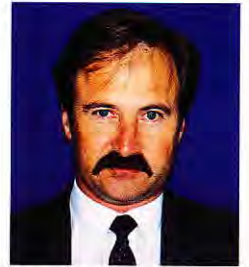
It was with regret we heard of ENZA New Zealand's mishap at sea. As you know, ENZA, skippered by Peter Blake and Robin Knox-Johnston, was chasing the Jules Verne Challenge Trophy, and hoping to circumnavigate the globe non-stop in less than 80 days. On your behalf, I sent a message of regret and encouragement to Peter Blake and Robin Knox-Johnston and their crew and expressed the hope that this would not prevent a further challenge.

Deloitte Ross Tohmatsu Business House Race

We were determined to get this event away on the water this year and, indeed, we did. The fresh conditions on the day made for some exciting sailing, especially at the Pt Halswell mark. It was quite evident that all corporate guests enjoyed the event hugely, as well as the hospitality afterwards. This is another event which generates significant funds for the Sail Training Programme and, on this occasion, the amount collected was in the order of \$12 - \$14,000. I am sure this mutually beneficial association will continue.

Tasman Triangle

I can tell you that I have had ongoing discussions with Leigh Minehan, the Commodore of the Cruising Yacht Club of Australia. The CYCA remains fully committed to the event and it is hoped to make a significant announcement in this



connection in the not-too-distant future. In the meantime, I ask you to note your diaries in anticipation of a contest not to be missed. The start date is December 1994.

Corporate Members

One pleasing feature of the sailing scene, which I have observed increasingly in recent times, is the ever-growing level of participation of our Corporate Members in the Club's racing programme. This is important to us, as it further cements the relationship which we have already established with our corporate members, and provides them with an opportunity to participate in the kind of activities which define the Club. I trust that this will, in turn, further reinforce an ongoing relationship in the future.

Thanks

Finally, I would like to thank all Club members in their various capacities for their contribution to the Club's activities which enable the Club to be the vibrant organisation and draw card that it is today. Your ongoing vigorous support is needed for even greater things.

CON ANASTASIOU
Commodore

Roger retires

Popular Clyde Quay Marina custodian Roger Carter retired at the end of March after 11 years tenure alongside the Clubhouse. Previously with the Wellington Harbour Board, Roger's recent employment has been in the City Council and he now leaves things maritime for things miniature maritime. Roger intends catching up with a backlog of model ships, an enduring pastime that will see his retirement years well utilised. Friends, members, Club Executive and well wishers attended a function for Roger at the Club to bid him farewell after his long and valued service in the Boat Harbour.



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Vice Commodore

WITH the sailing season nearly at a close we can look back in retrospect with some satisfaction that not only have we managed to get most programmed races under way from a fairly full and interesting racing calendar but have also managed through various events to promote yachting within the Wellington area and internationally.

NEW ZEALAND ENDEAVOUR / ENZA

The clubs association with the launching of New Zealand Endeavour in Wellington as well as having ENZA New Zealand carry our burgee in Peter Blake's attempt to sail around the world in under 80 days has certainly placed our club name on yachts where they will be seen world-wide. Our commiserations go to Peter Blake on this attempt but I'm sure he will try again. Grant Dalton will no doubt prove to be tenacious in the forthcoming Whitbread and we can look forward to seeing the trophies that he collects in his endeavours.

Many thanks . . .

Unfortunately there have been some races that we have not managed to conduct but overall can be pleased with the efforts by the volunteers who unselfishly put time and effort into seeing that the clubs principle activities take place.

There are a number of people that assist in making our sailing programme succeed without any formal thanks being given. Amongst these are people such as Ron Smith of Cobar Radio whose willingness to monitor radio channels during racing as well as providing up to date weather for those racing as well as cruising. Another group that are noticeable by their presence are the Rail Ferry Captains and crew. During the Cook Strait race both Captain Gordon on the "Aratika" and Captain Anderson on the "Arahura" steered away from the bulk of the fleet as they were leaving the harbour at about 0830. Some yacht skippers well know it is better, while racing, to be on the weather side than the leeward side when one goes by!

There is not a lot left of the summer programme with only the Commodores Trophy to be followed by the Lambton Harbour Regatta re-sail on the day after.

Winter Series

The Winter Series starts on 13 June so now is the time to start planning for those small and large jobs that need to be done before the series starts. Maybe the Young 11's will be sporting their new keels by then? An example of the new design could recently be seen on the trophy wall by those with a good eye.

Software upgraded

Up until recently we have been running race result and handicapping software that has been in use for a number of years. We have upgraded to a newer version of the software developed by Craig Jones and as a result can look forward to a better and more regular production of series results.

A job well done

This summer season will come to a close in April and a lot of the racing administration that in the past has been done by committee members in their own time is now being done by our new Racing Administrator, Sherry Thornburg. Sherry has certainly come to grips with the many and varied jobs that need do-



ing. We can also thank Sherry for spending time in selecting/obtaining the various prizes for the after match functions. These prizes have gained a favourable mention in the Wardroom.

There have been a number of new members on the Sailing Committee this season who along with the stalwarts have worked together to ensure that another season's sailing has been a success. My thanks to them all.

Prize giving

This season's Prize Giving is to be held on 22 May and my congratulations go to those winners of races, cups and series. I look forward to seeing you on the evening and may your name be one of those on a cup or certificate.

Good sailing!!

KEN BURT
Vice Commodore

Wahine Memorial Consecration Saturday 10 April

A memorial commemorating Wahine Day is being constructed in Churchill Park on the Seatoun foreshore. This memorial will be consecrated on Easter Saturday 10 April 1993, at 2pm. This day marks the 25th anniversary of the sinking of the inter-island ferry, the Wahine, with the loss of 51 lives. Members are invited to attend the ecumenical Service at the site of the Memorial. It is intended to have many people and groups who were involved with the disaster present on the day. If you happen to know any survivors or people connected with the Wahine who may like to attend, please inform them of this important occasion.

It is expected that a large crowd will attend, and a flotilla of small craft, including the Wellington Volunteer Coastguard, will be present on the water. Wreaths will be laid during the Service, including one from one of the Interislander ferries which will be passing by at that time.

Many important guests have been invited for this historic occasion, and the Mayor of Wellington, the Hon. Fran Wilde, will unveil the plaque at the site of the Memorial. This anniversary will make a rare opportunity to interview and obtain unique stories from survivors and other people connected with the disaster.



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- ▶ Post Regatta Function and Prizegiving at Dockside, Queens Wharf

Lambton Harbour



A Place For People





Rear Commodore



"I lost 4 kilos and survived Club Week!"

Well, a lot of water's passed under the bow since I last addressed myself to this task! It's only the Sunday after Club Week and your House Committee are knackered already. Here are the reasons why . . .

Club Christmas Party

(4 December '92)

Standing on Lambton Quay, waiting for a taxi, with a bagful of Santa Claus costumes does draw attention and stupid comments. Thanks to the Nissan Mobil car race, I skidded in to the Wardroom with five minutes to spare and shortly, the House Committee womenfolk were even more shortly wearing them - jackets only! A few festives affixed round the place the night before and a mighty effort by Janet on the Christmas cakes, a bit of bubbly thrown in and choc-full Wardroom ensured a very pleasant night.

Ladies Race 3

(9 December '92)

Robbo shifted the helm to port a bit quick as I was standing up with the sheet to take out the figure 8 and Lesley lost her grip on the mainsheet. Plop. The underside of TE ARO tumbled me and when I

came to I could see the surface about a metre above my head. Funny the things you think of at times like that. Mind you, who but me has times like that! "Bugger it", I thought, "I've gone overboard". I kicked and came up to see ARBITRAGE about five boat lengths on and women screaming at Brooksy on TE ARO to jump in and get me. I yelled that I was OK. Too late, he'd dived. We swam to TE ARO and climbed on. The orange-sized lump on my head was diagnosed as a hospital case and my first adventure on TE ARO would be a Bertie-driven blat down Evans Bay to the crew of Wellington Free. Survival blankets don't work. I was still shivering as Janet and the Commodore (in lieu of non-existent hospital porters) wheeled me with my head X-rays back to Casualty. There was no one there except a lot of sick and injured people so the Port Nick Porters played doctor, pinning the X-rays up and examining them. Smart arse comments drew laughter from all and, finally, a doctor who diagnosed . . . nothing. We all went home to a scallop dinner and more wine than was sensible but what the hell . . . you don't end a day like that very often do you? (Thanks to Brooksy, Bertie, Con, Lesley and Gerry and, specially, to Janet and Nigel)

Keelers Kids' Christmas

Party

(13 December '92)

Icecream, chippies, juice, pebbles and presents for 101 children. Plus Captain Fearless Fickle Tummy! Plus Santa! Plus all the parents. And it was raining. The prospect had my nerves in tatters. And after Wednesday, I was now sporting a black eye! I got down there an hour early. Moore Wilsons had saved a good part of the day by choosing the gifts and supplying them wrapped and named. Nimmo and Roger Carter (on knots!) were a great help with the helium balloons. Breakfast from Brendans and we were fortified for the onslaught. What a day! It was great. All those wee kiddies, dressed in their best and so excited.

Mums and Dads smiled on close by the bar. Captain Fearless (pirate) had them enthralled and then Santa arrived courtesy of George Janis. Odd that Santa's "Ho, ho, ho" sounded remark-

ably like the Cruising Captain. As quickly as it started, it was over.

We enjoyed a glass of wine and smiled. We thank all the parents for their compliments. (Captain Fearless would reappear in Keelers on the 20th as Manuel the Waiter for the Commodore's Birthday lunch!)

Lambton Harbour Regatta

(25 January '93)

It didn't happen but it was too late to tell our keeler fleet starting at Cape Jackson for the Settlers' Cup. Wellington's weather was atrocious with willywaws on the harbour outside Dockside. But our fleet came through for a smallish but delightful prize-giving with Donald Best, the Mayor and Grant Dalton.

Combined Clubs Picnic

(31 January '93)

It was a lovely day at Williams Park, Days Bay. Everything superbly organised by Peter Edwards. Fortunately, the old McLeod family marquee held up for a half hour shower but by 4.30, the black



A photogenic Rear Commodore relaxing at the Combined Clubs Picnic!



Peter Edwards and Chris Tregaskis overseeing the liquid refreshments.



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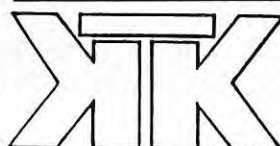


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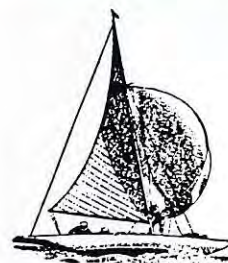


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ENZA NEW ZEALAND.

cloud to the south gave this mainlander a 15 minute warning of the worst! We skiddaddled back to Port Nick, dry as a bone but through a torrential thunder storm.

ENZA NEW ZEALAND

A Stop Press in the last Rip was the best we could manage to advise members that ENZA NEW ZEALAND, Peter Blake's entry in the "Round the World in less than 80 days" Jules Verne Trophy event is registered with the Royal Port Nicholson Yacht Club. We sent her a fax on your behalf on her launching, and another on her departure. Sadly, the next one we sent was following the news of her pulling out after being holed by a container. Congratulations to Radio New Zealand for excellent and very sympathetic coverage on Saturday night (27 February).

Tauheranikau Races

If you missed this, you missed the best Club social day of the Club Calendar. The Wairarapa Racing Club were bemused at a Yacht Club coming to the races and hiring a marquee. We were perfectly positioned between the grandstands, in the shade, in line with the finish line and the tote, with the loos behind us. We took meat packs and hired a barbecue with the marquee. Our Sandy (Wardroom Bar staff) played bar hostess. The weather was glorious and the first race up was the Wayne Wilkinson/Royal Port Nicholson Yacht Club stakes. Are we doing it again next year? We'd do it again tomorrow!

Hewlett-Packard Club Week

Working with Noel Kerrisk from the Wellington Cancer Society, Tony Rush from Hewlett-Packard and Paul Carrad ("PC"- RPNYC Executive) we formulated a few more activities around the place and more effective fund raising for the Cancer Society. Typing this with three stitches over a cut in my arm, I am particularly and personally grateful to the Cancer Society for running Melanoma Spot Checks on the Saturday and Sunday. Judging by the turnout (100 Members) I think we should run these annually. We also extended an invitation to our neighbours on Oriental Parade.

