

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

The Rip

DECEMBER 1995



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The Rip

ISSN1171-1779
Vol. 14 No. 2
December 1995

CONTENTS

Correspondence	2
From the Commodore	3
From the Vice Commodore	5
From the Cruising Captain	6
From the Rear Commodore	7
From the Club Office	9
From the Coach	11
Phillip Jameson - Knocked into Shape	13
Mixing it with the Rich & Famous	15
A Bubbly Breakfast	17
1995 Youth Week	19
1995 Steinlager Match Racing Regatta	21
The Fay Richwhite - not for the faint hearted	22
Opening Day	27
Inside the Wellington R-Class Skiff Squadron	29
Lessons from the Cup	31
Headroom to the Max	35
Racing Results	36
New Members	36

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

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Opinions Expressed

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

Printed by Format Publishers Ltd, The Esplanade, Petone.

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The RIP, P O Box 9674, Wellington



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1995/1996

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

EXECUTIVE COMMITTEE

		Tel:(W)
Commodore:	A Stewart	384-5747
Vice Commodore:	K Burt	237-2811
Rear Commodore:	C Kraus	385-5722
Cruising Captain:	P Edwards	387-7009
Hon. Racing Secretary:	G Meyer	389-7081
Hon. House Secretary:	J Muir	385-7934
Hon. Treasurer:	T Chamberlain	471-5619
Immd past Comm:	C Anastasiou	499-4599
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	R Cowley	472-1677
	P Dale	472-8058
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	G Hargreaves	387-2647
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Slipmaster:	G Nimmo	(H) 386-3506
		025 495-651
TE ARO Boatmaster	R Telford	(H) 388-8695
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Fax:	385-1603

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Thursday	5.00 pm - 8.00 pm
Friday	5.00 pm - 11.00 pm
Saturday	12.00 pm - 10.00 pm
Sunday	4.00 pm - 8.00 pm
Public Holidays	4.00 pm - 8.00 pm
Phone:	384-3091

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

RPNYC SAILING ACADEMY

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Coach M Boswell:	(H) 384-6441, 025-452-513
Facsimile:	382-8631

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Other times by arrangement	

Cover: Sponsors and sailors got out in the wilds of
Wellington Harbour.

Photo by Chris Coad Photography



Dear RPNYC

Since finishing with TAG Heuer Challenge in April, I have made every effort to build on what I learned while in San Diego. After returning home for a month, I flew to England with two goals in mind, one, to sail on a Whitbread 60 and, two, a Mumm 36.

Within five days of arriving I had achieved the first by being invited by Matt Humphries to sail on VIPER (ex HEINEKIN) for the summer in preparation for the Fastnet.

The second was achieved one day before the Mumm 36 Worlds when Pierre Mas asked me to fill in as pitman for the regatta on Corum No Problem. We finished 12th out of 24 in the testing conditions and was certainly an exciting introduction to Mumm sailing.

Besides these highlights I also competed in the Swan Europeans and have sailed on the 10R50 INDULGENCE winning both the Berton Source Regatta and Cowes to St Malo race on CHS.

To keep me busy between times I have worked for a boatbuilder at Hamble Point, and more recently completed a delivery to Dublin and taken ILC46 MEAN MACHINE to Kiel.

Tomorrow I leave on INDULGENCE bound for St Tropez to sail La Niovlargue Regatta which will keep me busy for another month. After that I have no firm commitments. I will either remain in the Med or go to the Caribbean for the Summer.

I have a burning desire to do the next Whitbread and now that the new Ground Mistral 80s have surfaced, my interest has also turned to those. Therefore I am also keeping my eyes and ears open for projects being announced on that front.

I hope everyone has survived the winter and you are all looking forward to another enjoyable season.

Congratulations to Arthur Stewart on being elected Commodore, I wish you every success and look forward to hearing of the summer's events.

BRAD WEBB

CRAYPOTS

Thank you for your letter expressing concern at the hazard to small craft presented by the presence of crayfish pot buoys on the south Wellington coast and in the eastern entrance to Tory Channel.

I have written to both the Wellington and Marlborough harbourmasters and sought their comments.

With reference to Wellington, the harbour master comments that his jurisdiction extends to a radius of 3.0 miles from Barretts Reef (outer rock). Some of the crayfish pots are within this area but there are many more along the south coast that are outside of his jurisdiction.

We have spoken to the Hydrographer and have arranged for the printing of a warning notice on chart NZ463 "Approaches to Wellington" that will draw the attention of smaller craft to the presence of craypot buoys.

This will not solve the problem, but will bring the potential hazard to the attention of boat operators who may, as a result, decide to make the passage at night.

The local yacht clubs could also publicise this situation through their in-house magazine and handbooks advising members to avoid night time

passages within, say, two miles of the coast

With regard to Tory Channel entrance the situation is a little more straightforward as the local harbour limits extend one mile off the entrance and encompass the area containing craypots.

The Marlborough District Council harbourmaster has visited the area to investigate the extent of the problem and has discussed the matter with local fishermen.

He has determined that there are no craypots set on or near the line of the leading beacons and, accordingly, if small craft keep on or near the leads they should be clear of craypots.

I believe that pleasure boat operators are well aware of the craypots in and off Tory Channel entrance and that the problem there is not of the same magnitude as off the south Wellington coast.

It would not be possible for the Maritime Safety Authority to ban the setting of craypots on the south Wellington coast. I believe the only practical solution to the problem is one of education and public awareness so that the operators of pleasure craft can take measures to avoid the problem areas.

JOHN MANSELL

Divisional Manager, Maritime Operations

MANAIA - SITTING PRETTY

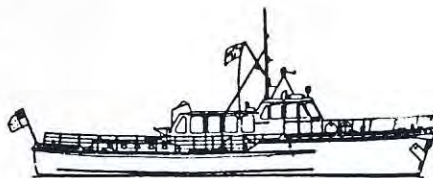
Sitting grandly at the southern end of Moturoa Island, the MANAIA provided a perfect place to tie up and recoup for sailors completing the Wellington to Ship Cove race in October.

Used as a finish boat at recent events, the MANAIA was once New Zealand's largest pilot boat, operating out of Whangarei Harbour. The kauri hull, 73 ft in length, was designed by Alex J Collings and built by Percy Voss, in Auckland, in 1963.

MANAIA is owned by club member Rob McKenzie, who purchased her in 1990. The interior was stripped and rebuilt to match the period and provide comfortable accommodation for ten in three cabins. The McKenzies have enjoyed extensive cruising to the Southern Fjords and Pacific Islands in the vessel, which has proved to be an ideal boat for the off-shore experience. The McKenzies have been happy to make MANAIA available to the RPNYC for special events.

MANAIA is copper fastened throughout, with a kauri hull of carvel construction. Designed and built as a pilot boat, her original cost was around 65,000 pounds. She has two Rolls Royce engines and has a working speed of around 13 knots.

The vessel was named after Mt Manaia, the highest peak on the northern side of the Whangarei Heads.





