

The Rip

OCTOBER 1993



MAGAZINE OF THE ROYAL PORT NICHOLSON YACHT CLUB (INC)



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The Rip

ISSN 1171-1779
Vol. 12 No. 3
OCTOBER 1993

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

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Opinions expressed

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

Printed by Format Publishers Ltd,

The Esplanade, Petone.

All correspondence should be directed to:

The RIP, P O Box 9674, Wellington

Cover: ENZA NEW ZEALAND makes home port -
Wellington, October 1993.



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Ketch WAITANGI



I am writing to you, seeking information on the ketch, WAITANGI.

My Grandfather, Charles Montrose Jenkins, was a part owner of the vessel in the early part of this century, with a Mr Percy Gibbs.

After many years of fruitless research, I am now in receipt of copies of newspaper clippings, sent to me by my brother in Gisborne, one of which refers to the model WAITANGI, presented to your club a number of years ago.

I was born in Wellington in 1933 and attended the Lyall Bay Primary School. I believe that at one time the WAITANGI was dismantled, the damaged mast was subsequently presented to the School and stood, in my time there, as a free standing flag pole.

Any information that you can offer, particularly 3rd angle projections and hull lines to enable us to build a scale replica of WAITANGI would be appreciated, alternatively if you could suggest a Maritime Museum or Archive that we could contact. The modelling of WAITANGI will be a challenge and a pleasure, and I thank you in anticipation for whatever help or information you can offer.

DAVID JENKINS

(Can anyone help? - Ed.)

Coastal Classic



FIVE of the crew of WHISPERS II partook in their 4th Coastal Classic yacht race from Auckland to Russell in the Bay of Islands at Labour Weekend. This time they sailed on a 42ft cat owned by Barry Ogilvie, one of WHISPER's crew.

A very fast race in which each division broke line honours records. We were 10th on line (out of 160 starters) and second in class.

The race was sailed in fresh southerly sector breezes and apart from the final beat into Russell comprised lovely reaching and running conditions. The Given cats can fly - 25 knot bursts and lots of 18 - 20 knot periods. Time to finish was just over 11 hours.

This is the third 2nd placing that the WHISPERS boys have gained in the last four races - the previous ones being on PACIFIC SUNDANCE and John Oldfield's 32 footer CHAMELION - a Young Rocket.

John Oldfield won his division this year and starred in a magnificent broach at North Head that had most of the keel on display!

Robert Tomkies was well applauded at the Prizegiving for taking his boat to Auckland to do the event. Prizes amounting in total to \$40,000 were given out at the Sunday morning prizegiving breakfast.

LINDSAY ENGLAND
WHISPERS II

Congratulations



The Editor

I feel the time is long overdue for someone to express in writing their congratulations to yourself and Noelle for your combined efforts in producing what must surely be the best yacht club magazine in New Zealand.

The RIP has always had a high standard of production but it has come a long way; with colour and imaginative layout; from seeming to be the magazine of the Funeral Directors Assoc., with its funereal black colour and (to some) incomprehensible name.

Keep up the good work!

JOHN MANSELL

A Plea!



Port Nicholson Association Radio

Notice to all VHF Operators in the Wellington Area

IN August we sent out over 300 subscription invitations to boat owners who may wish to use their VHF Radios on Channels 62, 63, 65 and 01 in the Wellington - Marlborough Area, but to date we have had a very poor return. If you are using any of the channels but have not yet paid, we would appreciate your subscription as soon as possible, please.

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

Keep it in mind that every time you receive on Ch 62, whether you transmit or not, the repeater is operating and must be paid for. You now need to pay only one fee - either to PNAR or MMRA. Please join now . . .

For further information please contact

Colin H B Baylis
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WHISPERS II
CHAIN REACTION



FLOJO

Short Race

Line Honours:
TEN SPEED

Club:
ANDIAMO
TEN SPEED
PERIDOT

PHRF:
GUCCI
MAX HEADROOM
SILVER SHADOW

IMS:
MAX HEADROOM
SILVER SHADOW
RECKLESS



ANDIAMO II

THE Club has roared into the 1993/94 season with a vengeance. The season promises to be both demanding and entertaining if the evidence, to date, is anything to go by.

Opening Day

This was a glorious day in all respects. The weather was outstanding and the Club's showing spectacular. The season was once again opened by the Club's patron, Her Excellency, The Governor General. The opening was also attended by representatives from the Chilean training vessel, THE ESMERALDA, and this provided an opportunity to establish relationships with the Chilean Navy, which I am sure will stand us in good stead in the future.

Opening Day was sponsored by CS First Boston, to whom I would like to extend my personal thanks and gratitude.

Racing

We are well into the ANZ Back to Back Championship Series and have made a start on the CS First Boston Harbour Series. The short courses and pressure sailing of the Championship Series, have brought both trials and tribulations to the fleet. In my view, this has been a most worthwhile innovation in the Club's racing programme. It is already testing skills and tactics, sometimes with associated frustration and exasperation but, at the end of the day, I know that it will bring a quantum leap in skill and performance level.

On Thursday the 26th of October 1993, we launched the Southpac Offshore Series. Once again, this was an impressive event, well enhanced by the professionalism shown by Southpac in their preparations for the Series. The season promises to be vigorous and demanding, both onshore and offshore and we all look forward to the ongoing contest with great enthusiasm.

ENZA

The apple and Pear Marketing Board's flagship ENZA NEW ZEALAND, arrived in Wellington Harbour on Friday the 15th of October, 1993, with a star studded cast. Wellington turned on a spectacular welcome, which

set the scene for an impressive and gruelling weekend. ENZA delighted the welcoming fleet with a blistering run down the harbour, in the course of which she lifted her starboard hull, well clear of the water, and attained a speed in excess of 30 knots. The whole event was a spectacular success, once again providing immense interest and entertainment for both Club members and the wider public.

Chaffers Marina

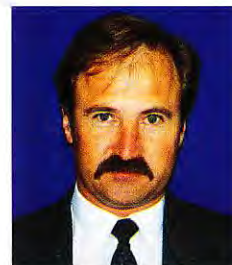
Chaffers Marina was officially opened by the Prime minister of New Zealand on Sunday the 17th of October 1993.

Once again, we congratulate our friends at Lambton Harbour Management for their foresight with this project and assure them of our support in every way.

Air New Zealand Champagne Mumm Regatta

This regatta is scheduled to take place in Auckland between the 9th and 20th of February 1994. Interest in the regatta is high and entries have been received from as far afield as Australia, Japan, Germany, Hong Kong and England, as well as from throughout New Zealand.

It is our intention to have a Royal Port Nicholson Yacht Club team par-



ticipate in the event, and we hope to be in a position to crystallise this intent with more detail in the very near future.

Tasman Triangle

Preparation for the staging of the Tasman Triangle in December 1994 and January 1995 continues apace. Formal announcements are expected in the course of the month. Once again, another major step forward for the Royal Port Nicholson Yacht Club.

Appreciation

Once again, I would like to thank you all for your commitment and contribution to date and ask you to continue this into the future. Whilst the Club is operating in an increasingly complicated environment, ultimately it can only continue to survive, successfully, with your wholehearted contribution and support.

I have no doubt that given that, we can make great strides into the future.

CON ANASTASIOU
Commodore

ARBITRAGE upgrade



Sporting a new kevlar main and bulb keel this season is the Commodore's Young 11 ARBITRAGE, seen here in action during the closely contested ANZ Championship Series, Con on helm, Duffy mainsheet.

EXPERIENCE THE CHALLENGE!



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Join the 1993 Fay, Richwhite Corporate Yacht Race on Saturday 27 November on Wellington Harbour.

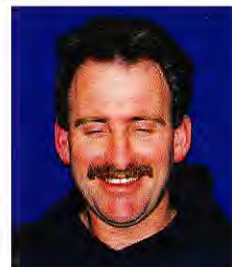
To obtain crew entry forms and other details for the 6th annual Corporate Yacht Race contact Grant Scoones, Royal Port Nicholson Yacht Club, P O Box 9674, Wellington. Tel: (04) 384-8700, Fax (04) 385-1603



IN SUPPORT OF THE RPNYC SAILING ACADEMY



Vice Commodore



THE recent calendar has been a hectic affair, the months of planning are now bearing fruit. The events themselves are reported elsewhere in this edition of The Rip. Rather than give you yet another version of the same reports, I would like to take a look forward. Not only at the type of development that is necessary for the Club, but also at your role in such developments.

As we are all aware, any organisation that does not plan, does not grow. The Sailing Committee have also taken just such an attitude, and have identified a number of strategies which will directly affect many Club members and the growth of the on-the-water programme. In addition to the areas identified and targeted, there are a number of concern areas, challenges for which no solutions have yet been identified. Further there are challenge areas not even identified, let alone solutions.

Rightly or wrongly, decisions are made in good faith. The goal is to consistently improve our on-the-water activity, in every facet. Your input, as a member, is the critical factor.

As an example of how to turn a problem into a solution, a recent approach to the Cruising Captain, by skip-pers in the Cruising Division resulted in a variation to the CS First Boston courses for that fleet. Simple, you may think, however it is important to identify how such a "simple" solution can be provided to create a more user friendly programme.

So let us have a look at how you, the member can make a difference.

Club Members Guide to Being Heard

Over the last few months, I have experienced three typical approaches, of varying effectiveness. I shall outline these, and allow you to judge which may be of the most suitable method to achieve your goal.