Ladies Lunch

Another successful and very pleasant luncheon, highlighted by our guest speaker, Angela Griffin, Chief Executive of the Wellington City Council. As with Ruth Richardson before her, I wonder if we women at Port Nich are more privileged to revelations as to the true and real nature of women in prominent positions or merely more perceptive than the media? Thanks to the ladies of Hewlett-Packard and the Cancer So-

ciety for joining us. This was a special event with \$10 a head going to the Cancer Society. Keelers, the lunch was gorgeous!

Club Barbecue

The House Committee's run of luck with the weather ran true to form and so did Club event turn-outs! A balmy night and the team going the same way keeping up with demand! Thanks to Wellington Fisheries for sponsoring the delicious fish packs (Janet again!) and the income from those sales went to the Wellington Cancer Society

Thank You Port Nick

Dear Islay,

Just a note to thank you for the flowers and Lotto ticket presented to me after I addressed the Royal Port Nicholson Yacht Club on Tuesday. I enjoyed the opportunity of meeting you and your guests.

Angela Griffin
Chief Executive
Wellington City Council

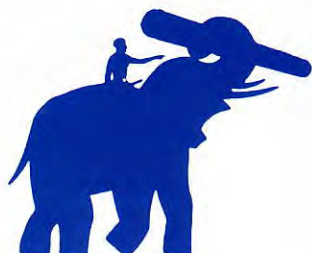
BP Commodore's Luncheon

Finally, this inaugural and much-demanded "men's" version of the Ladies Lunch was held, again with \$10 per head going to the Wellington Cancer Society.



Bill Ralston, Ted Sheehan (Bureau Chief, TV3 News) and Paul Carrad minding the wee ones in between placing bets at the Tauheranikau Races.

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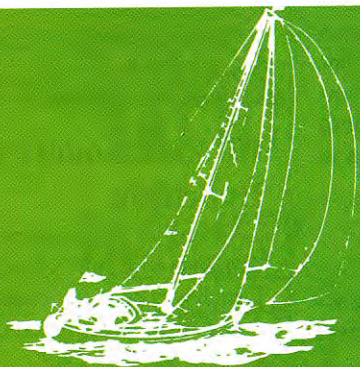
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It was lauded as a great success by everyone who attended and, special thanks to Chris Laidlaw as guest speaker. And, yes, we will organise more of them!

Hewlett-Packard Sail for Cancer Island Bay Race

An inspiration by Grant Scoones came up with the idea of asking boat owners/skippers to take "passengers" at \$100 each for the Cancer Society on this race. There was a lot riding on the outcome! I'm proud to say that we had more boats volunteering for passengers than takers. Thanks to companies like Tower Corporation and Saatchi & Saatchi who, when approached, declined but gave a generous donation anyway! What a magnificent day... following the night before! To Jocelyn and Evan Fisher of "Food, Glorious Food" (caterers to ARBITRAGE) and from Plimmerton Yacht Club and Evans Bay Cruising Club our grateful thanks and to John Levy of Leaders Real Estate... our compliments on a magnificent performance under duress.

I was reminded of the morning after the ENDEAVOUR launch when Annie Carrad and I met in the Start Box on Sunday morning. We commiserated but were definitely brighter than the Com-

modore who made an apparition of himself shortly afterwards. Club Week really takes it out of you, a realisation one comes to the morning after you remember what went into you!

One of the few privileges of being Rear Commodore is the right to a place on our Official launches. Grant had asked me to take the on-the-water shots for the Hewlett-Packard Island Bay Race for the RIP. I was briefed on the camera. New batteries and a roll of film, I was ready. But, the launches left without me!

TE ARO was radio'd and I drove to Seatoun for the pick-up. Fortunately, a brand new set of wet weather gear (Dorlon/Canterbury NEW ZEALAND ENDEAVOUR Atlantic grade) was conveniently tucked in the back of the most glamorous ute at Port Nick! Doughy Telford was a bit apprehensive. He was eager to transfer me to DAMP VISION as fast as possible. I wouldn't go. He chatted with 2ZB Sports about his altercation with "Mr Gilbey" the night before and I thought, "That's nothing like the row I had with Mrs Montana". But I climbed aboard. I was no sooner sitting on the dickie seat hauling on my overalls than we got a call to CHECKMATE and a casualty off Somes. "You all right?" asked Doughy. "Yep," I responded, as

the Wardroom pie sent up a rumble audible only to me. That little support boat can rattle a fair rate of knots! We transferred the patient to LADY ELIZABETH III and headed off to the fleet and the Official Launches. Pounding, bouncing and crashing our way out through The Heads a while later (Doughy was stuck with me!) Brian and he comported themselves casually and commonplace! Apart from wondering what treatment they have for pulverised ribs and why they don't have seatbelts on these things, I repressed innumerable "YEEHAHHH's!" I was having enormous fun! Then we got the call from BAD HABITS that ROCKSTAR had "dropped her rig" (LADY LIZ went to her), then we were racing in behind PRIDE in a mess of sail wraps heading for Number One Leading Light. And I recalled Ladies Race 3, and I remembered that TE ARO and her crew, Brian and Ross are a tremendous asset and assurance to us all (still, it was fun!). Best though, was to get dropped off back at Seatoun Wharf in time to race to Port Nick and reload with film in time to catch DRIVING FORCE cross the finish line and get the shot from the Start Box!

ISLAY MCLEOD
Rear Commodore

Clyde Quay Diesel Pump closes shop

THE BP diesel pump at Clyde Quay Marina was closed for service in early March after the Wellington City Council withdrew the Club's operating licence on the grounds that the facility no longer met safety and environmental standards.

Pump owners, BP Oil NZ Ltd offered to upgrade the facility but to

cover the cost of the upgrade, the Club would have had to pay a surcharge of around 40 cents per litre, resulting in a retail price per litre of just under a dollar, or twice the going rate. Obviously not a reasonable option.

In light of the limited use now being made of the pump which turns over less than 5,000 litres per annum, the

Club was unwilling to invest its own funds into upgrading the pump and tank (estimated cost between \$5,000 and \$10,000) and the facility now lapses.

The good news is that BP Oil are currently negotiating with Lambton Harbour Management to install a modern fuel point at Chaf-

fers Marina and while the deal was still not confirmed at publication time, BP's John Anderson was optimistic agreement would be reached in the near future.





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From the Club Office

Membership - Join the Club the "Easy Pay" Way

A recent membership check by the House Committee revealed that there are still a number of members who are introducing guests to the Club in excess of the one visit per month allowed by General Rules (Rule 50) and in particular, regular crew of racing yachts and partners.

There's a fine line between policing the Club's Rules in the interest of existing members and doing the right thing by guests to ensure they enjoy their visit and as a result are encouraged to join the Club.

The membership check was carried out with great tact and diplomacy by Rear Commodore Islay McLeod and her team and complimentary drink vouchers were handed out along with membership application forms. However, although our subscription and building levy for Senior membership have actually fallen in real terms over the past year or so, the up front \$342 for Senior membership may still be dissuading some potential members, particularly younger people, from joining the Club.

For some time now, we have been permitting instalment payment of subscriptions for both existing members and

new members and while the vast majority of people prefer to pay by lump sum, there are still a few who take advantage of staged payments.

If you have a friend / crew member / partner / spouse / son / daughter who visits the Club regularly and wants to join but can't quite find the funds at the time, have them apply on the Club form and just indicate how they would like to pay.

Subs for the current year (ending 31 March 1993) are as follows:

	Sub	Building Levy
SENIOR	\$232	\$110
ASSOCIATE	\$116	\$55
COUNTRY	\$58	\$55
INTERMED.	\$46	NIL
JUNIOR	\$23	NIL

Annual General Meeting

The 1993 Annual General Meeting is set for Wednesday 26 May 1993 at 7.30pm

Wardroom Bar Prices

Wardroom patrons will have noticed a small increase in the price of tap beer in late February (pints jumped from \$2.00



to \$2.20) The increase was brought about by falling margins as a result of a price drop last year and increasing stock costs through inflation and changes in the exchange rate affecting imported stock.

Subsequent to the February increase, both Breweries have increased the cost of their tap beer by 4c/litre and a further review of our pricing is under way.

As a general principle, the Club attempts to keep its bar prices below the average hotel (public bar) price and Wardroom patrons will have noticed our very favourable pricing structure over the years. The Executive will continue this policy and although price rises are inevitable, in these days of low inflation, they should be small.

GRANT SCOONES
Secretary/Manager

From the Racing Administrator

What do you mean the race is postponed?

THE weather is perfect for sailing - sure the wind is a little strong with a 30mph southerly but you've organised your crew who are waiting to leave the Evans Bay Marina. Besides real men (and women) will sail in all conditions.

Does the above sound familiar? The Sailing Committee realises that you might have questions (or concerns) about the process for race postponement and who is involved with this process. (Contrary to popular belief, races aren't cancelled because the Sailing Committee members have something better to do on that given day.) At this time, there is a subcommittee of three individuals (whose names I've withheld for their own protection) who meet prior to a scheduled race if the weather is questionable. The

three individuals are active sailors with two of them participating in RPNYC racing while the third person has years of racing experience. Because the weather in Wellington changes quickly, the decision is usually made within hours of the scheduled start time to ensure that a race will be sailed if possible. However, the sub-committee tries to give as much advance notice as possible if a race will indeed be postponed.

It is the philosophy of both the Sailing Committee and the sub-committee to give the skippers and crew every possible chance to race in a variety of weather conditions as long as their safety is not jeopardised. Hence, it is necessary at times to postpone a race because of unfavourable conditions. Again the definition of unfavourable conditions is subjective and the sub-committee will be the first to admit that they have made



some mistakes. Remember folks that they are only human and have your best interest at heart!

The Sailing Committee is open to constructive criticism, suggestions, or positive reinforcement regarding race postponement guidelines. Drop us a line or bring your organised thoughts to the next Skippers meeting. Until then, happy sailing to all!

SHERRY THORNBURG
Racing Administrator

1993 Hewlett-Packard Club Week another winner!

FINE weather, light to moderate winds and big fleets ensured the success of the Hewlett-Packard sponsored Club Week from 7 - 13 March and in addition to providing members and their families with plenty of activity around the Club and on the water, the week's programme enabled the Wellington Division of the Cancer Society to benefit from a "Sail for Cancer" fundraising event in conjunction with the Island Bay Mark Foy Race on 13 March.

Hewlett-Packard Single Handed Race

Sunday 7th March, 1000 hours

There were 24 finishers in the abbreviated Single Handed Race on the morning of 7 March and Jason Henderson sailing the Muir 9 MOONSHINE EXPRESS managed to prevail in the very light conditions, finishing only minutes behind the Div I yachts after two hours racing. The flukey nature of the breeze gave the larger boats no chance with all five larger yachts finishing in the last five places.

The southerly course took the fleet around Point Jerningham to the head of Evans Bay and under the shortened course instruction directly back to the finish. Fortunes changed throughout the race depending on where you happened to be and with the light southerly finally filling in at the end of the race, it was a back markers field day. Marty Harris aboard the Elliott 1050 ROCKSTAR eventually

took out Line Honours in 2h 17m with the last yacht to finish IDEL crossing the line 30 minutes later.

Tony Cowdry in the S & S31 BOBBY SHAFTO was 2nd and Rob Dixon in his Young 8.8 LEGACY II 3rd.

Results

Line Honours

ROCKSTAR	Elliott 1050
Marty Harris	2H 17M 23S

Corrected Time

1	MOONSHINE EXPRESS	Muir 9
	Jason Henderson	
2	BOBBY SHAFTO	S & S 31
	Tony Cowdry	
3	LEGACY II	Young 8.8
	Rob Dixon	
4	MARISHKA	Giles 39
	Barry Pettengell	
5	RED RUM	Young 8.8
	Nigel Petrie	
6	BLUE STRATUS	Warwick 747
	Phil Henderson	
7	WATERMARK II	Young 8.8
	Greg Melville	
8	KERLINA	Davies 37
	Mike Heaphy	
9	ERAZER	Elliott 7.8
	Chris Hargreaves	
10	IDEL	Childs 11
	Dave Houston	
11	BLACK SWAN	Mull 31
	Phil Weeks	
12	ECLECTIC	Askew 10
	Geoff Askew	
13	ALICANTE	Birdsall 34
	Clive Snow	
14	SAIL-LA-VIE	Raven 31
	Jim Hall	
15	SNOWGOOSE III	Askew 10.5
	Gary Tye	
16	GUCCI	Warwick 10.5
	Mark Dewhurst	



Mirror like conditions greeted the fleet as they struggled up and down Evans Bay - Chris Hargreaves' Elliott 7.8 ERAZER had her moments but fell into a hole off Oriental Bay approaching the finish.

