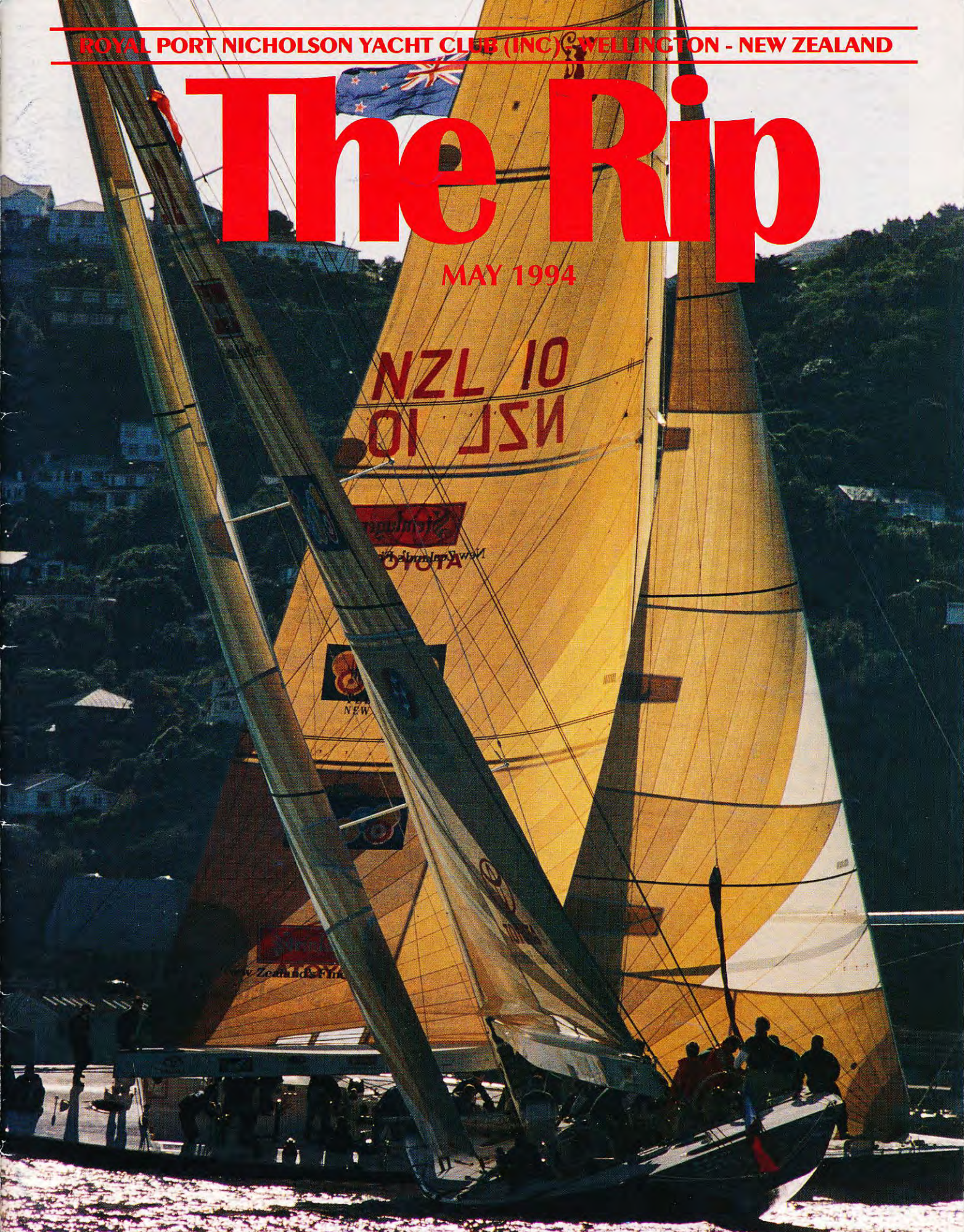


ROYAL PORT NICHOLSON YACHT CLUB (INC) WELLINGTON - NEW ZEALAND

# The Rip

MAY 1994



WELLINGTON IACC REGATTA - AGM NOTES - PRIZEGIVING '94 - DTT RACE - H-P CLUB WEEK -  
KODAK TASMAN TRIANGLE LAUNCH - WHITBREAD RESULTS - STEINLAGER SERIES RESULTS



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Organised by The Royal Port Nicholson Yacht Club (Inc)





# The Rip

ISSN 1171-1779  
Vol. 13 No. 2  
MAY 1994

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

### Editor

Grant Scoones

### Associate Editor/Layout/Typesetting

Andrea Lloyd

### Photographic Production

Grant Scoones

### Opinions expressed

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

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All correspondence should be directed to:

**The RIP, P O Box 9674, Wellington**



## ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1994 - 1995

**Patron: Her Excellency the Governor General**  
**President: Alan D Martin**

### EXECUTIVE COMMITTEE

|                        |                   |                           |
|------------------------|-------------------|---------------------------|
| Commodore:             | C. Anastasiou     | Tel: (W) 4994599          |
| Vice Commodore:        | P. Cudby          | 8017799                   |
| Rear Commodore:        | C. Howard-Brown   | 3844042                   |
| Cruising Captain:      | B. Parker         | 3845113                   |
| Hon. Racing Secretary: | K. Burt           | 4749409                   |
| Hon. House Secretary:  | I. McLeod         | 3829073                   |
| Hon. Treasurer:        | Vacant            |                           |
| Committee Members:     | P. Carrad         | 4726161                   |
|                        | P. Dale           | 4728058                   |
|                        | I. A. Greig       | 4721155                   |
|                        | G. D. Hargreaves  | 3872647                   |
|                        | R. Palmer         | 5277856                   |
|                        | A. Stewart        | 3845747                   |
| WYA/NZYF Delegate:     | G. Hargreaves     | 3872647                   |
| Secretary/Manager:     | G. Scoones        | 3848700<br>(H) 3879651    |
| Assistant Secretary:   | A. Lloyd          | 3848700<br>(H) 5627740    |
| Sailing Administrator: | B. Christophersen | 3849956<br>(H) 3888283    |
| Slipmaster:            | G. Nimmo          | (H) 3863506               |
| TE ARO Boatmaster      | R. Telford        | (H) 3888695<br>025-456413 |

### OFFICE HOURS

|                 |              |
|-----------------|--------------|
| Monday - Friday | 9am - 5pm    |
| Saturday        | 9am - Midday |
| Phone:          | 3848700      |
| Fax:            | 3851603      |
| Crew Line:      | 3848609      |

### WARDROOM HOURS

|                 |           |
|-----------------|-----------|
| Wednesday       | 5 - 8pm   |
| Thursday        | 5 - 8pm   |
| Friday          | 5 - 11pm  |
| Saturday        | 12 - 10pm |
| Sunday          | 4 - 8pm   |
| Public holidays | 4 - 8pm   |
| Phone:          | 3843091   |

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

### RPNYC SAILING ACADEMY

|                    |                         |
|--------------------|-------------------------|
| Phone:             | 3828152                 |
| Coach Mike Boswell | (H) 3829308, 025-452513 |
| Facsimile:         | 3828631                 |

### KEELERS RESTAURANT HOURS

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| Friday                     | Lunch / Dinner |
| Other times by arrangement |                |
| Bookings:                  | Phone: 3856963 |

Cover: NZL10 and NZL12 crossing masts in the lee of Mount  
Victoria during the recent Wellington IACC Regatta.

Photo: Scott Rooney



## Correspondence

### The RIP - Can't be touched



I have read the recent correspondence concerning THE RIP. At the periodical library of the Wellington Maritime Museum we collect all copies of yacht and boating club newsletters and magazines, both local and foreign. We have every copy of the THE RIP, as we have copies of many newsletters of clubs from Dunedin to Auckland, from San Diego to Honolulu, etc. Here it is easy to compare all these magazines when stored side by side.

In analysing colour, format, contents and in particular the presentation of the news, in my opinion, there is no other yacht club magazine that can touch THE RIP, not even that of our friends in Auckland. I thoroughly enjoy catching up quarterly with the latest goings-on at Port Nich and congratulate you on the excellent multi-colour advertisements which, of course, make the publishing of the magazine possible.

**RALPH VON KOHORN**

(Editor's Note: Thanks Ralph)

## BRIAN CARDIFF ELECTED TO LIFE MEMBERSHIP



AT the AGM on 25 May, Past Commodore Brian Cardiff was elected to Honorary Life Membership of the Club.

Brian has been a member of the Club for 21 years and in 1987, took over the unenviable role of project manager for the renovations of the Club (unpaid). Members around at the time will remember that we had only six months to fund and rebuild the Clubhouse and the success of the project owes much to Brian's skill and strength of purpose.

Corporate funding was also a vital part of that project and Brian was instrumental in recruiting a large number of the original Corporate Members, including one for his own company.

The Clubhouse re-opened in September 1987 just as the Share Market took a "bit of a dive" but by that time, the success of the project

was ensured with most of the funding in place.

Brian succeeded Ian Greig as Commodore in 1989 and during his three years of office, was instrumental in setting up an effective, well managed sponsorship policy which now provides essential funding for the many activities undertaken by the Club.

Brian has also been an active yachtsman and boat owner since 1973 and is currently part owner of the Elliott 10.5 THE BUTCHER.

The Tasman Triangle was Brian's brainchild and although still to be confirmed, we understand that he hopes to charter a yacht to compete in the series.



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# Commodore

WE have just finished a highly successful Spring, Summer and Autumn season, and are about to embark on our winter series. The last few months have been extremely busy, both on the water. Apart from the racing itself, we have continued to lay the ground work for significant yachting events in the future. More recently we have had to deal with some more disturbing news, and are grateful that the crew of "Silver Shadow" which had to contend with horrendous conditions in the South Pacific, are all safe and well.

## Tasman Triangle

This major blue water classic which incorporates the 50th Anniversary of the Sydney to Hobart race, has come a step closer to fruition. The event was officially launched on the 12th of April 1994. The launch was effected contemporaneously in Wellington, Sydney and in Hobart. Significant registrations of interest have been received and all of the organising clubs anticipate a good fleet.

## Hewlett Packard Club Week

This week was as successful as always and was, again, generously supported by our valued corporate member and sponsor, Hewlett Packard. Apart from competition on the water and entertainment ashore, the week produced a significant donation to the Cancer Society.

## Deloitte Touche Tohmatsu Race

This race was enthusiastically supported and attracts an ever-increasing fleet. The proceeds arising from the event were gratefully received by the Sailing Academy, which is an institution that Deloitte Touche Tohmatsu have enthusiastically supported, both in its formative stages and since its establishment.

## Team New Zealand

April provided an unprecedented event and spectacle for both yachtsmen and the general public in Wellington. Team New Zealand's NZL10 and NZL12 arrived in Wellington to stage an America's Cup style regatta within the amphitheatre of the inner harbour. This whole event was spectacularly successful, and produced an unforgettable spectacle for Wellingtonians. Not only that, but it showed that, with the appropriate level of expertise and management, the IACC style boats proved capable of handling very challenging conditions. Club members gave extremely generously their time and personal resources and, collectively, all parties ensured that the event was an extremely memorable one.