From the Commodore



Some people will do anything to allow them to step on board five minutes before the yacht leaves the dock and off again after the race within the same time frame. I chose to put forward my name as Commodore. After six months in the job, I can confirm that it is all I expected it to be, time consuming, frustrating, enjoyable and rewarding. Not as relaxing as laying out the sheets before a race or folding sails after it, but then I've done my "time" in that arena. Thanks TC (Terry Christie) and crew of Charisma II for being so accommodating.

The Club programme is now well under way with the major events of Opening Day and the Fay Richwhite Corporate Race seeing full houses at the clubroom and the Overseas Passenger Terminal respectively. It was with regret that Opening Day was the last official invitation to the Club, at least while they were in their present positions, for Dame Catherine Tizard and Mayor Fran Wilde who have been great supporters. I look forward to welcoming their successors.

The Fay Richwhite race was again a success with funds raised to support Youth Yachting via the RPNYC Sailing Academy. The varied race format in the conditions which developed have drawn some criticism, and these matters will be addressed with Fay Richwhite and the support sponsors to ensure we eliminate those criticism for both the Business House race in March and next years event.

With new personalities filling a number of the positions on the Executive and in the Management of the Club and no apparent recorded guidelines (at least none that Mike Piper and I can find), we are having a debrief after each major event. From this, a revised event protocol, with do's and don'ts, is being compiled for future guidance. I'm sure this will be helpful to future Sailing Committees and House Committees on whom the management of these events largely falls. Constructive comment in writing from members is always welcome.

Our Opening preceded that of most other clubs in the Wellington Region. We welcomed to the Club, Flag Officers from neighbouring clubs, our Vice Presidents and Honorary Life Members and, thanks to the exceptional generosity of our President, Alan Martin and Shirley, all were hosted to lunch at Keelers and watched the start(s) of the opening race. The goodwill this invitation generates within the yachting community was reflected at our reciprocal visits to other openings when the Club was, on most occasions, represented by a Flag Officer.

I attended the Worser Bay opening and was interested to see that the Executive of that Club had gone to their membership with a survey to determine their wants, needs and desires. With our Executive and Management currently working on putting together a business plan for RPNYC to guide us over the next two or three years, I am keen to carry out a similar survey. Not being expert in such matters I have obtained a copy of Worser Bay's questionnaire which will need modifying for our use. I am seeking from among our membership somebody with experience in promoting and analysing such a survey to assist in

this project. Please contact either Mike Piper or myself for further details.

The Sailing Academy remains popular, with most courses fully booked until after Christmas. Roy Cowley and I, together with the two Mikes, are currently reviewing the Academy's role for incorporation in the Business Plan. Opportunities to get people on the water and into yachting continue to expand and at times appear limitless. I believe the standard of yachting seen in Club racing is also reflective of the work of the Academy and its instructors.

There is a need to more closely link the Academy with the Club and the first step will be to provide a lecture room facility in the Wardroom. Those attending such things as the rules seminars, the series of lectures hosted by Hugh Poole and the Academy in the New Year, or the Epiglass Seminar on boat maintenance will not disturb those using the Wardroom facility for its traditional purpose. A design and pricing for a suitable division which will also have bar access has been commissioned. By the time The RIP is published, resurfacing of cloth walls will probably be complete.

A number of corporate memberships are due for renewal and Peter Dale, Roy Cowley and John Benton have been liaising with all such members. We welcome two new corporates, EDS (NZ) Ltd and Anglian Water (NZ) Ltd. At present we have 19 such members with room for one more.

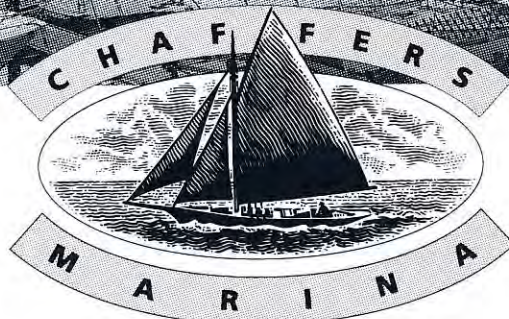
Tony Chamberlain and Mike Piper have the finances of the Club at their fingertips. A number of race sponsorships expired at the end of last season and replacements are still being sought. Any leads will be appreciated. As well, membership checks will be held from time to time and owners and skippers are asked, in their own interests and in the interests of all financial members, to ensure that crew and users of the onshore facilities take up membership.

On a wider front, the BT Global Challenge is all go and some 14 Round the World steel yachts of approximately 21.5 metre length, together with accompanying crew and supporters, will descend on us in late 1996 and early 1997. Already, we have been approached to act as host to a number of challenges. It could be a busy Christmas that year.

Not as yet assured is a Formula One Grand Prix racing circuit to involve fleet racing of six identical, 16 metre, state of the art racing yachts. The proposal is for a series to be held in Auckland, Wellington and Melbourne involving America's Cup skippers and crews as they lead into the America's Cup in 1999-2000. Watch this space.

Thank you Flag Officers, Committee Members and management for your support to date in what has been, and is likely to continue to be, a steep learning curve. See you in the Wardroom.

ARTHUR STEWART



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From the Vice Commodore



Now that the season's sailing is well underway, with some 30 races having been completed, we can look forward to a break over the forthcoming Christmas period. I would like at this time to wish you and your family a Merry Christmas and a prosperous New Year.

The Wayne Wilkinson Cook Strait Classic, which is set down for 16 December, will be the last major race prior to Christmas, to be followed by the Wellington to Akaroa Race on 28 December. The first action in the New Year will see the Wellington to Nelson race take place on Anniversary Weekend. With both the Akaroa and Nelson races being part of the Southpac Premier Offshore Series, we can expect to see some good fleets sailing out of Wellington. A number of yachts are expected to take part in the Waikawa Epiglass series in early January, so all in all there is still some racing for those keen sailors during the Christmas period.

The Lambton Harbour/WYA Regatta which has traditionally been held on Anniversary Weekend will this season be on the following Saturday. This has been done in order to get as many racing yachts to participate, as many have traditionally been in the Sounds. There will be 2 Keeler divisions with the WYA cups being competed for in those races. This time we anticipate dividing the fleet along the lines of the Winter Series. I would encourage as many yachts as possible to take part in the Regatta as the club will gain a benefit from greater participation.

It has been a matter of concern this season for the Executive to ensure that the Club's finances are in a healthy state and we can all assist in this on two fronts. The first is to encourage active club membership by regular sailors and those who attend the club socially. The second is by participation in the club activities so well put together by the House Committee. I would ask all skippers to actively encourage their crew to both join as members and to join in the social activities in the Wardroom.

There are still some forthcoming race series that are open for sponsorship. If any member can give a lead to a possible sponsor please do not hesitate to contact either myself or the Race Secretary.

It was disappointing to see so few people turn out to the life raft and safety demonstration that was organised by the Cruising Captain. We will look at organising another in the new year and I would recommend that people attend this live demonstration along with the opportunity to find out just how difficult it can be to right or get into a life raft - albeit in a swimming pool.

Have a safe holiday break. I look forward to seeing you on the water and in the Wardroom.

