

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

# The Rip

AUGUST 1995







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# The Rip

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August 1995

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

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The opinions expressed in this Journal are those of the  
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Peter Blake and Team New Zealand in the  
Homecoming Ticker Tape Parade in Wellington

Photo by Chris Coad Photography  
Photo compliments of Media Connections



## ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1995/1996

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Dear Editor

I have been receiving The RIP for a good many years now, thanks to your Club and Peter Ballinger who arranged it.

I began sailing in Wellington when Graeme Hargreaves was Wellington's Top "P" Class sailor and I was one of the Roseneath Boys, along with Bill MacQueen. Lindsay England I got to know much later, after sailing in Wellington in the first Javelin Class Nationals at Paremata and assisting Ray Stagg to conduct a second one at Eastbourne when Canterbury backed down on holding it at Lyttelton at "5 minutes to Xmas".

I got the Cherub Class down to Wellington in 1961, when George Gibbs won its championships, with Colin Dalziel as crew, in an old Spencer Mark 2 against Mark 6 "Bondi Team". I was really rapt by the news of WHISPERS II in recent events, but much surprised that Lindsay forgot to mention what we did with that boat back in 1972. I say "we" for I was on board it when we set a record in the Wellington to Gisborne Race that still stands as far as I know, "Tonks" was there (Robert Tomkies) and also "Oldie" (John Oldfield), Johnny Mines, and others who seem forgotten. Nine hours becalmed and drifting slowly in towards the finishing line but nobody there to take our finishing time except the trawler skippers who were loading ice. They took our time of arrival, said "Help yourself to as much ice as you want", and went off to phone the yacht club. Our time was taken after we tied up at the Gisborne Wharf - not when we crossed the finish line. The Club had not expected us until the next day and the "Dorkland" Sailors could not believe it when they got in eventually and let alone the rest of the Wellington Fleet. What really impressed me was when the Gisborne Harbour Race was held a few days later and most of our crew wanted to sail on those "Gun" Auckland yachts.

Geoff Stagg, Johnny Mines, and I raced that boat with

a couple of girls we had picked up and we won it against "Gun" boats up to 20 feet longer because we were so much faster upwind than they were.

The girls couldn't believe it - but neither could the men. I think perhaps that those two races were the greatest of my life - for we won both of them easily in difficult circumstances.

I thank you for The RIP and appreciate it greatly.

JOHN SPENCER

Dear Editor

Thank you for sending me the Annual Report and Notice of AGM for the Club. As I shall not be in Wellington at the time, I would appreciate it if you would enter my apology for non-attendance at the AGM.

Please convey my congratulations to all concerned in production of "The RIP". For us "out of townies" its a valuable link with home, and the home Club. Keeps us in touch, as did the TV coverage of the America's Cup final race, a severe bout of homesickness followed all the camera shots in the RPNYC Clubhouse.

Best wishes for the meeting, and for the coming year.

KAY PAGET  
Country Member

Dear Editor

Enclosed is a photo of Peter Dale (Club Member) and Leslie Egnot taken before the Wellington America's Cup Street parade. Peter was Leslie's escort.

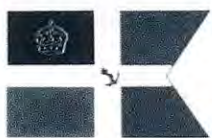
Leslie and Peter were flown from Wellington Airport to the grassy knoll opposite the civic square in the Westpac Rescue Helicopter to enable her to be at the start of the parade when the Team New Zealand crew arrived.

What a real nice person Leslie is, she is a real credit to New Zealand as Peter will enthusiastically confirm.

BILL DAY  
Manager Corporate Affairs  
Westpac Banking Corporation







# From the Commodore



I put up my hand at the 1994 AGM and indicated I was a candidate for the Executive, with the express intent of standing for Commodore when Con Anastasiou's term came to an end in 1995. I intended to spend that year becoming familiar again with the operations of the Club. I had not been involved in Club administration since the early to mid 1970s at which time, as I recall, I held the position of handicapper and then racing secretary.

While I have been a reasonably regular attendee at social functions and have crewed on the odd Saturday race and off shore, I had no particular concern as to the day to day running of the Club. Having now had the opportunity of spending a year listening and learning, it is clear the Club has moved away from a totally amateur and part time recreational pursuit. It was peopled by active sailors, a number of characters, and generally people with a great affinity for the water. As I recall it, the odd ones out were the members owned launches as against yachts and felt that they were the forgotten tribe. In an attempt to appease them a cruising captain was added to the hierarchy of the Club, to look after their interests.

Since returning to the Club Executive, it is clear there have been another two layers added to the Club's fabric. By that I mean we now have a substantial and in my view very effective, paid staff, comprising secretary manager, full time coach, assistant secretary, administrative assistant, and bar manager as well as a number of part time employees. These included the Slip Master and regular bar staff. On a casual basis the Club employs additional bar staff and tutors at the academy. These people, together with corporate members, and a quite substantial and growing number of individuals who are not necessarily interested in being on the water, form the additional layers of the Club.

In contrast, the working Executive of the Club has not changed greatly. We still have an Executive Committee providing direction who are engaged on an amateur (non paid) part time basis, together with a Sailing Committee to run all matters afloat and House Committee to look after the social needs of members. Clearly the full time management has taken a considerable load off the committees in the sense of finance, membership, bar and other house matters. The Sailing Academy should, and does, provide a considerable resource in areas such as boat handling, rules, safety, and the like.

This reallocation of resources and responsibilities should, I believe, allow a re-think in the way the Club puts together its Executive. My present view is that we have considerable talent and willingness among members of the Club who want to offer their services but are reluctant to do so because they cannot afford to carry out these specific tasks and attend monthly, and in some instances twice monthly, meetings. This is the case with the Vice Commodore, Rear Commodore, Cruising Captain and their respective secretaries. I believe a Club like ours can take its

direction from a Board of six or seven who will fully represent the wide and varied interests of its members. At present, the Executive comprises 15 people including WYA and NZYF delegates and the secretary/manager.

We already receive considerable support from a wide number of people, apart from those in elected positions. The start box, Te Aro, the slipway, club maintenance and the abovementioned WYA and NZYF delegates represent just a few who beaver away for the benefit of the Club. I look forward to meeting with these people to discuss their various roles and how they would prefer to get their ideas and direction through to and from the Executive.

The Executive is currently formulating a business plan and a re-assessment of the Club's people resources is likely to be one of the goals. However, we have some immediate tasks to deal with which need to assume a priority, given that the new committee inherits their role already two months into the financial year and four months prior to the start of the sailing season. I am delighted to know that I have the support of an extremely talented Executive which blends both previous club experience and new perceptions. I am optimistic that we will be able to continue to focus on the ongoing strengths of the Club as a Sailing Club, and our off the water base, and at the same time, merge the wide range of interests which now make up the membership, to the benefit of all.

The Club has developed great traditions over its 112 year history. I think those traditions are worth preserving. The challenge is to blend them into the present and future environment in which the Club has to operate. I am looking forward to that challenge and to helping guide RPNYC, which has been the vehicle of my participation in the greatest of sports, and my other "home", for the past 30 years.

ARTHUR STEWART



## 1995 STEINLAGER MATCH RACING REGATTA

26TH & 27TH AUGUST 1995

to be contested in Muir 8.2s & Young 8.8s

ENTRIES CLOSE 18 AUGUST 1995

Entry Form and Notice of Race available from the Club

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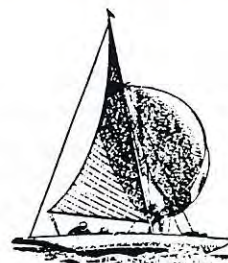
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## From the Vice Commodore



As is usual, this time of year is very busy for the Club's administration, not in the least for the Sailing Committee.

The forthcoming season's programme was drafted in May and June and the final proposed programme was disclosed at the Skippers and Crews meeting on 12 July. As a result of concerns raised at that meeting, some changes have been made to the program which we trust will enable us to provide a wide range of sailing activity and enable those taking part to select the various races or series they wish to enter, without having to do all races.

The season club championship on the harbour will be the sprint and inshore races, combined with the premier offshore racing being once more sponsored by Southpac Investments. Some of those races will be non-drop races and have bonus points.

It will be a busy season on the water and I would ask that all competitors bear in mind that the race management is done by a group of volunteers. Your patience would be appreciated.

We are constantly looking for members who may wish to assist in the start box and two more willing volunteers have come forward. Anyone who would like to assist in some way can contact myself, the Race Secretary or Lyn in the office. You will not be required every race day and, with sufficient people, we can extend our roster in order to give our team a break.

The Match Racing will be in August and, if last year was anything to go by, it will be a closely fought battle. The Match Races will be on Young 88s and also the Acad-

emy Muir 8.2s. Two Regattas are planned this season, one on Labour Weekend and the second in the new year. These regattas will be fleet races, also using the Young 88s. If you are keen, get your team together and watch for details on how to enter.

The Sailing Committee has appointed Hugh Poole as the Handicapper this year. Hugh addressed the Skipper's and Crew's meeting and outlined his policy. The handicapper will be reporting to the Sailing Committee on a regular basis and some of the concerns that were raised will be monitored. All yacht owners will shortly receive a document requesting yacht details, which they will be required to complete in order that a handicap can be set for the start of the season. Without this information the handicapper will be unable to set a handicap according to the new policy. Such a yacht may be given a higher handicap until the details are provided. Hugh is open to owners approaching him to discuss the handicap policy.

The number of competing yachts in the Mount Gay Winter Series has certainly shown how popular winter sailing is. The weather has been kind, although recent days have been a bit chilly to say the least!

Please feel free to discuss any sailing matters with the Sailing Committee members, who are there to represent your views. See you on the water or in the Wardroom.

**KEN BURT**



## From the Cruising Captain



The winter months have set in with cool nights and good sailing breezes for the winter series. I think we would all like to be cruising in the Tropical Islands, like Roger and Kathie Foley in SHOGUN II (not too close to the French Bomb Tests, I hope!).

August 15 is VJ Day, the end of World War II. Celebrations to mark this occasion are being held and the Royal Port Nicholson Yacht Club has been asked to take part in the event.

There were many Club members involved in the war, both overseas and in the home defence, protecting Wellington harbour (Port Nicholson) and the surrounding areas. Many of the member's yachts and launches were used for harbour patrol throughout the war years. Some of the boats were equipped with machine guns mounted on their foredeck.

Wellington Harbour was fitted with submarine nets from Miramar Peninsular to Ward Island and piles were driven between Ward Island and Eastbourne, with a walkway along the top of them making a solid barricade.

Our involvement will be to have as many boats on the

water as we can on Sunday 13 August and are looking for all boat owners to support this high profile display. Make it a family day on the water.

The programme is for the boats to meet south of Somes Island, where all the vessels will muster. At a command, the flotilla of vessels, including the Wellington tugs, police launch Lady Elizabeth, East-by-West Ferry and many others, will make their way to Oriental Bay with a circuit of the inner harbour, to arrive just before 1.00 pm. There will be some large Zodiac craft joining the fleet to land a group of veterans on the beach to the sound of a cannon salute and the music of the Onslow Brass Band.

After a formal welcome, the band will go to RPNYC, where all are welcome to view memorabilia and to hear music from the war years along with some of the stories.

See you on the day.