17	SKIDDY TOO	Muir 9.5
	John Mines	
18	MAX HEADROOM	Farr 1020
	Ken Burt	
19	SWEET INSPIRATION	Mummary 31
	Tom Kane	
20	ROCKSTAR	Elliott 1050
	Marty Harris	
21	FREDERICK	Spencer 53
	Graeme Moore	
22	XANADU II	Spencer 40
	Peter Ballinger	
23	GALE FORCE	Elliott 1050
	Mike Boswell	
24	CHAIN REACTION	Elliott 1050
	Bryan Coleman	



ROCKSTAR's owner Graeme Hargreaves followed the Race on Te Aro but offered no outside assistance to skipper for the day Marty Harris!



MOONSHINE EXPRESS slides across Oriental Bay after the start.



1993 Hewlett-Packard Club Week

Hewlett-Packard Veterans Race

Sunday 7th March, 1400 hours

In the Veterans Race on Sunday afternoon, ROCKSTAR steered this time by Ross Telford again took Line Honours while Graeme Dunn, sailing son-in-law Greg Melville's Young 8.8 WATERMARK took overall honours. Peter Guiney sailing JET was 2nd and ROCKSTAR 3rd.

Results

Line Honours

ROCKSTAR	Elliott 1050
Ross Telford	1H 57M 14S

Corrected Time

1 WATERMARK II	Young 8.8
Graeme Dunn	
2 JET	Farr 1020
Peter Guiney	
3 ROCKSTAR	Elliott 1050
Ross Telford	
4 CHAIN REACTION	Elliott 1050
Joan Coleman	
5 RAPIER	Lidgard 11.3
Brian Barraclough	
6 ALICANTE	Birdsall 34
Arthur Parson	
7 REVELATION	Davidson 42
Jack Ayers	
8 MARISHKA	Giles 39
Bob Daniel	
9 THE BUTCHER	Elliott 10.5
Norah Stagg	
10 MARANUI	Brooke 33
Richard Nottage	
11 GUCCI	Warwick 10.5
Ian Robertson	
12 XANADU II	Spencer 40
Eileen Ballinger	
13 CARINA II	Alden 40
George Mulligan	
14 FREDERICK	Spencer 53
Stan Moore	

Hewlett-Packard Ladies Race

Tuesday 9th March, 1800 hours

Fourteen ladies contested this event (defn lady: n. upperclass woman, gentle woman; woman having good manners and education and honourable character) with Robyn Lawless eventually steered the Young 8.8 DRIVING FORCE to first overall, followed closely by MARISHKA (Hillary Pettengell) and SPECIAL FX (Mandy Gudgeon). Helen Coleman sailed CHAIN REACTION to Line Honours and fourth overall.

Results

Line Honours

CHAIN REACTION	Elliott 1050
Helen Coleman	51M 53S

Corrected Time

1 DRIVING FORCE	Young 8.8
Robyn Lawless	
2 MARISHKA	Giles 11
Hilary Pettengell	
3 SPECIAL FX	Young 9.9
Mandy Gudgeon	
4 CHAIN REACTION	Elliott 1050
Helen Coleman	
5 IMPULSIVE	Lotus 9.2
Barbara Millar	
6 ROCKSTAR	Elliott 10.5
Fleur Greig	
7 MAX HEADROOM	Farr 1020
Kate Spackman	
8 TEN SPEED	Farr 1020
Linda Meyers	
9 GUCCI	Warwick 10.5
Katherine Sillars	
10 WATERMARK II	Young 8.8
Sue Melville	
11 INNOVATOR II	Carpenter 29
Helen Foot	
12 FLYING CIRCUS	Young 11
Lucia Bercinskas	

13 PERIDOT	Spencer 40
Mary Clark	
14 ARBITRAGE	Young 11
Carol Duffy	

Hewlett-Packard Club Week Barbecue

Wednesday 10 March

Over 200 members attended the Club Barbecue and enjoyed a very pleasant evening in the Wardroom. Funds raised through the sale of fish barby packs donated by Wellington Fisheries were passed on to the Cancer Society.

Hewlett-Packard Crews Race

Thursday 11th March,
1800 hours

25 Yachts contested the Crews race over a short (6.5nm) course with Jamie McDowell steering the Elliott 1050 SNAP DECISION to both Line and Overall honours. DRIVING FORCE again steered by Robyn Lawless came in 2nd and INNOVATOR II (David Crew) 3rd.

Results

Line Honours

SNAP DECISION	Elliott 1050
Jamie McDowell	1H 5M 33S

Corrected Time

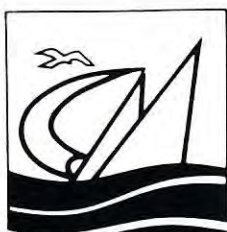
1 SNAP DECISION	Elliott 1050
Jamie McDowell	



WATERMARK II and Graeme Dunn - First Veteran.



SNAP DECISION - Line and handicap with Jamie McDowell in the Crews Race.



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1993 Hewlett-Packard Club Week



Island Bay Race Official Launches SHIMCA, LADY VEE JAY and DAMP VISION at lunch off Seatoun Beach awaiting the fleet's return into the harbour.



DRIVING FORCE - Winner of the Island Bay Mark Foy Race for 1993.

2	DRIVING FORCE	Young 8.8
	Robyn Lawless	
3	INNOVATOR II	Carpenter 29
	Dave Crew	
4	CHAIN REACTION	Elliott 1050
	Andrew Wagstaff	
5	SPECIAL FX	Young 99
	Nick van de Ven	
6	MOONSHINE EXPRESS	Muir 9
	Philip Jameson	
7	FLYING CIRCUS	Young 11
	Andy McCallum	
8	ROCKSTAR	Elliott 10.5
	Marty Harris	
9=	JET	Farr 1020
	Ivan Veale	
9=	SAIL LA VIE	Raven 31
	Rick Menalda	
11	ARBITRAGE	Young 11
	Paul McMaster	
12	ANDIAMO	Beneteau 13.3
	Pip Taylor	
13	GALEFORCE	Elliott 1050
	Nigel Moody	
14	IMPULSIVE	Lotus 9.2
	Terry Bach	
15	WHISPERS II	Spencer 45
	Carl Jackson	
16	CHECKMATE	Mull 9.5
	Grant Lewis	
17	YOUNG NICHOLSON	Young 11
	Cam Saunders	
18	REVELATION	Davidson 42
	Linda Meyers	
19	GUCCI	Warwick 10.5
	Godfrey Geismar	
20	GULLEY JIMSON	Barnett 47
	Mark Jacobson	
21	MARISHKA	Giles 11
	Bob Cattell	
22	BOBBY SHAFTO	S & S 31
	Adrienne Cowdry	
23	ALICANTE	Birdsall 34
	Chris Choat	
24	VIVANTE	Gladden 44
	Mike Gallagher	
25	ERAZER	Elliott 7.8
	Richard Field	

Hewlett-Packard Island Bay Race Saturday 13 March

57 starters 53 finishers in a great days racing which eventually saw three Young 8.8's finish 1,2,3 on a day which was blessed with superb sailing conditions in light to moderate southerlies and fine weather.

DRIVING FORCE (Mike O'Neill/Brett Bennett) took overall honours with an elapsed time of 3h 45m 14s for the 24.5nm course, followed 56 seconds later by RED RUM (Nigel Petrie) and then FLYING MACHINE (Richard Martin) 17 seconds astern.

The Start Box was a hive of activity as the first 30 yachts crossed the finish line in the space of 15 minutes with the entire fleet finishing within 45 minutes of the first yacht.

Results

1	DRIVING FORCE	Young 88
2	RED RUM	Young 88
3	FLYING MACHINE	Young 88
4	KERLINA	Davies 37
5	ALICANTE	Birdsall 34
6	PRIDE	Stewart 34
7	MOONSHINE EXPRESS	Muir 9
8	JET	Farr 1020
9	MARISHKA	Giles 11
10	INNOVATOR II	Carpenter 29
11	SNAP DECISION	Elliott 1050
12	MAX HEADROOM	Farr 1020
13	GULLEY JIMSON	Barnett 47
14	GUCCI	Warwick 10.5
15	BOBBY SHAFTO	S & S 31
16	BOUNCING BACK	Farr 1020
17	IMPULSIVE	Lotus 9.2
18	YOUNG NICHOLSON	Young 11

19	FLOJO	Elliott 13.4
20	KOAMARU	S & S 12.8
21	SKIDDY TOO	Muir 9.5
22	LEGACY III	Young 11
23	SAIL LA VIE	Raven 31
24	SPECIAL FX	Young 99
25	REFLECTIONS	Burton 11.28
26	MARANUI	Brooke 33
27	PUTTING IT RIGHT	Muir 9.5
28	ZURBIT	Elliott 6.5
29	FLYING BOAT	Young 11
30	HIGHER GROUND	Ross 1066
31	WHISPERS II	Spencer 45
32	CHAIN REACTION	Elliott 1050
33	ARBITRAGE	Young 11
34	REVELATION	Davidson 42
35	TEN SPEED	Farr 1020
36	THE BUTCHER	Elliott 10.5
37	RAZORBACK	Elliott 5.9
38	FLYING CIRCUS	Young 11
39	CHECKMATE	Mull 9.5
40	ERAZER	Elliott 7.8
41	NIRVANA	Stewart 11.8
42	BAD HABITS	Mull 13.6
43	ECLECTIC	Askew 10
44	GALE FORCE	Elliott 1050
45	WAKARERE	Crocker 10.6
46	BLUE STRATUS	Warwick 747
47	ELLE	Warwick 44
48	FREDERICK	Spencer 53
49=	CARINA II	
49=	SWEET INSPIRATION	
51	PERIDOT	Spencer 40
52	RAN TAN	Raven 26
53	NOT GUILTY	Ross 40

"Sail for Cancer" Fundraising

Over the course of the week, around \$4,000 was raised by way of donations to the Wellington Division of the Cancer Society.

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Steinlager Wednesday Night Series a great success

THE NZ Breweries sponsored STEINLAGER WEDNESDAY NIGHT SERIES sailed over four races in February was blessed with fine weather, light to moderate winds and not surprisingly, attracted a great deal of support, particularly in the two handed section.

Final winners in the three sections were the Farr 1020 JET in Section A, the Elliott 650 ZURBIT in Section B and Bryan Coleman's Elliott 1050 CHAIN REACTION in the Two Handed section.



Darren Kingi's Elliott 650 ZURBIT scooped the pool in Section B with three firsts and a second

Final results for the series were as follows:

Section A	Points
1 JET	136.5
2 SNAP DECISION	133.5
3= ARBITRAGE	127.0
3= GALEFORCE	127.0
5 ROCKSTAR	83.0
6 YOUNG NICHOLSON	41

Section B	
1 ZURBIT	136.5
2 SPECIAL FX	130.0
3 DRIVING FORCE	128.0
4 IMPULSIVE	126.0
5 MARISHKA	122.0
6 EASY RIDER	84.5
7 ERAZER	80.0
8 FREAK BROTHERS	42.0
9= MOONSHINE EXPRESS	41.0
9= SIRRAH	41.0
11 SHOGUN	38.0

Two Handed Section	
1 CHAIN REACTION	132.5
2 MAX HEADROOM	127.0
3 MOONSHINE EXPRESS	125.5
4 FARRENZY	125.0
5 BLACK SWAN	122.5
6 CHECKMATE	117.0
7 ALICANTE	115.0
8= FLYING BOAT	114.0
8= SAIL-LA-VIE	114.0
8= SKIDDY TOO	114.0
11 LEGACY II	111.0
12 VAMOOS	98.0
13 FIDELIO	82.0



No prizes as to where they got their kite from! Ron Legge's Elliott 1050 SNAP DECISION sporting (sorry about that!) a TV3 bag courtesy of MOBIL OIL NZ LTD. Does this mean if we let SNAP DECISION win, we'll get some TV coverage of our events?

14 RED HERRING	70.0
15 NOT GUILTY	63.0
16 TEN SPEED	44.0
17 THE BUTCHER	37.0
18 SWEET INSPIRATION	35.0
19 SALIENT	34.0
20 FINE ENTRY	31.5
21 LIMELITE	31.0
22 IDEL	29.0



Bryan Coleman and Gavin Goddard sailed CHAIN REACTION to overall honours in the Two Handed Section with a 3/3/2/1 result for the series.