## Prizegiving

This year's prizegiving was another unprecedented event from the Club. For the first time ever, it took place at



the home of our Patron, Her Excellency, the Governor General of New Zealand.

Interest in the event was unprecedented and I only hope it will continue. I know that the event was greatly enjoyed by all who attended. We all greatly appreciated Dame Catherine's hospitality and generosity with her time.

## Obituary

It was with regret that we learned of the recent death of one of our members, Bill Reid, after a short period of illness. You will recall that Bill Reid owned "Vendetta" and was a probable starter in the Tasman Triangle series.

## Appreciation

Thank you all again for your support. Whilst exciting times, they have not been without their challenges. We must accept that if we wish to continue to be the vigorous and growing organisation that we are today, some difficult and wise decisions need to be taken. These decisions require your support. I encourage you to look forward with visions, both insofar as our immediate environment is concerned and to challenges further afield.

**CON ANASTASIOU**  
Commodore



## Southpac Offshore Series Results



### Southpac Offshore Championship - Long Series Results

|   |                |       |
|---|----------------|-------|
| 1 | CHAIN REACTION | 5.42  |
| 2 | WHISPERS II    | 12    |
| 3 | BOBBY SHAFTO   | 15.83 |

### Southpac Offshore Championship - PHRF Series Results

|   |                |       |
|---|----------------|-------|
| 1 | CHAIN REACTION | 5.58  |
| 2 | WHISPERS II    | 9.33  |
| 3 | MARISHKA       | 12.50 |

### Southpac Offshore Championship - Short Series Results

|   |              |       |
|---|--------------|-------|
| 1 | MAX HEADROOM | 14    |
| 2 | GUCCI        | 15    |
| 3 | ANDIAMO      | 20.25 |

### Southpac Short Offshore PHRF Series Results

|   |              |       |
|---|--------------|-------|
| 1 | GUCCI        | 4.25  |
| 2 | MAX HEADROOM | 10    |
| 3 | KOAMARU      | 20.75 |

## + OBITUARY C.W. (BILL) REID

The Club is saddened to learn of the death of Bill Reid of Lyttelton.

Bill had been a member of Port Nick since 1966 and owned the Veteran Giles 45 footer VENDETTA which he campaigned with great gusto around the Pacific. Bill was keen to participate in the forthcoming Tasman Triangle until his untimely death.

Our deepest sympathy is extended to Rose and family on their loss.

Bill was a real gent with a great love of life who will be sorely missed.



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## Honorary Treasurer Stands Down



AFTER five years ministering to the Club's financial reporting needs, Andrew Dinsdale stood down from his position as Honorary Treasurer at the recent AGM.

A senior partner at KPMG Peat Marwick, Andrew's accountancy skills and professional approach to the role of Treasurer at Port Nick have been vital to the financial management of the Club over a period of sustained growth that in turnover and complexity of operation is the equivalent of many moderate sized businesses.

Club Secretary Manager Grant Scoones manages the Club's computer based accounting system and has worked closely with Dinsdale over the past five years, ensuring that the highest possible standards of financial reporting have enabled the Executive Committee to easily monitor the financial progress of the Club. When questioned about Andrew's success, Scoones commented:

"Andrew's dedication to the task of Treasurer is unsurpassed in my experience. He has been a tremendous asset to the Club and his no nonsense, profes-

sional approach to his role has been such that he will be difficult to replace. Any member attending AGM's in the last five years can attest to his skilled presentation of Annual Accounts and I for one will sorely miss his assistance, guidance and support. We have been unable to find a successor to Andrew at this time and will be contracting the services of an Accountancy Firm in the interim to take over the review and reporting functions carried out by Andrew."

In addition to his role at the Club, Andrew has also been closely involved with the Mary Potter Hospice over a period when the new hospice was built and a great deal of pressure was placed on trustees and other volunteers. The success of that project is a tribute to that organisation of which Andrew was a key member. Having seen both the yacht club and hospice successfully into the 90's, Andrew has now stepped down in favour of his family and professional commitments (or until some other organisation requires his services!).

Described by his close friends and associates as a workaholic (which he would no doubt staunchly deny!), Andrew can be contacted at his office between 7.30 a.m. and 8.30 p.m. daily!! Thanks for everything "Dins".

## Roy Cowley Stands Down

AFTER 11 years of continuous service on the Club Executive Committee, Roy Cowley has decided to take a break from office this year and did not put his name forward for re-election.

Roy joined the Club in 1971 and served as Cruising Captain from 1983 - 1985 and as an Executive Committee member until May of this year.

A key figure in the financing and renovation of the Club-house in 1986/87, Roy was also the driving force behind the Club's Sailing Development Youth Programme and establishment of the Sailing Academy.

Roy will continue to serve the Club on the Sailing Academy Advisory Panel and after a break may well stand for office again.

Roy will now spend a bit more time with his family and professional commitments and we extend best wishes to Roy, Pat and family for the coming season.



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## Steinlager Wednesday Night Series Results

### Two Handed Division

|     |                                       |              | Points |
|-----|---------------------------------------|--------------|--------|
| 1st | CHAIN REACTION<br>B Coleman/G Goddard | Elliott 1050 | 6.75   |
| 2nd | EASY RIDER<br>P Sanderson/G Browne    | Ross 78      | 7.5    |
| 3rd | LEGACY II<br>R Dixon/B McGruer        | Young 8.8    | 11     |

### Fully Crewed Division

|     |                          |           | Points |
|-----|--------------------------|-----------|--------|
| 1st | MARISHKA<br>B Pettengell | Giles 39  | 4.5    |
| 1st | PORT NICH I<br>G Booth   | Muir 8.2  | 4.5    |
| 3rd | JET<br>H Poole           | Farr 1020 | 8      |



Barry Pettengell's Giles 39 MARISHKA and Gerry Booth Sailing Academy Yacht PORT NICH I tied for 1st in the crewed Division.



CHAIN REACTION with Bryan Coleman and Gavin Goddard on board - overall winner in the Two Handed Division.

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# DRIVING FORCE Thank You Women's Autumn Series 1994

*By Robyn Lawless*

The women from Driving Force would like to thank those who organised, ran and provided boats for the Autumn Woman's Series. We had a fantastic time which was enhanced by the great weather and the good competition between the crews.

Having already sailed as a team, we felt the benefit of the extra time and experience on the water. We had one or two crew changes throughout both series and are extremely grateful to the ringins who hopped aboard at short notice and gave their all to the team.

A special mention must be made to Liz Hill who went beyond the call of duty, when her lawyers appointment made her late for the boats departure. Toggling up on the shore, screaming at Te Aro, she was soon whisked from Point Jerningham out to the boat in the nick of time.

The weather was light and the wind almost non existent at times, which provided the need for novel tactics and eventuated in exciting finishes.

The final race provided a treat in the form of a spurious "women's" team. Kim and the rest of the girls on "Young Nicholson" no doubt enjoyed the skirmish, but alas their skills were no match for the real women and they were soundly beaten!

This was followed by a well deserved celebration by all including the birthday boys - Kim and Brett who had aged considerably over the two women's series, but had honed up his skills at naughty jokes.

We greatly appreciate, not only the generous use of the boat but also the time and care you afforded us, Brett.

The team are looking forward to next season's women's series. Here's a

toast to all the women who have participated this season - we'll see you on the water again!



*Clockwise from left; Janet Gibb, Liz Hill, Brett Bennett, Lesley Hamilton, Jan Marshall, Sandy Phillips, Annie Purvis Robyn Lawless. Absent Sylvie Jewett*

## RUSSELL COUTTS NAMED "YACHTSMAN OF THE YEAR"

AUCKLAND, Thursday, 2 June 1994 - Team New Zealand's America's Cup Skipper Russell Coutts was made New Zealand 1994 Yachtsman of the Year by Her Excellency the Governor General, Dame Catherine Tizard.

The world match racing champion for the last two years, Coutts

received the Bernard Fergusson Trophy at a special reception at Government House in Auckland. It was a return trip for the 32 year old Coutts who received the country's top yachting accolade in 1984 after winning the Finn gold medal for New Zealand at the Los Angeles Olympics.

## WANTED

### CLUB HONORARY TREASURER

The Club needs a Chartered Accountant to take over the role of Treasurer. For further details please contact.

The Secretary Manager  
RPNYC  
Phone 384-8700

## Thank you - Gisborne Port Captain

On behalf of the Crusade Crew, I would like to extend sincere thanks to Earl Tucker, Port Captain Gisborne.

On our voyage to Wellington, prior to Christmas, Crusade made an unscheduled stop at Gisborne with a fouled prop. Earl heard on the grapevine (he owns one) of our trouble and was on the scene to offer assistance, ensuring crew member from Auckland, being picked up and delivered to Crusade from the Airport.

On the return voyage from Wellington, Skipper, Marty Harris and two crew reached Gisborne from Wellington in Twenty and a half hours in storm conditions to find Earl waiting to transport them home for breakfast and showers before they returned to Wellington.

Earl also dried and repacked all the wet sails prior to the writer picking Crusade up for Gisborne/Auckland return voyage.

Thanks Earl for your assistance.

**DONALD SUCKLING**  
RPNYC Auckland Port Captain



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# From the Club Office

## NOTES FROM THE AGM

THE Club's Annual General Meeting was held in the Wardroom on Wednesday 25 May and the following is a summary of the matters dealt with at the meeting.

### Election of Officers

The following members were elected to Club Office:

Commodore: C Anastasiou  
Vice Commodore: P Cudby  
Rear Commodore: C Howard-Brown  
Cruising Captain: B Parker  
Hon. Racing Sec: K Burt  
Hon. House Sec: I McLeod  
Committee: P Carrad  
P Dale  
I Greig  
G Hargreaves  
R Palmer  
A Stewart

Sailing Committee: M Calkoen  
G Hargreaves  
G Meyer  
P Millar

### Subscriptions

Subscriptions were increased as follows (all amounts include GST unless otherwise indicated, previous rates are represented in brackets):

|                       | 94/95    | 93/94      |
|-----------------------|----------|------------|
| VETERAN               | \$65     | (\$58)     |
| SENIOR                | \$260    | (\$232)    |
| ASSOCIATE             | \$130    | (\$116)    |
| INTERMEDIATE          | \$52     | (\$46)     |
| JUNIOR                | \$26     | (\$23)     |
| COUNTRY               | \$65     | (\$58)     |
| CORPORATE (4 yr term) | \$22,500 | (\$20,250) |

Please note that instalment payment of subs is still acceptable but you will need to indicate this when you pay your first instalment. From past experience it is a good idea to start your payments when first invoiced following the AGM.