**PETER EDWARDS**





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## From the Rear Commodore

Since the AGM on 7 June, a whole new group of people have been elected/appointed onto the House Committee. We, on the House Committee, intend to apply the Chaos theory liberally throughout the year- there is only so much you can plan, and after that things will happen anyway, so there's not much point in worrying. So here we are, about two months down the track, and so far, so good. The House Committee this season is comprised of a very mixed and enthusiastic group of people, Bronwyn Walker (ELLE), Jeremy Bradley (VAMOOS), Jeannine Muir (KERLINA), Andrew Spencer (HEAVEN 'N HELL), Nicola Young (MAX HEADROOM, sometimes), and myself (SPECIAL FX), with John Moody (THE BUTCHER) as our "advisor". So you can expect we'll have the Club hopping!

### CHAMPAGNE BREAKFAST

We started off with baptism by fire - a day after the AGM, Nicola and I were involved in our very first plans for this year's Champagne Breakfast. The comical part of this (at least for us) was that neither of us had ever even been to the Champagne Breakfast, and there we were, planning it. (I have usually been back in Canada or out sailing and Nicola has been in the Club a short time). So, having none of the old hang-ups (or knowledge) about what we should be doing, we just went ahead and did our own thing. By the time you read this, the Champagne Breakfast should be just another great memory, minus the headache.

### 3 JULY, WINE & CHEESE FOR SKIPPERS AND ACADEMY GRADUATES

This was a well received evening, with over 100 people attending. The purpose of the evening was to introduce

Skippers to Academy Grads who are looking for a spot on a boat. As a follow-on to that night, the Sailing Committee will be encouraging all Skippers to have an Academy Grad

on board for the first race of the season after Opening Day, which is the Harbour Race on 30 September. On the Friday night (29 September) before that race, there will be a boat draw, where Skippers/boats and Academy grads will be matched. We really want to encourage everyone to involve Academy grads - they're a great source of new members for the Club! As a plus, the House Committee is donating a bottle of rum to be drawn on the race day - all Skippers who take an Academy grad on their boat for the race that day will be eligible to be in the draw. Talk about an easy way to get a bottle of rum!

### THE REST OF THE YEAR

The House Committee is really determined to get things on the Social side moving this year, so you can expect quite a few changes to take place. We will be asking different boats/crew to help us with events, to get more people involved in the Club, so don't be surprised if you get a call to see if you can help out. We are more than happy to have suggestions and ideas put to us, as well as criticisms (gulp) and of course, any bouquets (whiskey, chocolate, etc) will be gratefully received.

COLETTE KRAUS



## From the Club Office

...and I was told that the Club would be quiet during the winter months!

Since the Commodores Trophy in April, Team NZ won the Amercia's Cup. There was the Prizegiving on May 27 and 112th Annual General Meeting on June 7.

The Mount Gay Winter Series is popular and the phone doesn't stop ringing...can you tell me when Black Magic is coming here?.....we should sail Black Magic to Mururoa.....What is Sir Peter Blake's middle name?.....How do you spell Connor?.....ol' Black Magic should be the NZ National anthem and on, and on. All that aside, it was a marvellous win by Team NZ and the subsequent visit by them to Wellington was very exciting. I doubt there have ever been as many people in the Wardroom as on the Thursday evening and it was great to see so many members turn up to rub shoulders with the 50 or so team members that were here.

The AGM attracted a good crowd of 131 voting members, all in relatively good humour, and I would like to thank Andrea and Lyn for their efforts in helping the evening

go smoothly. I would also like to thank Andrew Dinsdale for his assistance. Again, a record of sorts was probably set by there being an election for Rear Commodore and Hon. Treasurer, unheard of in recent times and probably the two most thankless tasks available. I look forward to working with the new Hon Treasurer, Tony Chamberlain and I'm sure he will provide some interesting ideas to promote the financial position of the club.

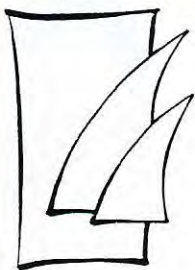
Prizegiving went very smoothly and was well attended. Our thanks to Ambassador Beeman for presenting the trophies and prizes.

Finally my thanks to those members who have already paid their subscriptions and, to those that haven't as yet, I am sure it is in the post.

MIKE PIPER







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# From the Academy Coach

## 2ND BIRTHDAY WINE & CHEESE

The 3rd of July marked the completion of a second year of operation for the Sailing Academy. Thanks to the efforts of our House Committee we were able to celebrate with a Wine & Cheese evening at the Club for graduates and boat owners. The evening also had the purpose of helping graduates and skippers meet each other. From all accounts it proved to be a worthwhile and enjoyable evening. Thanks again to the team of House Committee members.

## DIESEL ENGINES FOR THE TRAINING BOATS

It is with great pleasure that I can now say that both our training yachts have been fitted with new diesel engines. I would like to thank Ross Telford for his efforts on behalf of the Club to ensure this change was done with the minimum amount of disruption. Thanks must also go to Mike Muir Boatbuilders who generously undertook the necessary work at a heavily subsidised rate and Capital Marine for their efforts, including obtaining the Volvo engines at the special price. Thanks Volvo, they are just great!

## AUGUST YOUTH WEEKS

Following the successful Youth Week we ran last year we will run two courses in the coming August school holidays. Special thanks must go to the New Zealand Yachting Federation who have made it possible to expand this course to two weeks with a generous grant. We also hope to secure a sponsor for this course which will ensure the cost to participants is kept to an affordable level.

## COACH'S COMMENT - PERCENTAGES

"Play the percentages" is a common saying that is used in many different environments. The sport of yachting is one such environment. How many times have you gone for that high risk, low reward spinnaker hoist on a reach that is really too tight for the breeze? The end result is always that the conservative percentage sailor will win out with consistent sailing.

However, what I want to comment on, lies more on the preparation side. The basis for this comes from something that was said to me back when I bought a P Class and it has stuck with me ever since, as relevant today as it was then. Most class racing yachts performance can be broken down into three areas. The first is the hull of the yacht itself, this accounts for 1% of your performance, 9% comes from enjoying himself. "I like the type of racing we're having now, but there has to be a mixture. You need longer legs in some races so that you can try things out."

"I've always enjoyed full time sailing. For example, the race series out of Hawaii requires six weeks of full commitment. You spend about a week getting the boat ready, then three weeks solid training each day. The regatta takes up ten days and it takes another week to celebrate your success or drown your sorrows. You get to a point where everybody in the boat reacts to the sailing, putting their yachting on a different plane.

Here, you spend the first part of the race making sure nobody is going to stuff up the rig or sails. But that's one

from your rig (including sails) and 90% comes from the people actually aboard the yacht.

While obviously some people will argue over the exact weightings of these percentages, no one can dispute the fact that a good crew in a poor boat will achieve a better result than the poor crew in a good boat. Clearly then, this would suggest the biggest gain you can achieve will come from improving the sailors on the boat, rather than the boat itself.

The funny thing, is that most owners/skippers/crews devote less time and money on this area than they do on items that account for only a small percentage of overall performance. Classic examples of this must surely be the yacht that buys a new headsail and yet has no idea how to trim it in varying conditions, or the brand new kite that sure is fast if only it could be hoisted somewhere near the top mark, gybed (not Chinese) at the appropriate time and then dropped in the boat rather than the ocean at the bottom mark. While everyone (except perhaps our professional America's Cup sailor) is guilty of this to some degree, an explanation can perhaps be found in another percentage breakdown, the time spent practicing in comparison to racing.

Ask yourself what percentage of time does your crew spend in a training/practicing environment, as opposed to a racing one. I would put a good few rums on it that most keelboat crews at our club would be lucky to spend 10% of their time on the water in a dedicated practice session. This does not mean anything flash but simply going out with some plan in mind on a non-race day. For example gybing with a sense of confidence, rather than relief that you survived it! Coming from a dinghy background this 90/10 breakdown does not seem that extreme, the only thing is that 90% is normally practice or training for 10% competing.

Direct your energies into that area that will give you your biggest performance gains, the sailors. A bonus is a happy, confident crew rather than a shattered, despondent, or at best, relieved crew.

## MIKE BOSWELL



As racing secretary last year, Ken has again been elected Vice Commodore. "I do it because I enjoy sailing, I enjoy the club immensely and I like to put something back into the club and into sailing."

It is Ken we have to thank for the increasingly popular Winter Series, which he initiated in his first term as racing sec-





# MEET YOUR NEW COMMODORES'

By Rebecca Smith

## ARTHUR'S GOT CHARISMA II



For many at the RPNYC, newly elected Commodore Arthur Stewart will need no introduction. For others, this brief introduction will read like a history of the last few decades of competitive racing at an international level. Hopefully, somewhere between that, you will get the picture of a man who loves to sail, has a wealth of experience and is now ready to put some of his energy into the RPNYC.

Today, Arthur can be seen racing Charisma II around the buoys in Wellington. But you would need a lot more than charisma to get you through some of his racing experiences.

He is by profession a valuer, a career he has pursued since he finished university and now practices in the senior ranks of Darroch and Co.

Born and brought up in Dunedin, Arthur had no interest in jumping in the chilly southern waters. His first sailing was at age 16, in Auckland, beginning on M Class – 18 foot, almost unsinkable, centreboarders. However, the real sailing began when he transferred to Wellington with the Ministry of Works, following the completion of his studies.

At that time he began sailing with Del Hogg, Brian

Cardiff and Bruce Morris. "Helping Bruce Morris to launch a motor sailer in 1962 or 1963, the Tapanui, was my first entry into RPNYC – the first time I entered the premises."

Competitive sailing followed and Arthur joined the club as crew in 1965. Through to about 1971 or 1972, Arthur continued to sail on a fairly continuous basis, on Tapanui and on Alan Martin's Yachting World. "It had no motor, an open cockpit, and about six crew hanging out the side on trapezes" That was before the rules were tightened.

"With Renegade, a 36 ft Lidgard design, we started competing in everything we could, including offshore. That included my first Sydney to Hobart."

Arthur and Del Hogg combined resources to build Thundercloud, about the same time as Bruce Farr showed up on the scene, designing Prospect of Ponsonby, which blew the conventional boats out of the water.

While the Aucklanders dominated the trials for the team to compete in the 1975 Southern Cross Cup, a change in the rules meant a Northern and a Southern team represented New Zealand in 1977. This time Thundercloud was successful and, together with Whispers of Wellington and Koamaru, took sixth place in the overall series.

In 1979, Wellington again put together a Southern team, Koamaru, Mardi Gras and Geoff Stagg's Granny Apple, which Arthur had started sailing on.

In 1983, on Pacific Sundance with Del Hogg, they finally took top honours in the Southern Cross Series, taking home the cup for New Zealand with three firsts, a third and a fourth. Of all the boats Arthur has sailed on, Pacific Sundance brings back the fondest memories. "During the Southern Cross Series we were sailing through to leeward

of boats that were three or four feet longer than us, a number of these boats having just come down from England where they had won the Admirals Cup."

In 1984, they took Pacific Sundance to Hawaii, for the Clipper Cup. They had the series pretty much

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Arthur Stewart on Sundance in the 1983 Southern Cross Cup off Sydney.

work, design and sails. It was pretty much a Wellington team and the combination just showed you that design isn't everything." Pacific Sundance lost by 12 points to a boat from the United States.