Approach 1 Hellfire and Brimstone

This method is popularly utilised in the Wardroom, there are a few simple rules. Firstly, cull out your target Flag Officer just before they get to the bar

for their first cold beer after a hard day on the water. Secondly, flare your nostrils and turn your eyes up to that magic shade of burning red. Next, turn your ears off and engage your mouth at 78 rpm. Say your piece, curse the administration, threaten the worst. Finally, spin on your heel feeling satisfied that you gave that "sucker" a good piece of your mind, and then . . . do nothing.

Approach 2 Sulk and Sneak

Once again, a popular spot for this is the Wardroom. It really is a simple method, probably the same used by Urban Guerillas throughout the world. It involves working yourself into a state of discontent such that you convince yourself that you are too insignificant to make a difference. You resolve that due to your discontent, your bat and ball will remain firmly on the shelf at home. Stage two is more intriguing, you then gather a number of other members into your circle of malcontent and hold court in the darkest corners of the Wardroom. The only item on the agenda at any given meeting of this group, is why nothing ever gets done around here.

Approach 3 How about this . . .

This approach sort of sneaks up on you, it can be by letter, phone in the

Wardroom or just about anywhere. Some of the aspects of approaches one and two are present in this type of approach. I guess the difference is in the delivery, typically the problem has been identified, a solution thought out and in most cases, the affected group have been polled for their reaction to the proposed solution.

Summary

We have a Club which operates a programme for the members, the programme is developed by the members, and that means you. I look forward to any positive and constructive input that you can provide, to further develop the prestige of our Club.

The strength of our programme has been in our willingness to vary the programme, this attitude will continue to be fostered. Our most immediate concern areas must be to boost the participation of the cruising fleet and to cater for the needs of our launch crews. These are my thoughts, how about letting me know yours.

PAUL CUDBY
Vice Commodore

OBITUARY

Mr P B (Peter) Guiney

Well known Wellington yachting personality Peter Guiney died suddenly on 28 October.

An experienced yachtsman with a wide circle of friends, Peter was a valued member of both Port Nick and Lowry bay Yacht Club and will be sorely missed.

The Club's sympathy is extended to Bernice and family.



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Rear Commodore

Guns and Roses

NO, not the rock group. No, not the life of Sonja Davies. Yes, life around RPNYC lately.

Just on the QT, the Governor General and Mayor of Wellington were T'd up for a "quiet" sail on our Academy boats on Sunday September 5th. True to form, up blew a gale of 65 knots plus that severed boats from their moorings in the Marina! Her Excellency was reported at check-in time at Government House as saying, "I'm game if they are". We weren't. Plucky woman that!

So with some trepidation, we faced a bleak prospect for Opening Day. After last year's Southerly blast and the Father's Day Special just gone, Dame Catherine was as nervous about "Three in a Row" as we were. But no, the jinx was broken and the day broke out as sunny as her smile when the band struck up.

Guests on Opening Day were Lt Commander Reinicke and Midshipman Dorres from the Chilean Training Ship *ESMERALDA*. RPNYC has an arrangement with the New Zealand Navy to extend the courtesy of our Wardroom to the officers of visiting (and our own) Navy ships when in Port. This, was extended to an invitation to Opening Day when our Commodore who was invited aboard the *ESMERALDA* for cocktails on the Friday. As to who, ultimately, hosted whom, it's a moot point and let the photo decide. All I can

say is that there's a whole crew of Chilean sailors very confused about the salutable status of the woman with a onestripe naval uniform, endlessly dancing to the South American beat of the *ESMERALDA* band, at Shed 5, around 11.30pm, with their Second-in-command . . . what Navy specifies cream high heels?

Then, just as we were co-ordinating the arrival and stay of our friends from Mana on their ANZ Mana-to-Wellington Race we hear ENZA NEW ZEALAND is coming to town. One calendar slash between RPNYC assisting Lambton Harbour Management, and "Chaffers" is moved to "ENZA Weekend". What a weekend! . . . Just to digress for a second - what is it about these famed Round-the-World skipper? One look at the chart of Wellington and they're on the mobile for a forecast from your Rear Commodore! Dalts did it from New Plymouth. From ENZA, it was the Bay of Islands! Maybe they think I've got stronger cell phone batteries to the Met Office and Ron Smith!

Anyway, Friday October 15th was a yachties dream. And we whole heartedly thank all our mates in Wellington for turning out and turning on an Absolutely Positively Wellington welcome like no boat has ever had before . . . the Pilot Launch, Lady Elizabeth II, Kupe and Toia and all our support craft. On shore, a full Maori welcome from Ngati Poneke and the Mayor of Wellington waiting with Club and Port dignitaries.

(The bitterness of the early morning northerly thoughtfully broken for our Mayor by Shirley Martin borrowing an Academy Line 7 jacket).

Next day, the ANZ Championship Races were a spectator's thrill as ENZA NEW ZEALAND cruised VIP tours around our fleet. The Bow Tie and Blazer Party was highlighted for me by our great



band, our wonderful bar staff, and Waylon's rendition of Havanagela. (Rumour has it our "Rocker's" making a comeback!)

Unfortunately, a four hour turnaround left me short on "pew" but, again, another highlight when George, the cameraman whose footage held us all to the edge of our seats during the Robin Knox-Johnston and Peter Blake address, presented our Commodore with a burgee from his home Club in Wales.

Next? The Big Event. The Opening of Chaffers Marina. I am constantly astonished at the achievements of Lambton Harbour Management, for such a small company - only six! Everything went as smoothly and gently as THE RHONA easing into the water (Thanks to Doughy and Sleethy for the last minute call for Te Aro!).

At 12.30, on Sunday 17 October, it was all over bar the Reception Line for luncheon guests of Lambton Harbour Management.

Guns and Roses? Well, helping to hang ENZA's arrival and the Opening of Chaffers together was our own crown Cruising Captain, Brian Parker, and his "Big Bang Boys" - the cannons fired big, loud and on time both times. Magnificent.

Roses? The laughter in Robbo's voice when she told me they'd dropped the ENZA crew back from Friday night at 2 am on Saturday . . . Bob Daniels delight at being introduced to his hero, Robin Knox-Johnston . . . Bob and Les Evans saying "thanks" with a bottle of wine for me and Annie Carrad . . . working hard with a tight team of the Sailing Committee, Office and Bar staff . . . the flowers, still fresh in their vase as I write this, from Lambton Harbour Management.

ISLAY MCLEOD
Rear Commodore



Enjoying some Chilean hospitality are Lt Commander Reinicke, Rear Commodore Islay McLeod, Commodore Con Anastasiou, Vice Commodore Paul Cudby and Annette Volkner.

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Cruising Captain

THE new season was opened in the usual style on an unbelievably fine day, following a week of foul weather. And the good news from the Met. boys is that we can look forward to some great

sailing weather throughout the summer months.

The Cruising Division was well represented in welcoming ENZA to Wellington with several launches escorting

her into Chaffers Marina. The cannons were on hand on this occasion, and at the Chaffers Marina opening, to ensure that proceedings went off with a BANG!

On the racing scene, shorter courses (with less on-the-wind work) seem to have found favour with the majority of cruising boat skippers. This



has resulted in greater turn-out and it is hoped also that those boats, which have previously held back because of limited crew or the long duration of races, will now be encouraged to have a go.

I would like to take this opportunity to welcome the newcomers to the Cruising Division, namely MONIQUE and INSTIGATOR.

See you on the water.

BRIAN PARKER
Cruising Captain



Brian (Gunner) Townsend fires the shots.

AD just keeps on PUTTING IT RIGHT

HEARD the one about Grandad's beaut old Axe? Goes something like . . . "It's been in the family for years, had six new heads and ten new handles..!"

Alan Martin's super quick Muir 9.5 must be getting close to the axe. The keel's been done, wings have been added and now it's got a "prod" for gennaker work following an easing of restrictions under IYRU Rules for this season.

The Carbon Fibre Prod is launched through a torpedo launcher at the bow and extends about eight feet beyond the bow.



PUTTING IT RIGHT in ANZ Series action . . . Launch One!!

ZMH84

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Sunday 26 September 1993



111th Season Opening Day

SUPPORTED by Merchant Bankers CS FIRST BOSTON, the opening of the 1993-1994 Sailing Season was a resounding success, and surprisingly, in what was a particularly unsettled period of weather, the clouds parted, the wind moderated and the gods graced Port Nick with a perfect early Spring Day.

The Season was officially opened by Club Patron, Her Excellency the Governor General and a sizable crowd turned out for the pre-race formalities in the Wardroom. Following the official opening ceremony and breaking out of the Blue Ensign, refreshments and a light lunch were served in the Wardroom while the President's Luncheon for official guests and VIPs took place in KEELERS Restaurant.

CS First Boston Opening Day Race

A fleet of 41 yachts (that number should have been 50, but nine yachts forgot to enter!) started in the traditional general handicap race over a short 8.1 mile course around the inner harbour and in light conditions, Ron Legge's Elliott 1050 SNAP DECISION took Line and Handicap honours by a clear margin from ROCKSTAR (Elliott 1050) and JET (Farr 1020).

The after race prizegiving was well attended and all placegetters received their prizes from Joint CS First Boston CEO Bill Trotter who addressed those present on his company's long standing involvement with Port Nick, starting

with Ron Jardine and BARNACLE BILL through to their current season's sponsorship through the CS FIRST BOSTON PREMIERE INSHORE SERIES.