Hugh Poole's Farr 1020 JET helmed by John Askew opted to sail with the "Big Boys" of Div 1 and came away with the silver after three wins but not without some controversy involving arbitration by protest.

1993 DELOITTE ROSS TOHMATSU Business House Mark Foy Race Sunday 21 March 1993

DELOITTE Ross Tohmatsu sailing Andrew Taylor's Beneteau 40 ANDIAMO sailed away to win their own trophy in the 1993 Deloitte Ross Tohmatsu Business House Race, finishing nine minutes clear of the second placed yacht CARINA II (Russell McVeagh McKenzie Bartleet) and 11 min clear of PERIDOT (GP Print).

There were 29 starters in this annual fundraising event which was sailed in fresh northerly conditions over a 11.6nm course. To lend some excitement to the



The NZ RAIL crew on ARBITRAGE powered up on the leg to Somes Island.

race, the met office had forecast a southerly change for mid afternoon and as the race progressed, ominous black clouds gathered to the southwest in support of their prediction.

The course took the fleet around Pt Jerningham Light on the wind to Kaiwharawhara, a run to Pt Halswell, to Somes Island Mark then Falcon Shoal to the finish. By the time the fleet were rounding Somes Island Mark the wind had increased from fresh to strong from the north and the guests aboard the official launches SHIMCA and DAMP VISION were entertained by some novel attempts at gybing, including a fine display by the ENZA team aboard FLOJO who did their best to mate with TE ARO



Kerry Maher of MAHER TRAVEL presents Craig Southerwood of SUNLAP SHIPPING with the Mystery Travel Prize.



With the race well wrapped up, ANDIAMO sails across the entrance to Evans Bay bound for the finish.

before finally clearing the mark and heading for Falcon Shoal. HIGHER GROUND had several attempts at rounding the mark but eventually gave it away and set off in pursuit of FLOJO anyway (Yes, we were watching guys!).

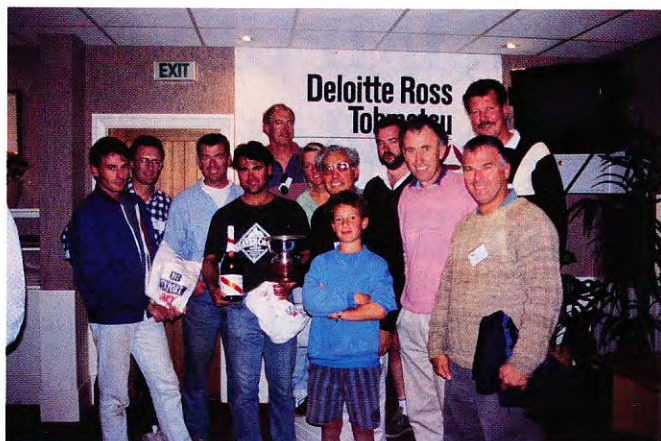
It was evident at the Somes mark that ANDIAMO's lead was enormous and that only an act of God could prevent her from winning (the southerly was still about 15 miles south of Wellington at this stage) and thus was the case.



FLOJO (ENZA) chases TE ARO at the Somes Island Mark.



Somes Island Mark provided a few thrills for spectators and crew alike in the strong winds.



ANDIAMO's skipper Andrew Taylor and his Deloitte Ross Tohmatsu Crew with the spoils.



The Hon Doug Kidd MP presents DRT leader Dan Williams with his own trophy!

As the fleet sailed through the finish line, the wind backed and moderated as the southerly front arrived but fortu-

nately the initial winds were not strong and all yachts were able to finish and return to their berths safely. Prizегiving

followed the buffet meal and at the end of the day, around \$14,000 was raised for the RPNYC Sailing Academy.

Deloitte Ross Tohmatsu Business House Race Results

Yachts	Sponsor	Elapsed Time (in finishing order)
ANDIAMO	Deloitte Ross Tohmatsu #2	1H 52M 55S
CARINA II	Russell McVeagh McKenzie Bartleet	2H 13M 14S
PERIDOT	G P Print Ltd	1H 56M 38S
MARANUI	Hillary Commission #1	2H 18M 59S
MOONSHINE EXPRESS	Sales & Promotions	2H 08M 42S
CHAIN REACTION	ANZ Central Zone	1H 41M 11S
DRIVING FORCE	ANZ Mastercard	1H 54M 42S
JET	Darroch & Co	1H 49M 45S
SNAP DECISION	Guardian Trust	1H 41M 58S
LEGACY III	NZ Rail #1	1H 48M 26S
FLYING CIRCUS	State Street NZ Ltd	1H 46M 42S
BOUNCING BACK	Downer & Co	1H 55M 57S
GALEFORCE	Deloitte Ross Tohmatsu #1	1H 45M 26S
FLOJO	Enza	1H 38M 32S
YOUNG NICHOLSON	Databank Systems	1H 49M 50S
MAX HEADROOM	BCL #2	1H 57M 02S
SPECIAL FX	Rudd Watts & Stone	1H 53M 07S
FLYING MACHINE	BNZ Finance	2H 00M 08S
ARBITRAGE	NZ Rail #2	1H 49M 21S
THE BUTCHER	DB Breweries	1H 45M 40S
GUCCI	Movements International	1H 58M 58S
FLYING BOAT	Field & Hall	1H 48M 09S
NEDAX BACKCHAT	NZ Police	1H 47M 12S
RECKLESS	Toyota NZ Ltd	1H 46M 36S
BAD HABITS	IDPE	1H 50M 26S
HIGHER GROUND	Bell Gully Buddle Weir	1H 47M 24S
ALICANTE	BCL #1	2H 14M 57S
FRISKA	Hillary Commission #2	dnf
SHOGUN	Marine Air Systems	dns

HIGHER GROUND, JET, IMPULSIVE & SAIL LA VIE prevail in ANZ Bank Championship Series

THE final race of the 10 race ANZ Bank Championship Series was sailed on Saturday 20 March and once the spray had settled, divisional winners emerged triumphant after a long and gruelling season.

Division I

HIGHER GROUND's Eoin Fehsenfeld apparently spent much of the season agonising over the unfavourable handicap being awarded his nimble Ross 1060 but for all that, achieved an outstanding result, placing better than fourth in six races and finishing 16 points clear of the Young 11 FLYING CIRCUS at season's end.

Only four points separated the next four yachts (FLYING CIRCUS, CHAIN REACTION, ARBITRAGE and FLYING BOAT).

Division I averaged fleets of 12 - 14 yachts each race day.

Division II

Hugh Poole's Farr 1020 JET fought out the season with the Mull 31 BLACK SWAN owned by Phil and Adi Weeks and only four points separated the two yachts after the final race. Despite taking a first in the final race, BLACK SWAN was not quite able to match the overall consistency of JET and had to settle for 2nd place overall.

Division II averaged 12 - 14 starters per race.

Division III

A bit of a David and Goliath battle in Div III with Pat Millar and his Lotus 9.2 IMPULSIVE eventually prevailing over the little Stratus 747 BLUE STRATUS owned by Phil Henderson. Only a few points separated the two boats throughout the season and but a 1st and 4th place in the last two races saw IMPULSIVE finish eight points clear.

Division III fleets averaged five to seven starters each race.

Cruising Division

Jim Hall's Raven 31 SAIL LA VIE sailed a consistent season finishing with two firsts, five seconds and two fourths to take a deserved and decisive victory in the Cruising Division ahead of the Spencer 40 PERIDOT.

There were only five consistent starters in the Cruising Division.



HIGHER GROUND - Div I champ for 92/93.



JET - Div II winner for 92/93.



Pat Millar's IMPULSIVE - Top 3rd Division Yacht.



Jim Hall steered SAIL LA VIE to a deserved win in the Cruising Division.

-- ANZ Championship Series Results -- ANZ Championship Series Results --

Division 1

1	HIGHER GROUND	2/4/2/2/1/10/3/1/8	382.0
2	FLYING CIRCUS	9/1/4/9/8/4/4/9/1	366.0
3	CHAIN REACTION	6/10/10/8/3/2/1/6/3	365.5
4=	ARBITRAGE	8/3/6/5/7/5/11/5/2	362.0
4=	FLYING BOAT	5/2/5/7/6/7/7/7/6	362.0
6	SNAP DECISION	4/9/9/10/2/9/12/2/4	353.0
7	WHISPERS II	1/8/14/4/10/1/13/11/9	344.0
8	ROCKSTAR	7/11/1/6/5/6/2/4	326.5
9	GALEFORCE	3/12/7/3/12/8/3/dnf	274.0
10	THE BUTCHER	7/8/1/11/11/dnf/13/7	264.5
11	YOUNG NICHOLSON	13/11/12/3/10/10/5	258.0
12	GULLEY JIMSON	5/12/11/4/8/dnf/8/dnf	228.0
13	NOT GUILTY	6/3/13/9/dnf	153.0
14	LEAGACY III	16/dnf/14/12/dnf	96.0
15	PORKCHOP	15/5	72.0
16	CUTTING EDGE	14/13	65.0
17	FLOJO	6	40.0
18	BAD HABITS	9	37.0
19	NEDAX BACKCHAT	dnf	0.0

Division 2

1	JET	2/3/2/7/6/8/3/4/7	372.0
2	BLACK SWAN	3/2/6/1/3/10/13/8/1	368.0
3	PUTTING IT RIGHT	7/5/4/3/5/9/7/7/8	359.0
4	SPECIAL FX	4/4/16/6/7/14/6/6/9	342.0
5	FLYING MACHINE	6/7/10/1/3/1/1/5	335.5
6	FARRENZY	5/1/10/2/4/6/14/10	316.5
7	RED RUM	9/9/3/8/2/7/10/10	310.0
8	ALICANTE	1/8/13/4/8/5/3/dnf	280.5
9	WATERMARK II	6/12/5/11/DNF/1/9/2	276.5
10	GUCCI	8/11/11/5/2/4/11/dnf	270.0
11	CHECKMATE	10/7/8/15/13/11/9/dnf	249.0
12	LEGACY II	10/1/16/12/5/dnf	186.5
13	MAX HEADROOM	12/2/12/6	152.0
14	RED HERRING	17/17/dnf/4/5	141.0
15	DRIVING FORCE	11/2/3	122.0
16	MELTDOWN	9/14	64.0

"AYE, AYE" ... Again!

"ANZ is renewing our sponsorship of the Championship Series for the next Season." This news was received with wholehearted enthusiasm at prizegiving for ANZ Championship Race 10.

General Manager Retail Banking for the ANZ Banking Group, Mike O'Neill made the announcement. He went on to background "The Rip" ... "Sponsorship of NEW ZEALAND ENDEAVOUR has given us excellent opportunities in the business sense, but also a high profile in the sport of yachting. Our Corporate Membership of "Port Nich" and this premiere race series sponsorship aligns and reinforces that association and sport promotion on a local, Wellington basis ... We're the bank very high on the Wellington skyline ... across the water from this Club in our Sponsorship Objective of demonstrating ANZ's interest in matters other than yachting."

Commodore Con Anastasiou thanked Mike O'Neill and ANZ for their support to date and renewal of their sponsorship. "It was particularly gratifying to have a Corporate Member of the Club extend its participation onto the water" he said. "This kind of relationship brought mutual benefits

17	CRUSADE	dnf/15/9	68.0
18=	BOUNCING BACK	14/12	66.0
18=	ECLECTIC	13/13/dnf	66.0
20	ERAZER	4	42.0
21	TEN SPEED	12	34.0

Division 3

1	IMPULSIVE	3/6/6=12/1/1/2/1/4/	389.0
2	BLUE STRATUS	1/1/2/5/2/6/6/5/6	381.0
3	BOBBY SHAFTO	2/4/3/4/DNF/4/5/3/5	338.0
4	INNOVATOR II	3/5/3/2/1/2/3	303.5
5	MARISHKA	5/4/3/5/3/4/DNF	252.0
6	PRIDE	4/2/1/1/2	221.0
7	MOONSHINE EXPRESS	7/4/6/1	166.5
8	NIRVANA	8/6=6/DNF	117.5
9	BORDERLINE	DNF/3	43.0
10	ERAZER	7	39.0
11	ANDIAMO	8	38.0
12	IMPUDENCE	dns	0.0

Cruising Division

1	SAIL-LA-VIE	2/2/2/1/1/2/4/2/4	395.0
2	PERIDOT	1/1/1/2/DNF/1/2/3/5	354.0
3	KOAMARU	4/4/3/DNF/1/1/DNF	218.0
4	BITS & PIECES	3/7/4/4/6	206.0
5	MARANUI	3/DNF/DNF/3/4/DNF	128.0
6	SHEMARA	DNF/3/1	88.5
7	KERLINA	5/5	82.0
8	REFLECTIONS	5/6	81.0
9	RAN TAN	2	44.0
10=	GISELLE	3/DNS	43.0
10=	RAPIER	3	43.0
12	FRISKA	5	41.0
13=	SHOGUN	6	40.0
13=	SWEET INSPIRATION	6	40.0
13=	ANDIAMO	dnf	0.0



Mike O'Neill announces the ANZ sponsorship of the 1993-94 season Championship Series.

to both ANZ and the Club and contributed to the advancement of yachting."