The long list of experiences continues, with another trip to Hawaii in 1986, on Dollar Equity, followed by the Admiral's Cup and Southern Cross series on Fair Share in 1987. He says the biggest disappointment was not getting to do the Fastnet race, the long race of the Admiral's Cup Series.

However, coming back to New Zealand to race in 1989 "I finally made the grade. I went to Japan and sailed in the Fifty Foot Regatta, which was great, although very intensive. The likes of Rod Davis (tactician), Tom Schnackenberg (navigator), Peter Lester (helm) and Jeremy Scanterbury made up the team.

It's a bit quieter out on Wellington harbour, but Arthur is enjoying himself. "I like the type of racing we're having now, but there has to be a mixture. You need longer legs in some races so that you can try things out.

"I've always enjoyed full time sailing. For example, the race series out of Hawaii requires six weeks of full commitment. You spend about a week getting the boat ready, then three weeks solid training each day. The regatta takes up ten days and it takes another week to celebrate your success or drown your sorrows. You get to a point where everybody in the boat reacts to the sailing, putting their yachting on a different plane.

Here, you spend the first part of the race making sure nobody is going to stuff up the rig or sails. But that's one

of the reasons I enjoy sailing – you never stop learning."

I had a great run out of yachting and am looking forward to putting something back into it.



## KEN BURT – SAILING'S HIS VICE

The new Vice Commodore is easily recognised around the club – just look out for the man with the cigar.

Ken Burt has been a keen figure around Port Nicholson for many years, and has become very involved in the running of the club. Elected twice to the role of Vice Commodore, he assures me the word vice is not a reference to his day job as a police detective sergeant.

His first role in the club was in 1984, when he joined the House Committee. Following that he was elected to the Sailing Committee and has only had one year off since then, holding the racing secretary title for three years as well.



In 1991 and 1992 he was Vice Commodore and, after a further stint as racing secretary last year, Ken has again been elected Vice Commodore. "I do it because I enjoy sailing, I enjoy the club immensely and I like to put something back into the club and into sailing."

It is Ken we have to thank for the increasingly popular Winter Series, which he initiated in his first term as racing sec-



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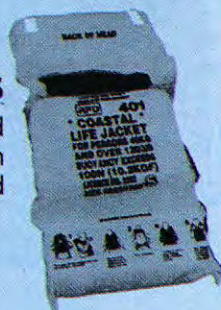


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retary. "Winter sailing has always been good, and it provides the opportunity for **more** sailing."

Ken's first sailing experience was at the age of about 14 years, when he took to the water on an R-class. That was in Timaru and, while Ken persevered with R-class for a few more years, he really didn't get back into sailing until joining RPNYC in 1973. He first sailed on Savant, Kem Cox's Spencer 40.

Ken stayed crewing on Savant until about 1979, when he was part of a delivery crew to Sydney and completed his first Sydney to Hobart race.

Other offshore experiences include the 1981 Sydney to Hobart on Red Herring II, delivering Vintage to Suva, Fiji, in 1982 and navigating for the Tauranga to Port Vila, Vanuatu, race on Not Guilty in 1984. Winning on line "was brilliant".

Ken enjoys using the navigational skills required in offshore sailing and used them again when he skippered/navigated Gulley Jimson back to Wellington from Vavau, Tonga, in 1991.

Most recently, these offshore adventures have taken Ken to Fiji, on Elle in the 1995 Auckland to Suva race.

Ken has also done a lot of inshore racing and cruising, and today runs Max Headroom, the Farr 1020 of a syndicate which includes Jilly Campbell-Board, and Phillip and Veniece Gaunt.

But Ken is not just a sailor - he also enjoys sharing his knowledge, teaching people how to sail. Many new people have been taught on Max Headroom and survived to tell the tale.

He has also done time as a watch officer on the Spirit of Adventure Trust sail training ships, teaching youngsters, many of whom are first time sailors

Fostering the relationship with Worser Bay and helping to rejuvenate the Hebtro Trophy are among Ken's achievements. The day of the Hebtro Trophy has become a real day for getting kids on the water, something Ken is keen to encourage. "Younger people need to be encouraged into the club, to ensure that we don't all stagnate."

At work his days are more involved with computers than catching criminals. Specialising in information technology, Ken has spent the past few years developing a com-



puter system to link all police information, and make it accessible throughout the country. "It will also release officers from the major overhead of paper work, which means more time solving crimes on the street."

"In the time I have been here I have seen the club change, with an overall increase in membership and a marked increase, in the last five years, in the number of women sailing." Changes to the sailing programme have also widened the scope.

"My goal this season is to ensure that all the competitors have a good, enjoyable time, both on and off the water."

## FROM WAKAW TO WELLINGTON

Growing up on a grain farm in Saskatchewan, Canada, some 2,000 miles from the ocean, sailing was probably the last thing Colette Kraus imagined herself doing when she grew up. She never imagined herself living on the other side of the world either.

Colette's family farm was in an area called Wakaw, a Cree Indian word meaning crooked lake, which was nearby. So water sports weren't completely foreign.

However, a change in lifestyle and plans for a working holiday brought Colette to Wellington. The job was to be a six month contract as traffic engineer with the Ministry of Transport (now Land Transport Safety Authority). That



Colette (centre) and crew at the Women's Nationals 1995 in Auckland.

was back in July 1989, and the six month contract has turned into fulltime employment.

Colette found she loved New Zealand and fell right into the New Zealand way. Almost immediately she became involved in sailing, her name picked off the noticeboard to crew on Gulley Jimson.

While Colette still thought she was here for a short time, her sailing accelerated, onto the bow of Gucci and then, a bit later, onto Special FX. Bow is the chosen position, "because you're responsible. If you make a mistake you own it, but if you do it right you know you've done well."

Representing Wellington at a national level was the next feat, starting in 1990 with the first Women's Keelboat Nationals. Ian Stewart provided some coaching for the



Colette (second in from the left) and the crew collecting cup for the George Janis/Redken Series.

team in those first few years and Colette was involved in each team that went away.

As the years have progressed, women's sailing has become much more competitive, and to an increasingly high standard. A lot of the same people are involved at the national level, although there have been a few changes amongst the teams. "Sailing against the likes of Lesley Egnott and Jan Shearer has provided invaluable competition and experience," she says.

"The Academy has made a huge difference to what we can achieve, provided we get people who are committed to it." While club members have always been very generous with their boats for specific series, having the training boats has given keen sailors even more opportunities to improve.

In addition to her sailing, Colette has maintained close links with the club, in her role as Women's Affairs Co-ordinator last year and now as Rear Commodore. "I've learnt a bit about race management and also got the chance to get to know the club more."

"It's a good club in general, with all walks of life in the membership. Everybody has a common interest."

The future is still up in the air for Colette, but it won't be a question of giving up sailing – more a question of whether to sail in Wellington or Wakaw.



Women's Development Squad competing in the Women's Keelboat Nationals in Auckland.



# OBITUARY - BILL MACQUEEN

By J B Cronin

With the sudden death on 31 May of William Beveridge (Bill) MacQueen, the Club lost a long-standing and valuable member, boating people throughout the country lost a good friend, and the city of Wellington lost a tireless campaigner for common sense and the rights of the ordinary citizen.

Bill MacQueen was a wholly-committed Wellingtonian. Born in 1932, he spent his early years in the Roseneath area, attending the Roseneath Primary School with other now-well-known figures in the boating world such as John Spencer, Bill Yates, Dave Catchpole, and Graham Anderson. As well as defying death and the law regularly with their trolleys on the Mt Victoria roads, the boys, particularly Bill and John Spencer, haunted the boatbuilding sheds at Balaena Bay, and began their own careers in boat building with corrugated-iron and broomstick yachts, which frequently took off for the other side of the harbour and had to be retrieved in borrowed dinghys.

Experience in sailing real boats came early, when Bill joined the Evans Bay Yacht Club at the age of 12, and began racing one of the club's P-class yachts (then called Tauranga-class). John Spencer called the group "the Balaena Bay Boys", although privately he has been heard to refer to Bill, Hal Wagstaff and himself as "the Shit-scared Boys", because they were the lightest lads in the fleet, and had the greatest difficulty in keeping their boats upright in a blow.

It was at Balaena Bay that both Bill and John Spencer came under the influence of designer Athol Burns - an influence which was to remain with Bill all his life. Athol and engineer Norman Thomas operated a boatbuilding business in the bay, called Craft Construction, and it was here that Bill began his boatbuilding apprenticeship when he left school at the age of 16.

While in his apprenticeship, Bill decided to build a keelboat of his own, and with two friends, Alan Brazendale and Val Jacobsen, spent four years of their spare time building CHRISTINA, a 26ft cutter-rigged Athol Burns design, in a shed at Breaker Bay. CHRISTINA was launched in 1952, just before Bill's 21st birthday.

Bill had joined RPNYC in 1950, and with CHRISTINA competed in the Club's Second Division for several seasons, winning various trophies. But his heart was more in cruising, and CHRISTINA roamed the local waters from Napier to Banks Peninsula - all without an engine.

After finishing his apprenticeship, Bill began work as a diver with the Wellington Harbour Board, but the call of the sea was too strong, and in December 1956, Bill and friends Dick Nicol and David Beard set off in CHRISTINA for a year's cruising in Australia - becoming the smallest yacht to have crossed the Tasman at that time. Their cruise took them from Sydney up to the Queensland coast as far as Townsville, and eventually back via Norfolk Island and



Auckland to Wellington.

The cruise cost Bill all his savings, however, and on their return CHRISTINA had to be sold.

As soon as finances permitted, he bought another boat, a 28ft yawl, SHAMROCK, which served to keep him on the sea, but by 1960 he had acquired an attractive double-ender, MIRANDA, which he set about rebuilding with meticulous care and skill.

About this time Bill became associated with another of the Club's great characters, Bill Edmundson (known as "Captain Ed"), who had built and in 1953 launched a 55ft steel motor yacht, also named MIRANDA. (Because of this, Bill renamed his own yacht TAHI

MIRANDA - "the first MIRANDA".) Bill's skills as a shipwright were brought to bear on maintaining MIRANDA, and he became a regular member of the crew in the many voyages for which the vessel became famous. In 1960 she set off for a cruise to Australia with a crew of eight, including Bill MacQueen.

On MIRANDA's return Bill set up as a boat maintenance and repair man, and began to lead a more sedate life. He married, and eventually produced a daughter, Nicola. However, he took the opportunity to sail with Brian Millar's MATA-ATUA in the inaugural Whangarei-Noumea race, and did a Sydney-Hobart race on Bob Holford's CARINA.

A major change in his life came about in 1966, when he accepted a position as master of Victoria University's recently-built research vessel TIROHIA. The chunky little green ship became one of the familiar sights of Wellington Harbour, Cook Strait, and the Sounds, and in almost 30 years a large number of students and marine scientists have had reason to thank Bill for his expert handling of the vessel in all conditions, and for his extensive knowledge of marine matters related to their research projects.

TIROHIA was involved in the WAHINE disaster in 1968, picking up many survivors, and also in the unsuccessful search for a lost crewman from the Navy's frigate WAIKATO in 1970.