KEN BURT

SPONSORSHIP OPPORTUNITIES

The RPNYC has a number of opportunities to promote your business, including the following:

- Racing Programme - sponsorship could include twilight racing, inshore races, corporate races, Poets races, sprint series.
- Special Events - Wellington Wind Festival, BT Global Challenge.
- Sailing Academy - There is a wide range of opportunities, from boat signage and naming rights, to team building, and corporate learn to sail programmes.
- Publications - The Almanac is regularly referred to by all our members and has proven to be an effective means of pro-

motion for businesses and their products. The RIP is eagerly awaited by 1500 recipients and is also passed on to family and friends. It must surely be THE best publication published and distributed by a private club.

- Social functions - From Opening Day to the Commodores Race and beyond. A wide variety of events and functions are ideal for corporate promotion.

In addition to these immediate opportunities, you may have other innovative ways of communicating your message. We would welcome the opportunity to discuss your thoughts on ways we can provide exceptional value for your promotional dollar. Call Mike Piper or talk to any member of our Executive Committee.



From the Cruising Captain



What a good turn out we had on the harbour for VJ Day. Boats of all sizes made a very impressive sight, all converging through the inner harbour to amass just off Oriental Bay, where the Veterans of World War II reenacted the Normandy landing. Groups came ashore in army assault craft and were met on the beach by the Mayor of Wellington, Fran Wilde along with other dignitaries. I must say it was a very impressive spectacle. Then afterwards in the RPNYC Wardroom we mixed with the old timers and joined in a sing along. Fran Wilde sang a couple of World War II songs to us all.



We have received a very nice thank you letter from the Normandy Association who had also made a presentation to our Commodore.

I was talking to Ian Macalister in the Wardroom a month or so back about his launch SOUTHERN MAID. Ian told me that he had just completed his log for the last crossing of Cook Strait. This was the 686th, yes, six hundred and eighty sixth crossing of the Cook Strait. My calculations at, say 50 nautical miles from the Clyde Quay Boat Harbour to their home in the Sounds, would work out to be $686 \times 50 = 34,300$ nautical miles and at an average speed of say 6 knots, would amount to 5,716 hours which would be about 238 days at sea. This would not allow for the time they have stopped to fish at Karori Light or Tory Channel on the way across. I would not be able to guess the weight of fish they have caught over the years. One nameless Club members who went fishing with Ian told a few of us how they had caught 13 big Groper. When they were over the side, Ian quickly slipped them into sugar bags and three them into the Southern Maid's saloon. I was also told about the time, many years back, when they went fishing and pig hunting at Dürville Island. After they had caught alot of fish a few of them went ashore and went pig hunting. After getting the

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big pig, they shot down to the beach into the dinghy and up onto the SOUTHERN MAID, only then did they find out that it had only been stunned, as it came alive I understand one of them on board was good with a knife and finished



the job with a great mess. Their concern in using a rifle was that they might sink the SOUTHERN MAID. To get all the full facts and some of their intriguing stories, have a talk to Ian Macalister and some of the older members, as their cruising days go back a long way.



I take this opportunity to wish you all a safe and happy Christmas cruising.

PETER EDWARDS



From the Rear Commodore

December 1995, I've survived six months in the job - not that I'm counting. It's been really "challenging" and a huge learning curve for me. Thank goodness for the support of a great House Committee, who can prop me up when necessary, and sometimes that's even literally.

When we first took over, I recall a discussion at an executive meeting about setting goals for each of the various committees, which was especially relevant to those of us new on the block.

How do you measure success? I guess it depends on from what point of view you are thinking of. From an accounting point of view, success could be thought of as not running at a loss, whether that refers to the Club, the Sailing Academy, or the House Committee budget. However, there's more to it than just the money side, although that point does have a certain significance.

The intrinsic value that people get out of the club is probably far more important to the 'average' club member - they want to feel that the club is theirs to come to, and expect to be able to enjoy themselves at the activities that they attend.

From a sailing point of view, if people on a course at the Academy enjoyed the course, and learnt to sail, they would think it was successful. In a race, the boat that wins would probably think they had a successful day. Those 'successes' cannot be measured in money.

But how about on the social side? Should we measure success by the amount of liquor that goes across the bar (and satisfy the accountants)? Or is it by the feelings of people who are there, and have noticed a change in the atmosphere at the club - friendlier, young in spirit, and especially willing to take a chance on trying something different, rather than retreating to the safety of doing nothing. We don't always get it right, but we're not going to learn without a few mistakes.

There's more to come in the New Year - Club week (4-

10 February) should be a full-on time - so pencil the week in now - you won't have time for anything else. We're starting the week off with a Champagne Breakfast at the Club on Sunday - just \$10 for bacon and eggs, sausage, hash browns and coffee - champagne can be bought at the bar. (For those in the single-handed race at 1000, you can order your breakfast and it will be ready when you finish the race - talk about service!). Tuesday (Waitangi Day) we are planning a Family Day with our sister club, Worser Bay - bring your families, sail your boat round there and join in the fun, both on and off the water. And the week continues on from there.

The House Committee could not operate without volunteer help from people in the Club. For the Fay Richwhite, we had many hands on deck to help with the breakfast and decorations at the OPT - a huge THANK YOU to all the volunteers who helped on the day, - Mandy, Jan, Carolyn, Mary, Christine, Brian, Chris, Nicki, plus all the House Committee - Jeannine, Andrew, Jeremy and Bron. (and I hope I haven't forgotten anyone).

Also, thanks to Andy McCallum, who looked after the model boats (on short notice) for our Corporate/Sponsors Model Boat Fleet Racing in early November.

The Christmas break will give us all a chance to recuperate and re-generate our energy for the upcoming months. I'm off to the wilds of Canada, to spend Christmas in Saskatchewan, just to remind myself again what 40°C really feels like. Then it's off to New York where I fully intend to abuse my little credit card, up to Vermont for a few days skiing, and back to Wellington for the start of the series. Wishing everyone a merry and safe Christmas.



COLETTE KRAUS

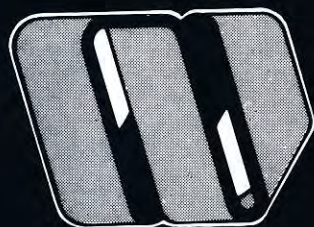
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From the Club Office



Another Edition of The RIP and I am reminded that I have been at the Club now for one year.

I started at the Club on the day of the 1994 Fay Richwhite Corporate Yacht Race and I am writing the day after the 1995 Race. For those that attended, I guess there will be some criticism of the course set and handicaps, and the lack of a Thursday briefing but there were a lot of positives that should be remembered.

The other main event since our last edition of The RIP was Opening Day. We were fortunate to have Dame Cath Tizard do the honours and the day would not have been the success it was without the contributions of Alan and Shirley Martin, Toyota New Zealand and Rutherford & Bond Toyota. My thanks to them.

Events coming up and not to be missed are the Lambton Harbour Regatta on 27 January 1996, Hewlett-Packard Club Week in February, the Wellington Wind Festival Race on 25 February 1996 and now only 12 months away the arrival of the BT Global Challenge Fleet.