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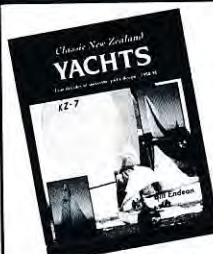
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The 1992 Gisborne Ocean Series & The 1993 National "Fosters-Harken" Elliott 1050 Championships

By John Brooks

THE plane which took me back to Wellington from Gisborne on January 5th at 0650 hours was certainly built for the Ross Telfords of this world. I was in no condition for a bad flight home the way I felt, and I found stooping to the size of an elf to walk the isle of the plane to find my seat, quite hard. "Why didn't you sail back then" I hear you all ask. Well to be honest after 8^{1/4} Gisborne Races I really couldn't be stopped and I had to get back to the car yard and help out the boy keeping "an eye" on it.

The 1992 Sandown Hotel sponsored Wellington-Gisborne Yacht Race was really no different to all the past races. Windy, bumpy, cold and wet on the first night. Hot, windless and boring for the next few days and nights. We all put up with that though so we could enjoy the tremendous hospitality and good weather that only Gisborne can turn on.

There never is an easy way to get to Gisborne. To stay in by the coast, or to go out to sea, or straight up the rhumb line has been debated by experts for years. ARBITRAGE, MR ROOSEVELT, WHISPERS II and ARCHON chose the right way this time and certainly ARBITRAGE deserved to clean up on the prizes. If she hadn't have been recalled for so long within sight of the finish, she would have taken out the line and handicap double. Is it true though that Tony Duffy had to hurry home because he left the iron on?

The Line Honours winner MR ROOSEVELT sailed round the outside of ARBITRAGE to take the gun only to have to call up for a tow into the marina. I heard there was a little leprechaun playing with the batteries all the way up the coast!

The two races run by the Gisborne Yacht Club while in Gisborne need a little changing for the next series and I believe this was brought up at the de-briefing on New Years Day. A 15 mile Olympic style race was held on December 30th in Poverty Bay which didn't finish until 1700 hours.

The 15 mile race was held in about 10 - 15 knots of breeze. There was quite a big wind shift out to the left just after the start, and ARBITRAGE, FLYINGCIRCUS and GALE FORCE were best placed to get it and were in the first six around the top mark. The wing mark wasn't where everyone wanted to go with their kites on. On board CHAIN REACTION we have a "mark finder" which for the want of a better name we call "Sleeth". You can't buy these mark

finders as they are completely worthless and kept under wraps by the police. But the one we had was to prove quite valuable with all the racing we still had to come. In this race however, CHAIN was first to see the wing mark well to the right of where 17 should have been. By the time the other yachts realized and dropped their kites to climb up to 17, CHAIN was around and off to the bottom mark. It took some time for KIWI (Auckland), MR ROOSEVELT, WHISPERS II and ANTICIPATION (Auckland) to catch up and pass CHAIN by the finish. Handicap placings were MARISHKA 1st, ROCKIE (Farr 1104 from Auckland) 2nd and CHAIN REACTION 3rd.

The next day saw fewer yachts start in the "Offshore Event", which was a huge triangle outside Poverty Bay. We started in about 15 knots of breeze with a long beat way out to Mahia, where a rubber runabout was in station as a mark. Spinnakers on and off to a mark 15 or so miles around the corner north of Gisborne. As the leading yachts got closer to this mark the breeze started to die away, and the whole fleet bunched up and virtually went around the old lighthouse point before turning into Gisborne. There were quite large breakers rolling into the shore. ARBITRAGE somehow got herself just inside the breaker line and took a big one into the cockpit and down the hatch. First into Gisborne was MR ROOSEVELT then WHISPERS II, KIWI and CHAIN REACTION.

After computing the results of both races the eventual winner was, you guessed it, MARISHKA, 2nd ROCKIE, 3rd CHAIN REACTION. Tremendous prizes were awarded for this series on New Year's Eve and they were certainly worth receiving.

It was an almighty rush to clean the yachts after the race and shower, shave and don the team shirts and get to the prize giving night at the Sandown Hotel. Once again the Sandown put on a great night. A personal observation was that I thought that there wasn't the same musical or competitive fun as there has been in the past. This could have been due to the fact that the band and the front lady that has been there for at least the last ten years was replaced this year. However



Close fleet racing marked the 1050 series.

Darcy Whiting and crew put on a great performance.

The next day saw seven Elliott 1050s lined up for the first race of their national contest. From Wellington - ROCKSTAR, GALEFORCE, NEDAX BACKCHAT and FLANAGANS CHAIN REACTION. From Auckland were ROOM TO MOVE, OUTA TOWN and SECOND NATURE.

Race 1

Breeze 12-18 knots. BACKCHAT lead the fleet around the top mark. CHAIN REACTION passed BACKCHAT under kite on the second leg and GALE FORCE did the same to her on the 3rd leg. GALE FORCE managed to pass CHAIN REACTION going down to the bottom mark for the last time. Both yachts split tacks and when they came together at the finish there was nothing in it. GALE was on starboard and CHAIN was coming up underneath her on port. A bear away underneath GALE was CHAIN's only chance but we left it too late and had to throw in an emergency tack to avoid collision and that was Race 1. GALE FORCE 1st, CHAIN REACTION 2nd, ROOM TO MOVE 3rd, SECOND NATURE 4th.

Race 2

Race 2 and 3 were sailed back to back (as were races 4 & 5 and 6 & 7). Race 2 started in a light 6 knot breeze. It very much depended on where you went after the start. Two Auckland yachts, ROOM TO MOVE and SECOND NATURE revelled in these light conditions with their newer, fuller No. 1 light genoas and after going the right way after the start virtually led from start to the finish. GALE FORCE, BACKCHAT, ROCKSTAR and CHAIN REACTION all went the wrong way and could never catch the leaders. Finishing places were: ROOM TO MOVE 1st, SECOND NATURE 2nd, GALEFORCE 3rd, ROCKSTAR 4th.

Race 3

After the last yacht finished Race 2 we had about 1 1/2 hours to eat lunch, put on more sun block and rethink tactics for Race 3. After seeing these nice new full No. 1 genoas on the Auckland yachts, we realised the Wellington yachts needed a little more breeze, something over 10 knots would be nice. However this wasn't to be, the breeze had only picked up a knot or so to be around 8 knots. OUTA TOWN was over the line at the start and didn't return and so returned a DNS for this race. Once again it was



Bryan Coleman's CHAIN REACTION, 2nd 1050 in NZ!

ROOM TO MOVE who took the gun for the second time that day, CHAIN REACTION 2nd, SECOND NATURE 3rd, GALE FORCE 4th.

So as we headed into the marina after three races, the correct points score, allowing for a dropped race, was ROOM TO MOVE with a perfect score of 1.5, GALE FORCE with 3.75, CHAIN REACTION with 4 and SECOND NATURE with 5. Two Auckland yachts and two Wellington yachts. Close, but we needed a little more breeze to keep the racing honest.

Race 4

8-10 knots of breeze greeted us at the start. CHAIN REACTION was first around the top mark with ROOM TO MOVE, BACKCHAT, ROCKSTAR right behind. BACKCHAT who was skippered by Ian Stewart and a few other hired guns was going faster in every race but were starting to run out of races. The wind never increased during this race and it wasn't long before ROOM TO MOVE hit the front and it was a procession to the finish. ROOM TO MOVE 1st, CHAIN REACTION 2nd, BACKCHAT 3rd, ROCKSTAR 4th.

Race 5

This was the most interesting of all the seven races as we had a variety of wind strengths and direction. It also though opened the whole concept. We started in a 10 knot breeze and once again CHAIN REACTION was the first around the top mark with the rest of the fleet bunched together right behind. Heading down to the wing mark the breeze started to swing and the reach got flatter and

flatter until we had to gybe to make the wing mark. We decided on CHAIN REACTION to peel to a small kite for what was going to be a very tight reach to the bottom mark. As we were doing so the breeze suddenly freshened from 12 to 22 knots. It caught all the fleet unawares and it became a battle to get kites off and smaller head sails on for the beat back up to the top mark. There wasn't much between all seven yachts going around the bottom, some still fighting with sails. It was then very much a matter of finding the top mark as it was pouring with rain and visibility had dropped considerably. On CHAIN REACTION we had changed down to No. 3 genoa and seemed to be handling the wind and seas a little better than most. We thought the top mark should have been almost a lay through from the bottom yet most of the fleet seemed to be laying off a little. About two thirds of the way up our "on board mark finder" again proved his worth by spotting the top mark slightly to weather. As we were the windward yacht by quite a margin we were first round kite up and gone by 3-4 minutes before the next yacht rounded. It was a great ride down to the bottom mark for the last time and for the little roundabout sitting on the bottom mark with the new compass bearing for the finish, it must of been an incredible sight as we suddenly appeared out of the mist at him. It was then just a matter of who was going to finish 2nd, 3rd etc. Placings were CHAIN REACTION 1st, SECOND NATURE 2nd, BACKCHAT 3rd, ROCKSTAR 4th.

So with two races to go tomorrow and dropping worst performance standings were: ROOM TO MOVE 5.25,

CHAIN REACTION 7, SECOND NATURE 12, GALE FORCE 15, BACKCHAT 16.

Race 6

10 - 15 knots greeted the fleet for the morning race with ROOM TO MOVE and CHAIN REACTION watching each other very closely at the start, neither wanting the other to get an advantage. It was a wonder the rest of the fleet didn't pull ahead. After covering and tack for tack stuff, CHAIN REACTION just nosed out ROOMTO MOVE around the top and the race became very much a two boat race and at the bottom mark for the last time CHAIN REACTION had a 60 second lead on ROOMTO MOVE. With the breeze dropping, a little cover was the name of the game. I will not go on about the importance of covering except to say if we had have we would have won this race. Placings were: ROOMTO MOVE 1st, CHAIN REACTION 2nd, BACKCHAT 3rd, SECOND NATURE 4th.

Race 7

A good breeze of 15 - 20 knots greeted us for the final race. The fleet split up not long after the start and it was BACKCHAT and GALEFORCE that picked the right way to the top mark and for the rest of the race the fleet had to play catch up on those two yachts. Time ran out on the rest of the fleet however and the placings were: BACKCHAT 1st, GALEFORCE 2nd, ROOM TO MOVE 3rd, CHAIN REACTION 4th.

In Summary

It was a great contest and enough can't be said for the hospitality and organisational skills of the Gisborne Yacht Club and all the people of Gisborne. The whole of the Gisborne Ocean Series and Elliott 1050 Nationals was handled by a team of absolute professionals. All the 1050 courses were set by radar off the start boat and were always excellent courses. Even when the wind shifted during the race new compass courses were given. Good work Gisborne and I am sure I speak for everyone who attended the Series. There is no doubt it is the best place to hold a National Keelboat Championship and there is nothing surer than that is where the 1995 National Elliott 1050 contest will be held.

As I got off the plane in Wellington and put on a thick jersey to fight off the rain and cold a little voice said "Are you going to do the series in 1994 Brooksy?" "Just book me in the Sandown, I'll be there."

Final Results

Race #	1	2	3	4	5	6	7	Points
1st ROOM TO MOVE	3	1	1	1	6	1	3	9
2nd CHAIN REACTION	2	6	2	2	1	2	4	12.75
3rd BACKCHAT	5	5	5	3	3	3	1	19.75
4th SECOND NATURE	4	2	3	5	2	4	5	20
5th GALE FORCE	1	3	4	7	7	5	2	21.75
6th ROCKSTAR	6	4	6	4	4	6	7	30
7th OUTA TOWN	7	7	dns	6	5	7	6	38

Wellington - Gisborne '92

Our mission was Gisborne - Bonding started around 10.
The Crew - Two women plus 8 or 9 men.
The forecast predicted a few northerly fronts . . .
God really came through . . . we'd been praying for months!