Bill's TAHI MIRANDA, by then sold, was also involved in the WAHINE rescue, and sadly was sunk in the atrocious storm.

Although a ship's master, Bill was never very far from yachting, and his boatbuilding skills were put to good use in the campaign headed by Brian Millar and Mike Muir to build the Sparkman-and-Stephens-designed NGARURU and attempt to win a place in New Zealand's Admiral's Cup team in 1981.

Later he came to be associated with another Athol Burns yacht JUDITH, a sturdy 30-foot built by Bruce Emley. When the maintenance of the boat became too much for Bruce, Bill took a half share in it, and on Bruce's death in



1990, the ownership of the boat passed to Bill.

After the unfortunate break-up of his marriage, Bill got together with a long-time friend, Pat Lynch, and their partnership over the last 16 years has proved to be a very happy one. Bill and Pat shared many interests, in particular maritime history. They were supporters of both the Wellington and Maritime Museum, with its walls covered with historic photographs.

Throughout his life Bill was unhesitating in his desire to help others, and was always ready to lend a hand with slipping a boat or laying a mooring. His philosophy was that one should always put back into life at least as much as one got out of it.

His experience and knowledge were widely sought after, and he served for a time on the RPNYC Executive Committee. He was the chairman of the NZYF Wellington Region Honorary Yacht Inspectors, and was the Club's safety officer and surveyor. There were no compromises where safety was concerned. In fact, there were no compromises with Bill. There was only one way to do anything - the right way - and he had little time for those who were prepared to cut corners. Although quiet and thoughtful, he was never afraid to speak out if he felt that things were not as they ought to be, and if anyone should become upset or offended by his forthrightness, that was just unfortunate.

Some recognition for Bill's achievements came in 1988 when he was given a special NZ Yachting Federation honorary award for services to cruising.

In his later years his interest in harbour matters widened, and he began to be involved in local-body politics.

He was a member of a research group from Victoria University which suggested that the sewage treatment plant proposed (and subsequently approved) by the Wellington City Council was unnecessary, and that \$100 million could be saved by constructing a simple milliscreeing plant and using a longer outfall.

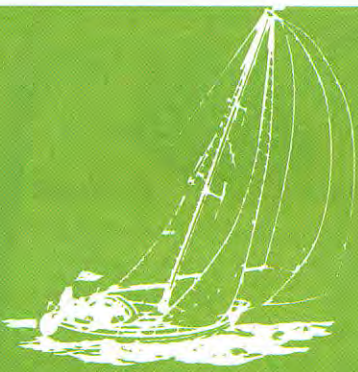
He was a member of the Harbours Committee of the Wellington Regional Council, and was ever vigilant that users of the harbour were given a fair deal by the controlling authorities. He naturally lent his support to the Wellington Coastal Users' Association.

Three years ago Bill stood for the Wellington City Council, and although he was not elected, he polled creditably for a first attempt.

He was secretary of the Oriental Bay Resident's Association, and at the time of his death was working on a scheme to build a short wall into the sea to encourage the building up of a sandy beach at the eastern end of the bay. The proposal, which is still under consideration, was affectionately known as "Bill's Beach".

Only recently, Bill and Pat formed a marine surveying business - Small Ships Surveys Limited - which was to be an interest for Bill when he retired from the University in two year's time. But this was not to be; he was living on borrowed time. At the age of 40 he had undergone major heart surgery, and then required further bypasses six years ago. But whereas this might have slowed down the average person, it had the opposite effect on Bill. As he said, "Every day is a bonus - and you don't waste a bonus day."

Bill did not waste one of them.



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# HARGIE HONoured BY NZYF

By Ian Greig

New Zealand Yachting Federation President Joe Butterfield attended the Club AGM in June to present Graeme Hargreaves with an NZYF Honour Award.

The Federation receives nominations from Clubs on an annual basis for the grant of such awards, a maximum of five awards being made nationwide. Obviously they are not made lightly!

The awards recognise services to the sport of yachting within New Zealand (they do not relate to one's own yachting prowess).

Graeme's services to RPNYC have already been recognised by the grant of Honorary Life Membership.

The Federation award recognises more broad based services to yachting than would normally be acknowledged by the grant of Honorary Life Membership within a Club. The following excerpt from the RPNYC letter of nomination may provide some indication of the countless hours of voluntary labour that Graeme has contributed to the sport over many years, for the benefit of others.

## "SERVICES TO YACHTING

### 1. Evans Bay Yacht & Motor Boat Club

- 1947 General Committee Member (Junior representative age 16 years)
- 1954-56 General Committee Member
- 1956-58 Vice Commodore  
(moved to RPNYC with move of the X Class fleet in the late 1950's)

### 2. Sanders Cup (Then - X Class National Contest)

- 1952-1964 Represented Wellington at every contest either as a contest delegate; or as an official measurer.

### 3. Royal Port Nicholson Yacht Club (Inc)

- 1959-1967 i) Sailing Committee Member  
ii) Attended Executive Committee meetings in capacity as Wellington Yachting Association Delegate.
- 1969-1972 Working holiday. (Time off committees to build "Nizam"- NZ37.)
- 1972-1995 Sailing Committee member
- 1980-1983 Commodore (included RPNYC Centennial Year with associated high level activity)
- 1983-1995 Executive Committee Member

### 4. Wellington Yachting Association

- 1954-1958 Delegate - Evans Bay Yacht & Motor Boat Club
- 1959-1967 Delegate - RPNYC
- 1983-1995 Delegate - RPNYC



### 5. New Zealand Yachting Federation

- 1977-1981 Delegate - KORC (RPNYC)
- 1983-1995 Delegate - KORC (RPNYC) Included period as Chairman PHRF Sub Committee)

In addition to performing over a period of many years duties required of the above positions - Graeme has contributed in numerous short term projects, for example:

- Conduct of Wellington P Class trials
- Team selection/management roles
- Clubhouse/equipment maintenance

Graeme's contributions to yachting have been such that the Royal Port Nicholson Yacht Club has much pleasure in nominating him for an NZYF Honour Award."

On behalf of all yachtsmen who have benefited from Graeme's voluntary services, we extend our sincere thanks, and congratulations for this recognition at a national level.





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# TEAM NZ HOMECOMING

By Islay McLeod

The call came from San Diego at 9.35 am Tuesday 16 May, and, instantly, I felt like Phil Jameson must have when Peter Blake signed him on for Team New Zealand. "We're coming to Wellington next Thursday". The brief included - street parade, Parliamentary reception and Port Nich.

Nine days later, I awoke mentally ticking off the second to last item on the job list - a glorious Wellington day. The last item was "the crowd".

9.00 am at Civic Square. The last of the ticker tape cannons are being loaded for the last roof tops along the parade route. Twenty pristine Toyota utes appear from an overnight run from Auckland. Crisp lines of Navy parade marshalls. Ten extras from the Army snap to a halt, organised in 20 minutes flat the night before.

The bands arrive. All the crew are on radio "coms" - headsets that would link us all to each other, from and to every venue, for the rest of the day. The Westpac Rescue Helicopter's on its way, carrying Lesley Egnott.

11.00 am Team New Zealand has landed. The Newlands Coaches are dressed and on the tarmac. "Wellington's Finest" are escorted by motorcycle in "V" formation out front of patrol cars front and back. Lady Elizabeth III is down Evans Bay for an on-the-water escort. Tugs KUPE and TOLA are in full salute off Oriental Parade. There are patches of people in Civic Square.

VIPs are gathered under the stage. We wait. "Coms call" ... they're here. The first, then the second, then the wave of custard coloured shirts. Team New Zealand is all around. The Cup is being uncased. The "Black Magic Lily" bouquets are handed to their young presenters. No-one knows what to expect. Cue for "Go Show" and the VIPs are escorted up on stage. I follow with Lesley Egnott and tears well up.

The crowd is wall to wall and hanging out of every vantage point. Some see Team New Zealand coming. A multi-thousand cheer goes up. I bite my lip. Peter Blake leans through and gives me a hug. Then the Team goes out on stage and our ears will ring with that roar for the next two hours. (A couple of days later, the police will estimate between 250,000 to 320,000 people turned out for Team New Zealand round Wellington).

Up front, with Black Thunder, Wellington's Finest, eventually, just rolled with the crowd, singing and dancing to move the crowds back! Oceans and oceans of ecstatic people, balloons, raining streamers and ticker tape (even business cards!) ... and tears. Peter Blake later told me that, in Wellington, it was like a mission. People reaching out, crying and saying "thank you".

Getting to Parliament three quarters of an hour late is not a good career move for an Events Director. I had a vision of the Prime Minister tapping his watch and glowering "What time do you call this?" But, as we finally rounded the gates into Parliament, the Prime Minister's face was just a more prominent version of everyone else's and, right now, he didn't have a care in the world. The Team New Zealand tidal wave rolled into the forecourt, across the longest red carpet that New Zealand has every run out,

past 10,000 to 15,000 people whose cheering rolled and ricocheted off the walls of Parliament's newly deplaued marble facade. The plaque was revealed for this one day before the official "opening" in November.

Inside, the Reception was like a family gathering. It was like Dad welcoming the boys home. Peter Blake presented Mrs Bolger with the first ever "Red Sox" lilies. Coral, of Susan White Florist has achieved the unachievable for us again.

3.00 pm The coaches pull out of Parliament and head for the hotels of Wellington who have provided accommodation free of charge!

6.00 pm The America's Cup goes ahead, followed by Team New Zealand, across to the Royal Port Nicholson Yacht Club. It's jam packed.

6.45 pm Still the America's Cup sits, glinting, unceremoniously on the platform now held by the Governor General. I look up at Peter Blake. He catches my attention, smiles and winks.

7.15 pm Standing on the starboard rail of Lady Liz and waving goodbye to Peter and Pippa Blake and to Sir Michael Fay as "Wellington's Finest" (and Pleasant Point's Finest) depart with the America's Cup for overnight security. As the Police Launch saluted three horn blasts, we headed for the sea wall opening and my latent yacht racing memory alerted me to hit the deck and hold on! The "slop" through the boat harbour opening ... we dropped to the deck and held the America's Cup, until we were safe through the sea wall, and across Wellington Harbour.

Next morning. We pick up the America's Cup for transport on to Christchurch and Dunedin. Airport Security is bristling. South Island Cabin Crew caught up and asked to see The Cup because they'd be travelling during the parade. The \$US30,000 Louis Vuitton case is opened in the airbridge. Then, for a moment, the perspex case was lifted.