## Building Levy

Following a recommendation from the Executive Committee the Building Levy which had been steadily reduced since its introduction in 1986 was formally dropped. The Levy was introduced to help fund the rebuilding of the Club in 1987 and has been kept in place, albeit at a reduced level, until this year. We have now repaid all borrowings on the Club Renovations and there is now no need for such a levy.

The nett result of this decision is that it now only costs \$260 to join Port Nick as a full (SENIOR) member, compared with \$342 several years ago! For what we offer, there's not a Club in the country compares with that!

## OTHER MATTERS

### Five Year Term Subscriptions

You will have all received information about the new advance subscription payment option and an option form. The key points of this new provision are as follows:

- The cost of the sub is \$1125 including GST for a five year term.
- The offer only applies to the 1994-1995 financial year (1 April 94 - 31 March 95)
- The advance must be paid in full (No time payment).
- By paying your subscription this way, you are protected from any subscription increases over the coming five years.
- The offer can be taken up by existing members or by new members on joining the Club.

Existing members are reminded of the provisions of Club Rule 20 which require all members to pay subscriptions by 30 September at the latest. If you fail to pay any subscription by that time you risk forfeiting your membership.

### Membership Cards

On payment of your subscription your membership card will be mailed out to you. Please ensure that you sign your card upon receipt and advise the office if you lose it.



## Slipway

We're now in the "off season" and discount rates apply to slipway fees. Real savings can be made if you don't mind working in the cooler temperatures, so phone the office and arrange a booking.

## Wardroom

John Tonks and staff are at your service in the Wardroom and patrons will be pleased to learn that the Executive Committee are committed to maintaining prices at their current level for the time being. Hours remain the same but are subject to review from time to time. Unlike pubs, as a private club we're not obliged to remain open until the published closing time. Our Bar Manager is expected to use his own judgement as to when to close up shop so don't be surprised if the bar closes early on the quiet nights. The economics of operating an empty Wardroom are not good and the wider interests of members and the financial viability of the Club must be taken into account when considering bar hours.

## Guests

Club Rules permit guests to visit the Club once per month provided they are with a member. There have been occasions when Wardroom and Restaurant staff have been subjected to verbal abuse by guests. This is unacceptable and members are reminded that they are responsible for the behaviour of their guests at the Club and that guests have no privileges at our Club, aside from being permitted onto the premises. If a guest has a gripe about our Club, they should let you know of their concerns and you should bring them to the attention of the appropriate Club Officials.

Guests unable to come to terms with the rules of our Club simply will not be permitted access.



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## Suggestions

Criticism, while sometimes unwelcome by the recipient, can be useful provided it is constructive. To respond to your wishes, we must be aware of your needs. In this age of high tech communication, members are not expected to wait until the AGM each year to raise any matters they feel are important. For the Club to progress, this can and should be done on an on-going basis and I can assure you that any matters, contentious or otherwise, that are brought to my attention in a formal way will be given due consideration and if I am unable to help, I will bring such matters to the attention of the Executive Committee without delay.

You will note that I use the term "formal". I believe that anyone with a legitimate point to make should be sufficiently motivated to make that point in a more formal way. Wardroom gossip can be a bit of a giggle but is generally unproductive and in most cases, forgotten by both the giver and the receiver the following day.

In a previous life I was an officer in the Air Force and we had a saying that

talk in the Officer's Mess should never cover such delicate subjects as Sex, Religion and Politics. Obviously that somewhat archaic attempt at Ye olde English conservatism didn't work and in some cases, we discussed nothing else than the above-mentioned no-no's (well the first one anyway!). I recognised then that the real issue was not the topics but the auditorium. There's nothing worse than dropping into your local watering hole for a couple of ales and a chat in congenial company and finding yourself harangued by some wild eyed, garrulous individual who reckons that anyone with even the remotest attachment to officialdom in the organisation is fair game. It's not a lot of fun to be earbashed in what should be a social environment and I'm quite sure it can be a real disincentive for voluntary officials of the Club devoting their time, free of charge to the service of the Club.

As they say, "there's a time and place for everything" and in the cold hard light of day, even the most logical Wardroom suggestions can often seem quite bizarre!

Sorry that all took so long but after 10 years (exactly) with the Club, I have seen too many good club officials lose any incentive to continue on committees as a result of some negative treatment in the Wardroom. Don't forget, you rely very much on the volunteers to keep this Club running so don't burn 'em out with unnecessary hard times. Oh, and thank you for a very pleasant decade. We have a great Club, let's all work together to keep it that way.

Call me if I can be of any help.

Cheers

**GRANT SCOONES**  
Secretary Manager

## Port Nicholson Sails (Don't) Lose the Plot

Determined to keep their sail loft competitive, Bruce and John Askew at Port Nicholson Sails have now installed a computer based sail design system incorporating a full size plotter.

The system enables the sailmakers to design and plot out sails on the full size plotting table with increased speed and accuracy.

The computer is a simple 386 DX 250 PC and the sail design software is from an American company. The plotter called Prosail Plotter MK II is New Zealand designed and built and the large plotting table is courtesy of Bruce Askew.

All the Sailmakers at the Port Nick Sail loft are trained to use the sail design system.



**The Plotting Table and Plotter**



**Brett Linton demonstrates the design software**

For further information, Contact John, Bruce, Meredith, Brett, Neil or Mel at Port Nicholson Sails, Phone: 386-3551



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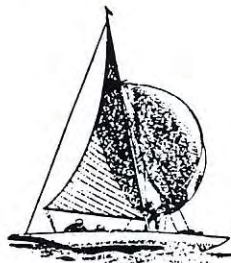
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# From the Sailing Administrator

WELL what a start, straight into the organisation of the Team New Zealand Regatta, what a fabulous event and something I will never forget. You may not have noticed but over the same weekend Leslie Egnot and her crew were in Wellington and match raced in J24 yachts against combination RPNYC crews. I know that those who took part, really enjoyed the event and improved their boat handling and match racing skills.

## Prize Vouchers

Prize Vouchers will be used in future for after series or individual races. This will save many hours shopping for prizes that most people do not have a need for. There is a good list of merchants listed on the reverse side where the vouchers can be redeemed. Not listed is the RPNYC but the club will accept them for goods or services like slipping, Club clothing, or you might like to shout at the bar for your crew.

## Rules

There seems to be a reluctance by most skippers to do 720° turns. Simply if two yachts make contact one or the other, or both yachts have infringed a rule, your obligations are described in fundamentals rules D, Accepting Penalties. A yacht that realises she has infringed a rule while racing shall either retire promptly, or accept an alternative penalty when so prescribed in the sailing instructions. It takes very little time to do penalty turns compared to the time spent in the protest room. The key points are, if you are not sure about the rules in a particular incident, do your 720° turns and your obligations are fulfilled. If you sail on, you risk someone lodging a protest against you. There will be a protest hearing and if you are disqualified by the Protest Committee, you not only lose points for the race, if the sailing instructions provide for a discard race(s) for a series you cannot discard a DSQ under Rule 74.5(d) which reads:

When a scoring system provides that one or more scores are to be excluded in calculating a yacht's total score, a disqualification under fundamental Rule C. Fundamental Rule D or Rule 54 shall not be excluded so it can be very expensive

not to do a couple of quick turns in the interest of your overall placing in a series.

There has also been a disturbing trend developing this year with three cases of Rule 75 being used. Rule 75, you say! Yes, well, if you are not familiar with this rule, you can buy a rule book from the club or marine outlets. The Rule states that "Gross infringement of rules or misconduct, the Race Committee or Protest Committee may call a hearing when it has reasonable grounds for believing that a competitor has committed a gross infringement of the Rules or a gross breach of good manners or sportsmanship. The reality is that if you, as skipper or any of your crew verbally or physically assault another competitor, you can be disqualified from a race or a series of races', with the requirement that the Protest Committee must forward a copy of the Protest to the NZYF for further deliberation and possible additional action. This issue is currently high on the NZYF Agenda. There is no place for this behaviour in yachting. There was a case in the USA where two competitors tried to put each others lights out, they were disqualified from competing in any



yachting event worldwide for six years (reduced to two on appeal). So know your rules and keep it clean.

## Definitions

There was some confusion in the resailed Island Bay Race which was shortened, due to a lack of wind, as to which way to cross the finish line. The course was shortened at Barrets Buoy.

A yacht finishes when she crosses the finishing line in the direction of the course from the last mark the problem arose when the Miramar Peninsula was in the way. Below are examples of the correct way to finish and it all depends on the course to the finish around an obstruction to finish in a hook type course is incorrect.

**BARRY CHRISTOPHERSEN**  
Sailing Administrator

## REF. IYRU Appeal Case 102

Pt Jerningham  
Start Box

BOTH CORRECT

Pt Halswell

Pt Jerningham  
Start Box

CORRECT

Pt Halswell

Pt Jerningham  
Start Box

CORRECT

Pt Halswell



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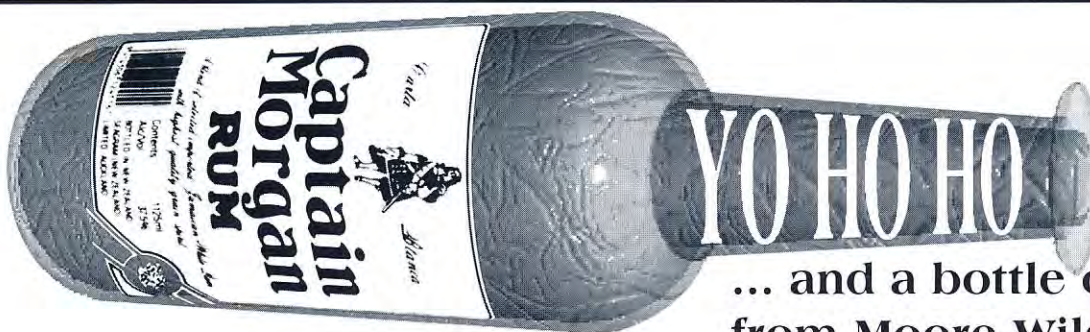
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# From the Sailing Academy

## FCB Sponsorship

WE are pleased to announce FCB's recent sponsorship of the Academy. Foote, Cone & Belding is New Zealand's newest multinational advertising agency - formed by the acquisition and merger of the country's oldest and highly regarded advertising agencies. Foote, Cone & Belding was formed into one of NZ's largest advertising agencies when the Chicago based multinational advertising agency group acquired the merged Carlton Carruthers du Chateau and Charles Haines. Internationally Foote, Cone & Belding is one of the world's largest agency groups, ranked number 1 in the US and number 2 in Europe. In NZ the agency has offices in Auckland, Wellington and Christchurch.

## Academy Participants off to represent New Zealand in Greece

Congratulations go to Club members Susie Wood and Jenny Cheyne who recently won the "Smokefree" New Zealand selection trials to represent the country at the IYRU Youth World Championships. This is the premier event for youth sailing and racing their new Laser II yacht, the girls managed to outclass their opposition, which included last years representatives who won the silver medal at the Worlds. Having had the opportunity to spend a little time with the girls both at last years trials and again this year it is clear the overall standard of sailing has increased and obviously their own performance dramatically improved. All this points to the girls having a very good chance at the Worlds in early July. Good luck and best wishes goes to them for what will be a great trip.