The Lambton Harbour Regatta is a showcase for Wellington Yachting and I would like to see a large RPNYC Fleet participate to help develop the profile of yachting in Wellington which will ultimately benefit the Sailing Academy and the Club. The press release covering the Regatta is posted on the Notice Board in the Wardroom.

On page five you will see a summary of sponsorship and promotional opportunities available within the Club. Sponsorship is a vital part of the operation of the Club and I would be very pleased to outline the package of benefits available to any prospective sponsor.

We are continuing to improve the decor of the Wardroom and the ceiling and walls are currently getting some overdue attention. The stairs and upstairs foyer will probably be completed some time in late January.

It wouldn't be my report if I didn't mention subscriptions. If you would prefer to pay their subscription in regular monthly or fortnightly amounts I am happy to advise on how to pay by direct credit. You could also start paying next years sub in advance.

We have just received our new shipment of Club Regalia, available now, and on display in the Regalia cabinet in the Wardroom are our new top of the range Line 7 Polo's, 100% silk ties, and new caps. We also have some 1995 Fay Richwhite Polos at an excellent price. These are available for purchase at the Wardroom Bar or club office and would make great Christmas Presents.

On page 6 there is a notification that the combination for outside access to the showers and toilet facilities has changed. This combination should be kept confidential as access to these facilities is for members only.

I would like to take this opportunity to thank the staff of the RPNYC for the extra efforts made when the occasion demanded it, Graeme Hargreaves and Ross Telford for making my job easier; Anne & Robin from Keelers for

making the club a great place to visit, Committee members for their guidance and all others who contribute to the benefit of the Club

I trust all members will have an enjoyable and safe Christmas and will look forward to the varied and exciting New Year.

MIKE PIPER

CHRISTMAS OPENING HOURS

WARDROOM

Saturday	23 December	1600 - 2100 hrs
Sunday	24 December	CLOSED
Monday	25 December	CLOSED
Tuesday	26 December	1600 - 2000 hrs
Wednesday	27 December	1600 - 2000 hrs
Thursday	28 December	1700 - 2100 hrs
Friday	29 December	1700 - 2100 hrs
Saturday	30 December	1600 - 2100 hrs
Sunday	31 December	1600 - 2000 hrs
Monday	1 January	CLOSED
Tuesday	2 January	CLOSED
Wednesday	3 January	1700 - 2000 hrs
Thursday	4 January	1700 - 2000 hrs
Friday	5 January	1700 - 2000 hrs
Saturday	6 January	1600 - 2100 hrs
Sunday	7 January	1600 - 2000 hrs

Please note:

1. For security reasons, the Clubhouse will only be open during Wardroom Hours, except Thursday 28 for the start of the Akaroa Race.
2. If there are fewer than six patrons in the Wardroom during the first hour opening, the Wardroom will close.
3. These hours are subject to confirmation. If members have any comments or objections to these hours I would appreciate your contacting the office.

CLUB OFFICE

The office will be closed from Saturday 23 December 1995 to Tuesday 2 January 1996 inclusive and open 10.00 am to 3.00 pm on 3, 4, 5 January 1996.

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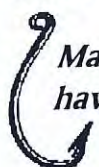
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SUMMER SEMINAR SERIES

TUESDAY EVENINGS

7.30 - 9.00 pm

RPNYC WARDROOM

23 January - 5 March 1996

TOPICS COVERED

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Boat Preparation

Starting

Main

Headsail

Kite

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This is being run for all Club sailors and is hosted
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other prominent RPNYC skippers.

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From the Sailing Academy



SENIORS ON SEA

A programme for getting seniors out on the water has now been finalised, thanks to funding from the Hillary Commission and the assistance of Sport Wellington in organising the programme.

Seniors on sea is offered to anyone over 40 who wants an introduction to sailing. Further details can be obtained from the Academy, but in essence the programme consists of three 'have a go' days, on 12, 13 and 14 February, from 1.30 to 4.00 pm. This will be followed by a six week course which runs on Tuesday afternoons from 20 February to 26 March, also from 1.30 to 4.00 pm.

The 'have a go' days are free and due to the Hillary Commission support, is at the hugely subsidised rate of \$90. So if you know of somebody who might like to 'have a go' get them to contact the Academy.

NEW DAY SKIPPER COURSE

Following on from the exceptionally popular Next Tack courses is the Day Skipper course. The Academy hopes to be running this course in February. The course entails leaving Wellington on a Friday, heading across the Strait to the Sounds for a weekends sailing and returning late on the Sunday evening. To be eligible to complete the course, you need to have completed the earlier level of Next Tack. We wait to see if Geoff's culinary skills are of as high a standard in the Marlborough Sounds.

SEVEN SEMINAR SERIES

The Academy, in conjunction with Hugh Poole and a number of other prominent yacht club members, is running a series of seven seminars on a Tuesday evening in the Yacht Club Wardroom. The first of the seven seminars starts on Tuesday 23 January. Each evening will consist of a presentation (approximately 45 minutes) on the topic for the evening, followed by open discussion with the panel of experienced sailors.

The seven topics covered, range from race preparation through sail trim and turning to tactics and strategy. There will be a minimal cost for attendance.

The Wardroom Bar will be open and you are encouraged to come down for a relatively information, but informative evening. While the seminars will be pitched at

the level of the club racing sailor, people either side of this level will benefit.

COACH'S COMMENT - VOLUNTEERS

While without doubt our sport becomes more professional it must be remembered that without the massive support that clubs receive from people volunteering their time, we would never have the elite professional level. It is all too easy as competitors to complain about 'the club' or some section of it. Handicappers for example make easy targets.

Together with the handicapper there are the members who lend their boats to the club, the race management team and of course the people on the various committees; protest, house, sailing and executive. On top of this rather large pool there are the numerous individuals who spend a huge amount of their time working free of charge, for you, the club member.

Being the time of year that it is I think it appropriate that we should consider the level of effort that our clubs various volunteers put in. Remember to thank these people once in a while when you have had a good day out on the water enjoying yourselves. It may seem simple enough but it is often overlooked and a little bit of thanks certainly goes a long way.

While there have been many people over the year who have volunteered their time to assist the Academy there is one person that I must single out. There is no doubt that without Ross Telford's input in maintaining the training boats we would find it extremely difficult to operate as we do. As any boat owner will tell you there is always something that needs doing. The clubs training boats over the summer often have three sessions a day for two or three weeks in a row with the obvious higher level of maintenance, yet Ross still manages to keep on top of it. The extraordinary thing is that this is on top of a large number of other duties he fulfils for the club. Thank you Ross.

Wishing you all a Merry Xmas, and a safe and Happy New Year.

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A Place For People

PHILLIP JAMESON - KNOCKED INTO SHAPE

After a pretty intense year of sailing, the time came for me to come home and settle down for a while, with friends and family. Since November last year everything had been very FULL ON with the America's Cup in San Diego which, while it may have been fun, was a lot of hard work.

In the six months I was with Team New Zealand I learnt so much it wasn't funny, everything from Sailing right down to looking after myself at home.