Final Results of the CS First Boston Opening Day Race

1	SNAP DECISION	Elliott 1050	19	MOONSHINE EXPRESS	Muir 9
	Ron Legge			Rob Tomkies	
2	ROCKSTAR	Elliott 1050	20	MARISHKA	Giles 11
	Graeme Hargreaves			Barry Pettengell	
3	JET	Farr 1020	21	ALICANTE	Birdsall 34
	Hugh Poole			Clive Snow	
4	DRIVING FORCE	Young 8.8	22	PEPPERMINT PLANET	Young 11
	Brett Bennett			Rik Hart	
5	CHAIN REACTION	Elliott 1050	23	LEGACY II	Young 8.8
	Bryan Coleman			Rob Dixon	
6	NEDAX BACKCHAT	Elliott 1050	24	SPECIAL FX II	Young 9.9
	Tony Phillips			Warren Macdonald	
7	CUTTING EDGE	Elliott 1050	25	IMPUDENCE	Spencer 7.6
	Mark Newnham			Mike Ward	
8	FLOJO	Elliott 13.4	26	INNOVATOR II	Carpenter 29
	Roger Manthel			Denis Foot	
9	RED RUM	Young 8.8	27	IDEL	Childs 11
	Nigel Petrie			David Houston	
10	ERAZER	Elliott 7.8	28	MAX HEADROOM	Farr 1020
	Chris Hargreaves			Ken Burt	
11	WATERMARK II	Young 8.8	29	VAMOOS	Hartley 12.5
	Greg Melville			Jeremy Bradley	
12	SIMPLY RED	Young 11	30	SAIL-LA-VIE	Raven 31
	Mike Bennett			Jim Hall	
13	ARBITRAGE	Young 11	31	PERIDOT	Spencer 40
	Con Anastasiou			Charles Clark	
14	BOBBY SHAFTO	S & S 31	32	FREDERICK	Spencer 53
	Tony Cowdry			Graeme Moore	
15	PUTTING IT RIGHT	Muir 9.5	33	LEGACY III	Young 11
	Alan Martin			Garth Williams	
16	GUCCI	Warwick 10.5	34	NIRVANA	Stewart 11.8
	Brent Dewhurst			Alister Macalister	
17	NOT GUILTY	Ross 40	35	KERLINA	Davies 37
	Dale Barcham			Mike Heaphy	
18	FLYING CIRCUS	Young 11	36	KOAMARU	S & S 12.8
	Jim Ower			Dick Graham	
			dnf	DAU SAKO	Hartley 37
				Chris Marshall	
			dnf	ENYA	Lotus 10.6
				Gary Baldwin	
			dnf	INSTIGATOR	Ferro 36
				Steve Raea	
			dnf	MARANUI	Brooke 33
				Peter Dale	
			dnf	MONIQUE	Stewart 36
				David Huggins	



SNAP DECISION's Ron Legge (right) and crew Peter Sutton (left) with CS First Boston CEO Bill Trotter (Ron is holding the Waddilove Trophy).



SNAP DECISION - season's first up win.

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From the Club Office

Office Hours Extended

THE Club Office is now manned six days a week from 0900 - 1700 hours to cater for the increased level of activity. Outside of those hours office calls are taken by an answerphone (384-8700) and the facsimile machine (385-1603) can receive documents at any time of day.

Introduction Cards

Travelling abroad and planning to visit a few yacht clubs? Why not pick up a few of our Club Introduction Cards before leaving. These cards are a great asset and are accepted worldwide as an entree to most yacht clubs. Just call the office and we'll mail them out to you.

RNZYS Reciprocal Rights

Members will be pleased to learn that we have recently established reciprocal visiting rights with the Royal New Zealand Yacht Squadron in Auckland and you are encouraged to make use of the Squadron's facilities while visiting the Queen City. Simple production of your Port Nick Membership

Card will entitle you to make use of the Squadron's fine facilities while in Auckland.

Crew Line & The Crew Register

The Crew Line (Tel: 384-8609) described elsewhere in the mag is now up and running and Skippers and Crew are encouraged to make use of the facility.

Also available to potential crew is the Crew Register and forms are available from the Office or Wardroom. These simple forms give brief details of sailing experience and are filed on the Crew Register in the Wardroom. A copy of the form has been enclosed with this edition of the magazine for prospective crew.

Slipway Operations

The Slipway is fully booked through to the end of December 1993, but there is plenty of slip time available in the New Year. Our Slipway fees are the cheapest around and we offer the best facility so book now to avoid disappointment.



Current Slipway Fees are: Vessels up to 10.5m LOA

	Aug - Mar	Apr - Jul
1st Day	\$40	\$40
Extra Days	\$25	\$10
Quick Slip	\$20	\$20

Vessels 10.5m to 13m LOA

1st day	\$50	\$50
Extra Days	\$30	\$15
Quick Slip	\$25	\$25

Vessels 13m & above

1st Day	\$60	\$60
Extra Days	\$35	\$20
Quick Slip	\$30	\$30

Extra Charges

High Pressure Hose & Scaffolds	\$10
Non-members	Add 50%
Cancellation Fee	\$14
Security Alarm	\$15

Note: The above charges include GST.

GRANT SCOONES
Secretary/Manager

Southpac Offshore Series Launched

ON Thursday 28 October, Southpac Investment Management Chief Executive Rob Walker hosted a presentation in the Wardroom to officially launch the 1993-1994 Southpac sponsored Offshore Race Series.

Professional Presentation

The focus of the presentation was the superb full colour Race Presentation Folder produced by Southpac, featuring a montage of photos of Club yachts in racing action. The folder and enclosures detailing all information about the series attracted a great deal of positive comment from the large group of skippers and crew present and if their enthusiasm is any indication, the Offshore Series is sure to attract a large number of entries.

Long and Short Offshore Options

The Southpac Series is split into a Long and Short Championship Series with the shorter races being raced under Safety Category 3 (Modified) while the longer races are Category 2.

The Southpac Offshore Series kicked off with the Ship Cove races on the 5th and 6th of November. Further details are available from Race Administrator Sherry Thornburg, Tel: 384-9956 (W) or 562-7886 (H).



Southpac Chief Executive Rob Walker and Port Nick Flag Officers study the Offshore Race Folder at the presentation.



Remember when it seemed as if only the non-deserving got to own a proper set of foul weather gear? Those that could afford the best of everything, bought Musto. Often didn't need or understand it, but shelled out anyway. Deserving cases like you needed it, but couldn't, so didn't.

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But they've also fine-tuned it, which has had two effects. One, it has further specialised the gear for keelboat sailing, round-the-buoys, and fast cruising. Two, it's made the price pretty attractive.

Musto still produce six ranges (Ocean, Offshore, Championship, Coastal, Inshore and Dinghy). All of it is 100% waterproof. All of it is purpose-built.

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From the Sailing Academy

Since the Opening

The last three months since the Academy has opened have been rather hectic. We have now completed five courses that ranged from Introductory through to an advanced level course that included Wellington's representative Match Racing Team.

Roy Dickson's visit

This type of yacht racing is quite different to conventional racing and although we have all heard and probably watched it in the America's Cup, not many people in Wellington have had much practical exposure to it. For this reason the Academy brought Roy Dickson down for the weekend to help get our team up to speed. Roy's vast amount of experience, both as a competitor and the Nippon America's Cup coach, proved invaluable in the team's preparation to attend the National Championships in Auckland.

Special thanks must go to Keith Larkin together with his crew of helpers and Ross Telford. It is only through the help of these people that intensive weekends such as Roy's visit can be productive.

National Competition

A team of six club members were chosen to represent Wellington at the National Match Racing Championships held in Auckland from the 7th to the 10th of October. The team comprising Grant Crawford (Bow), Aaron Terrey (Keyboards/Trim 2), Rob Herbison (Trim 1), Grant Rochfort (Main), Mike Muir (Helm) and Tony Phillips (Tactics) were picked from the training squad

that was formed after the club's selection trials. Thanks to the Academy's resources and more importantly the commitment shown by these sailors, we had a well prepared team ready to tackle this new discipline at a national level. The preparation proved worthwhile when the team totally outclassed the only other Non-Auckland team. As was commented on however by several of the veterans of this type of racing the competition was the toughest yet and unfortunately did not allow our team through into the final day of racing. While this was clearly disappointing there were many other teams stacked full of Olympic medallists, National Champions and both past and present America's Cup sailors, who also suffered the same fate.

Special groups

Where our resources will allow we have attempted to cater for special groups. Over the next couple of months this will include a school group, scout group, boy's brigade company and various corporate organisations. Anyone interested in special one off events/programs can contact the Academy and we will be happy to discuss the options for running them.

Xmas/New Year courses

The courses over the Christmas/New Year period are our normal six week programs carried out in an intensive three week period that makes use of daylight saving by sailing in the evenings midweek. These courses have proved popular and at the time the RIP



went to print were almost full. If interested in the January courses it still maybe possible to get in if you move quickly and give us a call.

Dates and times

Introductory Course (29 Nov - 19 Dec)
Tues, Thurs 5.30 - 8.30 & Sun 9.30 - 1.30

Introductory Course (29 Nov - 19 Dec)
Wed 5.30 - 8.30, Sat 9.00 - 1200 & Sun 2.30 - 6.30

Introductory Course (10 Jan - 30 Jan)
Wed 5.30 - 8.30, Sat 9.00 - 1200 & Sun 2.30 - 6.30

Skills Development I (10 Jan - 30 Jan)
Tues, Thurs 5.30 - 8.30 & Sun 9.30 - 1.30

Sponsorship opportunities

The Academy has now finalised various sponsorship packages so if anyone is aware of an organisation that maybe interested in such a marketing opportunity, please let us know. There are four packages that range from a Supporters class through to the Commodores class that includes complete naming rights to the yachts.