## Midweek Courses

The recent midweek courses have proved a success, even with the elements of nature at times working against us. We had the pleasure of Raroa Normal Intermediate one week and our standard Adult Introductory course was then conducted over the following week. With the scope of a whole day up our sleeve we were able to extend the sailing excursions to all around the harbour. From all accounts some interesting and enjoyable picnic lunches were had at various anchorages. We certainly intend to offer a few more midweek sessions especially during those summer months for people who don't want to have a break away between sessions.

Our thanks go to The Spirit of Adventure Trust, Port Nicholson Sails, Swanson Rigging and Mike Muir Boatbuilders for providing off the water activities for Raroa Normal Intermediate when sailing wasn't possible due to the weather.

## Upcoming Courses

### Introductory Course

(7 July - 13 August) Thurs 5.45 p.m. - 7.15 p.m. & Sat 1.00 p.m. - 4.30 p.m.

### Womens Development Squad

(29 May - 31 July)

### National Keelboat Trial Preparation

(12 June - 14 August)

## Course Fees

Unfortunately we have had to amend the fees slightly, and no guessing which way they needed to go. The changes are relatively slight and mean that even non-member adults are still paying less than \$10/hr for the use of the boats and the instruction. If however, this is just too prohibitive there are the Alan Martin Scholarships (see below) to help out for younger people.

## Alan Martin Scholarships

Once again it is worth reminding you all of the existence, thanks to Alan Martin, of scholarships for individuals who could benefit from an Academy course but may not be in a financial position to undertake one. If you know of someone who maybe in this category please give us a call to find out the qualifying criteria.

## Match Racing Regattas

In order to give our crews training for Match Racing and letting any interested Club members have some Match Racing experience, the Club has decided to hold two invitational Match Racing regattas over the weekends 20th - 21st and 27th - 28th August.

So after seeing the IACC boats and J24's in action over ANZAC weekend, how about coming and giving it a go yourselves in our own Muir 8.2's.

## Academy Information

For those members who wish to know more regularly what is happening at the Academy just complete one of our personal profile forms which enables you to receive our "Academy News". Unfortunately cost prevents this regular mailing to go to all Club members, however all material is duplicated on the Academy notice board



in the Wardroom so everyone has the opportunity to be kept informed.

## Coach's Comments - Class Racing

As is covered elsewhere in this issue, by Martin Harris, a group of club members including myself recently took part in the Young 88 National Championships in Auckland. Rather than go into details of the regatta, which Marty has ably covered, I would just like to comment on part of the motivation to attend the regatta in the first place. For those of you who originate from a dinghy background one of the hardest things to come to terms with in the transition to keelboats, is the systems of handicapping boats of different design. While handicapping has improved dramatically in recent years you will always get the comments in the Wardroom afterwards about the fact that "the boat just doesn't like all that ...., which we had today". The only way to solve the problem is to go Class Racing. Wellington is lucky to some extent, because in recent years we have seen more and more production class boats competing. While it would be naive to suggest all class boats go the same, reinforced to us at the 88's, at least you have a good start and can work out how to equalise performance.

Apart from being a strong advocate for class racing, I often get questioned about what sort of boat should I buy and these days there seems to me to be a good argument to purchase a class boat. This is because the argument also holds true for those who have a stronger desire to go cruising, with only the occasional venture out on the race track.

For those serious racers though, there is nothing better than a good fleet of class boats sailing around the cans. We all know the challenges the ANZ Back to Back races provide, now imagine having a fleet of near identical boats competing. It is certainly a recipe for some excellent racing, so if you get the chance, grab it, you'll have a ball.

**MIKE BOSWELL**  
Coach



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21 May 1994

## Annual Prizegiving A Government House Spectacular

FOR the first time in a long time Annual Prizegiving was held away from the Clubhouse and was enjoyed by 230 members and guests compared with the traditional 150 squeezed into the Wardroom.

Club Patron, Her Excellency the Governor General, Dame Catherine Tizard said "Why not come to my place for Prizegiving?" - so we did!

The Government House setting was superb and Col Joe Walker and staff did a marvellous job looking after us. Dame Catherine was an impeccable host and, all in all, Prizegiving 1994 was a total success. If you couldn't make it along, there was a party at the Club afterwards which also went very well.

For many of the old timers it recalled the days of such events in the Majestic Cabaret - the Prizegiving Ball no less. You paid your way then (User pays - how original!) and everyone got the opportunity of attending. Perhaps next year we will see even more lateral thinking and return to the "days of yore".



Photo by Scott Rooney

**Dr Dick Graham (KOAMARU) chats with Dame Catherine.**



Photo by Scott Rooney

**Rob Walker (ELLE) receives his award certificate from Dame Catherine.**



Photo by Scott Rooney

**Noel Cohen (L) chats with Philip Jameson. Philip has been selected to join the Team New Zealand Crew in San Diego.**

### PATRON'S ACADEMY SCHOLARSHIP FUND

A big thank you to all those members who donated to the special fund set up by our Patron, Her Excellency the Governor General.

Dame Catherine established the fund this year to assist disadvantaged and disabled youngsters to experience the joy of sailing that most of us take for granted and the \$1,000 received from member's donations is a great kick start.

Well done folks, take a bow!

## CONGRATULATIONS

to

Jenny Cheyne and Susie Wood  
on their selection to represent New Zealand, sailing Laser II's  
at the IYRU Youth Worlds in Europe





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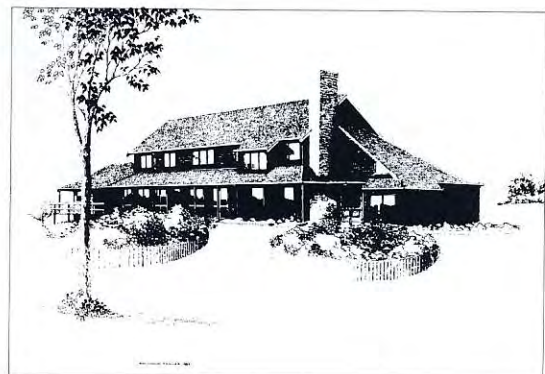
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12 April 1994

## Kodak Tasman Triangle Launch

The Official Launch for the 1994-1995 Kodak Tasman Triangle Series was held at the Club on 12 April 1994 and over 100 guests attended to hear details of this exciting blue water event.

Details of the Series are as follows:

### PROGRAMME OF RACES

1. The series consist of four (4) long races and three (3) short races, of which 3 long and 3 short races will count towards each yacht's total points.
2. Yachts may start in either Wellington, NZ or in Sydney, NSW and finish at either port.

**Race 1** Wellington-Sydney (1225n.m)  
- Sunday 4th December 1994.

**Race 2** Sydney Cockatoo the Harbour (24n.m)  
- Thursday 22nd December 1994

**Race 3** Kodak 50th Sydney-Hobart Race (630n.m)  
- Monday 26th December 1994

**Race 4** Hobart Derwent Derby (24n.m)  
- Tuesday 3rd January 1995

**Race 5** Hobart - Wellington (1278n.m)  
- Thursday 5th January 1995

**Race 6** Wellington Harbour Race (24n.m)  
- Saturday 21st January 1995

**Race 7** Wellington - Sydney (1225n.m)  
- Monday 23rd January 1995

### ELIGIBILITY

To be eligible to compete in the Kodak Tasman Triangle Series, yachts shall:

- a) Hold a current valid IMS Rating Certificate
- b) Have a General Purpose Time Allowance not less than 450 secs/mile nor greater than 700 secs/mile.
- c) Have an AVG Length (L) not less than 9.00 metres
- d) Have a Stability Index or Limit of Positive Stability (whichever is greater) of not less than 1150

### HANDICAPS

1. Results in all races shall be decided by the application of Time Correction Factors (TCF's) as a multiplier of Elapsed Times.
2. TCF's shall be calculated from each yacht's IMS Time Allowance for the Course type and wind strength selected by the Race Committee before the start of each race based upon the predicted weather conditions for the duration of the race.



Tasman Triangle Series Poster displayed by Ross Scoble (left) CYCA's Race Director, Peter Campbell, CYCA and Port Nick's Peter Brandley.



Mayor Fran Wilde, Commodore Anastasiou and Vice Commodore Paul Cudby officiate at the series launch.



# CONGRATULATIONS NEW ZEALAND ENDEAVOUR



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# NEW ZEALAND ENDEAVOUR CLEANS UP OVERALL, YAMAHA TAKES W60 CLASS

AT 15:10:07 hours GMT Time on Friday 3 June, NEW ZEALAND ENDEAVOUR crossed the finish line at Southampton in 4th place on Leg 6 from Fort Lauderdale behind the W60's TOKIO, WINSTON and YAMAHA, completing a kiwi domination of the leg and cementing her position as top maxi and fastest yacht overall in the 93-94 Whitbread Round the World Race.

Ross Field's W60 YAMAHA made it a Kiwi double by taking away the Heineken Trophy in the W60 Class.

After 32,000 miles of racing over 120 days, Grant Dalton's Farr Ketch carved around eight days off the race record set by STEINLAGER II in 1989-1990 holding off a strong challenge by the W60's in the process. Before the race began last September, computer studies showed that NEW

## HONOURS



**NEW ZEALAND ENDEAVOUR at the Start of her first race  
- Wellington Harbour, November 1992**

ZEALAND ENDEAVOUR would be four days faster around the world than the previous generation of maxi ketches but weather throughout the race

proved to be stronger than anticipated, resulting in faster times. There was considerably more windward work than expected and it was only the final leg that sustained spinnaker work was enjoyed.

Without doubt, the 1993-1994 Whitbread Race has been the closest fought to date with the outcome remaining in doubt until completion of the final leg. The crew of NEW ZEALAND ENDEAVOUR fought tooth and nail for their achievement against a quality fleet (Maxi or W60) and thoroughly deserved their win.

NEW ZEALAND ENDEAVOUR will not be returning to New Zealand, having been sold in Fort Lauderdale.