Roy Mason, who was my room mate for four months, sort of kicked me into place and taught me how to look after myself and how to drink red wine properly.

He may not have thought he had done much but everything he did for me did not go unnoticed. I thank Roy for his advice and cooking suggestions. There was a noticeable difference although Aaron taught me a thing or two as well.

Kevin Shoebridge was another one. He was my boss in the chaseboat department and I don't know how he put up with me nagging him to tell me really cool Whitbread stories. Everything he told me about the race only made me more determined to try and get a ride for it.

'Shoebie' was great, he taught me a lot and always let me know when I had fallen out of line, with a good old belt round the ears. I think that was one of his and Mike Quilter's favourite past-times!

I had a great time with them, while I can't mention everyone else's names they were all awesome sorts.

I found it a bit hard at first, working with these guys who had been my idols and legends for so long but it soon became obvious that they were only human. Like Blakey had told me "don't worry, no one is put above anyone else in this team, we are all equal".

Nearing the end of that campaign, all the hard work started to pay off, it was just becoming more and more fun every day.

That feeling when NZL32 crossed the finish line for the last time was just



Phillip familiarising himself with his latest home.

indescribable. I couldn't talk and bloody near cried. All it took was one look in Peter Blake's eyes and that said it all.

What followed was one of the biggest parties of all time but I won't go into depth about that, only because I can't remember much of it. One of my last memories was looking behind the Bar and seeing Tony 'Bonk' Phillips and Peter O'Neil swinging bottles of Moët around like Tom Cruise in 'Cocktail'.

THE HOMECOMING

It was just fantastic to have all those Port Nich people up there for the finals, the support was just brilliant.

Anyway, we all came home after recovering and packing up the compound. Then came the parades, what can I say about those. The four parades were one of the biggest thrills of my life!!

It was sad saying goodbye to everyone at Auckland Airport, it seemed like one big family was about to split up and go

their separate ways. It was quite emotional, but comforting to know that this was not the last time we were all going to be together.

BACK ON THE WATER

I had a break of five days and then went straight back to the States to meet up with Ed Danby and the yacht ENZA.

My first night at sea on her was one of the best rides I have ever had. I was constantly reminded that night of Andrew (Telfy) Telford's saying "Put ya b**** where ya brain used to be and GO FAST!".

We had some lovely sailing on her and did the whole West Coast of America, Vancouver Island and a lot of Canada on the mainland. The purpose of this trip was entirely promotional but we often wound the old girl up and scared the living daylights out of guests on board. The ENZA crew became another family and we had a lot of fun together.

When we rocked up in San Francisco, heading south and nearing the



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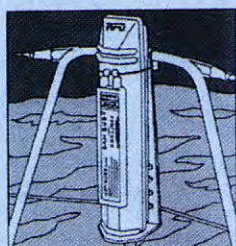
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end of the three and a half months, Angus Bucannon, the Co-Skipper, left the boat with his fiancée, Charlotte, and returned to England to prepare for their wedding. We needed a replacement for Angus. Then one day Andrew 'Dog' McKay, off TOWER and CHAIN REACTION waltzed down the dock. Ed asked him if he wanted a job and Dog instantly said "Well, yeah".

So Dog and I were put in the port hull (the snoring & Wellington side of the boat). Sailing with Dog again was great.

We arrived in San Diego and said our goodbyes, moving on again to New Zealand, England and Rhode Island. Another emotional moment.

BACK TO REALITY

Since arriving back in New Zealand my mind has been buzzing trying to decide what to do next. The round North Island two handed race is at the top of my agenda, so I am trying to do as much two handed sailing as possible. I



Phillip and friends - getting ready to celebrate.

would like to say a special thank you to Alan Martin for the use of his yacht in the two handed series. It's given Telfy and me a good workout and both he and I have learnt a hell of a lot.

Another BIG THANK YOU goes to Robyn 'Robbo' Lawless. Robbo has put me up everytime I have gone to Auckland, she has driven me to and from the airport, to all the functions and has even gone as far as bringing me breakfast in bed. So Robbo - Thanks!

There are lots of other names. The likes of Eoin & Rochelle Fehsenfeld for giving me a change to go sailing on HIGHER GROUND.

Rob and Chris Tomkies, who I learnt a lot from about being patient when you get becalmed and that starting the engine isn't a priority (although in recent times it has been).

And then there is BT. Well what can I say, BT has been like a Mum, always looking after me, I remember she tried to tell me to take it easy on the night we won the cup, I should have taken her advice that time! THANKS BT

There are so many people who have been a great help, but the one real name is PORT NICH, who has just been a tremendous help.

It is going to be impossible to forget my roots and where it all started.

THANK YOU PORT NICH

Mixing it with the rich and famous

by Treena Marr

Millionaires rolled out of Port Nich one fine evening in November, reluctant to end the night and sad to see that the buck stopped at the front entrance.

The event was the Club's second Casino Night, held to raise money for teams to go to the Women's Keelboat Nationals in March 1996.

Funny money galore tumbled out of pockets and the evening's punters took great delight in sharing their millions with their friends.

An added attraction of this casino was the inclusion of horse races, with members of the Squad and Casino guests alike taking on the title of jockey. The competition started with the Maiden's Race, Colette Kraus pulling ahead quickly and holding her position well. At the other end of



Warren MacDonald and Ken Burt share a nervous laugh as they wait for their cards to be dealt.

the field, Penny Kerr seemed a reluctant participant, perhaps shy of the large crowd. Sadly, she barely made it out of the start gate. However, Rebecca Smith paced herself well and came through with a popular win.

Next was the Gentleman's Handicap, with Des Deacon a slow starter and needing lots of encouragement out of the gates. Mike Boswell, on the other, romped ahead to victory, apparently more interested in finding out who had bet on him than in who he had beaten.

The third race, the 3-year-olds, was very close and came down to a photo finish. The favourite, Steve Hogg, was pipped at the post by brother Brendon, with odds of 10 to 1 that kept the punters pretty happy.

For fear of confusing, horses consisted of broom handles and the races were actually decided on the throw of a dice, with gamblers betting on their favourites before the racing began and cheering them on throughout the races. There was little skill involved on the part of the jockeys, although some of them obviously thought otherwise. The races provided a break from the heavy gambling going on around the Wardroom.

The blackjack was the most popular table by far, with some people not moving off it all night. Pass the Pigs was also keenly frequented, although the table host seemed to get the odds wrong and provided a sure fire way to double your money.

The live slater races also provided a lot of interest - the table host assuring us that the slaters had been looking forward to their outing all day. It reminded me of sixth



Sibling Rivalry - Brendon Hogg's serious attitude to the race wins him a place over brother Stephen.

form biology, but at least on this occasion we didn't have to heat up their habitat and I think they all got home safely. Watch out for them in the far corners of the Wardroom, just in case.

Funny money was cashed in at the end of the evening. While nobody was completely broke, some weren't far from it. However, the colour of your money didn't preclude you from the real prizes, which were distributed with a mix of cunning questions and clever auctioneering. There were breakfast packs (fresh coffee beans, fresh bread and a month's supply of dairy products), perfume, cosmetics and beauty treatment, financial advice, clothing, music, the odd booby prize and even a bit of sailing gear.