Course Instructors

The large demand that we have for courses has necessitated us to employ some more qualified Instructors and Assistant Instructors. This can only result in the availability of more courses and a greater pool of instructor knowledge at the disposal of the Academy.

Boat Master Appointment

We are pleased to announce that the well known Ross Telford has now officially been appointed as the Sailing Academy's Boat Master. He will be ensuring the training yachts are maintained to cope with the intensive use that they receive during a course. This is both a voluntary and time consuming position, we are therefore very grateful



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for the continued support Ross has shown the club by taking on this position.

Rules Seminars

The three Tuesday evenings held in September proved to be a success with nearly fifty people attending each seminar. With the more intensive close racing that we are getting in the ANZ Championship series it is critical our rule knowledge is up to speed. The new format that ensured participants became more involved worked well and it is intended that sessions along similar lines will be organised in the future.

- Coach's comment - Commitment

To be successful in anything requires a committed approach. The sport of sailing is no different and all that changes is the level of commitment, depending on the level you wish to compete at. Our recent match racing team should be commended for the commitment they showed in preparing for the national's. This team was forced to be made up of individuals from no



Another day in paradise for an Introductory Course.

fewer than three trials crews, they had to bond together as a unit, sail in different positions to their trial spots, adapt to a totally new concept of yacht racing, have no practice sailing the boats they

were to race in, and then compete against crews that were made up of professional or semi-professional sailors. All these factors were known from the start and some of which will not change in the future, however some can be changed by committed sailors actually going away to these regatta's.

While obviously not everyone wants to compete at this level, locally it is possible to see a smaller degree of commitment, applied to doing some more practice outside of the race environment, result in a dramatic improvement in performance. Clearly we need to compete as a team and that means each member must know what is required of them on the race course. The championship races demand a high level of boat handling skills and these can only be obtained through a little practice so that all members know what their responsibilities are. The result is not only a reduction of costly mistakes but also a saving of the vocal chords.

MIKE BOSWELL
Coach

JOB VACANCY

RPNYC SAILING ACADEMY Personal Assistant

The recently established Sailing Academy has been set up to promote sailing in the Wellington region. We need an assistant to work approx. 20 hours per week with the Academy's full-time professional coach.

Work will include handling enquiries and enrolments for the Academy's courses as well as WP, administration and general office work.

The person we appoint will:

- Be a capable WP/database/spreadsheet operator
- Have sound organisational and administrative skills
- Be interested in sailing, pref. with recent experience
- Excellent people skills

Hours are somewhat flexible though afternoons are preferable. Applications in writing enclosing your CV and recent reference should be sent to:

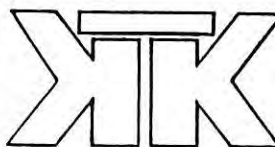
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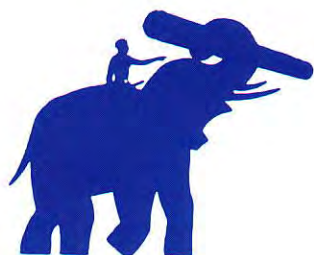
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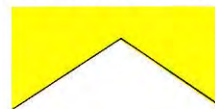
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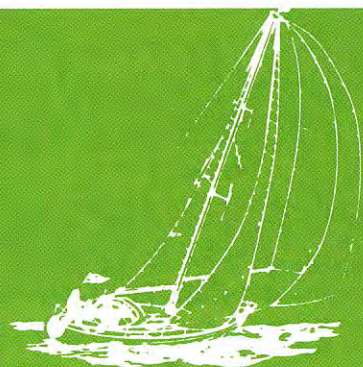
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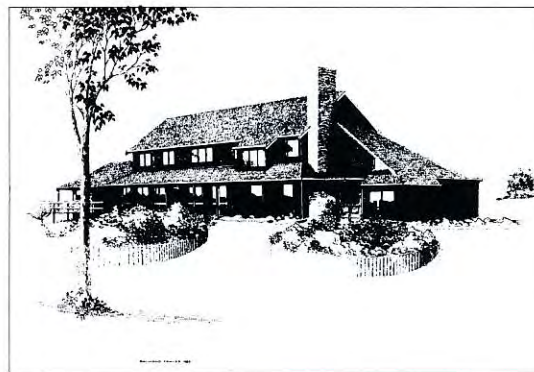
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The Whitbread Report

NEW ZEALAND ENDEAVOUR wins First Leg

LEG 1 of the 1993 Whitbread Round the World Race for the Heineken Trophy is now all over and our maxi NEW ZEALAND ENDEAVOUR finished the leg from Southampton to Punta del Este first maxi and first overall, in a record time of 24 days 7h 19m 2s, just over 3 hours ahead of Chris Dickson's Whitbread 60 TOKIO.

The leg was remarkable for the extremely close boat for boat racing with only a matter of hours separating the first half dozen yachts, maxi or W60.

The standout performances of the leg came from NEW ZEALAND ENDEAVOUR and TOKIO but for the closeness of the racing at the head of the fleet was such that at no stage is this race going to be a foregone conclusion and final honours may well be decided in the final miles of leg six from Fort Lauderdale to Southampton.

The fleet have a three week break in Punta before starting Leg 2 to Fremantle on 13 November.

Leg Two

Punta del Este to Fremantle, Australia
7558 nautical miles

Depart: 13 November 1993

Arrive: mid-December

Leg Three

Fremantle to Auckland, New Zealand
3272 nautical miles

Depart: 9 January 1994

Arrive: late January

Leg Four

Auckland to Punta del Este, Uruguay
5914 nautical miles

Depart: 20 February

Arrive: mid-March

Leg Five

Punta del Este to Fort Lauderdale, USA
5475 nautical miles

Depart: 2 April 1994

Arrive: late April

Leg Six

Fort Lauderdale to Southampton, England
3818 nautical miles

Depart: 21 May 1994

Finish: early June

Overall Placings for Leg 1 were:

		Days	Hours	Min	Sec
1	NEW ZEALAND ENDEAVOUR	24	07	19	02
2	TOKIO	24	10	28	21
3	MERIT CUP	24	15	41	39
4	GALLICIA	24	20	30	42
5	YAMAHA	24	21	30	22
6	WINSTON	24	23	49	45
7	INTRUM JUSTITIA	25	02	40	49
8	LA POSTE	25	18	03	28
9	DOLPHIN & YOUTH	26	03	22	02
10	BROOKSFIELD	26	03	35	09
11	US WOMENS CHALLENGE	27	19	23	45
12	URUGUAY NATURAL	28	04	43	37
13	HETMAN SAHAIDACHNY	28	06	32	57
14	ODESSA	39	15	44	12
	FORTUNA	Retired			

Whitbread Reports

Computer reports

THE Club has British Telecom Race Software installed on one of our PCs and can download race information direct from Race HQ in the UK to produce daily and weekly reports, including chart information. The Race is summarised on Thursday each week and the Club can fax broadcast these reports locally to interested members.

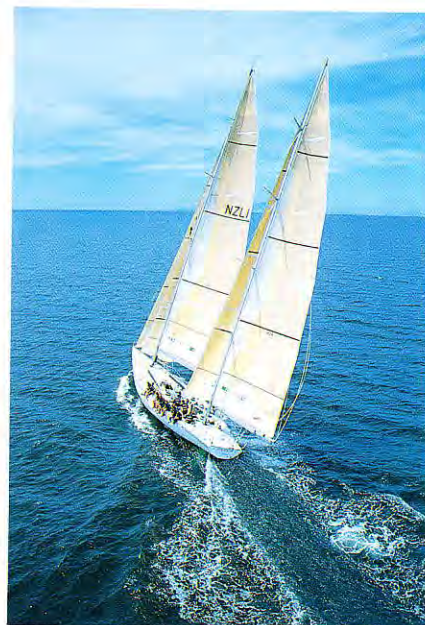
If you would like to be included on the weekly reports please contact the Club Office. There are only a limited number of broadcast stations left so it's first come, first served and a small charge of \$5 per leg will be levied to cover toll charges from the UK.

Phone the Club Office on 384-8700 for further details.

Facsimile Polling ex UK Race HQ

If you have a facsimile machine with polling facility, Whitbread Race Progress reports and Weekly Reports are available by polling Race Headquarters on the following number from New Zealand:

0044489799747



NEW ZEALAND ENDEAVOUR preparing for the Whitbread earlier this year.