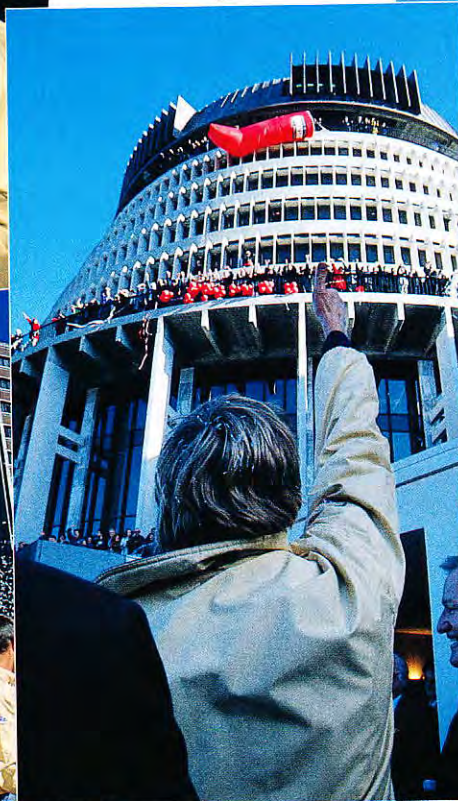
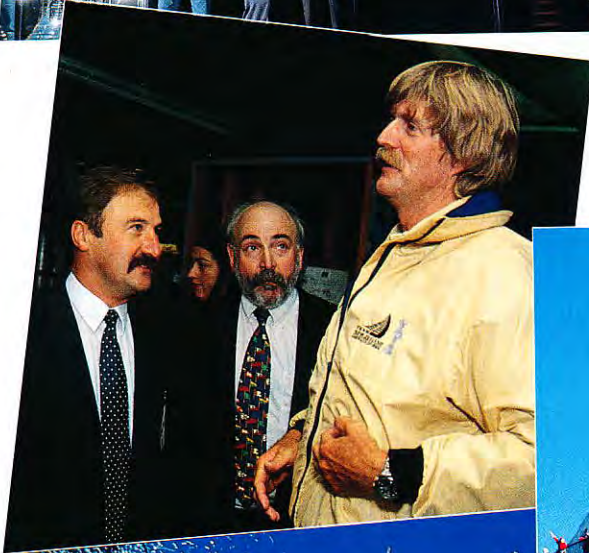
Like the little kid in the movie "ET", I put my right forefinger on the America's Cup.

Ten years ago, I got my first sailing lesson with the Royal Port Nicholson Yacht Club. I guess it was almost to the day that I walked into Port Nich with Team New Zealand and the America's Cup. Peter Blake, thank you.



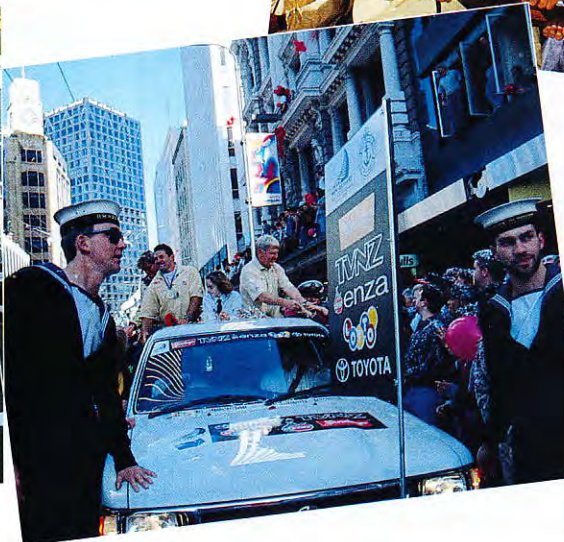
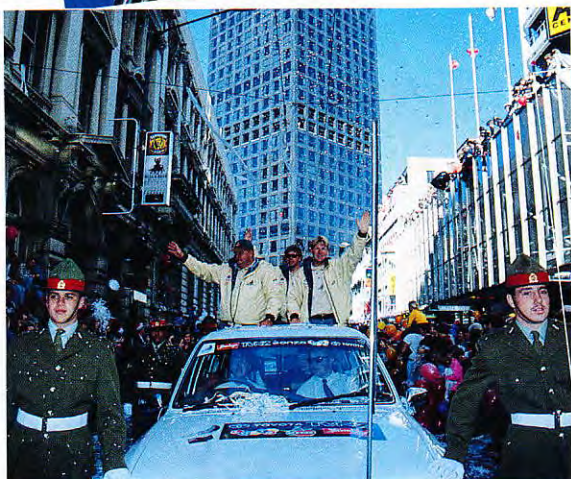
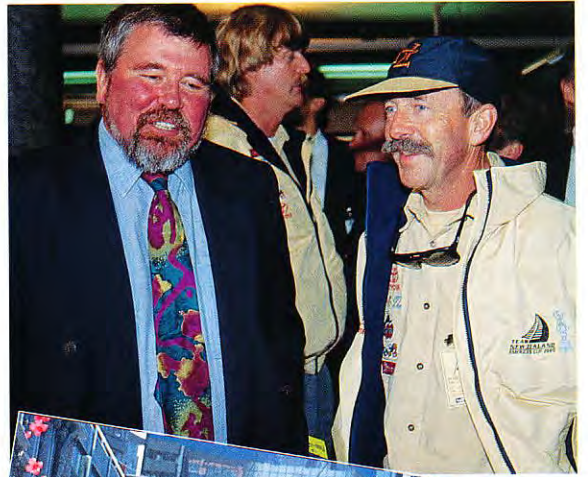


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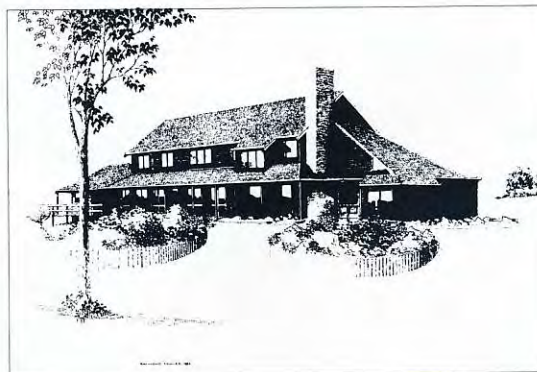
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# PRIZEGIVING 1995

By Pauline Edwards

The Club's Annual Prizegiving which was held on Saturday 27 May in the Club Wardroom was well attended this year.

Presenting the prizes was Josiah Beeman, the American Ambassador, who, being a true diplomat, wore one red sock and the other sock sporting Stars & Stripes.

The big prizewinner, offshore, for the season was John Mead's boat SCHIZO with the whole crew having to come up to pick up more than their weight in silver, 10 trophies in all. Well done John!

Inshore, showing their consistency over the year, was FLYING BOAT, owned and skippered by Mike Calkoen, picking up the biggest number of trophies. In keeping with tradition the FLYING BOAT crew filled up the "Mills Askew Trophy" with a lethal mixture of "Rum & Coke" and passed it around the Wardroom several times.



Mike Calkoen and Liz Hill picking up FLYING BOAT's Trophy's.



Paul Cudby sampling some of FLYING BOAT's hospitality.

Other boats worthy of note were ELLE, MAX HEADROOM, MOONSHINE EXPRESS, SPECIAL FX AND WHISPERS II, all having done especially well over the season.



Ambassador Beeman showing off his socks.



SCHIZO's crew with their haul of trophies.



# PORT NICH AT THE CUP

Four months after the start of the first round robin the advance party of the Port Nich assault team departed Wellington on 4 May 1995, assembling at the Auckland International Airport that same evening. Estimates of the numbers of this advance party varied according to the time of night and the amount of fortification consumed on the long journey to LA. Suffice to say that after some 13 smoke-free hours we touched down at Los Angeles at about 1.15pm LA time. After three further smoke-free hours in the immigration hall we were finally able to board our luxury coach to San Diego. By then it had been a very, very long dry period which could only be broken by the broaching of the many bottles of duty free spirits that those with fore-



The Port Nich Spectators in San Diego.

sight had seen fit to bring with them. Unhappily, there were no glasses, no ice, and no coke, let alone any beer. This situation was quickly remedied by those in command hijacking the coach off the freeway and into a nearby Deli.

The coach was rapidly filled with chilly bins, ice, coke, gingerale, lemonade, and many dozens of cans of beer. Someone had the foresight to also purchase paper cups as the tops of the various spirit bottles were becoming bitter and twisted through over use. By the time the coach arrived at our hotel in San Diego, no one was feeling any pain and only Peter lost his equilibrium, blaming it however, on a sudden lurch of the coach.

Rumour has it that some continued partying well into the night notably B.T., Bonk and Peter. During this latter revelry a certain video camera was apparently misused and later stolen.

Upon surfacing the following day foraging expeditions were despatched to all corners of San Diego, Team New Zealand's compound being the ultimate magnet. Numerous refreshers were taken in the course of that day to fortify the advance party for the arrival of the second wave who unhappily had had to travel in a much more confined space than we first arrivals. From then on the party was further enlarged in dribs and drabs from all parts of the world until we numbered, we think, something in the order of 60 including honorary members from as far south as Dunedin, a token representative and as far north as Auckland.

Some members of the Nelson contingent had much more on their minds than yachting and proceeded at pace to satisfy these other interest.

After a day and a half of this form of R & R the morning of the first race dawned wild and windy. Some doubts were cast as to whether or not the race would get under way in the prevailing conditions. Never the less a vast number of persons crammed into what would otherwise have been a comfortable launch called "Free Spirit II". The conditions on the course proved a little too much for some personnel, who spent much of the time prostrate. These persons shall remain nameless. The provision of ship stores had been delegated to Peter, Doug and Mike who diligently performed their task and we never ran dry. This happy state of affairs continued throughout the series.

The armada of spectator craft putting to sea and flying the New Zealand flag included a yacht by the name of "Coconut" and a yacht wearing a very distinctive banner "Northcote Tavern NZ" proclaiming its occupants origins. Another kiwi support vessel proudly flew the banner "Rule Change No. 10,000.00 I want to play till I win D.C." Our Skipper, Dan, proved adept in maintaining a position very close to the starting box and to the laylines so all were able to obtain a fairly close view of the yachts and the racing. Prior to the start of the first race Russell Coutts obviously noticed our launch in close proximity to other NZ support vessels and proceeded to give us a very close up display passing within 6 feet of our stern in conditions which could only be described as akin to a Cook Strait rip - 15 to 16 foot seas, very short and steep. A betting book was very quickly set up by Rob on the time differential for each mark at a US\$1.00 a time. This became somewhat expensive and after a while reverted to an estimation of the time differential at the finish only.

Laydays passed in something of a blur with our contingent dividing its time between recovery, maintaining their blood alcohol levels, or going to the zoo. Prior to the start of the second race we were visited by Bill Koch in an R.H.I as he was quietly puttering along the launches saying hello to everyone. He was given one red sock, which he



The "Koch Sock"!



put on with alacrity, proudly waving his foot in the air for all to see as he continued on his journey. He did ask for the second sock and was told he would get that in Auckland in 3 years time. Another more affluent member of our party tossed a NZ dollar coin into the bilge, Koch proudly picked it up, shouting back that he would spend it in Auckland. The one sock which he wore has since been given the name "Koch Sock". This second race will always be remembered by our party as the one good calm and pleasant day. The San Diegans were constantly apologising for the unseasonable weather. All back home will have noticed that everyone out on the water was well wrapped up and even ashore and out of the wind it was a different climate to that experienced by some of us three years earlier.

"Moonshine Express" and "Higher Ground" hosted



Philip's night off. From the Right, Rob Tomkies, Simon Crisp, Philip Jameson and Chris Tomkies.

their bowman Philip Jameson to dinner when he was given a night off. In the six months, Philip has probably matured six years.