A great big thanks to our sponsors, who made the event possible. They were Barton Marine, Caffè L'Affare, Cook Strait Seafoods, Denhards Bakeries, McDonald's Family Restaurants, ECNZ, Essence Beauty Therapy, Estee Lauder, Hutchwilco, Money Managers, Musto, Stagecoach, The Quake and Tui Dairy Products.

Everyone involved had a great night and the Women's Development Squad certainly enjoyed hosting the event. We would like to thank everybody who came and all those who continue to support our fundraising efforts.



Burty keeps the jockey's in line as they race for the finish.

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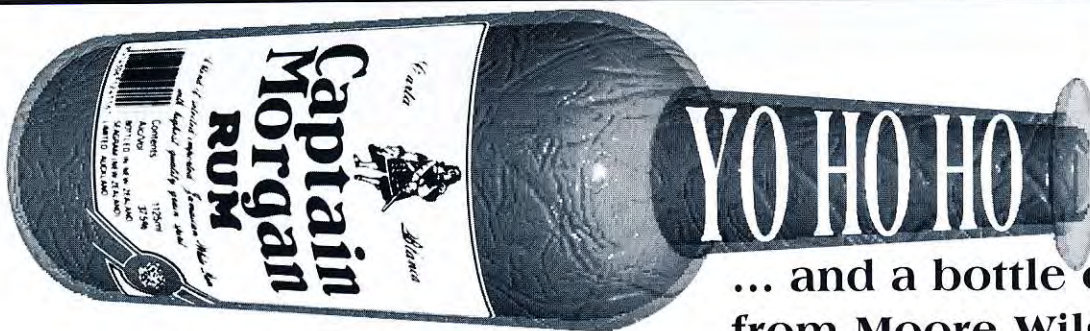


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A Bubbly Breakfast

By Jeannine Muir

Yet again, the annual Champagne Breakfast was a success, testament to the hard work of the House Committee and the loyal support of club members. Despite the fact that our newly elected Rear Commodore, Colette Kraus had never been to a Port Nich Champagne Breakfast, she managed to organise the day, even raising the standards a little, with the guests lowering them again, as is customary.

The 18th floor of the Parkroyal was a perfect venue for the annual champagne guzzling, with John MacBeth setting the mood of the crowd from the moment he walked in the door.

Wellington put on a beautiful, windless (no good for sailing, anyway) day and our invited speaker, Andrew Taylor,



John MacBeth keeps the party rolling with his witty repertoire.

was duly impressed. Andrew (aka Meatloaf) gave us a taste of all the America's Cup campaigns he has been involved in - he is the only person to be involved in all the New Zealand challenges.

As the day progressed and the champagne turned into a few quiet beers back at the Club, Andrew's stories became even more fascinating, and we were pleased to have amongst us this 'real life' yachting hero.

The Personality of the Year Award went to a hardworking and much appreciated member of the Club, Graham Hargreaves, with Boat of the Year going to a great off-shore campaigner, Whispers II.

Whoever said "give a man a microphone and you'll never hear the end of it" must have heard about our man, Doughy Telford ... he does like a captive audience! Doughy awarded the prizes and managed to regale us with tales of his own exploits and adventures at the America's Cup.



That's legal! Des Deacon takes a quiet moment to check his intake.



Andrew Taylor and Alan Martin - engrossed in a tall table story.

Simon Crisp gave us a great account of last year's famous Island Bay race, from his vantage points on and off The Butcher. And last, but not least, as has become his way, Jeremy Bradley and Vamoos won the prestigious Turtle award (slowest boat around the track). As Jeremy said at the time, "you can't rush a good meal". As the story goes, Vamoos never enters a race without a roast in the oven and won't finish until it's cooked.

Continued



Ken Burt congratulating Lindsay England for his offshore achievements on WHISPERS II.



Graeme Hargreaves (left) receives from Ross Telford the award for Personality of the Year.



We've never seen you move so fast! Jeremy Bradley receiving a bottle of Moët from Andrew Taylor for consistent slowness around the track.

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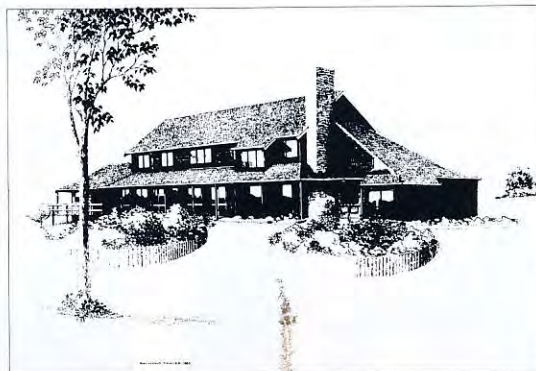
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And so to the Club, buses providing an alternative to the annual intoxicated stumble around the harbour. The verandah was packed to the rafters and the band played on, with bubbles consumed in vast quantities all day, a few lies told and, by all accounts, a great day had by everyone.

Special thanks go to John Moody and Dominion Breweries generous contribution of beverages. You help to make the day possible. See you next year.



Beer chasers and brilliant sunshine cap off a great mornings entertainment - Wardroom revellers settle in for the day.

Sponsor John Moody (left) from DB Breweries with guest, Liz Moody and Bruce Morris.

Photos by Chris Coad Photography

1995 YOUTH WEEK

By Shaun Sheldrake

For a week of the August school holidays the Sailing Academy hosted a keelboat development course. This was attended by 21 youth sailors from Wellington and Marlborough, sailors who would normally sail anything from a P class to a Laser II.

The first part of the week concentrated on developing teamwork and communication skills. Throughout the week all were being evaluated in a variety of positions for selection into the team to participate in the Steinlager Match Racing Series.

Topics covered for the balance of the week included sail trim, boat preparation and rules. The rules focus was towards match racing as preparation for the weekend to follow. Of course, the real fun began with spinnaker work at the end of the week.

Team selection was made on Thursday night and practice day on Friday. It was pleasing to see some credible performances by the team during the match racing weekend.



FORGOTTEN SILVER



Photo by Chris Coad. Photo courtesy of Wingnut Films Ltd

Those of you who saw the Peter Jackson hoax film *Forgotten Silver* might be interested to know that there is a link with the RPNYC.

Chris Coad, who photographs any of the social and on the water events at the Club, was listed among the film credits as providing "still photograph restoration". The truth is that Chris actually took the 110 or 120 still images used in the story.

For those of you who missed the film, screened on Montana Sunday Theatre, Peter Jackson presented in documentary form the story of Colin McKenzie, supposedly the maker of the world's first talking movie. Written by Costa Botes, the story was that in the 1915 Colin McKenzie built an ancient city on the West Coast, creating a set for the filming of *Salome*. On the death of his leading lady, he buried all the reels of film and they remained uncovered until Peter Jackson and his crew sought them out. The film also included footage of Richard Pearse, supposedly supporting the claim that he flew before the Wright brothers.