The start went quite well, a kite run to the Strait,
Then a reach round the corner - sights on the Cape.
An exciting display of sailing to be had -
A couple of broaches, but nothing too bad.

And then there came Palliser - well, what can I say?
What should have taken an hour took half the damn day!
Some boats went off shore but some chose to stay -
It looked like we'd finish about New Year's Day!

Around Table Cape . . . enemy in sight,
With weather conditions still very light.
Then all of a sudden the wind up and died
With RECKLESS so close we all nearly cried!

Fourteen hours later we had just crossed the line . . .
With RECKLESS and WHISPERS somewhere behind.
Two and a half days, but we were finally here . . .
The only problem now was a sad lack of beer!!

Third over the line out of a fleet of sixteen
And the handicap results yet to be seen.
Third on PHRF we found out the next day . . .
It was time for the party to get under way!

We stayed for three days and really had fun.
Stole a statue from SCOTTY'S after a bit too much rum.
With some white Christmas paint we had our own ride -
A red double decker with ARCHON'S name on the side!!

The North Island Yachties just couldn't believe
ARCHON'S ability to pillage and thieve.
We used not a dagger, we used not a rapier -
But RECKLESS'S message was "PLEASE LEAVE US NAPIER!!!"

We left New Year's day, reputation intact,
With Gisborne knowing in two years we'll be back.
We came and we saw and we conquered the fleet -
So next time there's only two others to beat!

Suzy, ARCHON



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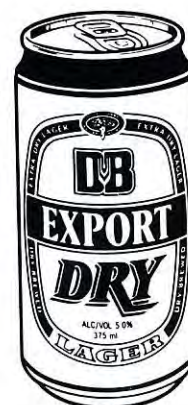
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DB EXPORT

DRY



CRISP & DRY TO THE LAST DROP

Port Underwood Race Weekend

27 - 28 February

by Grant Scoones

The Club's second excursion to Port Underwood in recent years took place over the weekend 27 - 28 February and you could get there direct or via the Brothers, depending on whether or not you were sailing in the long or short Championship Series. Kerry and I chose to get there via the direct route aboard Vince and Alison Belgrave's Roberts 44 TANQUERAY. With fond memories of our last trip to Underwood with Hargy on NIZAM a few years ago, we were looking forward to revisiting the area.

There were 14 starters in the short race and 11 in the Brothers bypass but light winds on the Saturday morning meant a slow start and for the heavyweights like ourselves, KOLOA, SHOGUN and FRISKA (All steel, all slow) the sight of both fleets disappearing into the distance was a bit disconcerting and after making good 300 metres in the first hour, TANQUERAY's Ford 80 burst to life and off we went!

As we motored out through the heads in flat conditions, we passed the bulk of the fleet between Falcon Shoal and Barretts Reef and caught the larger Div I boats off Island Bay as they struggled to make way towards Sinclair Head. It looked like being a long weekend, particularly for those yachts Brothers Bound.

As we motorsailed out into the Strait the wind slowly freshened and by the time we lay abeam Terawhiti we could shut down the donkey and resort to wind power which carried us right down to Point Robertson. The race fleet had picked



CHAIN REACTION - a superbly sailed race resulting in Line Honours, 1st on Club Handicap, 2nd PHRF.

up the wind as well and we could make out the Div I yachts close hauled through the Strait as they raced for the Brothers. As time progressed we could also make out the short course yachts from both Lowry Bay and Port Nick under spinnaker reaching down to Underwood and by mid afternoon as we approached Point Robertson, the faster of the yachts were surfing past us in a 20 knot northerly.

Entering the Port we passed by DAMP VISION on Finish Boat duty and headed

to the overnight anchorage after checking out Vince's mussel farm (not that the mussels were going anywhere at that stage!).

We anchored stern to in a sheltered cove on the western side of the East Arm behind the shelter of a large mussel farm and by 5pm, had been joined by another 10 yachts including RECKLESS, SPECIAL FX, ROCKSTAR, SHOGUN, MOONSHINE EXPRESS, MAX HEADROOM and REDRUM. It looked like we were in for a noisy night!

The night fulfilled our expectations and with TANQUERAY heading for Picton and a paint job, we joined Roger Foley aboard SHOGUN for the sail back to Wellington. As we motored down to the entrance we passed MARISHKA and BOUNCING BACK edging their way up to the finish line which they crossed after 26 hours at sea after striking light airs and adverse tides in Cook Strait after rounding the Brothers.

Worthy of mention was the performance of Bryan Coleman and his crew on the Elliott 1050 CHAIN REACTION who took out Line and Handicap Honours in the long race capping a successful season both offshore and inshore.

We had a superb sail back to Wellington in a northerly of 10 - 15 knots and flat seas and were back at the berth by around 4.30pm.

All in all a great weekend although the light winds at the start of the races meant a number of DNF's.



ARBITRAGE - 1st on PHRF in the Brothers Underwood Race despite a slow start - seen here in light airs off Island Bay.



The Farr 1020 **MAX HEADROOM** took out PHRF and Club overall honours in the short race.



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SPECIAL FX approaches Point Robertson near the end of the short race.

Results

Brothers Underwood Offshore Championship Race

1	CHAIN REACTION	
	Bryan Coleman	10H 25M 55S
2	ARBITRAGE	
	Con Anastasiou	10H 36M 52S
3	NOT GUILTY	
	Dale Barcham	10H 33M 59S
4	ROCKSTAR	
	Graeme Hargreaves	11H 06M 50S
5	RECKLESS	
	Dave McKenzie	10H 56M 02S
6	WHISPERS II	
	Lindsay England	12H 05M 25S
7	MARISHKA	
	Barry Pettengell	26H 20M 41S
8	BOUNCING BACK	
	Peter Brandley	26H 01M 52S
9	BOBBY SHAFTO	
	Tony Cowdry	DNF
10	FLOJO	
	Roger Manthel	DNF
11	GULLEY JIMSON	
	Chris Harris	DNF

Underwood Direct

Short Offshore Championship Race

1	MAX HEADROOM	
	Tasman Syndicate	7H 43M 26S
2	MOONSHINE EXPRESS	
	Rob Tomkies	9H 10M 05S
3	SPECIAL FX	
	Warren Macdonald	7H 37M 29S
4	GUCCI	
	Brent Dewhurst	8H 00M 53S
5	RED RUM	
	Nigel Petrie	8H 40M 51S
6	PERIDOT	
	Charles Clark	9H 41M 36S

7	ALICANTE	
	Clive Snow	DNF
8	FRISKA	
	Bill McClellan	DNF
9	KERLINA	
	Mike Heaphy	DNF
10	KOAMARU	
	Dick Graham	DNF
11	KOLOA	
	Ron Palmer	DNF
12	SHOGUN	
	Roger Foley	DNF
13	SWEET INSPIRATION	
	Tom Kane	DNF
14	TANQUERAY	
	Vince Belgrave	DNF



SHOGUN's Roger Foley with the yellow fin caught near the entrance to Underwood.

The A D Martin Scholarship for Boatmaster/ Yachtmaster Certificate

APPLICATIONS are invited from Junior and Intermediate Members for a refund of tuition and examination fees on successful completion of an approved Boatmaster or Yachtmaster course.

Applications supported by receipts and evidence of qualification should be forwarded to:

**The Secretary/Manager
Royal Port Nicholson Yacht Club
P O Box 9674
WELLINGTON**

Note that grants will only be made to applicants who gain their qualification in the year 1 April 1993 - 31 March 1994 and the Club reserves the right to decline any application.

1993 Island Cruising Regatta Wellington Departure

AS at 18 March there were 61 yachts registered to participate in this year's Cruise from New Zealand to The Kingdom of Tonga (Destinations of Nuku'alofa or Vava'u are optional) and with eight of the yachts from the southern North Island and South Island, Wellington's Peter O'Neil (SILVER SHADOW), who sailed in the '92 regatta and is a starter in this year's event has volunteered to co-ordinate a start from either Wellington, Picton or Nelson for these yachts.

If you are planning to cruise to the friendly isles this Winter and would like to participate in the regatta give Peter a call:

**Peter O'Neil
9 Taumaruru Ave
Lowry Bay
WELLINGTON
Phone: (04) 568-4280**



The Interislander



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Kapiti-Picton Race Results

Fastest Time

FLOJO 16H 09M 04S

Club Handicap	PHRF
1 RECKLESS	1
2 FLOJO	2
3 BOBBY SHAFTO	3
4 ARBITRAGE	5
5 NOT GUILTY	4
6 CHAIN REACTION	6
7 WHISPERS II	8
8 THE BUTCHER	9
9 YOUNG NICHOLSON	10
10 MARISHKA	7

Wellington-Picton Direct Race Results

Fastest Time

FLYING BOAT 8H 36M 15S

Club Handicap	PHRF
1 FLYING BOAT	1
2 GUCCI	2
3 SPECIAL FX	3
4 LEGACY II	
5 PERIDOT	
6 MAX HEADROOM	4
7 IMPULSIVE	
8 MOONSHINE EXPRESS	5
9 KOAMARU	6
NIRVANA	dnf
SHOGUN	dnf
SWEET INSPIRATION	dnf



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Keelers Restaurant News

April 1993

After a successful and eventful 1992, we are now into the New Year, and despite our terrible summer weather, 1993 has started with "Gusto" (No pun intended)!!

Many thanks to our loyal clientele who have shown their attendance regularly - your support is appreciated. There are a few familiar faces we would love to see returning to dine with us.

New Changes

Come and see our new changes and experience the taste delights on our new menu and wine list - check out the prices - you will be pleasantly surprised!!

We have decided to defy the predictions of the "Weatherman" and have adorned our outdoor balcony with attractive new furniture, to act as an encouragement to the Wellington sunshine, which has been well behind the play this summer.

An interesting snippet of information is that last year we were able to utilise the balcony right through Autumn and Winter on an average of 2 to 3 days per week and are confident we will not be disappointed this year either.

Our closure over the Christmas period enabled us the opportunity to spruce up the interior of the restaurant also. It is now sparkling with a fresh coat of paint in many areas, freshly lacquered dining chairs and new table linen. There are many other new "touches" such as the introduction of a new range of music, exciting new floral arrangements, and our infamous "sweet jar" which is proving irresistible. The jaffas are disappearing twice as fast as the peppermints - proving the "Chocoholics" are still alive and well.

Champagne Promotion

Our new champagne promotion has been received enthusiastically. For those not familiar with this game of chance, we have placed a large glass bowl on the reception desk into which, each week, diners are offered the opportunity to place their business cards. Each Friday afternoon a guest drawer is chosen to select a card from the bowl and the lucky winner receives a complimentary bottle of Champagne to enjoy with their next meal at Keelers.

The bowl only contains the business cards of the people dining during that particular week, which increases the odds. It is not imperative the winner be present at the time of drawing and will be notified by post the following Monday.

Friday Nights

Yes!! We are still open for dining on Friday evenings. The new menu is very popular and we are offering specialties of the day that would tempt any appetite.

Our Friday evening "Happy Hour" is operating as usual offering half price beer, spirits and house wine for cash sales, along with tasty complimentary hors d'oeuvres at the bar.

To our regular luncheon clientele we extend a very warm welcome to join us for dinner on Friday evenings - you will not be disappointed - it is advised to make reservations as this service is gaining in popularity every week.

We are also continuing to offer tasty meals in the Wardroom on Friday evenings at \$12.00 per head.

Ladies Luncheons /

Commodores Luncheons

To complement the regular Ladies Luncheons in the Wardroom a regular Commodores Luncheon has also been recently introduced. Interesting guest speakers guaranteed. For further information on these popular social occasions do not hesitate to contact Noelle McDougall (Ph. 384-8700) or Islay McLeod (Ph. 382-9073).

New Corporates

Keelers would like to take this opportunity of welcoming Simpson Grierson Butler White, the newest Corporate Members of the RPNYC. Already your support to our restaurant is evident by your regular attendance and we look forward to a long and enjoyable association.

Armchair Admirals

The "Armchair Admirals" fleet of remote control yachts is increasing - the latest additions being the Port of Wellington, Southpac and Toyota New Zealand. We have recently received a number of requests to purchase new



Keelers own "Santas" wishing their customers a very Merry Christmas on 22 December 1992. Complimentary French Champagne was served to everyone and a most enjoyable time was had by all.

yachts and will be placing an order in the near future. Be sure to give us a call if you are interested and we will give you the details and take care of all the arrangements free of charge.