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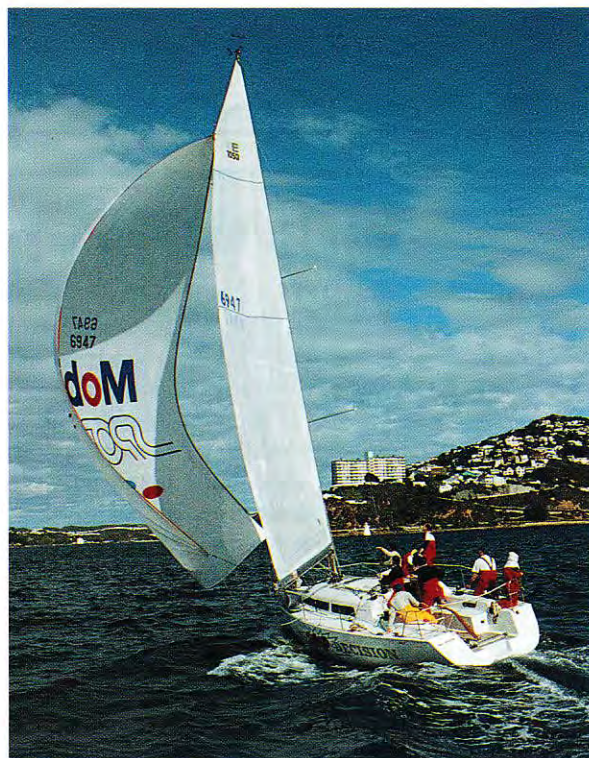
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October 15 - 17

ENZA NEW ZEALAND visits Wellington

by Grant Scoones

IN a blaze of apples and pears, Peter Blake, Robin Knox-Johnston and the NZ Apple and Pear Marketing Board's 92' Jules Verne Challenger ENZA NEW ZEALAND swept into Wellington Harbour on Friday 15 October for a three day visit while on her whistle stop tour of New Zealand.

I jumped aboard TE ARO with Ross Telford, Brian Aitken from ENZA and Brian Jaspers and we set off from the Boat Harbour to rendezvous with ENZA NZ at the Harbour entrance. Departing Clyde Quay at around 7am gave us 20 minutes to get to the rendezvous point and after a hair raising run down the harbour at 30 mph in a short following sea, we eased alongside the big cat off Barrett's Reef.

With a deep reefed main and stay-sail, ENZA looked a little underpow-

ered in the 15 - 20 knot northerly as she short tacked into the harbour but apparently she had been marking time off Lyall Bay since early morning waiting to enter the harbour at the prearranged time following a quick trip down from Nelson so reduced sail area was the call. Even with a bare minimum of sail up though, she was still making 10 - 15 knots to weather through the tight confines of the harbour entrance and as the crew took the reefs out, the boat speed increased accordingly and she was soon making good time to the weather mark at Korokoro.

We waited at Korokoro with LADY ELIZABETH II and by 8.15am ENZA had rounded LADY LIZ and picked up

A relaxed Robin Knox-Johnston on the "Apples and Pears"!



ENZA approaches Wellington.



PROTEUS - Big bro to TE ARO at 45' and 50 knots.



Peter Blake supervises berthing at Chaffers Marina.



ENZA slips into her berth - No sweat!

her skirts, reaching down the Hutt Motorway towards the city at over 15 knots. Like an overgrown Tornado she responded to the gusts instantly and at one point we were full hammer down on TE ARO trying to keep up with her (an estimated 30 knots plus!)

Reaching across the entrance to Evans Bay, ENZA flew a hull and simply left us behind and after sailing through the spray put up by the Port Co tug fire hoses, shot across Lambton Harbour and downed sails before being escorted into her berth at Chaffers Marina by her support boat PROTEUS, a 45' Naiad RIB powered by two 230hp outboards.

Despite her massive dimensions, ENZA easily slipped her berth and by 10.30am, the crew had joined us at KEELERS for a welcome breakfast.

After a very busy weekend entertaining guests, sponsors and the public, Peter, Robin and crew left Wellington the following Monday bound for Lyttelton.



The "Flight Deck".

(Not) Open all Hours Brendan closes Shop

WITHIN months of having the beaut kiwi installed above his shop, colourful local retailer and proprietor of Gilmore's Superette, Brendan Gilmore has closed shop for the last time.

No, it wasn't the Kiwi Burgers that did it, simply an offer at the right time and Brendan will now concentrate his efforts (and they are formidable) on other ventures.

City Councillor Rex Nicholls and Oriental Bay resident Phil McGaveston have bought the premises which will, subject to the required planning approvals, soon be converted to a 35 seat Deli/Cafe, selling some grocery and delicatessen lines.

"With the Clyde Quay New World Supermarket opening soon, the grocery shop in its present form would quickly falter. Shoppers in cars will natu-



Brendan and Mary Gilmore after being nominated Personality of the Year for the 1991/92 year.

rally use the supermarket for their grocery and delicatessen lines and we wish to cater to the considerable passing pedestrian trade and people like your Club members, with ready made takeaway meals, bread, milk, papers, speciality foods etc."- Nicholls says.

The Club awaits with interest the forthcoming development and wishes Brendan and Mary well for the future. Brendan has been a good friend and fellow member to the Club for close to 15 years and his "Open all hours, service with a smile" approach to retailing will be sorely missed.



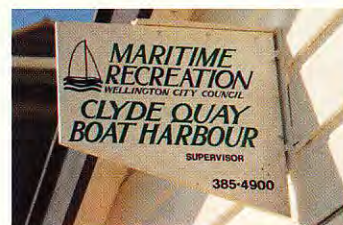
Gilmores - No More!

Clyde Quay Marina Supervisor

CLUB Member Andy McCallum has replaced Roger Carter as Supervisor to the Clyde Quay Marina and has taken up working hours residence at the WCC Boatshed alongside the Clubhouse. Andy is seen here spraying the concrete apron to remove slime and reduce the risk of a slide into the Boat Harbour.



Andy can be contacted on 385-4900 at all times.



Saturday 16 October 1993

Bow Tie & Blazer Party

TO celebrate the opening of Chaffers Marina, the Club threw a bit of a "knees up" at the Overseas Passenger Terminal on the evening of Saturday 16 October. The party, following close on the heels of the ANZ Championship Series prizegiving, was attended by around 230 and the ENZA NEW ZEALAND crew turned up in force to give an international flavour to the night.

The PORT NICK ALL STARS BAND fronted by Jim Hall and Denis O'Brien cranked out the music, Seachef Catering served the food and the Wardroom Bar Staff handed out the refreshments at \$2 a shot and it's probably fair to say that everyone enjoyed themselves.

The following photo spread certainly supports that theory and no doubt the security guards employed to lock the OPT up after the function can tell a tale or two about the staying power of at least a few revellers.



The PORT NICK ALL STARS band in action.



Rear Commodore Islay McLeod (left) and Annie Carrad, "winging it" while, Murray Sleeth and Gerry Booth take a bow.



Boatshed Bob Daniel and Robin Knox-Johnston finally got to meet after all these years and here Bob gives Robin the benefit of his extensive cruising experience (Knox-Johnston looks suitably impressed!).



ENZA's PROTEUS Skipper Ollie Olsen (left), compares notes on Naiad RIB's with TE ARO Boatmaster Ross Telford.

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Peter Blake was there and here he and Del Hogg (centre) swap a few yarns.



Brian and Brenda Parker enjoying the evening.



Robyn Lawless and Nicki Hammond team up for a pic.

Bye Gioia

THE Club's ever patient and hard working cleaning contractor Gioia Dawson leaves us at the end of the year to move to Auckland with husband Tony, son Andrew and daughter Gemma.

Gioia has served the Club with distinction for over six years and her effervescent personality, patience and attention to detail will be sorely missed.

On behalf of the Club we extend to Gioia sincere thanks for her efforts over the years and wish her and Tony the best for the future.



WANTED Club Cleaner

Our Cleaning Contractor is leaving at the end of the year and we need a fastidious and caring person to clean and beautify our Clubhouse.

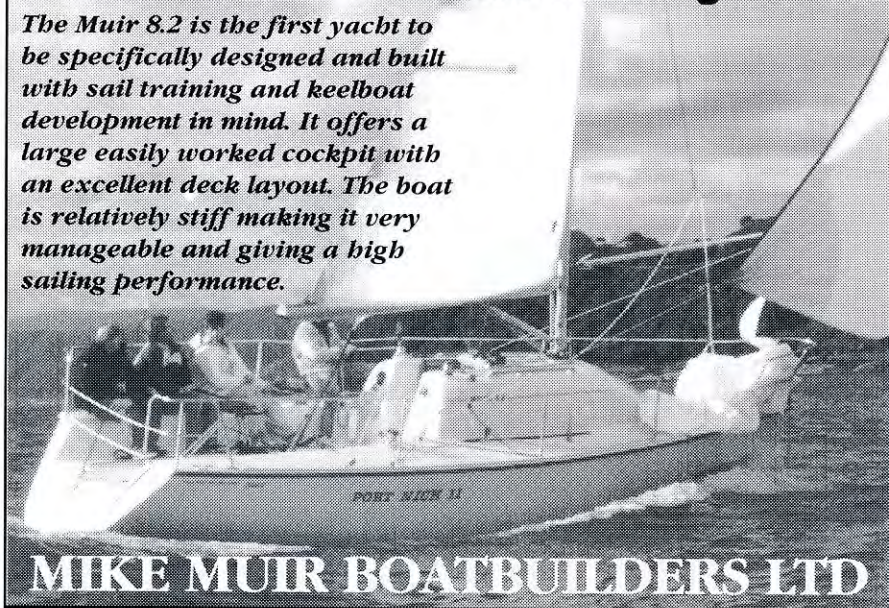
If you are looking for a part-time job involving mainly morning work of around 20 hours a week this opportunity should not be passed up. Excellent working conditions in the warm, friendly surroundings of the World's best yacht Club. Terms and conditions negotiable, previous cleaning experience not necessary but character and previous employment references will be required.