Team NZ's compound, the San Diego yacht Club, and many restaurants were all within a 5 to 10 minute walking distance from our hotel but, for those unable to walk back to the hotel, cabs were comparatively cheap at \$2.00 to US\$3.00 a journey. One of the restaurants heavily patronised by the New Zealanders was called "Fiddlers Green", although it became known by a different colour as a result of an event which occurred there, necessitating a memo to all Team NZ members that it was never to be referred to by any other colour than green.

Dr Dick Disraeli, the immediate past president of the International Order of the Blue Gavel (USA) kindly hosted a function for all our party at the South Western Yacht Club. This Club was the yacht club of record for the America's Cup Challengers. They organised, ran and operated all the challenger series races and the Louis Vuitton Cup was presented to NZ at their dock. After a short speech of welcome, burgees were exchanged between South Western Yacht Club and our president Alan Martin, on behalf of the Royal Port Nicholson Yacht Club. This burgee has since been presented to our club on the occasion of our annual meeting. All our members were made most welcome and treated as honorary members by every yacht club in San Diego that we visited and some attended a

"beach party" hosted by members of the Kona Kai International Yacht Club on the beach outside the home of one of their members. After immense difficulties in finding the location, not assisted by taxi drivers who did not speak English, an extremely interesting and entertaining evening was spent by all.

Time passed swiftly alternating between racedays, laydays and hangover days, until it came to Saturday, the day of the 5th race and what we were all certain would be the final race. Our dedicated and farsighted ships providores dutifully stocked both launches with quantities of champagne. This good stuff was only \$18.00 to \$19.00US a bottle at the supermarket opposite our hotel. After the final gun sounded the cries of jubilation were almost drowned out by the popping of corks. Back here you have seen the celebrations, the excitement, and the exuberance both on and off the water. We were lucky to be part of it and many of us were fortunate enough to get on board BLACK MAGIC and the big NZ tender, thereby gaining access to the Team NZ compound literally by the back door, namely the sea. Even Dennis Connor was unable to gain admission through the front door after one and half hours trying. Everywhere we looked there were giant chilly bins full of Moet. There were jeroboam's standing in strategic places around the compound. Steinlager was also freely available together with a plentiful supply of more solid comestibles. The band played on and the party ran on amidst scenes of great elation. This reporter retired hurt at about 11.00 pm and some kind soul ensured that he got safely back to his hotel.



Nice socks, shame about the legs. Rob Tomkies a proud Team New Zealand supporter.



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Finger lick'n good!

The morning after and a slow walk to the Bali Hai restaurant at the end of Shelter Island Drive and an attempt at revival with bloody marys and marguerita's. A fortuitous meeting with a group from the Dana Point Yacht Club and a big black stretched limo which transported some of us to the San Diego Yacht Club for lunch. En route we were plied with more free Moet. The next day, Monday, our group attired themselves immaculately in jackets, ties, and dresses and attended the San Diego yacht club for the official presentation of the America's Cup. The club supplied a magnificent luncheon and, you guessed it, many, many more bottles of free Moet. We all took our places on the bleachers.

On the following day our group began to split up, going east, west, north and south. They seemed to leave in shifts, some on the way back to NZ, some to try their luck at Las Vegas and others just sat around resting. A party had to be had in one of the remaining hotel rooms. Those departing donated any liquor that was surplus to their requirements to those still remaining. The problems in disposing of this additional liquor proved to be something of a headache for those undertaking the task but it can be reported that we were equal to that task. After numerous diversions and digressions it was then time to return home to the euphoria that was NZ. We were back in time for the tickertape parades throughout our cities, the welcome to the Team at Port Nick, the Cup in our Wardroom, albeit briefly, and back to earth to earn money to pay the plastic, with only



Des Deacon and friends, having a few pre-prizegiving drinks.

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# SOMES ISLAND - OPEN TO PUBLIC

The Department of Conservation has assumed responsibility for Somes Island, following the closure of the MAF quarantine facility there. Interim management arrangements have been put in place for the island, which will be effective until a working plan is finalised. These include allowing controlled public access from August 1.

It has been agreed that the island should not be viewed simply as a recreational facility, insofar as it has nationally important conservation values, great cultural significance for tangata whenua, and is a valuable historical resource.

While the Department expects strong public interest in visiting the island, and hopes to offer visitors a pleasant and educational experience, it requests that local boat-owners intending to visit respect the island's ecological, cultural and historical values.

The following access conditions have been established to facilitate this process.

## ACCESS CONDITIONS

- Somes Island will be open to the public from 8.30 am - 5.00 pm daily, with access via the wharf area in the north-eastern corner of the island only.
- No domestic pets, fires or smoking will be permitted to ensure the island remains free from introduced predators, pests and fires.
- The East by West ferry will be a transport service to the island during this interim period. For timetable details phone 499-1273. Private and chartered boats will also be able to visit. All boat-owners are requested to inspect their boats for rats, mice and other unwanted stowaways prior to visiting the island.
- The two wharves remain primarily for the use of service vessels. Visiting boats may lie alongside for embarkation/disembarkation only, and not for longer than 15 minutes.
- Visiting boats are free to anchor adjacent to the wharf area. However, an access corridor must be left open for service vessels. (see map)
- It is recommended that dinghies be landed and left either immediately north of the western jetty, or at its inner end.

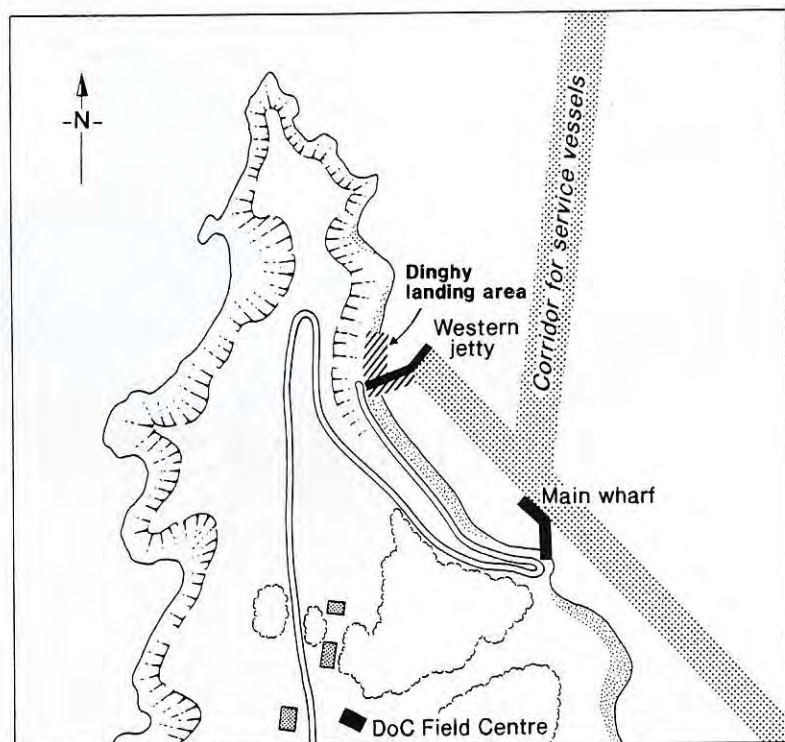
- Department of Conservation staff reserve the right to inspect any bags or packages brought onto the island. A rodent-proof shed on the main wharf will be used for this purpose.

These arrangements are for an interim period only. It is expected access conditions may change once a working plan for the island is finalised. No date has been set for this, but all interested parties will be informed of any changes by direct communication or through the media.

Finally, visitors are reminded that, despite interim improvements, the tracks on the island remain narrow and slippery. Strong footwear and wet-weather clothing are recommended. Visitors should keep to the tracks at all times for their own safety, and to avoid disturbing the island's abundant bird, reptile, insect and plant populations.

For more information, please contact:

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# YOUNG 88 NATIONAL CHAMPS

By Marty Harris

It was that time of the year again. Time for the Young 88 Nationals in Auckland, time for Wellington to compete against the best Young 88 sailors in New Zealand.

Wellington was represented by two teams, and also competing in the regatta was a Christchurch team. Mike Boswell, myself, Geoff Meyer, Arron Terrey, Craig, Brendon Hogg and Greg Wright chartered a boat called SMOKEY AND THE CHOIR BOYS, aptly named for this team I assure you. Mike, myself and Geoff were from last years crew, so we were hoping (hoping being the key word) for a better performance this year. Clive Snow and his crew chartered the boat YOUNG JIM with Clive using his own sails from Heaven n' Hell. The boat was one of the original Young 88's and was heavier than most boats in the regatta. This was noticeable in the moderate breezes we encountered, so the boat did not perform as Clive would have liked. The experience the crew had was invaluable, and should make them very competitive in Wellington, more so than they already are now.

The regatta consisted of eight races, four per day. Although we had long stoppages, due to that consistent Auckland rain squall, all races were sailed in fair conditions of between 10 to 18 knots. Smokey's crew hadn't sailed together at all before this regatta, but we were confident that we would sail together well.

Talk about a rude awakening. Our first race was disastrous. A bad start, and out the back door we went. The second race was a major turnaround with a clean start, and the crew working well. SMOKEY came in third across the line. This was more like it. Now we were talking about where to put the cup in the Port Nich cabinet. Well, some of us were.

Race three ended those wonderful ideas, with SMOKEY over the line at the start (though sources have it being too close to call). We sailed well, though, and came through the fleet to finish 17th. Disappointment was the call for that race. Race four was a good one with a 4th place and race five a 14th. Race six was another bad one, though we had some fun. Our hand held VHF was left on and the Sailing Committee could hear everything we were saying. Being last didn't make our language very positive, especially when PAPPY WAGON (Women's Crew) was sailing above us. Luckily we were late for prizegiving otherwise we would have copped a fine for this embarrassing, yet funny, escapade.

SMOKEY ended up 17th - consistent with race three, I guess. Race Seven SMOKEY came in 4th. Another good sail, and we needed a good last race. Race eight was another premature start and what upset us was that the boats to windward and leeward of SMOKEY came in first and second. We would have been in an excellent position if we hadn't been PMS.

One word came to our minds after this performance - consistency. Our crew work wasn't exceptional, but if we

had been consistent, we would have fared better in the results. The top five boats were in the top ten placings over the line in every race. When sailing in a fleet of very competitive boats, you must be consistent, and that means good starts with clear air. That was our answer to the problems we had. Time on the water before the regatta is also important. The winning crews of the regatta have sailed together for this event for months beforehand. They also had new or near new sails. This gave them an advantage in height, but boat speed over the whole fleet was generally the same.

SMOKEY was no charmer, a very well used 88, but she has a slight speed edge downwind. Upwind, though, we sometimes struggled. Your downwind speed doesn't help much when your way back in the fleet. Though the way the guys were talking to the boat to give it a hurry-up, you'd think it was their girlfriend or something.

With the regatta and prizegiving over, and us with no prizes although we had some fun, we considered how you could win.

- You need a good boat, preferably one you know.
- Compete in some races in Auckland before the regatta against top Y88.
- Have some new or very good sails; and
- Most important, time on the water with that boat and crew.

Then you can become consistent. After all that, you can worry about where to put the trophy. Mike said to me before race one, that winning is 1% boat 9% rig and 90% crew. Smokey's crew proved that to be correct.

Our thoughts of doing better than last year were lost after our results. We thought that a worse placing was on the cards. Last year we came tenth on BABE. This year tenth again. At least we didn't go down hill like we thought. Perhaps third time lucky next year.