Chris Coad was recommended to Peter Jackson as one of New Zealand's experts in the field of black and white photography. Part of that experience was gained in work he does for corporate clients. This

work ranges widely and includes annual reports, advertisements, in-house magazines and people shots for profiles.

Earlier this year, Chris won awards in both the black and white and people categories in the prestigious AIPA awards.

On top of all that, Chris likes to come down to the Club and photograph what we get up to. One of the highlights this year was covering the America's Cup parade, on-board the bus from the airport with the team and then running ahead of the parade as it wound through Wellington. "It was a bit like being in the 1981 Springbok protests," Chris says.

Getting on the water is another issue. While he did get out on KZ7 on a blustery Wellington day, the rest of the on-the-water photographs have been taken from Te Aro or one of the launches. Chris is keen to get out on boats with crews and make use of some of his water-proof camera. These photos might prove useful for sponsorship proposals, illustrating the Rip, or just posterity.

To contact:

Chris Coad
Phone: 384 5525

1995 STEINLAGER MATCH RACING REGATTA

26 & 27 August 1995

For many Club members, the Steinlager Match Racing Regatta provided a perfect opportunity to learn more about the rules and conditions this style of racing requires.

The regatta was held over a weekend in August, with eleven teams taking part. Six teams sailed in one group and five in the other, with flights quickly following each. Three teams from each group could go through to the finals, and these were decided by the end of the first day.

The weather conditions for the weekend were good, although changeable, and often provided a challenge for the crews. The first day, the wind started out southerly, which eased off to a good moderate breeze. The second day brought a light northerly, which changed to the south and then turned back again to come from the north.

The weekend brought some very close racing and some

that was not so close. However, all participants seemed to enjoy their time on the water and learn a lot about how to apply the match racing rules. There was plenty of talk about the need for more of this type of event, either match racing or in fleets.

The final result was a tie between the teams of Tony Phillips and Paul Rhodes. In the final analysis, the tie was broken in favour of Phillips, who had beaten Rhodes in their match. Third place went to Gerry Booth and crew.

Special thanks go to the owners of MELTDOWN, LEGACY II, SCHIZO, HEAVEN N' HELL and FLYING MACHINE who lent their boats for the event. Also thanks to Robin McKenzie for the loan of Manaia, which provided an ideal resting spot and vantage point for watching the racing.



Pre-start protests - Jo Porebski holds out the protest flag in the early stages of the competition.



Coming up for a buoy rounding in the Steinlager Match Racing Regatta.

FINALS RESULTS

Flight	Match 1	Match 2	Match 3
1	Coleman beat Phillips	Rhodes beat Coulam	Booth beat Hogg
2	Phillips beat Coulam	Hogg beat Coleman	Rhodes beat Booth
3	Booth beat Coulam	Rhodes beat Coleman	Phillips beat Hogg
4	Booth beat Coleman	Hogg beat Coulam	Phillips beat Rhodes
5	Rhodes beat Hogg	Phillips beat Booth	Coulam beat Coleman
SKIPPER		WINS	
	Phillips	4	
	Coleman	1	
	Coulam (Napier)	1	
	Rhodes	4	
	Hogg	2	
	Booth	3	
		The tie between Phillips and Rhodes is broken in favour of Phillips as Phillips beat Rhodes in that match	



Clive Snow's crew on MELTDOWN race Gerry Booth and crew on LEGACY II for the start.

Photos by Craig Nelson

The Fay Richwhite - not for the faint-hearted

By Rebecca Smith



FAY, RICHWHITE



The Fay Richwhite Corporate Race again proved to be a popular day on the water, and a successful one for the Club. Over 400 people got an exciting day out on Wellington Harbour, for many of them a first time experience. Over \$50,000 was raised for the Academy and the profile of Port Nicholson was once



The Hutchwilco/Splashdown crew, hoping for a little more Heaven than Hell. (Things getting a little tough, Peter Blake has mysteriously disappeared from the rail.)

more lifted.

The strong winds meant that those who thought they were out there for an easy ride, or fancied themselves as potentials for Team New Zealand, were in for a challenge.

The day began sunny, with a slight wind the perfect setting for a quick breakfast on the Wardroom verandah. This was followed by a briefing and news that the wind was expected to strengthen as the day progressed. Forty-five boats of all sizes entered, with the largest guest crew Falcon Print on RED HERRING II.

Following the briefing, crews headed to the marina, keen to familiarise themselves with their boats. Once completed, there was a little friendly rivalry as competitors on land prepared to pit it out on the water. A few partook of light refreshments, both liquid and solid, to sustain them in the challenge ahead.

The M & I Cargo Surveillance crew on ARBITRAGE was true to its name, not just surveying but sampling the cargo as Con Anastasiou sorted out the rigging of the boat. Trying to get a bit of urgency amongst his crew, Con was heard to say "Ti ho, chaps, we've

only got two hours before the start."

The crew from Interior Ltd took the name of their boat literally, decking themselves out as pirates and bringing their own special effects - massive water pistols to ward off competitors. However, there was a mutiny on board SPECIAL FX and the water pistols were turned on fellow crew members before the pirates had even cast off.

Once out on the harbour, the boats circled and showed off their colours, each crew waiting for its turn to cross the line in the Mark Foy start.

Lady Liz II was on stand-by and the Westpac Rescue chopper buzzed overhead. All the activity contributed to an impressive sight on and around Wellington Harbour. The city was busying itself for a round of events including the Christmas Parade and Peter Blake's opening of the recreation centre on the waterfront.

Clive Snow and Hutchwilco must have friends in the right places, as Peter Blake was later seen on the rail of SPLASHDOWN. On closer inspection, we found Peter to have less substance than usual, his cardboard make-up suggesting this Peter Blake would not last another round-the-world.

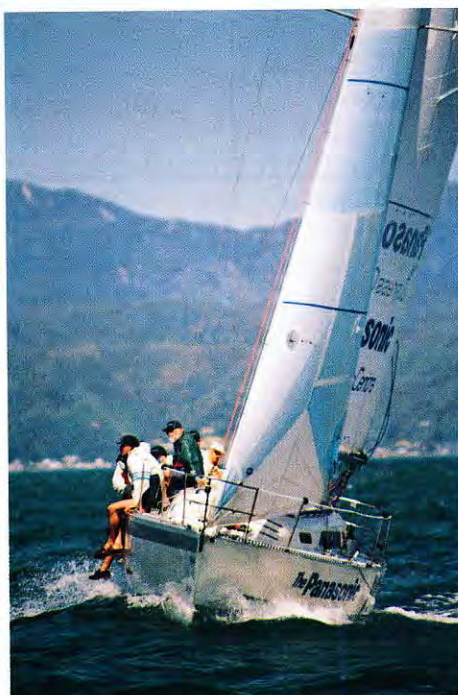
Starts varied, with some boats well on time and others barely getting their headsails up before they were due to cross. The AT & T crew on FLYING BOAT surprised everybody by dropping their headsail as soon as they crossed the line - not a sail change already? Actually, a loose tack shortly after crossing made the rehoist essential to remove a wrap.