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Commercial and Fishing Boat enquiries

BILL BRAMBLEBY (A/hours 388-9740)

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Fax: 385-7479

Mobile: 025-426 175



Snugs-

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Chaffers Marina - Wellington - Phone: 04 385 1490 Fax: 04 385 8158



Sunday 17 October 1993



Chaffers Marina officially opened

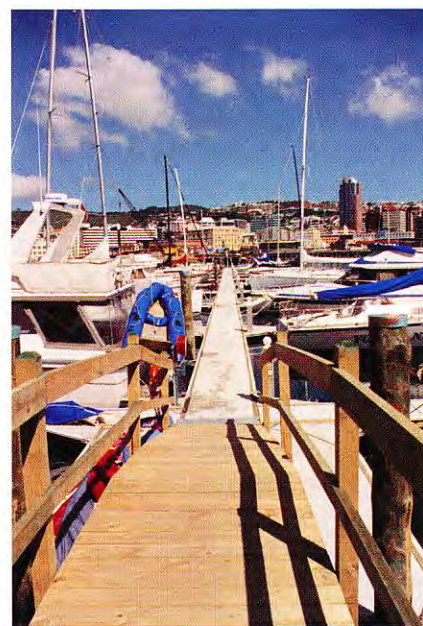
ON Sunday 17 October, Prime Minister Jim Bolger officially declared open Wellington's Chaffers Marina, putting in place, a key part of the Lambton Harbour Development and establishing a top level asset for Wellington's recreational boats.

Featuring 185 floating berths, Chaffers Marina is the jewel in the crown of the innovative and forward thinking Lambton Harbour Development and sits in a prime location between the Overseas Passenger Terminal Wharf and Museum of New Zealand site.

Boat owners from around Wellington region descended upon Chaffers

Marina for the opening weekend and the sight of all those occupied berths, albeit temporary in many cases, gave some insight into the advantages afforded by a fully serviced floating marina system.

The Marina teemed with activity over the weekend with Peter Blake's big cat ENZA NEW ZEALAND attracting a huge amount of attention from the public. John Palmer's classic Logan RONA now in her 100th year was sailed from Nelson to Wellington for the opening and she played a key part in the opening ceremony with a form "launching ceremony" marking the occasion.



Walk on Marina access with full security facilities. ▶



The Marina entrance and facilities.



Bird's eye view of Chaffers Marina and environs.



Barton Marine Changers with an excellent range of marina gear and clothing.



The boat hoist facility.

The Overseas Passenger Terminal is also benefiting from Chaffers Marina and with a number from marina retail outlets now leasing space in the old building, the exterior is considerably brighter and can only enhance the facility for all.

Current tenants include Barton Marine, Capital Marine Brokers, Duffy Yacht and Rigging, McMorran Boat Building Services, Wild Winds Sail and Surf Shop and of course, on the northern end, the RPNYC Sailing Academy.

The OPT facing the Marina.



Wardroom News

Steinlager Export back on tap

New Zealand Breweries Premium Export Lager, STEINLAGER is now back on tap at the Club replacing Steinlager Blue.

Seven Tap Beers on Sale

The Wardroom now offers the following range of tap beers:

LION BROWN
DB DRAUGHT
DB BITTER
STEINLAGER EXPORT
DB EXPORT LAGER
MAKO LIGHT BITTER
TOOHEYS BITTER

In addition to the above beers, the Wardroom Bar offers a full range of bottled product, spirits and non-alcoholic beverages at very competitive prices

and is a great venue if you're looking for somewhere to take your workmates for a Christmas Drink or Birthday Shout.

Wardroom Meals

A full Wardroom meal is provided by KEELERS Restaurant on Friday nights and at other times, snack food is available.

Wardroom Hours are:
WEDNESDAY & THURSDAY
5PM - 8PM

FRIDAY
4.30PM - 11PM

SATURDAY
MIDDAY - 9PM

SUNDAY & PUBLIC HOLS
4PM - 8PM

SUNDAY RACE DAYS
MIDDAY - 8PM

Watch
that
Algae
Bloom!

Spotted recently in the Boat Harbour was what appeared to be a pollutant spill but was in fact some form of marine algae "bloom". Considering the amount of stormwater run-off into the Clyde Quay Marina, limited tidal flow and natural rubbish trap formed by the southwest corner of the harbour in the vicinity of the OPT, swimming is definitely not recommended!



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Wellington City Council

The Dream Fastnet on WINSTON

IT'S easy to feel distanced from the "real world" of yachting here in Wexington. Luckily a club member has written an article relating his experiences at the "cutting edge" of the sport, racing one of the new W60s at this year's Cowes Week. Jim Hall tells it like it was . . .

WHO could have predicted it? Barely four weeks after my first taste of match racing in the Sailing Academy opening knockout series and here I was sailing with Dennis. The Dennis.

The surprise of that long distance call, barely a week before the Fastnet, was indescribable.

"Hey is that Jim Hall of "SAIL LA VIE"?"

"Er yes."

"Look we're having a few problems with WINSTON, we just can't seem to get her going, so we decided to look for some more kiwi input."

"What kind of prop has she got?", I asked, grasping for the obvious.

"Nah, it's nothing that simple. Look, I've taken the liberty of booking you a first class ticket to Heathrow on Monday evening New Zealand time and I'd appreciate it if you'd kinda ride shotgun for us during the Fastnet race."

"OK Den", I said, my voice involuntarily jumping an octave negating my feeble attempt at familiarity; "will I need to bring my wet weather gear?"

Dennis answered with a mumble that sounded a bit like "sheesh", but never the less we arranged for one of his men to meet me and get me down to the Solent in two days time.

It was a pitch black morning as we ghosted out on the Solent to the 4am start. I was desperately trying to get used to wheel steering for the first time while Dennis busied himself rigging his "night start" navigation lights.

"They're just like ordinary nav lights," he enthused, "except they run on small cars along the toe rails. That means if you're a bit early you just pull them aft just before the gun. In this darkness nobody knows any better. Of course if you do get recalled, you can flick this switch here and the colours reverse, then you pull them forward and it looks like you've gone back!"

By the time the dodgy lights had been rigged the ten minute gun had gone. "You can do the start Jim", said the boss. I suppressed the urge to say "But Dennis I'm not used to starting in the front row".

The line was incredibly crowded. I counted at least three H28s, one with a lit barbecue attached to its pulpit. It was nothing like how I imagined the Fastnet would be. At the gun we didn't need to break out the "special" nav lights, as I was my customary two minutes late for the start.

"C'mon Jim, we're not in the Cruising Division", Dennis yelled, as the woollies danced randomly on the luff of the brand new #1.

"Just being conservative", I replied unconvincingly.

In what seemed like only a few minutes, the ghostly shape of the "Needles" appeared ahead in the lightening sky. All but the other Whitbread boats were now well astern, although miles ahead on the horizon, in the general direction of Ireland, a dark shadow

could be seen making good speed two sail reaching. As we rounded the Needles in the grey light of the English dawn, we hoisted the masthead kite and started trucking westward. After six hours reaching with the big Kite we had forced our way to the front of the fleet although there was still the ominous shape of the vessel ahead, kiteless, but making annoying speed out in to the Irish Sea. Finally Dennis ordered me off the helm and Brad took over. The boat instantly seemed to surge ahead and we at last appeared to be pulling in the mystery vessel that was still at least five miles ahead.

"Get some shuteye Jim, cos I want you back on the helm at the rock!" Dennis ordered. The Rock. The image loomed large in my imagination as we careered through the confused seas that characterise this shallow stretch of water. Shallow it may be, but I was definitely out of my depth!

The beeping of my watch alarm signalled my next stint on the helm. As I stumbled into my "SAIL LA VIE" monogrammed polypropylene undies, I saw Dennis and Brad over in the Nav room, eyes glued to the radar. As I fell out of the companionway and into the cockpit the reason for their concern became clear. Talk about a pea-souper . . . it was **very** foggy, although there was still a good breeze.

"Must be a warm front coming through", I mused out loud to the sullen crew on deck. By the time I had taken over the wheel, Dennis was back on deck. "The goddam rock is a few hundred yards off the port bow", announced our rotund skipper, as suddenly the fog



Jim the Muso reflects on his experience of a lifetime aboard WINSTON.

lifted temporarily and yachting's most famous mark emerged briefly from the mist, "and there's that damned boat." Sure enough the dark outline of an older style IOR forty footer was just disappearing behind the imposing land mass, and heading in the direction of "home".

"Get that kite down", encouraged Den, whose voice by now was starting to get on my wick. Down it came, as we rounded the rock and hardened up, on port, only to find ourselves back in visibility of only a couple of hundred yards.

"Where's the sucker gone?", whined Dennis as all eyes peered through the gloom looking for the mystery boat that seemed unbelievably ahead of it's expected position in the fleet. I looked back at the genoa to see all the windward woolies pointing straight up and the speedo reading a mere two and a half knots. I quickly footed off before anyone noticed my appalling helmsmanship. Then it happened. Directly off the starboard bow a dark shape emerged out of the mist. I couldn't believe my eyes. It was KOAMARU.

"Staaarboard!" That all too familiar voice roared from the cockpit of the

fast closing KOAMARU. "Lee oh" I cried, my voice again involuntarily jumping two octaves as we crash tacked, nearly removing the exposed gas bottle on the other boat's stern. "It's that goddam crazy doctor from Nu Zeeland" cried Dennis in disbelief. "I heard that thing was a good reaching boat but this is ridiculous", gasped Brad as he and most of the crew stood in awe along the port lifelines.