To those who are already proud owners, do not hesitate to come down to Keelers for a beer and a sail when the mood prevails and the weather permits. We would appreciate a donation occasionally of 1.5 volt batteries.

Boardroom

It has come to our attention recently that many individual members of the Club are not aware that the Boardroom facilities are also available for hire by private members as well as Corporate Members, at reasonable rates.

The Boardroom is equipped with an electronic whiteboard, overhead projector and screen, television and video, stereo, coffee making facilities and a large attractive oval board table which can comfortably seat up to 20 people. This can be hired on an hourly or daily basis through the Club Office (3848700) and Keelers will be pleased to attend to your catering requirements. Perfect for those company luncheons or dinners when privacy and discretion is imperative or simply an ideal venue to hold meetings away from the Office, the telephones and the constant interruptions.

Opening Hours

As a reminder - our opening hours are Monday to Friday for luncheon and Friday evenings for dinner. The other evenings are available by arrangement for private functions, dinners, cocktail parties, weddings etc. With no hire charge and at very competitive rates. Be sure to give

us the opportunity to quote at no obligation if you are considering any forthcoming special events.

Any suggestions

Let us all make 1993 an exciting and successful year. If anyone has any suggestions to make to improve or extend the services Keelers can offer to you, Anne or Robyn are always ready and willing to listen. Phone us on 385-6963 - we are only a phone call away and look forward to hearing from you.

Special Thank You

Keelers would like to take this opportunity of saying a special thank you to Noelle and Grant for their daily support and assistance with administrative tasks and queries and their willingness to give of their valuable time.

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The Wellington Slipway Scene

An Overview by Bill MacQueen

WITH the completion of the marinas at Seaview and Chaffers Beach, Wellington seems well poised to cater for the Wellington boat owners. However, there is one real omission that has come to the fore and that is the means whereby boats can be slipped for maintenance and other necessary work which requires an extended period when the boat will be out of the water. Wellington at present is so poorly served with slipping facilities that it is laughable. The only way that a boat of more than 15 tons displacement can be taken from the water in the "Harbour Capital" is by using the floating crane HIKITEA or by using one of the large mobile cranes provided by local operators, both options being a fairly expensive exercise.

There is a poorly equipped and maintained facility at Evans Bay which recently because of the slipway rails has had to have an embargo placed on the size of vessel that is slipped, dropping their upper limit from 25 to 10 tons. Evans Bay Yacht Club is primarily a small boat club fostering centreboard yacht racing and trailer sailers with little emphasis on keelboat racing and believing perhaps that the slipway is there only as a source of revenue expecting local bodies to provide the finance and maintenance to keep it operational.

The Slipway at Shelly Bay which used to cater for the larger and heavier yachts, launches and commercial vessels has fallen into disuse because of the former operator going out of business. Now the area has reverted to government control and is no longer available to cater for the needs of the boating public. Our

Club slipway in the Clyde Quay Boat Harbour also has an embargo with 15 tons being the limit weight of a boat that can be hauled, but in addition this Slipway is needed for short term or quick slipping for the racing yachts and therefore is only available to members for a limited period of three to five days, barely enough if one is contemplating a total repaint of a vessel and disastrous if one experiences three days of rain.

Mike Muir and associates at Greta Point have a tractor operated straddle carrier which can lift boats up to about ten tons but once again it is constrained by the depth of water available at the seaward end of their ramp at low tide.

Having been involved with boating in Wellington since 1945 I can say from my own personal experience that the operation of slipping and moving boats for storage at Evans Bay Slipway has not changed in 48 years. The only thing that has happened is as one gets older it becomes more difficult and dangerous to move boats around in this way. Although a slipping facility is to be installed at Chaffers Marina it appears that this will only be a straddle lift with a floor that will slide under the boat to give access to the boat's bottom. This facility may be fine for a quick clean, changing



LADY ELIZABETH III on the Mana travel lift.

a propeller, or for some other minor maintenance but it does not meet the need for extended slipping.

The call is for private enterprise to move into the field and provide hauling out facilities but for this to happen there must be a guaranteed return on capital expended which could be as much as a half a million dollars and guaranteed usage so that the facility can turn a profit. At the present the larger vessels leave the capital taking their business to Picton, Nelson, Mana or even Wanganui. This creates a terrible loss of revenue to the local economy and the business operating here in the maritime field.

With the establishment of the Marina at Mana the slipway with a cradle similar to the one presently operated by the Club, soon became obsolete and it was found necessary to provide a more suitable means of hauling boats. The present straddle carrier at Mana was bought from

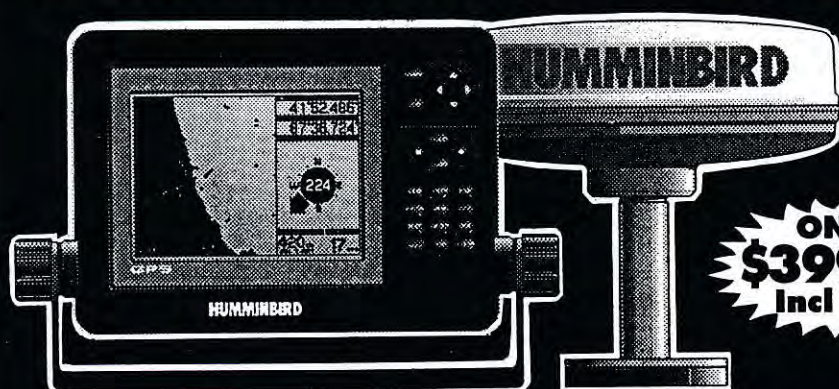


Floating crane HIKITEA launches University launch TIROHIA.



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Port Nick's Slipway.

Auckland and since its installation has proved to be a boon to both the operators and the users. To see this machine in operation one can only wonder why people persist in trying to handle boats on trolleys and rails when the straddle can pick a boat up and move it to where it is to be stored in such a short time. A wash

down area adjacent to the jetties on which the straddle runs collects all of the effluent from the bottom of the boat in a sump which precludes the pollution of the area and is in harmony with the Resource Management Act. The Mana Cruising Club was able to finance this project by creating a trust and selling off on thousand dollar bonds which entitled the owner of the bond to one free lift with four days storage once a year. At the end of a ten year period the bonds will be refunded. The remainder of the finance necessary for the project was provided from Club funds. The straddle is available to commercial vessels at competitive rates and provides as well further income for the trust. There are on average eight movements of the straddle per day but according to Bob Spearman the operator, handling 14 boats in one day is not uncommon. With a facility of this nature at the southern end of the harbour located possibly at the present Evans Bay Yacht Club Slipway or at the northern end of the Evans Bay Marina where there is the room to operate a machine of this size, boat owners of vessels both large and small could be well served for years to come in a manner that is modern, effective and a means whereby the local boat owners can support the local mari-

time businesses helping also the economy of our harbour capital. Finally, a facility of this type is definitely needed in Wellington to cater for all classes and types of small vessels but it can only happen if boat owners will support the concept. Think about it.



Shelly Bay - decommissioned!

The Absolutely Positively Wellington Crew

By Barbara Hargreaves

Elaine, Debra, Karen, Michelle
Carol, Deb, Ken, Colette and Mel
Up to the City of Sails they went
To try their skills and improvement
They etched their courses & trimmed their sails
Ready to face the tides and the gales
Up to the start the timekeepers tense
Skippers all nerves & the crew in suspense
Bang went the gun, a really good start
Crew working together all doing their part.
They sailed amongst the best
They sailed amongst the worst
They were never quite last
But never quite first
They felt dejected they felt left out
They gave it their all and just missed out!
Never mind sailors - 1994 your aim
Make a fresh start and try once again
Like Robert the Bruce - never give in
Just keep sailing, I'm sure you can win!

Rod rigging defect robs ROCKSTAR of result

FAILURE of a rod rigging end in the Island Bay Mark Foy Race cost ROCKSTAR her mast and a placing in the ANZ Championship Series for the season.

ROCKSTAR was close hauled in 25 knots of southerly off Ward Island when the rigging failed and her mast collapsed. Nobody was injured in the incident and after the shattered rig was retrieved, ROCKSTAR returned safely to her berth at Clyde Quay.



Hargy hopes to have the boat re-rigged within a month or so.

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A Blow for BRITISH STEEL

By Islay McLeod

IT was the Roaring Forties that amputated her mast and now an uneasy crew steadied themselves on deck against "Forty Bastards" across Queen's Wharf. Tide was telling them to go now. Locals were suggesting they don't. Skipper Richard Tudor knew they had precious little time to catch the rest of the British Steel Challenge Fleet in Hobart. Her new mast was waiting there. But he also knew about Cook Strait and, with forty knots plus in the harbour, decided to wait in Wellington until dawn.

Next morning she was gone. For the Royal Port Nicholson Yacht Club, her visit was literally a windfall. We first heard it on the news. BRITISH STEEL II had been leading the round the world race until she was demasted. The nearest landfall at the time was the Chathams. From a breather and more crayfish than you could shake a stick at there, she headed for Wellington with our repair facilities.

For a yachting, there are few sadder sights than a boat with a broken mast. One of those other few has to be the faces of the crew. On board, Skipper Richard Tudor and three other professional crew were joined by amateurs who'd paid NZ\$40,000 each for the once-in-a-lifetime experience of sailing 8 months, 28,000 miles around the world . . . the wrong way!

The race marks (it finishes in May) the 21st anniversary of Chay Blyth's record-setting, non-stop and solo circumnavigation on the same east/west

course, aboard the original BRITISH STEEL. Ports of call scheduled from Southampton are only Rio de Janeiro, Hobart and Cape Town. Auckland was originally planned until it was realised they could tie up with the Sydney to Hobart fleet. Wellington wasn't on the list!

On Wednesday (seldom a big traffic night for the Wardroom) 6th January (most members out of town) the Commodore invited the BRITISH STEEL II crew and local British Steel representative, Paul Orr, as guests for drinks. In the true spirit of "hands across the water", it was a most pleasant evening. An opportunity to learn more about the event than we might otherwise and meet a very valiant, though disappointed, crew. The famous British "stiff upper lips" could slip a little in the midst of like-minded yachters and we felt for them.

We didn't miss the opportunity to point out that in two years time when the race is run again, we'll have the Sydney-Hobart fleet in Wellington so they might consider making us the "official" port of call next time!

Some Technicals

The ten identical yachts were designed by David Thomas and built by British Steel in Devonport. Each hull took six weeks to paint - 6 coats inside and 10 outside. Each carries 1899 litres of fuel and 1123 litres of fresh water. There are 1km of sheets and halyards. The keel is 12 tonnes of cast steel. The deck is 4mm stainless steel and the 4mm steel hull plates are bent as 660mm wide strips and welded.

Overall Length:	20.42m(67ft)
Beam:	5.26m
Draught:	2.82m
Displacement:	33.0 tonnes
Sail area: Main:	86.02 m ²
Genoa:	137.49m ²
Spinnaker:	351.17m ²



The jury schooner rigged BRITISH STEEL II stopped over in Wellington before heading to Sydney to fit her new mast.

New Members

We welcomed the following new members to the Club over the months December, January, February and March 1993.

Mr P J Beatson	COU
Mr A J Brow	INT
Mr J B Buckley	INT
Mr G Chatson	SEN
Mr P Dunn	SEN
Mr A W Freese	COU
Mr S Gebbie	SEN
Miss A Gibbons	JUN
Miss S Gibbons	JUN
Mr P E Giles	SEN
Ms G Houser	SEN
Mr S Kelly	SEN

Mr T J Kelly	SEN
Mr M W Laurie	JUN
Mr N R Laurie	JUN
Mr A E McCallum	SEN
Mr H D Menalda	SEN
Mr G C Moody	SEN
Mr C Murray	SEN
Mr J Nicholson	SEN
Mr I J Perry	SEN
Mr S B Perry	JUN
Mr D W Petersen	JUN
Ms D R Pryde	SEN
Ms B Reid	SEN

New Yachts

ERAZER (Elliott 7.8)
C G Hargreaves
NEDAX BACKCHAT (Elliott 10.5)
A Phillips
NORTH WIND (Smith 9.5)
P McMillan
RAN TAN (Raven 26)
P C & A C van Melle
SIRIUS (Warwick 36)
D L Oakley
TEIGENES (Burns 31'6")
G & Y Roberts
VAMOOS (Hartley Reality 12.5)
J Bradley

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**"IF YOU CAN DRAW IT . . .
WE CAN MAKE IT"**

GUCCI takes out George Janis / REDKEN Womens Wednesday Night Series

THIS years Women's Wednesday Night Series was an unqualified success as there were nine fully crewed yachts and four consecutive Wednesday evenings of fine weather.