**Well done Dalts - We're proud of you all.**

## Whitbread Round the World Race 1993-94 Results

### WHITBREARD OVERALL RESULTS

- 1 NEW ZEALAND ENDEAVOUR
- 2 YAMAHA
- 3 MERIT CUP
- 4 INTRUM JUSTITIA
- 5 GALICIA 93 PESCANOVA
- 6 WINSTON
- 7 LA POSTE
- 8 TOKIO
- 9 BROOKSFIELD
- 10 HETMAN SAHAIDACHNY
- 11 HEINEKEN
- 12 REEBOK
- 13 URUGUAY NATURAL
- 14 ODESSA

### WHITBREARD MAXI CLASS RESULTS

- 1 NEW ZEALAND ENDEAVOUR
- 2 MERIT CUP
- 3 LA POSTE
- 4 URUGUAY NATURAL

## NEW ZEALAND ENDEAVOUR

# # 1

## Around the World

### WHITBREARD W60 CLASS RESULTS

- 1 YAMAHA
- 2 INTRUM JUSTITIA
- 3 GALICIA 93 PESCANOVA
- 4 WINSTON
- 5 TOKIO
- 6 BROOKSFIELD
- 7 HETMAN SAHAIDACHNY
- 8 HEINEKEN
- 9 REEBOK
- 10 ODESSA



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22 - 25 April 1994

# Wellington IACC Regatta a huge success

By Grant Scoones

**"LIKE an eggshell with 30 ton of lead hanging off the bottom, optimised for 10-12 knots of wind, 20 knots max, after that, things go bang!"**

Team New Zealand's Mike Spanhake back in February, describing America's Cup Class yachts NZL10 and NZL12. Fragile creatures indeed, and obviously a yacht designed for the less than tempestuous waters off Point Loma, San Diego, would be less than suitable for the waters of Wellington Harbour in late April - Not!

Brucie Farr and his design team must have left some major margin for error in the design of the two IACC yachts because after four days of match racing in Wellington, both rigs remained in the vertical position and aside from some sail repairs, both yachts came through the Regatta with flying colours. Out sailing in 20-30 knots on the last day of the Regatta, both yachts stood up well to the treatment handed out to the them by Coutts, Cayard and Co and looked very stable platforms for the crews to strut their stuff (Less stable for TVNZ's Liam Jeory however, who exited stage left on a gybe in the final race!). Anyway, back to Spanhake.

"The Boss (P Blake OBE) is still away off finishing his Jules Verne thing and we want to come to Wellington to do some sailing. Can Port Nick host the regatta?" ... Not a problem.



Photo by G Scoones

**Big Boats - big buildings - NZL10 in light conditions backed by downtown Wellington.**

Wellington was to be the third and final regatta in a series of three that took the two yachts and crews from the US, Japan and France respectively to Auckland, Bay of Islands and Wellington. Ironically, the Bay of Islands Regatta was plagued by strong winds and the visit to Wellington coincided with the end of a month or so of perfect weather. Temperatures in the early 20's, light

winds and almost San Diego style sailing conditions. The arrival of the two 75 footers aboard the Union Rotomaha on 18 April was the same day that the moderate winds returned to Wellington and it was a rather nervous group of regatta organisers that began preparations for the big event starting 22 April.

For some odd reason, the gods seemed to favour Port Nick's big race days and despite some changeable weather conditions, the full nine races were sailed and the final day of racing on Anzac Day was the perfect finale for the regatta, albeit in strong southerly conditions that could well have spelt disaster for the towering rigs and previously described "eggshell hulls".

The protagonists in the Wellington regatta were Russell Coutts and crew representing Team New Zealand and Paul Cayard and crew sailing for Yacht Club D'Antibes and representing the 96 French AC Challenge, DÉfi France.

Coutts and his crew featured the who's who of leading edge yacht racing (with a few omissions on Whitbread duty) and as expected, with two regattas up their sleeve, looked hot and sailed competently to take out the regatta 9-0.

With the exception of a couple of good starts, that well known French, Italian, American Monsieur Cayard et



Photo by Scott Rooney

**Coutts with a slender lead over Cayard in the light airs of Race 2. Coutts went on to win by a clear margin.**



Photo by Scott Rooney

**"At times it got a bit cluttered out there!" - Cayard approaches the mark in Oriental Bay.**



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# Wellington IACC Regatta cont'd

son amis looked off the pace, particularly when the wind got up a bit and were never a threat to the Kiwi Team. Perhaps if Team New Zealand had thrown a bowsprit on one of the boats things might have been different!

The arena for the regatta was a stretch of the Wellington inner harbour roughly bordered by Point Jerningham, the Container Terminal, The Overseas Passenger Terminal and the inner wharfs. The courses were designed for maximum spectator value from both shore and on the water and as a spectacle, far surpassed the regattas in Auckland and Bay of Islands. The television coverage on Anzac Day by Team New Zealand Sponsor TVNZ was great. They even threw in (literally) ex-Wellingtonian commentator and sailor Liam Jeory, for added value (and entertainment) - Well done, Liam, they almost got you but your recovery was brilliant!

Shunning the security of Chaffers Marina, Team New Zealand berthed the

yachts at Queens Wharf directly outside Shed 5 Restaurant as an added attraction for the public and their presence in such a visual location certainly attracted the crowds.

Essentially, the entire regatta was a dedicated public relations exercise and did much for the sport in the Capital. Team New Zealand are to be congratulated for their "Take it to the people" approach to their America's Cup challenge and the support of their principle sponsors TOYOTA NZ, LOTTO, STEINLAGER and TVNZ was vital in the staging of this high profile and expensive event. Sadly, unless Wellington can come up with an AC Challenge of her own (Team NZ sails under the colours of the RNZYS), the regatta may well be a first and last. Perhaps if the "Auld Mug" comes back to Auckland, and the added value of such a major sporting event captures the imagination of Wellington City, a Port Nick challenge could become a reality!! - Watch this space! ☆



Photo by Scott Rooney

**America's Cup Class racing comes to Wellington. In stark contrast to Backdrop of Mount Victoria NZL 10 and NZL 12 run down into Oriental Bay in light conditions.**



Photo by G'Scoones

**Dodson, Jones and Coutts - the tactical control centre of NZL 10.**



Photo by Scott Rooney

**Commodore Anastasiou (that's him on the right!) at Prizegiving with Coutts and Cayard.**

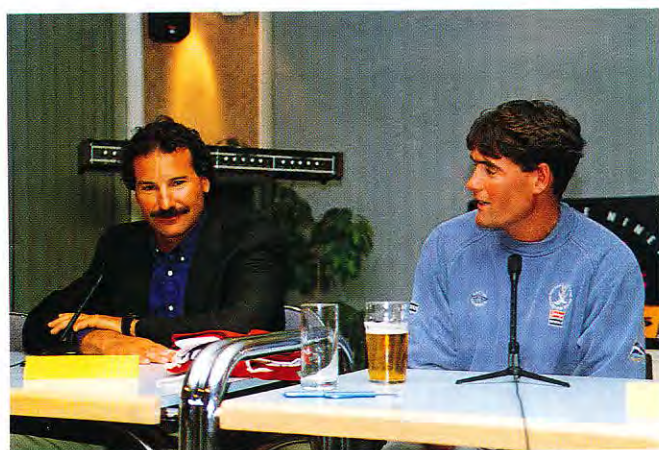


Photo by Scott Rooney

**Cayard and Coutts exchange pleasantries at the post regatta prizegiving and media briefing - "Now tell me Paul, was it your Dad that was French or Italian, I clean forgot!?"**



Photo by Scott Rooney

**The "YOTTO DRAW" for crew spots on the IACC yachts drew a big crowd - LOTTO presenter Hilary Timmins calls the shots while Russell Coutts looks on.**





Photo by Scott Rooney

**Cruising Captain Brian Parker, Team NZ's Jennifer Davison, Brian Cardiff and Dale Harrison at the Cocktail Party.**



Photo by Scott Rooney

**Russell Coutts, Commodore Anastasiou, the PM and Ross Blackman of Team NZ have a yarn.**



Photo by Scott Rooney

**Prime Minister Jim Bolger attended the Wellington IACC Regatta Welcome at Port Nick along with Major Fran Wilde and the French Ambassador (left), Monsieur L'Ambassador won the prize for his Renee impression!**



Photo by Scott Rooney

**Team NZ Boss Peter Blake OBE fresh from his ENZA NZ exploits, presents the TROPHEE JULES VERNE to guests at the YOTTO DRAW - "Handle with kid gloves" were the instructions and Peter obliged.**



Photo by Scott Rooney

**Searching for wind in Wellington - 120' up! Kiwi bowman towers over Roseneath in the quest for an edge.**

## ANZ Marine Festival

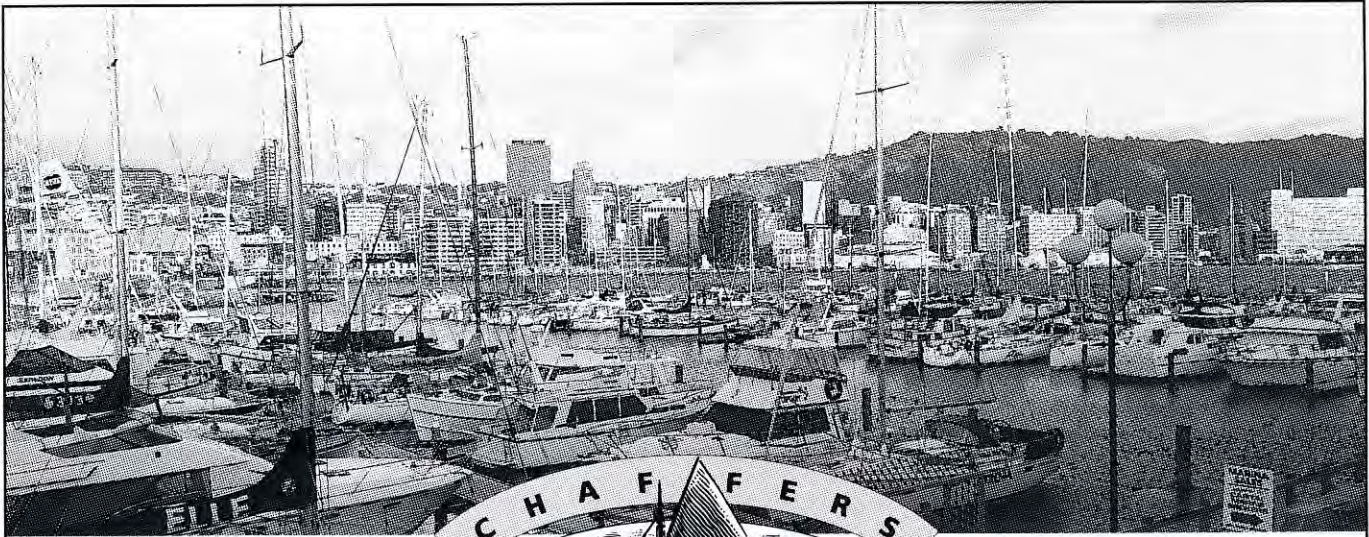
The second ANZ Marine Festival was held at Queens Wharf from 8-10 April and this year the Club featured a stand from the Sailing Academy.

The stand attracted a great deal of attention (as did the Coach's legs!) and the Festival itself was of a very high standard that should by now be an established annual event in Wellington Marine Industry.