"This is pretty scary", I stammered, "I saw KOAMARU out burglaring the Cruising Division on Wellington Harbour only four days ago". Unfortunately as I made this startling observation my eyes had wandered from the luff of the genoa and I inadvertently tacked back through the eye of the wind, as a big puff came through, slamming WINSTON's huge boom across the cockpit and wiping most of the crew off the rail and into the uninviting waters of the Irish Sea. The violence of the manoeuvre sent the mainsheet man over the side as well and I went careering across the cockpit, my fall cushioned by the ample frame of Dennis.

"For Chrisakes", screamed Dennis as WINSTON careered upwind, the huge untethered main boom flying all

about the place, "Get that mainsheet . . . Jesus you kiwis are all goddam losers."

"Fair suck of the sav, Dennis", I yelled as I floundered about trying to grab the errant sheet, "you might be able to get away with that kind of crap with Bruce but not with me matey boy."

"Aw shut up and pull that main on, "screamed Dennis.

I pulled. The main certainly had a strange feel to it, but the experience wasn't altogether unpleasant. The boom still flew about out of control. "Pull for Chrisakes". I pulled and pulled and pulled . . . there was an incredible shaking . . . I looked up to see my wife's disapproving face and recognised the hiss of the blank TV set in the background.

"You silly bugger, you must have fallen asleep watching the Whitbread start, and you can stop THAT!"

I quickly rearranged myself. "Sail Like a Champion" by Dennis Connor lay on the floor, open at the chapter on steering.

"I'm off back to bed", yawned my wife flicking off the light switch and plunging the living room into darkness.

It had all been a terrible dream.

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Available for private functions, weddings, birthdays, cocktail parties or company dinners
Contact: Anne or Robyn 385-6963*

Racing Roundup - Racing Roundup - Racing Roundup

Beefeater Series

IN a closely fought series, it was Alan Martin's Muir 9.5 PUTTING IT RIGHT that finally took away the 1993 Beefeater Winter Series from the Elliott 1050 SNAP DECISION. Rob Tomkies Muir 31 Trailer Yacht MOONSHINE EXPRESS was third and the 92-93 series winner CHAIN REACTION fourth.

Only 10 points separated the first three boats after five races and in all, 52 yachts competed for the prestigious Beefeater Trophy. Final Results for the series were as follows:

1	PUTTING IT RIGHT	171.5
	A Martin	Muir 9.5
2	SNAP DECISION	168.0
	R Legge	Elliott 1050
3	MOONSHINE EXPRESS	161.0
	R Tomkies	Muir 31
4	CHAIN REACTION	150.0
	B Coleman	Elliott 1050
5	SPECIAL FX II	148.0
	W Macdonald	Young 9.9
6	LEGACY II	140.5
	R Dixon	Young 88
7	DRIVING FORCE	139.0
	B Bennett	Young 88
8	RED RUM	138.5
	N Petrie	Young 88
9	ROCKSTAR	137.0
	G Hargreaves	Elliott 1050
10	BOBBY SHAFTO	128.0
	A Cowdry	S & S 31
11	GUCCI	127.5
	B Dewhurst	Warwick 10.5
12	INNOVATOR II	126.0
	D Foot	Carpenter 29
13	THE BUTCHER	121.0
	J Moody	Elliott 10.5
14	NEDAX BACKCHAT	120.5
	A Phillips	Elliott 1050
15=	MARISHKA	117.0
	B Pettengell	Giles 11
15=	PORT NICH I	117.0
	RPNYC	Muir 8.2
17	YOUNG & THE RESTLESS	115.5
	I Craig	Young 780
18=	MAX HEADROOM	110.0
	K Burt	Farr 1020
18=	ODETTE II	110.0
	A Barry	Spencer 30
20	PRIDE	109.5
	J Manks	Stewart 34

ANZ Championship Series

Results after six races in the ANZ Back to Back Championship Series are as follows:

Race 1 Club Handicap

Div I

- 1 SNAP DECISION
- 2 GALEFORCE
- 3 NEDAX BACKCHAT

Div II

- 1 DRIVING FORCE
- 2 BOBBY SHAFTO
- 3 RED HERRING

Cruising Div

- 1 NIRVANA
- 2 KOAMARU
- 3 VAMOOS

Race 2 Club Handicap

Div I

- 1 SNAP DECISION
- 2 FLYING BOAT
- 3 GALEFORCE

Div II

- 1 DRIVING FORCE
- 2 SPECIAL FX
- 3 RED HERRING



John Askew accepts the Beefeater trophy from Ondine Waddle of NZ Wines and Spirits.

Cruising Div

- 1 PERIDOT
- 2 VAMOOS
- 3 MARANUI

Race 3 Club Handicap

Div I

- 1 CHAIN REACTION
- 2 GALEFORCE
- 3 SNAP DECISION

Div II

- 1 RED RUM
- 2 SPECIAL FX
- 3 BOBBY SHAFTO

Cruising Div

- 1 ANDIAMO
- 2 KOAMARU
- 3 PERIDOT

Race 4 Club Handicap

Div I

- 1 CHAIN REACTION
- 2 ARBITRAGE
- 3 YOUNG NICHOLSON

Div II

- 1 JET
- 2 DRIVING FORCE
- 3 SPECIAL FX

Race 5 Club Handicap

Div I

- 1 SNAP DECISION
- 2 GALEFORCE
- 3 CHAIN REACTION

Div II

- 1 FLYING MACHINE
- 2 JET
- 3 DRIVING FORCE

Race 6 Club Handicap

Div I

- 1 SNAP DECISION
- 2 CHAIN REACTION
- 3 PEPPERMINT PLANET

Div II

- 1 RED RUM
- 2 FLYING MACHINE
- 3 JET



PUTTING IT RIGHT wings it's way to victory.



ANZ Series Action.

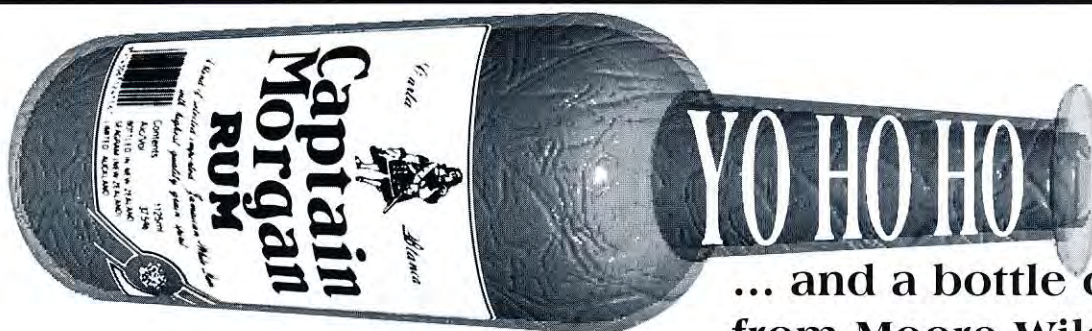
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Racing Roundup

CS First Boston Premier Inshore Series

Results after two races of the CS First Boston Series are as follows:

Race 1 Club Handicap

- 1 THE BUTCHER
- 2 DISTRACTION
- 3 HIGHER GROUND
- 4 TEN SPEED
- 5 FLOJO
- 6 PUTTING IT RIGHT
- 7= DRIVING FORCE
- 7= ERAZER
- 9 SPECIAL FX
- 10 FLYING BOAT

Race 1 PHRF

- 1 THE BUTCHER
- 2 DISTRACTION
- 3 FLOJO
- 4 PUTTING IT RIGHT
- 5 CHAIN REACTION
- 6 FLYING BOAT
- 7 JET
- 8 SPECIAL FX
- 9 FLYING CIRCUS
- 10 YOUNG NICHOLSON

Race 2 Club Handicap

- 1 FLYING BOAT
- 2 PUTTING IT RIGHT
- 3 THE BUTCHER
- 4 ARBITRAGE
- 5 FLYING CIRCUS
- 6 PEPPERMINT PLANET
- 7 FLOJO
- 8 RED RUM
- 9 CHAIN REACTION
- 10 JET

Race 2 PHRF

- 1 THE BUTCHER
- 2 FLYING BOAT
- 3 FLYING CIRCUS
- 4 PUTTING IT RIGHT
- 5 CHAIN REACTION
- 6 JET
- 7 FLOJO
- 8 ARBITRAGE
- 9 NEDAX BACKCHAT
- 10 ROCKSTAR

STOP PRESS

For Results of the
Southpac Offshore Series
Wellington - Mana-
Chetwode - Ship Cove
Race & Ship Cove Race
Sailed 5-6 Nov see page 2

The Worser Bay Way

IN an attempt to introduce variety, and to cater for demand, the Worser Bay Boating Club (WBBC) has increased its sailing programme this season. In addition to the regular Saturday racing programme and the popular sailing school, the Worser Bay Boating Club has introduced Social Sailing on Sundays and an extra 1 o'clock race on Saturdays for both Seniors and Juniors.

Worser Bay Sailing School

The Worser Bay Sailing School is currently gearing up for its third summer sailing season. Our coach this year is Greg Wilcox. Greg is a NZYF Senior Coach with extensive experience in coaching all levels of sailor. His personal achievements are equal to the best, being three times New Zealand OK Dinghy National Champion and having represented New Zealand in several World OK Dinghy Championships. For most courses, Greg will be assisted by another qualified instructor.

The format of the Sailing School programme will be similar to that run over the past two years. Not only are these courses a great learning experience, they are also great fun - talk to some of last year's participants! Greg will this season be taking courses in adult learn to sail, junior learn to sail, adult racing skills and junior racing skills. The adult courses will utilise the five Club Sunburst dinghies and the Junior courses will utilise the Club's nine Optimist dinghies. Courses generally run over four weeks with two sessions per

week, from 5.00pm to 8.30pm. These courses will be held from November to March with additional Junior Learn to Sail block courses over January.