The crew would like to thank Brett Bennett for the use of his Spinnaker and No. 3 and I would like to specially thank Mike Boswell for the heartache he has gone through in putting up with me, and organising a boat for us.

Young 88s are fantastic boats to sail and the racing we had was better than you'll get anywhere on keelboats in New Zealand. Perhaps Wellington now has enough Young 88s to have their own class racing?

## FINAL PLACINGS

1ST	WAKA HUIA
2ND	SPLIT DECISION
3RD	FIRST CLASS
10TH	SMOKEY AND THE CHOIR BOYS
24TH	YOUNG JIM



# ADVENTURE SAILING ON ALASKA EAGLE

By John Hollings

I first heard of Alaska Eagle's ocean sailing adventures through a small article in a well known US magazine for arm-chair sailors. I applied for a berth by mail and, luckily for me, a good mate resident near the Sailing Centre in Newport Beach, California, gave me a reference - lucky because crew members are not usually accepted for an A-E cruise without a qualifying weekend cruise. Minimum sailing skills are, of course, required but crew must also pass the OK-personality test. So August 1990 found me aboard the "Mighty Eagle" with 12 friendly Californians for a two week cruise from Sifka to Ketchikan. This short voyage through glaciated fiords of Alaska was more of a scenic than a sailing experience (lots of motoring), though there were some moments of sailing perfection. For example, the highest latitude reached was 59°30 north [Cape Horn is 57°south] at the foot of the Margerie Glacier, where mini icebergs of a thousand tons were being "calved" by the glacier and so making waves in an otherwise dead calm arm of Glacier Bay. About midday a light Katabatic wind off the glacier allowed us to hoist a spinnaker and ghost out of the inlet at 4 knots in absolute silence (see photo). A lookout on the bow guided the helmsman so as to miss the "bergy-bits" which everywhere littered the water surface. Ten hours of magical silent sailing ensued until, at about dusk (near midnight at that latitude), we glided into a solitary anchorage.

I did not believe that a stream so closely packed with salmon that one could "walk across the backs of the fish" really existed outside of tourist literature, but we did see one with a brown bear leisurely fishing. One lazy swipe of the bear's paw across the water surface was enough to bring two large fish ashore for a brown bear's breakfast. He was only 10m away but I am glad to say on the opposite bank of the stream.

The scenery was so much like the NZ southern fiords - more open perhaps and in mid-summer relatively windless. Mostly, mist obscured the mountains but there is plenty of interest at sea level, with migrating pods of whales, the ubiquitous dolphins and ashore endless dark evergreen forests of sitka spruce and fir. I must have passed the personality test (in spite of being nominated for president of the "old curmudgeon's society") because I was offered a



berth on the 1,500 mile Vancouver to Newport Beach Leg - I accepted with alacrity.

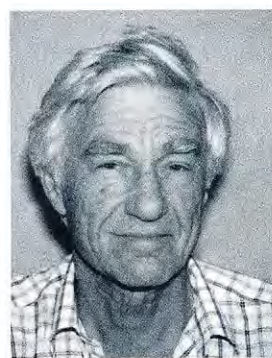
We made overnight stops on the remote west side of Vancouver Island, at abandoned timber mills and fishing ports (very much like the South Island west coast but fewer people). Then we travelled 70 miles up the mighty Colombian River (the tidal race over the entrance bar rivals those in Cook Strait), and with the big kite, reached under the Golden Gate bridge. There was more wind (mostly from astern) on this leg and some enjoyable ocean sailing resulted.

Everyone aboard will have special memories. I recall jibing in the pre-dawn twilight as, in disturbed seas, we rounded one of the windy Californian Capes, at top speed. Quietly, with no fuss, the Skipper's watch managed a controlled jibe, using twin poles and powerful winches the watch below slept on peacefully. The power of a

65 foot, 35 ton yacht, and the steady platform it provides to work on would be appreciated by yachties accustomed to clinging to their safety harnesses on a 30 footer in Cook Strait.

## ABOUT THE AUTHOR

John Hollings first joined RPNYC in 1950 then, after a period in London, returned to Wellington and rejoined in 1968. He has owned a series of Wellington keel-yachts including Wairere Berenic, Kittyhawk and Crescendo. Retirement in 1987 from long time practice as a professional civil engineer made time available to build the sloop CAPER (now in Chaffers Marina) and also to indulge in some modest sailing adventures. Those with Bradley Avery and the OCC Sailing Centre fleet are described in this article.





I found my time on A-E immensely enjoyable and I learnt a lot too. Compared to sailing on a 100 ton sail training vessel, A-E is much more of a fun sailing experience. As an ex Whitbread racer it is just so much lively and more responsive to sail. A-E is kept going at a good speed always - the kite goes up routinely as soon as the wind comes abaft the beam. The sail training is low key - mostly it's up to you to pursue those special things which interest you. This may be astronav, or sail trim, but everyone must do their share of regular duties from steering (no auto pilot) to daily heads cleaning.

Much of the success and enjoyment of these cruises depends on how well the crew work together and with the skipper. It doesn't happen automatically, but I was lucky to have Brad Avery (the Sailing Centre Director) as skipper. He is exceptionally gifted at getting everyone to participate and enjoy themselves - as well he is a shrewd judge of character. Mostly, the crew (for a sea passage) is selectively chosen from an abundance of applicants graduating from the sailing school classes.

If you are a novice at the Sailing Centre you train first in one of a fleet of some 20 Lido dinghies. Newport Harbour is ideal for this, with smooth water and sunny afternoon breezes. Lido "graduates" move on to the Shields for keelboat experience. These are 30 foot long, open keelboats dating from 1970; steady yachts with large sailing areas, are good fun to sail. The next step is to train in ocean going races, locally off the harbour entrance then in coastal races or short local cruises. Finally you take part

in the summer cruise on VOLCANO or ALASKA EAGLE from Newport to Hawaii to Alaska and return.

In 1996 ALASKA EAGLE will be making a longer South Pacific expedition which includes NZ and a round trip of the South Island from Wellington as a base. The timetable is:

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Leg 3	Tahiti - Bora Bora	Jun 16 - 27
Leg 4	Bora Bora- Cook Islands - Samoa	Jun 29 - Jul 19
Leg 5	Samoa - Tonga	Jul 21 - Aug 3
Leg 6	Tonga - Fiji	Aug 15 - Sep 1
Leg 7	Fiji Cruise	Sep 3 - 15
Leg 8	Fiji - New Zealand	Sep 17 - Oct 5
Leg 9	Auckland - Bay of Islands - Wellington	Jan 15-30
Leg 10	South Island circumnavigation	Feb 3-27

Because the Sailing Centre is efficiently run as a non-profit school the costs to students are moderate. Each leg of the long cruises is charged as a lump sum, usually about US\$120 per day all inclusive. Air fares are, of course, extra.

## THE ORANGE COAST COLLEGE SAILING CENTER

The Orange Coast Community College is in Costa Mesa (Southern California) and has a role between a school and academia similar to our polytechnic but teaching a wider range of topics. The Sailing Centre teacher which is a faculty of the community college is based on New Port Harbour, near the college. It has offices, lecture rooms and its own marina where everything you want to know about sailing is taught; there are hands-on courses in dinghies, keelboats and ocean going yachts; and there are lectures in navigation, weather, sail-making, rigging repair, diesel engines, medicine at sea, cooking a float and more.

Some 3,000 people enrol in the courses each year and receive instruction from more than 60 full or part-time instructors. The generosity of well-to-do USA citizens has made the Sailing School financially possible. Their gifts fund not only the school premises but also the entire fleet, including (as at June 1995) four magnificent ocean going 60-65 foot yachts. As a result, the charges to the individual sailing students are moderate and the benefit to sailing as a sport is great.

If you would like to know more, contact the OCC Sailing Centre directly at:

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# FLORIDA TO COSTA RICA

## A Delivery Voyage in SERENA, By John Hollings

SERENA is a beautiful example of a Sparkman and Stephens gentleman's yacht. Ruggedly built of aluminium by Paul Luke, in 1972, the 59 foot ketch recently underwent a complete refit and is now in sparkling condition. Earlier this year she was generously donated by her Washington DC owner to the OCC Sailing Centre at Newport Beach, California.

SERENA had spent her life on the East Coast of the USA and was lying at Fort Lauderdale, Florida when the delivery crew flew in on 27 March 1995 to take her on the first leg of the voyage to her new home in California. Skipper Brad Avery (who also directs the OCC Sailing School) had chosen a crew of four to assist him on the first leg and I was delighted to be included as navigator.

A tedious 24 hours was spent with hands working in a temperature of 90°F and nearly 100% humidity to buy and stow stores for the voyage and to make sense of the ship's systems. The penalty for the comforts of a "gentleman's yacht", like air conditioning, two bathrooms, electric winches, microwave cooking, television, Inmarsat international communications, etc, etc, is an engine room the full width of the yacht and 3m long, stuffed with main engine, generator, two reefer systems, multiple pumps, DC and AC switchboards, and air-conditioning unit all of which had to be understood well enough to keep the engine working at least for the duration of the voyage.

By noon next day a fair wind had arrived to reduce our skipper's tolerance level for prudent preparation to zero so we left the marina ready or not, fill up at the fueling wharf and motoring out into the infamous gulf stream as dusk fell. Sea conditions in the 50 mile wide open sea channel between Florida and the Bahamas are like Cook Strait; when a fresh norther is blowing across the north going stream it is not a good place to be. We were lucky to have a 20 knot southerly abeam to get our ketch rig up to full power. So, although the stream was running north at 4 knots at times, we made good time and even managed to prepare a simple pasta dinner. There was a lot of ship traffic to avoid as we rounded Great Isaac light then, at dawn in the smooth waters of the Bahamas, the nylon spinnaker was hoisted for some ideal wind abeam, hot sun, smooth water sailing.

Cautious navigators hate entering strange harbours after dark. However, the GPS radar and clear sailing directions meant the easy northern entrance of Nassau looked good for a night's sleep at anchor.

Our southerly track out of Nassau would take us un-



San Blas Islands Anchorage

der a massive concrete bridge with chartered HW clearance of 69 feet: this was confirmed by the locals at the marina where we topped up with fresh water. SERENA's masthead is 72 feet above the water but with 3 feet of tidal range it looked like just the challenge our skipper enjoyed. So, with the navigator at the masthead, we approached the structure at low water and proved the pessimists wrong by passing under the structure with 10 inches to spare.

From Nassau it was south across the Bahama banks where the perfectly clear water, only two fathoms deep at times, makes visual navigating to avoid the coral heads a practical possibility. Although the skipper would say "this is a delivery not a pleasure cruise" we did stop in some glorious anchorages in the nearby Bahamas and some, like Captain Kidd's hideout at Georgetown, but most had less yachts than the NZ Auckland coastline. Leaving the banks we skirted Deadman's Cay, following the water furrow left in October 1742 by Christopher Columbus, to make our Bahamas departure from Matthew Town, some 450 miles out from Fort Lauderdale.