**Academy Staff (left to right) Paul Searle, Bridget Leppien, Melanie Hargreaves and Mike Boswell (The Coach!) hard at work.**







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# Deloitte Touche Tohmatsu Business House Yacht Race

## SAIL LA VIE and Tower make good music

WELL known local sailor, musician, composer, businessman and RIP contributor Jim (Tales from Winston) Hall took his mates from Tower Music out on Sail La Vie (ya gotta get that name changed Jimbo!) in the 1994 Deloitte Touche Tohmatsu Business House Race on 26 March and putting all his (inconsiderable) sailing theory to practice, Jim and his team waltzed away with line



**SAIL LA VIE (Tower Music) on her way to an historic first place.**

honours and the silver in this annual event staged to raise funds for our Sailing Academy.

This year's race attracted a fleet of 33 yachts and although a little blustery (The Weather that is!) proved to be one of the most successful races yet. A warmish Autumn day brought a good breeze and the course was near perfect for an exciting two sail jaunt around the Harbour.

TV3 Sports personality Clint Brown came down from Squakalofa for the day



**The Classic Herreshoff 45 NEW ZEALAND MAID (Bell Gully Buddle Weir) broke her top mast but still managed to finish - Well done!**

as Guest MC and his relaxed presentation style contributed to the success of the after race function which had the Wardroom buzzing with tall tales and true from the race course.

The race raised close to \$10,000 for the Sailing Academy and is now an established ingredient in the funding of our very successful sail training venture. The smaller of our two corporate yacht races, the DTT Race is ideally tailored for staging from the Clubhouse rather than the Overseas Terminal as the case of the Fay, Richwhite Race. It gives non-club members participating in the event a good look at our facilities and a close up look at Wellington Harbour from a sailor's perspective. ☆



**Deloitte Touche Tohmatsu partner Roy Cowley addresses the participants at prizegiving.**



**New Club Corporate Members NZ Rail aboard YOUNG NICHOLSON power across Oriental Bay.**



**Rob Walker's Warwick 44 ELLE (Southpac) tunes up for her Tasman Triangle campaign with a 3rd place overall.**



# Deloitte Touche Tohmatsu Business House Yacht Race cont'd



**"Who said Right of Way?" Deloitte Touche Tohmatsu aboard Academy yacht PORT NICH 1 running down to the Kaiwharawhara Mark.**



**John Moody's Elliott 10.5 THE BUTCHER carried the flag for DB Breweries on the day.**



**"Now tell me Jim, what is the secret of your sailing success in recent times?" Well Clint, as you will no doubt be aware, I have been crewing for big Den over the past year or so and ... blah, blah, blah, ..." TV3 sports presenter, Clint Brown asks the question of SAIL LA VIE (Tower Music Co) skipper Jim Hall.**



**Fresh from their Bill & Boyd impressions at the recent MINTY Awards, Commodore Con and the Mobil Man on their 23rd encore!**



**JOINT EFFORT (Chapman Tripp Sheffield Young) skipper Rupert Wilson delivers a soliloquy on the merits of the Farr 1020 after taking 2nd place! Clint Brown looks rather bemused by the whole thing.**

**The TOWER MUSIC Team celebrate their win - Jim Hall again to the fore.**





# 1994 Deloitte Touche Tohmatsu Business House Yacht Race

Saturday 26 March 1994 - Race Results

The Deloitte Touche Tohmatsu Trophy for Overall Winner  
SAIL LA VIE (Tower Music Stores)

## Special Awards

The Maher Holiday Shoppe Award  
SAIL LA VIE (David Southgate)

The Plaza International Award  
SHOGUN (Brian Cox)

1. SAIL-LA-VIE
2. JOINT EFFORT
3. ELLE
4. GUCCI
5. ALICANTE
6. CARINA II
7. CETACEA
8. CHAIN REACTION
9. JET
10. YOUNG NICHOLSON
11. NEDAX BACKCHAT
12. BOUNCING BACK
13. LEGACY 2
14. MAX HEADROOM
15. FLYING CIRCUS
16. PORT NICH II
17. ARBITRAGE
18. MARISHKA
19. ROCKSTAR
20. SILVER SHADOW
21. DRIVING FORCE
22. SNAP DECISION
23. PORT NICH I
24. PEPPERMINT PLANET
25. THE BUTCHER
26. GALEFORCE
27. ENYA
28. NEW ZEALAND MAID
29. PUTTING IT RIGHT
30. LEGACY III
31. YOUNG GUN
32. SLEDGEHAMMER
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# Fear and Loathing in the Whitbread Village

*Random musings by an irreverent Jim Hall*

**T**he opportunity to go to Auckland for a Monday business meeting, saw me succumb to the temptation to travel up on the Sunday so that I could "Hang Out" at the Whitbread Village, and so there I was, sober gent on the loose, not having to explain why I wanted to "just stand round for hours looking at boats".

One thing I should emphasise is that the Whitbread, or should I say Heineken Village is very much a "Happening Thang". Any thoughts that we Wellingtonians may have that we lead the country in waterfront development are, unfortunately, misguided, as the Aucklanders have come up with a mini version of Sydney's Darling Harbour right in the centre of town. You get the feeling that this whole area will still be buzzing long after the fleet has gone. But for the moment the boat harbour has only one main and one secondary focus.

The main focus is of course, Heineken Beer. The name and the green advertising is **everywhere**. We are so accustomed to being assaulted at every yachting venue by Steinlager advertising, that to be in a large area where there is no other obvious advertising, beer or otherwise, than green Heineken flags, posters, banners and

even a **whole boat**, is weird. But as usual, I digress.

The secondary focus is the actual fleet. The boys weren't all back in town while I was there, but most of the 60s were back in the water. "NZ Endeavour" was the sole maxi tied alongside, the others presumably up on the hard at various yards around town, while performance guarantee claims against Farr & Associates are sorted out. "Endeavour" was its usual impeccable self and, due to being moored Mediterranean style, I noticed for the first time that the mizzen has lazy-jacks rove, an idea Grant picked up I believe, from observing the Port Nick cruising div last year.

The 60's provided more interesting viewing. The flashest by far was, of course, "Heineken". Boy, or should I say Girl, does she look good, painted in bright green with cold beer bottle condensation bubbles. It must have been a big morale boost for the crew to first be rid of what appeared to be the skipper from hell, and then to find a group of benevolent Dutch home-brewers with a big bucket of money wanting to make a belated entry into the sponsorship arena. The former Yamaha 1, draped in nearly as many digital read-

outs as "Flying Boat", looks every bit a serious contender.

Unfortunately "Helmut Schader Whatsit", one of the Ukraine entrants **looks** short of funds. They have a desperate fund raising/sponsorship drive on and had, what I hope is their spare main on the boom, ready for fund-raising action. Alongside me, an overweight American with five cigars in his mouth, turned to his **equally** overweight wife and, pointing to the luckless Ukrainian boat, extolled, "An' over here looks like the German entry."

"That's right?" he queried looking at me with the look that a rhino must have when it corners a rabbit against a concrete-block wall.

"No, that's the Ukrainian boat." I corrected.

"Well I'll be damned". Promised the dreary tourist. "I sailed a forty foot cutter out of "Martha's Vineyard, and we love those Ukrainian fellows over Annapolis way".

I joined the frenzied rush away from the world's most boring man.

Like "Heineken", the Ukrainian boat has the first generation W60 placement of primary winches behind the helmsman. All the newer boats had runners and fixed backstay running through channels in the cockpit sole to winches ahead of the wheels. "Dolphin and Youth" had a 4 spreader rig, like all the others, but the lowest spreaders don't extend out to the outer shrouds, presumably to allow closer sheeting. It looks bloody dodgy and in a race specifically aimed at downwind sailing, seems a complete waste of time. It was blowing about 10 knots while I was there and I'm sure I saw the damn thing flexing! Up close, "Tokio" looks most like a dinghy, a kind of "Higher Ground" on steroids, if Eoin will forgive the medical allusion. It has the least amount of LCD readouts, no apparent step for the helmsman (for when the boat's heeled) and the controversial (read daft) radar dome on the mast, while all the others have a special fitting at the stern. "Winston" was exactly as I remember it, the floor noticeably concave just behind the steering station, and now sporting an exposed LPG cylinder and



*The Whitbread Village in Auckland proved to be a focal point for many of yachtings "Wannabes" during the stopover - Port Nick's Jim Hall was there to record his thoughts for posterity!*



barbecue on the pushpit, an idea they obviously stole from "Koamaru".

The next day I stumbled back to the "village" after my meeting to find the place crawling with the old bill. There were more moustaches than a computer conference and some of the **blokes** looked tough too! Next to me another overweight American was confiding to a total stranger, "Well I sailed a forty foot cutter out of Martha's Vineyard, and yakkity yack yack yack".

I pushed towards the front of the gathering crowd to see my old mate Chas Windsor being introduced to the crew of "Dolphin & Youth". He seemed to be unreasonably interested in talking with them, rather than to the boring group of grown-ups that formed the official party.

Then it all fell into place, he is the replacement mainsheet trimmer that we were told is arriving from the UK. It all makes sense. He needs to disappear from the evil eye of the paparazzi for a few months, he's a navy boy so he can tie a bowline and is especially careful with the soap in the shower, and the boat needs a guy who's stupid enough to sign up, for no money, to spend four miserable cold months wrapped up in a wet sleeping bag gazing at a crinkly holiday snap of Camilla blue-tacked to the **bulkhead**.

As soon as the grown-ups had whisked his Royal Highness away from his soon-to-be bed fellows, he was led aboard "Tokio" where Chris was waiting, in an ill-fitting reefer jacket and "Devil's Island Old-Boys" tie. The "man-who-would-be mainsheet" was given a quick look over what has become the opposition's boat, before being driven off to even more exciting things, and I bet the minute Charlie was off of "Tokio", Dickson reached for the protest form, to insist that "Dolphin" tape the heirs ears back on all down-wind points of sail. I mean to say, in 25 knots it would be like having an extra staysail up off the wind.

As I wandered on towards the Hobson Wharf I couldn't help reflect on what a prick of a job being successor to the throne of England must be, especially when Mum looks as if she's going to live for ever! I mean, there's no wandering into Calzone, with a couple of young Danish hitch-hikers

that you met down at the yacht club, for pizza and a wine or three, before hitting the club Trail for a night of irresponsible ecstasy, is there? Rather, you'd be stuck night after night at a stodgy formal dinner with representative of a trade delegation to Botswana, all of who share the same appalling halitosis, while one of their wives, who couldn't carry a conversation in a wheelbarrow, and who is to the supermodel set, what the Lada is to the supercar set, plays footsie with your royal Docs under cover of a huge dining table loaded with a thousand different courses, the yummiest of which being tripe and gravy with prunes to follow. But I again digress.

On to the National Maritime Museum. If you've not been up there recently, the museum occupies the whole of Hobson Wharf and the adjoining foreshore. It is humungous, as my kids would say, and I would say the best I've seen, far outstripping the new Sydney Museum at Darling Harbour and at least equalling the Greenwich Museum in London. There are about 30 vessels in the water on the adjoining floating marina, ranging from 19th Century schooners to NZL20. If your visiting, allow three hours, you'll wonder where the time went.