Race 1 brought light winds which provided perfect conditions for the new crews to sort-out teamwork without too much pressure and almost every yacht flew a kite which showed that yes indeed, RPNYC has many women who can sail.

Race 2 brought fickle winds, droopy spinnakers and a constant exchange of positions throughout the race. TEN SPEED persevered and received line honours as well as first in handicap.

Race 3 was sailed with excellent winds from the north and also, was with drama as one of ARBITRAGE's crew (who now by the way, has nothing but respect for Wellington by what's known as a "boom". This club member was rescued by the TE ARO crew. Thanks to the pleading screams of her fellow crew, John Brooks heroically jumped into the sea and pulled her aboard while Ken

By Sherry Thornburg

Burt drove TE ARO to meet the Wellington Free Ambulance. Luckily, the crew person was without major injuries and was discharged from the hospital later that evening.

Race 4 was less dramatic as the winds were once again light and a few yachts were not racing because they remained in the Sounds after the Cook Strait Race. Line honours for Race 4 went to FLYING CIRCUS while GUCCI placed first on handicap.

George Janis in association with REDKEN were the generous sponsors of this series and presented lovely gifts of wine, Redken hair-products and gift certificates for each race. From an administrative point of view, the series was a success as it gave women the

chance to sail in a friendly yet competitive environment. Over 50 club members participated and 9 yachts sailed. Congratulations to all of the skippers and crew - we hope to see everyone again next year. And thank-you to all boat owners for the generous usage of your yachts with a special thanks to Mary Clark of PERIDOT for accommodating the eight women who wanted to crew but did not have a yacht nor skipper.

The club wishes to thank George for his continued support of RPNYC sailing and the contribution REDKEN has made to the George Janis / REDKEN Womens Series. We hope to see this prominent partnership involved with the Womens Wednesday Night Series again next season.

Wednesday Night George Janis/Redken Series Results

Race number	1	2	3	4	Points
1 Gucci	1	7	4	1	133.0
2 Marishka	5	2	2	3	131.0
3 Ten Speed	2	1	6	5	130.5
4 Sirrah	7	3	3	2	130.0
5 Flying Circus	4	4	5	4	126.0
6 Arbitrage	6	5	7	7	120.0
7 Innovator II	3		1		88.5
8 Peridot	8	6			78.0
9 Putting It Right	9			6	40.0



The winning Gucci team.

*Standing (l to r): Christine Eagar, Michelle van de Ven, Carole Dewhurst, Gerry Booth, Lisa Geismar, Katherine Sillars
Sitting (l to r): Belinda Gibb, George Janis, Adrienne Weeks.
Absent: Adrienne Stanton.*



**"Who said
Young 8.8's
were tender!!!"**

**MELTDOWN in a
compromising position
in Double Cove.**

FLUENT

Information Wanted

If any reader has information about the above vessel which apparently had some Wellington connections back in the 1940's would they please contact:

**Del Hogg
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WELLINGTON
Tel: (04) 384-9198 (W)**

Cobar Radio

The Voice of Mount Crawford

ONE day in early 1972, after the completion of the Wahine salvage, the radio equipment used by the base-ship Holmpark and the shore Salvage Office was given to the crew of the Wellington tender Sharon J to be used for communications between Wellington fishing boats and a Base Station to be established on the shore, all in the better interests of safety of life aboard fishing boats in the Cook Strait and adjacent coastal areas. On that day Cobar Radio was born.

The station was first established at a secret location at Point Howard with a Teleradio 70, and it maintained a continuous listening watch on 2638 kHz for the benefit of the local commercial fishing fleet. In 1974 the secret location was moved to Mount Crawford in the Maupuia subdivision, and the call sign Cobar was initiated by the local fishermen. In 1976 the radio equipment was upgraded courtesy of AWA (NZ) Ltd, who struck a deal with the commercial fishermen with the introduction of SSB. A Teleradio 100 and a TR245 VHF were installed, and a member of the Wellington Sea Rescue Service (who just happened to be a Radio Inspector) recommended that the equipment should be licensed - and thus ZMH 28 - Wellington Fishermen's Radio was born. This was such a mouthful that the locals kept using the call-sign Cobar. The listening frequency changed from 2638 kHz to 2045 kHz, and 4419.4 kHz. 4143.6 kHz, 6218.6 kHz and VHF Channel 74 were added and three regular schedules a day were established.

The station worked very closely with the late Betty Baker of Cape Jackson Radio (in those days Tiki Radio) and many fishermen and yachties alike were spared a swim in the ocean by the combined efforts of the two stations obtaining assistance for those in difficulties. Over the years, with the introduction of repeater channels and better communications equipment, facsimiles and weather fax, we have worked together to make the Cook Strait area safer for all who venture out in sea-going craft, large and small.

Cobar Radio now runs four schedules daily. At 0515 hrs, on 2045 kHz and VHF Ch 62, the weather forecasts for the areas from Kawhia to Fox and Waitaki to Nick are broadcast - and at 0745, 1245 and 1845 the weather forecasts for the areas D'Urville, Cook, Castlepoint and Clarence are broadcast, repeating from 4 mHz and 6 mHz as required.

The station is operated by a single operator who over the years has gained an intimate knowledge of the central New Zealand area, and the people who work in it, the small settlements that rush to the aid of vessels in distress at the single telephone or radio call - they render all possible assistance, often with very little thanks, but they are always on hand if needed.

It also has the extra advantage, in distress situations, of having the same radio operator working throughout an operation - even if it lasts 63 hours like it did on one occasion.

I must not overlook the valuable assistance my last wife gave me in these SAR operations; all calls documented and endless cups of coffee were produced. Her passing was a sad loss within the confines of the Station.

Cobar Radio covers the Wairarapa and Kaikoura coasts as well as Cook Strait. The service has been extended to yachties and small boats as well as the commercial fleet, and at the request of Port Nicholson Association Radio provides weather and other safety messages on their nominated channel.

As the Small Boat Safety Merit Award on the radio room wall states:

"No matter whether the craft be large or small, the service provided by "Cobar Radio" is in the best interests of Safety of Life at Sea"

Ronald Smith - Cobar Radio

(Reprinted from SEA RESCUE - January 1993)

Notice to Mariners

NZ 332 NEW ZEALAND - South Island - D'Urville Island - Te Aumiti (french Pass) - Admiralty Bay and Current Basin - Radio Reporting Points

1. Insert the symbol for a radio reporting point, with legend (see Note) below, in magenta, in the following positions:-

Position Orientation

- (a) 40°54'.5 S., 173° 53'.1 E. 246°
- (b) 40°57'.2 S., 173° 47'.7 E. 052°

2. Insert the accompanying note below the title in position 41°09.9 S., 173°45'.7 E. (on Chart NZ 615, in position 41° 20'.8 S., 173°54'.5 E.).

Charts (last correction) - NZ 614 (215/92) - NZ 615 (331/92). Maritime Transport, Wellington. (TEAUMITI(FRENCHPASS) - RADIO REPORTING POINT. All vessels intending to transit Te Aumiti (french Pass) are to give warning to 'All Ships', 10 minutes before reaching the narrows, on VHF Channels 16 and 63.)

NZ 333 NEW ZEALAND - South Island - Marlborough Sounds - Tory Channel Entrance - Radio Reporting Points.

1. Insert the legend (see Note) in magenta close below the radio reporting points in the following positions:
 - (a) 41° 15'.3 S, 174°22'.8 E.
 - (b) 41°14'.4 S, 174° 15'.5 E.

2. Insert the accompanying the note below the title in position 41° 12'.1 S, 174° 03'.7 E. (on charts NZ 463 and NZ 463F in position 41° 14'.0 S, 175° 08'.4 E, and on chart NZ 615. In position 41° 21'.8 S, 173°54'.5 E.)

Charts (last correction) - NZ 6153 (287/92) - NZ 463 & NZ 463F (287/92) - NZ 615 (332/92). Maritime Transport, Wellington. (TORY CHANNEL ENTRANCE - RADIO REPORTING POINT: Ten minutes before arriving at the E entrance to Tory Channel, all vessels whether inward or outward, are required to transmit a message to 'All Ships' giving warning of transit. If practicable, this message is to be transmitted on VHF Channels 16 and / or 63, and / or RT 2182 kHz.)

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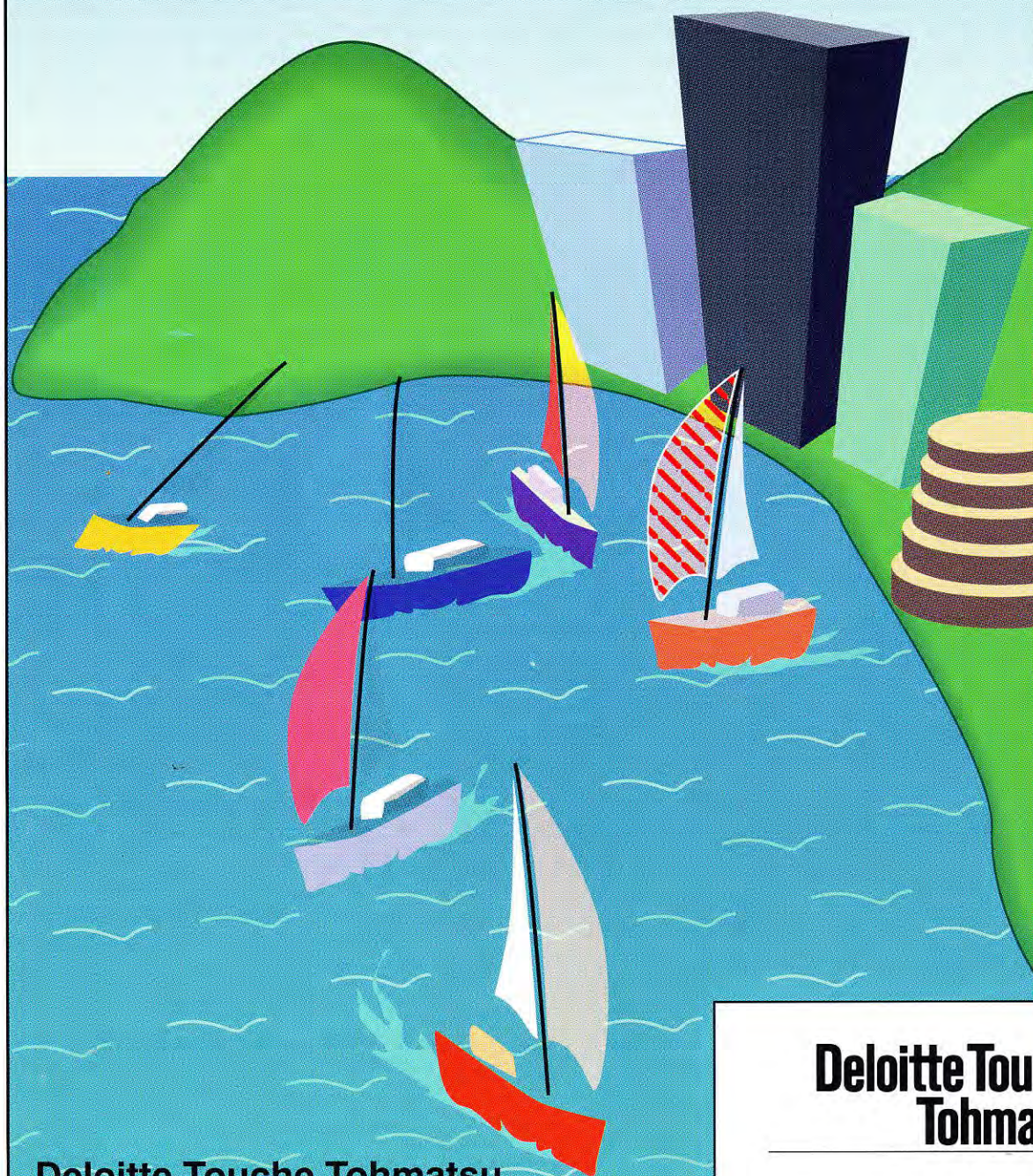


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