Our Stately gentleman's yacht painlessly covered the next 800 miles non-stop to our landfall in the San Blas Islands (Panama) in four days with only a little help from the GM diesel as the trade wind faded near Panama. With five watches of 1.5 hours on and 6 hours off, the most worrying decision was which California wine to have with lunch. The watchkeeper had the onerous duty of trimming sheets (with the electric Barients) and checking the auto pilot was steering a good course. The windward passage between Cuba and Hispaniola, at 35 miles wide and with the reputation of a mini Cook Strait, we travelled at night in a disturbed sea created by our 20-30 knot following wind over a local current.

Disappointingly we saw no pirates, no Cuban or Haitian gunboats, nor even a USA coastguard cutter from the US base which amazingly still survives at Guantanamo, on the southern tip of Cuba. The San Blas Islands, close to Colon, are storybook tropical islets, usually beautiful, but the only relief from the 90°F air temp and 100% humidity is frequent swims in the tepid (88°F) clear seawater.

Only 40 miles east of Colon is the forgotten Spanish town of Portobello where the vast treasures accumulated by the Spanish Conquistadores in the 18th century were briefly stored before being loaded for Spain. The small bay was defended by three forts (still in good condition with cannons intact) arranged to give a deadly cross fire from more than a 100 cannons should Henry Morgan or



his pirate mates dare to attack by sea. The ancient Spanish treasure house is being "restored" by the Panamanian authorities but is still an earthquake engineer's nightmare - with random masonry blades balanced atop each other three storeys high.

Just outside Portobello Bay is Isla Drake where Sir Francis was buried at sea. At Colon (eastern end of Panama Canal) we found a berth within 10m of the yacht clubs and air conditioned bar, where we restocked with perishables and fortunately waited only 24 hours before being allocated a transit of the Canal.

We entered the lock behind a "Panamax" freighter, 105 feet wide (locks are 110') and almost the full 1,000 feet length of the lock. In the tiny space between the freighters vast screw propeller and the steel lock gate, the elegant spotless SERENA was inserted; centrally in a raft-up with a 30m French Cat. to port, and an 8m British sloop to starboard. The sloop was very low in the water with a dozen happy 25 year old Londoners and enough stores to take her to New Zealand.

When the vast sluices opened, the yachts surged against their control lines: when the lock filled the process was repeated until we emerged onto Gatun Lake, a huge artificial body of fresh water which feeds the locks at each end of the lake. The 20 mile transit of the lake is rough scenery, very much like the outer parts of Marlborough Sounds except the hills are everywhere covered in lush rain forest. The yacht anchorage at Gamboa on the lake was a peaceful place to overnight while waiting for the pilot

to return to take us through the Pacific side locks. The overwhelming tropical heat experienced while line tending the locks forced the crew into the tepid lake water to cool off before returning below. All hatches were closed at dusk to ward off the possible malarial mosquitoes which, as a bonus, offer their victims yellow fever or dengue fever.

Next day a brief stop at Balboa, where the 125 million gallons of fresh water are released each time a ship transits, create excellent conditions for more cooling swimming while the yacht cleared Panama Customs. From Balboa a fair wind took us rapidly up the coast, stopping only at the beautiful Isla Brancanco which Panama has wisely made a National Park. No other yachts in sight, water temperatures still at 92°F and the underwater scenery and fish life as beautiful as the tropical forest which covers all the island. The lovely anchorage reminded me of Stewart Island but one can't take the midnight watch there in T-shirt and shorts. The end of our journey was Golfito, in the south west of Costa Rica, where SERENA, duly cleaned and polished, was handed over to a new crew for the remainder of the voyage to California.

With so much furniture and machinery aboard, SERENA is a heavy yacht. In the light winds off California her educational tasks at the OCC Sailing Centre are more likely to focus on seamanship, navigation and systems maintenance for the round the world cruising lifestyle rather than sailing technique. Perhaps she will be sent to the Alaskan waterways to give a hands-on cruising experience to students contemplating the cruising lifestyle.

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# VOLCANO WINS THE 48TH ANNUAL NEWPORT TO ENSENADA INTERNATIONAL YACHT RACE

By your on-board Reporter John Hollings

The race from Newport California to Ensenada in Mexico is the Californian version of the Cook Strait classic and is immensely popular. This year there were 426 entries, including ultralight monohulls, multihulls and all sizes of racing and cruising yachts.

Winner of Class A (PHRF) was the 64 foot Frers design VOLCANO. Your reporter had the great enjoyment of going along as navigator - not an onerous task these days with the assistance of electronic aids like GPS.

The entrance to Newport Harbour is between two breakwaters some 200 metres apart, so the fleet made a great spectacle moving out on the morning of Friday, April 28 for the first group to start at noon.

The race has the reputation of being a drifter and sure enough, when VOLCANO started at 13:20 hrs, only 5 knots of afternoon sea breeze was available to help the big class across the line. By mid afternoon this had built up to 15-20 knots and later to 25 knots across the deck. VOLCANO, with a hugh reaching kite, showed her power, maintaining a steady 11 knots boat speed with ease across a smooth sea while two large helmsmen struggled to hold her on course when the 25 km puffs came through. To the surprise of all, the wind held as darkness fell and we reached close past the some Islands whose faint outline could be seen to leeward. Then the tactical decision was made of how long to hold on before jibing to carry the wind into Bahia Todos Santos - the approach to Ensenada. Dawn on Saturday found us creeping to the finish line in 2 knots of wind in company with a J130 who, though in better wind and first across the line by 9 minutes, had to concede first place in PHRF A Class to VOLCANO in a fleet of 26 class A yachts.

VOLCANO's time was 18:19 hours for the 140 mile race but as the logged distance was nearly 160 miles, this meant an average speed of 9 knots for the race.



VOLCANO

Brad Avery, Skipper; Carl Wilcox, Bowman; John Hollings, Navigator; Dave Miller, Charterer & Co-Skipper

Our skipper Bradley Avery, who first participated in the race in 1968, received his well earned trophy from the Mayor of Ensenada on an outdoor stage at the Bahia Hotel amid scenes of revelling just like those I have seen in Picton after some RPNYC finishes. As for me, I had some fun sailing with some fun people in a great yacht.

VOLCANO is now in Newport, being prepared for her first adventure sailing expedition to the Pacific under the OCC Sailing Center Flag. This will be an 8000 mile voyage following the route well proven by the OCC flag-ship ALASKA EAGLE. There will be four legs, with a new crew for each.

- |       |                 |   |
|-------|-----------------|---|
| Leg 1 | Jun 29 - Jul 11 | Newport Beach - Hawaii<br>2,350 miles 14 days     |
| Leg 2 | Jul 14 - Aug 3  | Honolulu - Juneau (Alaska)<br>2,500 miles 18 days |
| Leg 3 | Aug 12 - 26     | Juneau - Victoria BC<br>1,000 miles 15 days       |
| Leg 4 | Sep 4 - 17      | Victoria - Newport Beach<br>1,400 miles 14 days   |

If you are interested in a berth on VOLCANO write to OCC for a brochure. See details on page 31.



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# 1995 MOUNT GAY RUM WINTER SERIES

By Geoff Meyer

RACING 3  
WEATHER 0

In superb weekends, we have been very fortunate to successfully run three races in this years Winters Series Programme. Typical Wellington Weather! The 'Racing' has been fast and furious, although, not so fast for some finishing outside the time limit!

With an average of 41 boats each weekend plus the trailer sailors, the start times are rather crowded. Each of the 3 starts, have all well contested, with a series of 'bumper boats' happening in Race 2, in Start- One with "Bridge" and PUTTING IT RIGHT - putting themselves right between the start buoy and all those above him!

The series so far, is wide open with the Elliots, CHAIN REACTION, GALEFORCE and NEDAX having good racing in Start-One; while the fleet of Young 88's are having a right-royal series amongst themselves in Start-Two, with the "Splashdown Team" of HEAVEN 'N HELL and DRIVING FORCE forcing the pace. It is great to see the Trailer Sailors getting in and mixing it with the larger yachts. A good fleet and close racing.

Its great to see so many boats out racing in the true

spirit of sailing. In the first race, we on GALEFORCE went flying past our Cruising Commodore, having scones and a brown one!

This year the Series is again Sponsored by Glengarry and Mount Gay Rum. We thank you for the support and hope you are enjoying the most generous hospitality of Des Deacon out on the water during the racing.

Close racing and sailing so close to shore, makes for good advertising both for yacht-racing, but also for the various boat owner's sponsors, eg. Musto, Splashdown, Nedax, DMR, ABS, etc. But please, ... remembver which way the spelling goes! Several boats have been guilty of such foredeck atosities! (The penalty used to be a bottle of Rum!)

We you on the water. Rember the forthcoming Match Racing Regatta on the 26th & 27th of August. We are at present calling for registrations of interest with entries closing mid August.

## NEW MEMBERS

We welcomed the following new members to the Club over the months April, May June and July 1995.

NAME	CATEGORY	NAME	CATEGORY
L ABBOT	COUNTRY	A MORELAND	COUNTRY
S D BROWNE	SENIOR	R MUIRHEAD	COUNTRY
J N BURTON	SENIOR	N NICOLA	SENIOR
D R CHURCHILL	SENIOR	D PEAKE	SENIOR
J H A DENTON	COUNTRY	N PEARCE	SENIOR
K DONALDSON	COUNTRY	J QUIGLEY	COUNTRY
M DUNCAN	SENIOR	D RIDDELL	ASSOCIATE
D FISHER	SENIOR	D R QUINN	SENIOR
P R GIBB	SENIOR	S SHELDRAKE	SENIOR
R M GIBSON	SENIOR	G A SMITH	SENIOR
J GORDON	SENIOR	J SMITH	INTERMED
B L GOUGH	SENIOR	S A TAYLOR	COUNTRY
D M M HALL	SENIOR	C THOMAS	SENIOR
C G HOWE	INTERMED	R WAPP	COUNTRY
R KATF	SENIOR	J H WATSON	SENIOR
B LEAY	SENIOR	M R H WEBB	SENIOR
J C LOCKHART	SENIOR	I D WELLS	SENIOR
T LOWE	SENIOR	D M WILLIAMS	SENIOR
T MACKIE	INTERMED	D J WRIGHT	COUNTRY
A MCKENZIE	COUNTRY	H VISSER	SENIOR
D MCKILLOP	SENIOR		

## RACE RESULTS



### RACE ONE

Fastest Time: CHAIN REACTION  
Handicap:  
1. PUTTING IT RIGHT  
2. CHAIN REACTION  
3. DRIVING FORCE

### TY Division

Fastest Time: FREAK BROTHERS  
Handicap:  
1. CROWDED HOUSE  
2. RAZOR BACK  
3. FREAK BROTHERS

### RACE TWO

Fastest Time: GALE FORCE  
Handicap:  
1. HEAVEN 'N HELL  
2. RED RUM  
3. FLYING MACHINE

### TY Division

Fastest Time: PEN WIG & BALLCOCK  
Handicap:  
1. YOUNG AND THE RESTLESS  
2. PEN WIG AND BALLCOCK  
3. AWOL

### RACE THREE

Fastest Time: CHAIN REACTION  
Handicap:  
1. CHAIN REACTION  
2. PEPPERMINT PLANET  
3. NEDAX BACKCHAT

### TY Division

Fastest Time: FREAK BROTHERS  
Handicap:  
1. CROWDED HOUSE  
2. FREAK BROTHERS  
3. FIDELIO





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