In the adjoining retail shop another rather overweight American, puffing asthmatically on two or 3 cigars and, after gazing inquisitively at a Whitbread T-shirt, proceeded to waddle up to the counter.

Where do these Whitbread fellas head off to now .....LA?" he demanded from the young kiwi fellow behind the counter.

"That's right", came the reply, "they go up through the Panama Canal to Los Angeles and then up the South American coast to Florida."

I couldn't believe my ears. My **dog** has a better grasp of world geography than this and a second glance confirmed that this young example of kiwi manhood **wasn't** taking the piss. Of course the American probably had no idea of world geography either. Before he got on the plane he didn't realise there **was** a world outside of the land of the free. He resumed.

"Well I'll be danged. Y'know I sailed a cutter out of Martha's Vineyard and ....."

I headed for the bar. I rather fancied a nice cool Heineken. *B*



Jim Hall



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*Cuff detail on the Inshore Jacket*

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Photo: Rick Tomlinson

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9 - 13 March 1994

# 1994 Leander Trophy

By Steve Hogg

TWIN trapezing and harnessing 320 square feet of asymmetric horsepower in a boat the weight of a P Class is white knuckle sailing. Downwind in 20-25 knots of air gives enough grunt to burst out to well over 20 knots. It doesn't stop there! At 20 knots of boat speed, wave jumping is all part of the action, a good wave will leave only the boards on the water. Skiff racing is not for the faint hearted.

The March 1994 Leander Trophy Regatta held at Worser Bay dispelled any doubts about the standard of racing and reaffirmed that the R Class is truly alive and emerging as one of New Zealand's strongest two handed skiff dinghy classes. Twenty eight boats contested the trophy this year which included a contingent of 12 foot skiffs from Auckland.

The contest was sailed with all the flair and social camaraderie that is unique to all Leander Trophies.

The racing was extremely tight with only the cast of a net separating the top half dozen boats. The standard was impressive with the top two boats both

being past and current 12 foot skiff interdominion champions.

The Wellington performances were creditable, with the top Wellington boat "Extreme Fiend" sailed by Steve Hogg and Dennis Roche battling it out with the best to achieve 4th overall.

Following further development from

the R Class think tank, a Supercup short course series was also sailed. The Supercup constitutes a knockout series of short 15 minute races. Races are close to shore and on the water judges are used to sort out all the usual infringements and keep racing fair. The final is raced between the top 10 boats over a slightly longer course. The series was an incredible success with spectators watching and cheering as if at a bullfight. Thanks

must go to Ross Telford, Barry Christophersen, John Bowman and Brett Linton for there judging efforts and discrete lack of hearing and misunderstanding of many vocal expletives. The supercup series was won by Academy Interprint (Auckland) Paul Macintosh, John Shultz.

It was great for the class to see that the best sailors won on the day and the issue of 12 foot skiff vs R Class in performance was irrelevant. Both types of boats measure as R Class and the difference was measured in boat handling and tactical strategy. If there was any noticable difference it was that the R Class have developed there rigs to suit a lower wind range than the 12's.

The R Class squadrons have invited "the devil to their table" by increasing the R Class sail measurements and allowing the participation of the 12 foot skiffs with their no.3 rigs into the Leander Trophy. The 12 foot skiffs can now conform to the R Class rules and have the option of extending their hulls by 7 inches to take advantage of the longer R Class hull length.

While maintaining the integrity of each class both R Class sailors and 12 foot skiffs sailors consider it important to develop the classes and co-exist in a complementary manner.

Positive benefits for both classes are:

## RESULTS

|     |   |   |
|-----|---|---|
| 1st | <b>VDO INSTRUMENTS (Auckland)</b>         | <b>Paul Mackintosh<br/>Ken Fife</b>       |
| 2nd | <b>ACADEMY INTERPRINT (Auckland)</b>      | <b>Phil Airey<br/>John Shultz</b>         |
| 3rd | <b>VIRTUAL REALITY (Christchurch)</b>     | <b>Jonathan Smith<br/>Andrew McMillan</b> |
| 4th | <b>EXTREME FIEND (Wellington)</b>         | <b>Steve Hogg<br/>Denis Roche</b>         |
| 5th | <b>BUSTER BLOOD VESSEL (Christchurch)</b> | <b>Sean Milner<br/>Neil Buckley</b>       |
| 6th | <b>DIMENSION SAILCLOTH (Auckland)</b>     | <b>Tim Bartlett<br/>Brett Linton</b>      |



**VDO INSTRUMENTS. Paul Mackintosh and Ken Fife, 1st placing Leander Trophy 1994**



- Bigger fleet sizes
- Higher standard of competition
- More skiff regattas to sail
- Higher profile locally and nationally
- Increased media coverage nationally

To maintain the integrity of each class it is important to ensure one class does not dissolve into the other. The important differences are:

- R Class has one rig, 12's have up to four
- R Class 12'9" long, 12's are 12'2" long
- R Class is a third the cost of a 12
- R Class has New Zealand National Class Status

Essentially the R Class is now developing and styling itself as a skiff dinghy class. For the R Class to survive future years the National Conference has modernised its rules and constitution to create an exciting fresh challenge for the younger sailors. The stalwarts within the class who for so long have been the backbone of the class and the inspira-

tion for many of the current sailors have not necessarily agreed. It is perhaps unfortunate we don't have the full compliment of squadron support for the new style of boat, but time does not stand still and it is soon to become water under the bridge. The class must keep developing to match the pace of the change in modern yacht racing. Many classes have become extinct by not changing with the times.

It is presently a difficult time for most centreboard classes in New Zealand. Many are struggling to maintain fleet sizes. The R Class and 12 foot skiffs are no exception but both have been proactive in stopping the rot and preserving their fleet. The R Class and 12 foot skiffs can coexist as complimentary classes with their individual integrity intact.

The Leander Trophy has and will again be proven to be one of the most difficult national titles to secure. It is in good hands now and the future of R Class looks strong.

The 1995 Leander Trophy will be held in Christchurch. It will be another two years before the R Class circus comes back to town. The Wellington R

Class Squadron has racing every Saturday during summer at Worser Bay Boating Club. If you wish to get your flying hours up come down to Worser Bay and find out about the R Class Skiffs. ☆



**EXTREME FIEND** at pace. Steve Hogg and Dennis Roche, 4th Leander Trophy 1994.

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6 - 12 March 1994



## Hewlett-Packard Club Week

### RACE RESULTS

#### Single Handed Race

##### Line Honours:

XANADU II Peter Ballinger

##### Handicap:

|               |                 |
|---------------|-----------------|
| 1st KERLINA   | Mike Heaphy     |
| 2nd XANADU II | Peter Ballinger |
| 3rd ECLECTIC  | Geoff Askew     |

#### Ladies Race # 2

##### Line Honours:

SPECIAL FX Mandy Gudgeon

##### Handicap:

|                   |                       |
|-------------------|-----------------------|
| 1st DRIVING FORCE | Robyn Lawless         |
| 2nd MAX HEADROOM  | Jillan Campbell-Board |
| 3rd LEGACY II     | Lucia Bersinskas      |

#### Crews Race

##### Line Honours:

CHAIN REACTION Paul Cudby

##### Handicap:

|                    |             |
|--------------------|-------------|
| 1st SAIL LA VIE    | Geoff Herd  |
| 2nd CHAIN REACTION | Paul Cudby  |
| 3rd JET            | Ian McIndoe |

#### Island Bay Mark Foy Race

|                 |               |
|-----------------|---------------|
| 1st RAPIER      | Peter Edwards |
| 2nd REFLECTIONS | Brian Parker  |
| 3rd ENYA        | Gary Baldwin  |

#### Veterans Race

##### Line Honours:

FLYING CIRCUS Norah Stagg

##### Handicap:

|                   |                |
|-------------------|----------------|
| 1st JET           | Brian Cooper   |
| 2nd GUCCI         | Ian Macalister |
| 3rd FLYING CIRCUS | Norah Stagg    |



**RAPIER** powers her way to a comfortable win in the Hewlett-Packard Island Bay Mark Foy Race.



◁ Hewlett-Packard GM Greg Barton presents Robyn Lawless with her prize for a win in the Ladies Race.

Greg Barton presents Peter Edwards with his H-P computer following RAPIER'S win in the Island Bay Race. ▷



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# Young 88 National Championships

**By Marty Harris**  
**with the assistance of Grant Crawford (and the Editor!)**

WHEN Mike Boswell asked if I would like to compete in this year's Young 88 Nationals, I insisted that he take me. I found myself as Trimmer training on Brett Bennett's Young 88 "Driving Force" alongside the crew to go to Buckland's Beach Yacht Club, namely Mike Boswell (helm), Brett Bennett (tactician, trim), Michael Guerin (main), Mark Sandford (keyboards), Grant Crawford and Geoff Meyer (foredeck).

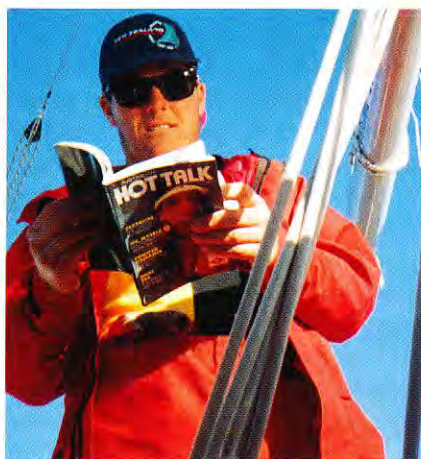
After a few training sessions we considered ourselves as prepared as we could be, given the time available and on Friday 22 April, arrived in Auckland to take command of our Young 88 'Babe'.

A check over the boat gear, and a quick slip in the morning saw us out for our first sail on 'Babe'. Everything was running well and we were happy with the way she was sailing.

The regatta was to consist of eight races, four each on Saturday and Sunday with ANZAC Monday a reserve day.

Twenty six yachts were competing, sixteen with brand new Genoa's, and the top percentage of boats with a complete new sail wardrobe. We

had a main and a No. 1 that were about five years old. However, we did have 'Driving Forces' No.3 and spinnaker. We were slightly concerned because two yachts had just broken their masts and weren't used to racing with masts that wobble around when the wind picks up.



**Mike Guerin**

The early races weren't so good for us. A combination of picking the wrong side of the course, and our old sails were not giving us the height that our competitors had in the medium air. So we finished the day with a 7th, 8th, 12th and 9th.

Sunday was our day, we wanted to show these Aucks that we could sail as good as we looked! The first race was a disaster. We were right up there with the top boats, and then got involved in a port starboard collision just after a bottom mark rounding. 'Flash Gordon' to leeward tacked right on top of us leaving 'Babe' with absolutely nowhere to go. 'Babe' was finally disqualified from the race. After six hours in the protest room, Mike and Brett were not happy men.

The second race was the best yet. 'Babe' had an awesome start and sailed a superb race to finish second across the line.