If you wish to learn to sail, or want to sharpen your race skills, please do not hesitate to contact Stephen Hogg, phone 388-2160 (evenings), or call into the Worser Bay Boating Club on any Saturday to check us out. Once again, in recognition of the support the Royal Port Nicholson Yacht Club gives WBBC through fundraising, Port Nich members will be eligible for courses at the same price as WBBC members.

Sunday Social Sailing

The Worser Bay Boating Club will open for Social Sailing on Sundays every second Sunday starting from October 30th. This is intended to be a fun day for everyone wishing to have a crack in a small boat, people not confident enough to race, those who have other sporting commitments on Saturdays and for those who just can't get enough sailing done on Saturdays.

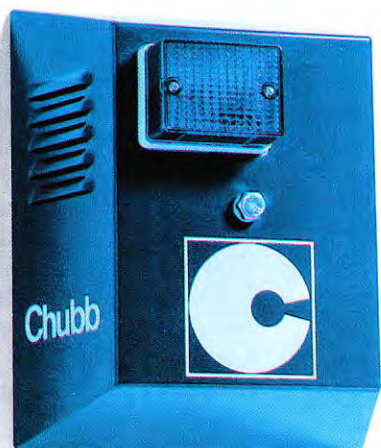
Short courses will be set for those keen to race, assistance offered to those a little shy of the wind, and tea or coffee for anyone not willing to get their feet wet. On good days several R Class' will also be made available for a "hoon".

The fun starts at 12 midday every second Sunday from 30 October. Why not come along and have some fun at the Worser Bay Boating Club Social Sundays. Bring your family along. We'd love to have your company.



Port Nick Recorder Pauline Edwards experiences Sunburst sailing.

Chubb



While you are out sailing who's looking after your place?

Proud to be associated with the RPNYC Sailing Academy



**Proud to support
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now on tap



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from the team at DB



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1993 Fay, Richwhite Corporate Yacht Race Saturday 27 November

Registrations for the Corporate Yacht Race are coming in thick and fast and indications are that this year's event will be the biggest yet.

A month out from race day, we have received registrations from the following sponsors:

ANZ BANK
AVIS LEASE
BNZ
BEAUREPAIRES
CHAPMAN TRIPP SHEFFIELD YOUNG
CURTIS MCLEAN
EMBROIDERY SPECIALISTS
ENZA
FIELD & HALL
FUJI XEROX
GALLAGHER MAILING SERVICES
GLENGARRY WINES
HEWLETT-PACKARD
HKM ADVERTISING
IDPE CONSULTING GROUP
KENSINGTON SWAN
DOW JONES TELERATE
MACDONALD FURNITURE
MASTERCARD INTERNATIONAL
MOBIL OIL NZ LTD
MOORE WILSON LTD
NATIONAL MUTUAL FUNDS MANAGEMENT
NATIONAL MUTUAL LIFE
NATURAL GAS CORPORATION
NZ BREWERIES
NZ GUARDIAN TRUST
RAILFREIGHT
REUTERS NZ LTD
RUTHERFORD & BOND TOYOTA
RUSSELL MCVEAGH MCKENZIE BARTLEET
SAATCHI & SAATCHI
SIMPSON GRIERSON BUTLER WHITE
SERCO GROUP
TELECOM NZ LTD
TOWER LIFE
UDC FINANCE

We will continue to receive registrations right up until race week, or until our theoretical limit of 70 yachts is reached and registration forms are available from the Club and Marine outlets.

Ahoy Yacht Owners - More Yachts required!

All yacht owners have received race Registration Forms and to date 43 have registered their interest in participating in the race but we need more. Unlike previous years, using the Overseas Passenger Terminal as a venue for the after race function enables us to increase the number of sponsors and accordingly, we need more yachts to take them out on the harbour. So, don't be shy, simply complete a registration form and we'll do our best to match you up with a sponsor. The race is not just restricted to racing yachts and cruising boats have been well represented in the past. Forms are available from the Wardroom and Office.

Port Nick in Northern Croatia

Spotted in Northern Croatia recently was the RPNYC burgee flying from Club Member Seppi Neidermoser's family's yacht, FLOMIAX.



Crew Available

The following crew have registered their interest in going sailing and skippers are encouraged to give them a call:

Name	Phone (H)
Experience	
Jane Angus	499-4441
Sailing Academy	
Jane Bornholdt	382-9032
Sailing Academy	
Diane Claughton	476-6997
Harbour Racing	
Michelle Davidson	479-7886
Sailing Academy	
Mark Dixon	386-2243
Some	
Tim Matthews	472-7301
Sailing Academy	
Claire Mortelier	382-9655
Sailing Academy	
Rebecca Smith	499-4441
Sailing Academy	
Matt Tebbs	472-7301
Sailing Academy	
Robert Temple	384-2929
Dinghies	

New Members

We welcomed the following new members to the Club over the months August, September and October 1993.

Mr N C Arnold	SEN	Mr P J McMaster	SEN
Mr H M Boulton	JUN	Miss J Nicholson	SEN
Mr D M Burns	SEN	Mr D B Pender	COU
Mr M B Campbell	SEN	Mr C J Penny	JUN
Miss A J Coleman	JUN	Mr S Reid	SEN
Miss T J Coleman	JUN	Lt Col K Roberts	ASS
Mr D Cornick	COU	Mrs P E Roberts	ASS
Mr B J Cowley	INT	Mr WA Roberts	SEN
Mr S C Cullen	JUN	Ms J Rodenburg	SEN
Mr M Eathorne	INT	Mr K L Rusbridge	SEN
Mr P S Faulkner	SEN	Mr J D Russell	SEN
Mr R Francis	SEN	Mr J C Sanders	SEN
Mr P J Gaunt	ASS	Ms A Scullion	SEN
Mr P Gould	SEN	Ms K M Short	INT
Mr M S Guerin	SEN	Mr H C Turner	COU
Mr C Hammond	SEN	Mrs B Walker	ASS
Mr S J Hogg	SEN	Mr R P White	SEN
Ms C Kirkland	SEN	Mr G M Williams	SEN
Mr P S Maan	SEN	Miss K J Workman	SEN
Mr T Martin	SEN	Ms G Young	JUN
Miss J A McKee	INT		

New Yachts

ENTERPRISE LADY
Salthouse 16
Mark Wilson

INSTIGATOR
Ferro 36
Steve Raea

PEPPERMINT PLANET
Young 11
Rik Hart

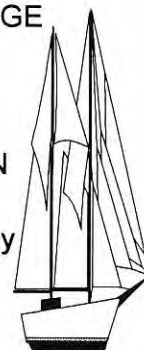
PORTAMAR
Woolley 45' Launch
Chris Harris

SCHIZO
Salthouse 16
John Meade

SAUCY SAUSAGE
Stratus 747
G Herd

SAFARI QUEEN
MORGAN 12
Royden Bardsley

VERBATIM
Chico 35
Mark Verbiest & A J Barton



- CLASSIFIEDS - - CLASSIFIEDS - - CLASSIFIEDS -

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478-4149

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Nalder & Gould
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Ph: David Huggins
386-2794(H)
495-6500(W)

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Farr 9.2 Keelboat
Timber,
10hp Sail Drive
Diesel
VDO Instruments,
VHF/Stereo
Good Sails
\$60,000 ono
Ph: Terry Christie
386-2270(H),
385-1995(W)

SIMPLY RED

Half Share
Young 11
Full Interior to Cat 2
Mk II Bulb Keel
New Kevlar Sails
Syndicates Okay
Ph: Mike Bennett
385-0454

BLUE STRATUS

Stratus 747
Big Rig, 6 sails
9.9 hp outboard
VHF, Stereo, Toilet
etc, etc.
Dinghy & Mooring
Ph: Phil Henderson
477-1075

Musto

Wet Weather
Gear
Near new Small Size
Ph: Clive Snow
479-3212

Wanted to Buy

Outboard Motor

Short Shaft 4 - 9 hp
Any condition
Ph: Denis
385-7749(H)
383-6825 (W)



ZZ TOP's new keel
under construction.

McMORRAN SERVICES
Boatbuilding, Painting, Spray Painting
Carpentry and General Maintenance
Ph 478-0625

No.7 new keel for
Young 11's from
McMorran Services
New Workshop,
OPT, Chaffers Marina,
Wellington.

More orders arriving from
"North of the Bombay hills".

A LEADING PERFORMANCE

A leading performance. The result of various key contributions.

Our leading investment management performance is the result of experienced, skilled management maintaining a consistent philosophy designed to achieve superior returns in the medium term relevant to each portfolio we manage.

It is our privilege to sponsor the Southpac Offshore Series during the 1993/94 season.



Southpac Investment Management Limited

FOR CONSISTENCY AND PERFORMANCE

Southpac House, 1 Victoria Street, P.O. Box 2266, Wellington. Telephone: (04) 495 0900 Facsimile (04) 473 0567



Grant Dalton and his crew on New Zealand Endeavour are taking on the oceans of the world in the most challenging of yacht races, the Whitbread.

It demands the best of both people and equipment but their dedication to give only maximum performance will, as always, result in success.

At BP we understand their dedication. What drives them drives us, to give only maximum performance in everything we do.

That's why we're in this together, from start to finish.



Let the spirit move you.