The final two races were not in our favour. The wind range was not quite No. 3, yet too much for our tired No. 1. The boats with new No. 1's held them longer than we could because our sail was starting to split at a number of seams. We just couldn't hold the top boats on the wind and with

our sail about to rip to shreds, changing to the No.3 was the only option. We broke our vang on one leg, and a main sheet block pin departed on another leg. While all this was happening our placings suffered as our results show, a 12th and 15th place.

Throughout the Regatta, Sky TV along with Bill McCarthy were out getting awesome racing footage and were paying particular attention to those crews who had sponsorship. Sky TV showed a half hour documentary on the regatta during prime time and have put together a 2 hour documentary on the regatta both of which give some excellent coverage for 'Babe' and our Mastercard sponsored spinnaker.

The crew had a great time and thoroughly enjoyed the tight competition and courses. One mistake and you lose a place, probably more. The final results over eight races were: 7, 8, 12, 9, DSQ, 2, 12, 15. The crew on 'Babe' would like to thank Port Nick for their support and assistance for this more than worthwhile regatta. As a crew we felt that Port Nick members have so much to gain from involvement in these regattas.

## OVERALL RESULTS

|    |              |     |          |
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# FAI National Women's Keelboat Champs

By Gerry Booth

SIX weeks of intense training (plus a bit of racing) on the Sailing Academy's Muir 8.2's, with damn near perfect conditions on every outing, saw us (team of six, plus Coach, Mike Boswell) on our way to Auckland to compete in the FAI National Women's Keelboat Champs, hosted by the Royal Akarana Yacht Club.

There should have been seven of us, but disaster struck on one of our last training runs when mainsheet hand, Carol Leay, badly gashed her knee. Jilly was quickly moved into the position of mainsheet. Leaving us with not a lot of time to find a replacement tactician ... the hunt was on!! Frantic phone calls around Wellington, but to no avail. The hunt moved to Auckland. Bridget Suckling swung into action and after a phone call or two, secured the services of not one, but two tacticians!! Melanie Godfrey, who currently sails on "Rhythm", an all women crewed yacht that hotly contests just about every race that's going. Melanie was to be our tactician for the first few days racing but due to work commitments she could not do the whole week. So, Gill Green, who most of you will know as she is an ex RPNYC member, completed the week for us as tactician.

There were 15 Teams competing, the bulk of which came from Auckland. Ourselves, Perth, Napier and Tauranga being the exceptions. Akarana went out of their way to make the out of town

crews feel welcome and helping with transport and accommodation and a nice little boat (a.k.a. "The Lilo") for Bos to follow us around in. The competition consisted of two preliminary series, the top three from each group going into the final series. A preliminary final was then held for the rest of the fleet, the top four then joined the other six finalists for the final series.

The weather man must have known that we were coming, the "light" conditions that normally prevail in Auckland seemed to have deserted for our first day out which made for a "lively" day's racing. Some interesting kite antics and a few crew parting company with their boats. We managed to avoid these problems and kept boat, kite and crew intact. The same can't be said for the lunches however, they took a bit of a hammering aboard "The Lilo" as did Boz, clad in full wet weather gear and barely floating. He now knew why this boat had been going spare! With five races completed and winds building to 25 knots (the MRX's are not insured for winds over 25 knots), racing was brought to an end for the day.

The next day was a lay day for us and a chance to check out the local shops (of the nautical variety ... of course). A good discovery, and one worth noting for those of you who may venture to Auckland for a bit of sailing, is Bob McDavitt, the MET service man

at Sailor's Corner, excellent detailed and localised weather reports.

Back on the water and strong sou westerlies 25 knots gusting 30. We did manage to get two races in that day. More spinnaker mayhem saw the OOD flying the "T" Flag, (no spinnakers), pity, because we were enjoying that bit. TV3 were there and Colette (foredeck) featured on the six o'clock news (albeit



briefly) before they zoomed off to record wipeouts elsewhere. Thursday saw us racing in the preliminary finals, we had to make the top four to get into the finals, the pressure was on!! We did not quite make the grade but finished the day with a second in the final race.

The day of the finals dawned gloriously fine and wouldn't you know it, extremely light airs. We spent the day on board the good ship "Crusade" at the invitation of Don and Ann Suckling. The finals were exciting to watch with Amy Waring and Leslie Egnot battling for first place with only boat lengths between the placings. Bridget Suckling was working foredeck for Amy Waring so it was nice to be on "Crusade" and to share in Don and Ann's delight at Amy's team taking out the Championship. A well deserved win with five firsts out of eight races!!

For us ... we met our objective, which was to gain more experience at that level of competition. We came back with positive plans for the future advancement of Women's racing in Wellington ... Plans that will build on our own experience to date and encourage more Women to commit to sailing at that level of competition. We are going back next year ... with two teams at least!! Bos ... you are going to be busy!!







**Team 94, FAI National Women's Keelboat Champs**

### Our warm thanks go to ...

RPNYC for their financial support  
 Shed five, for the wonderful team shirts  
 Royal Akarana, for their hospitality  
 North Shore Mazda, for the use of the minibus  
 FAI for their sponsorship of the series  
 Shiseido & Nutrimetics, for their products  
 Melanie Godfrey, for her wonderful support, and introducing us to "Mudslides"  
 Gill Green, for her wonderful support and encouragement  
 Bridget Suckling for her help in finding crew number 7  
 Mike Boswell, "The Coach", for always seeing the doughnut and not the hole!!

From the Team 1994, Gerry, Jilly, Jane, Michelle, Colette, Linda

To quote the write up they gave us in the programme, author unknown, "From what we hear, this team is Hot Property on the water and behind the bar. It will be an experience finding out which one it is they excel at..."

Well ... They'll find out next year! *Re*



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## New Members

We welcomed the following new members to the Club over the months February, March, April and May 1994.

|                   |     |                   |     |
|-------------------|-----|-------------------|-----|
| MR I ANDERSON     | SEN | MR L MACPHERSON   | SEN |
| MR A S BARCLAY    | COU | MR J R MCCULLOUGH | SEN |
| MR K R BEST       | SEN | MR A R OSBORN     | COU |
| MR G P BICKERS    | SEN | MR J E PAKI       | SEN |
| MR C G CAMERON    | SEN | MRS J PARNELL     | ASS |
| MR G L CARTER     | SEN | MISS J K POOLE    | SEN |
| MISS J CHEYNE     | JUN | MS K J PRICE      | JUN |
| MR G J CLARK      | SEN | MR M SANFORD      | COU |
| MISS D F COCKBURN | COU | MS P J SAVAGE     | SEN |
| MISS B COOPER     | INT | MR M SHARP        | SEN |
| MRS K EVANS       | ASS | MR R J SHERWIN    | SEN |
| MR D A GUTHRIE    | SEN | MR G A THOMPSON   | SEN |
| MS J HALLAM       | SEN | MR N O TODD       | SEN |
| MR M HODGES       | SEN | MR A P WALKER     | JUN |
| MR L A KAVANAGH   | SEN | MR J WARDLE       | SEN |
| MR A KELLOW       | SEN | MR J WILKINSON    | SEN |
| MS P KERK         | SEN | MR D J WILSON     | SEN |
| MS B LEPIEN       | SEN | MS S WOOD         | JUN |
| MR P LEWER        | SEN | MR G C YOUNG      | SEN |
| MS S M MAWHINNEY  | SEN | MISS N YOUNG      | SEN |



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### SIMPLY IRRISISTABLE

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Dave Squire

### VAGABOND

J Dukes  
Rick Holmes  
& Viv Murray

### YOUNG GUN

Young 88  
Brian Pennells/Ross Gilmour

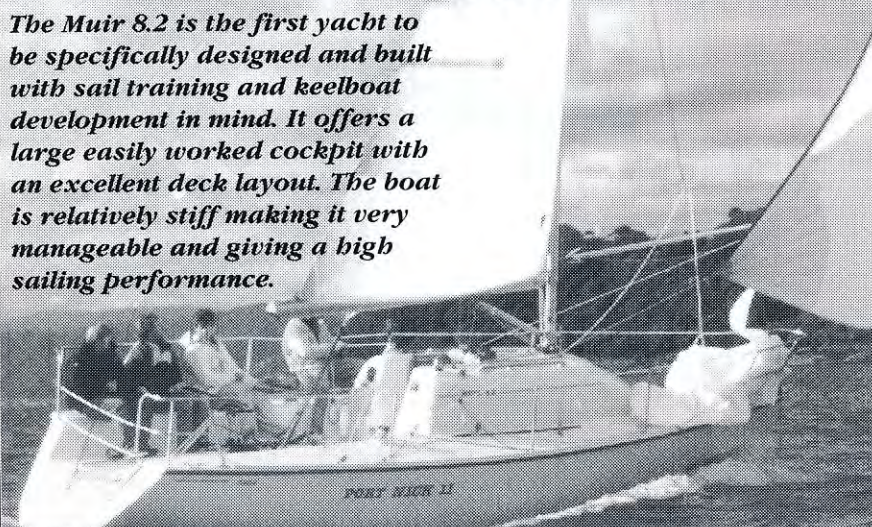


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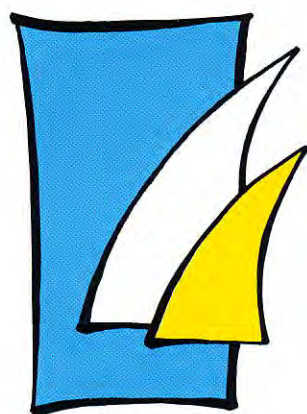
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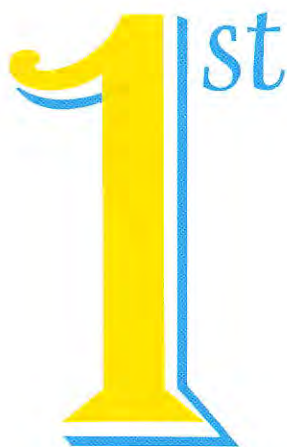


# The Academy Birthday Ball

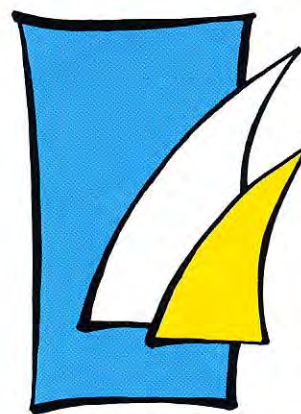
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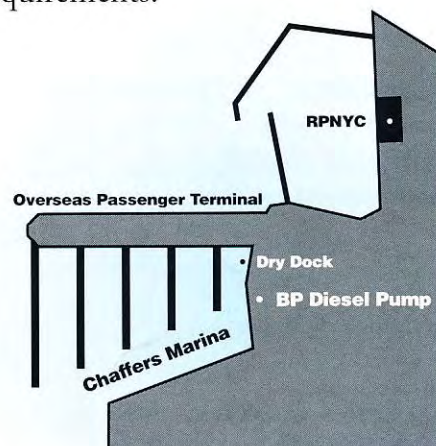


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