Hewlett Packard on CHAIN REACTION started as it meant to go on, taking the start from its equally sized opponents, IBM on THE BUTCHER and Hong Kong and Shanghai Bank on NEDAX BACKCHAT.

Hospitality vessels brought up the rear as an impressive fleet headed around the White Lady and north for Ngauranga. Launches SALTWOOD



FR Partners on ONE WAY, coming up Evans Bay.



Hugh Poole peeps through the The Panasonic Business Centre crew on JET.

and ACHERON provided somewhat more comfortable venues for supporters, with the IBM and Steinlager flags flying proudly on each.

Legs slowly came out over the rail as confidence amongst the crews increased. Some of the boats took a more leisurely pace, Ted Jewitt's ANNA LOUISE II looking like the ultimate in cruising comfort.

There were a few casualties in Evans Bay as hats were blown off and determined skippers held their course.

Then there was John, from Chapman Tripp Sheffield Young, who took the call to get out on the rail a little too far. He had his own little trip through the life-lines of JOINT EFFORT. John didn't like the idea of being left behind in Evans Bay, and managed to latch on to the boat. Clawing his way to the stern, he saw the boat's ladder, which he grabbed with relief. Alas, he was dunked under the water again as the ladder folded out. John maintained his hold and, with the help of fellow crew members, was pulled back on board.

At the bottom of Evans Bay, it was Team Comtex on RAPIER in the lead, closely followed by sponsors Fay Richwhite on PORT NICH I and the Hillary Commission on MARANUI. Another Fay Richwhite crew on PORT NICH II were holding fourth place, with Kensington Swan's DRIVING FORCE coming in closely behind. SPLASHDOWN, holding comfortably in sixth place, gave Peter Blake a fair dunking while rounding the mark.

Positions had changed slightly in the long run to Ngauranga, with Eion Fehsenfeld's new Young 88 HEARTBEAT bringing FR Partners into the competition and giving DRIVING FORCE a run for its money. However, they were still behind PORT NICH I and RAPIER at the mark, DRIVING



No chance of a flattie here, ECLECTIC, with sponsors Beaurepaires.

FORCE coming around third, CHAIN REACTION fourth and Heartbeat fifth. At this stage THE BUTCHER had gained some ground, holding tenth as it rounded the mark.

The spinnakerless run to Point Halswell might have frustrated some of the skippers, but it made for a more comfortable race for the guests. There was good rivalry on this leg, with DRIVING FORCE and HEARTBEAT again vying for position. Chain ate up another competitor as she overtook Jet and headed for last lap of Evans Bay.

CHAIN REACTION took the bottom mark first, with Port Nich I still hanging in there at second. She was followed by HEARTBEAT, DRIVING FORCE and JET. NOT GUILTY's UDC Finance crew had quietly been increasing its placing and rounded the mark sixth. THE BUTCHER had moved to seventh place, GUCCI and Fletcher Construction eighth and ROCKSTAR's Field and Hall ninth.

By the time the boats crossed the line, positions had changed considerably. CHAIN REACTION and Hewlett Packard had extended their lead and finished over four



The Canon crew relaxing on MAX HEADROOM before the start.



It's a race down from Ngauranga to Point Halswell, with THE BUTCHER holding its lead over NOT GUILTY.

minutes before anybody else. Not to be outdone by the opposition, THE BUTCHER and IBM overtook five boats in a reach from the White Lady back to the finish, coming second across the line. ROCKSTAR gave Field and Hall a bit of unexpected excitement, streaking through the fleet to take third.

To all the corporates involved in the day, Port Nicholson thanks you very much.



Hewlett-Packard on CHAIN REACTION takes the Fay Richwhite Trophy for overall winner.



Chapman Tripp Sheffield Young on JOINT EFFORT took the prize for Most Seaman like crew.



Falcon Print gets into the conditions as RED HERRING II comes down from Ngauranga.



Team Comtex on RAPIER took out the Musto/Line 7 Award for Best Dressed Crew.



Brian Coleman adds to his hoard, taking the Glengarry Award for Fastest Time from Gavin Redmond of Glengarry.



Were New Technologies treated to a roast at the end of this race, Jeremy?



Chaffers Marina looking peaceful again after a long day.

1995 FAY RICHWHITE CORPORATE YACHT RACE 18 NOVEMBER 1995 RACE RESULTS

The Fay, Richwhite Trophy for Overall Winner
CHAIN REACTION - HEWLETT-PACKARD

The Glengarry Award for Fastest Time
CHAIN REACTION - HEWLETT-PACKARD

The Steinlager Award for Most Seaman-like Crew
JOINT EFFORT - CHAPMAN TRIPP SHEFFIELD YOUNG

The Musto/Line 7 Award for Best Dressed Crew
RAPIER - TEAM COMTEX

1. CHAIN REACTION	Hewlett-Packard
2. THE BUTCHER	IBM NZ Ltd
3. ROCKSTAR	Field & Hall
4. NOT GUILTY	UDC Finance
5. FLYING BOAT	AT&T NZ Ltd
6. JET	The Panasonic Business Centre
7. NEDAX BACKCHAT	Hong Kong & Shanghai Banking Corp Ltd
8. PORT NICH I	Fay Richwhite #1
9. ENZA PLANET	Curtis McLean
10. WHISPERS II	The Freedom Card
11. SLEDGEHAMMER	Format Publishers
12. DRIVING FORCE	Kensington Swan
13. HEARTBEAT	FR Partners
14. GUCCI	Fletcher Construction
15. MAX HEADROOM	Canon NZ Ltd
16. CHARISMA II	Hillary Commission #1
17. RED HERRING II	Falcon Print Ltd
18. YOUNG NICHOLSON	Serco Group NZ Ltd #1
19. HOTSPUR	Telecom NZ
20. STRUCTURAL ANALYSIS	Westpac Banking Corporation
21. PUTTING IT RIGHT	AST Computers Ltd
22. ARBITRAGE	M&I Cargo Surveillance Ltd
23. SIMPLY RED	Clayton Ford Consulting Group
24. RAPIER	Team Comtex
25. FLYING CIRCUS	Serco Group NZ Ltd #2
26. LEGACY II	Simpson Grierson
27. HEAVEN N' HELL	Hutchwilco
28. ONE WAY	FR Partners #2
29. SPECIAL FX II	Interiorz Ltd
30. FLYING MACHINE	Telecom NZ Ltd
31. MONTEGO BAY III	Works Consultancy
32. JOINT EFFORT	Chapman Tripp Sheffield Young
33. PORT NICH II	Fay Richwhite #2
34. MARISHKA	Simpson Grierson
35. ANDIAMO II	Westpac Investment Banking
36. ANNA LOUISE II	AMP Investments (NZ) Ltd
37. BOBBY SHAFTO	Russell McVeagh McKenzie Bartlett & Co #2
38. BILBO BAGGINS	Guardian Trust
39. CARINA II	Russell McVeagh McKenzie Bartlett & Co #1
40. ECLECTIC	Beaurepaires
41. LORD BARRINGTON	Phillips Fox
42. MARANUI	Hillary Commission #2
43. PRIDE	Healthcare of New Zealand Ltd
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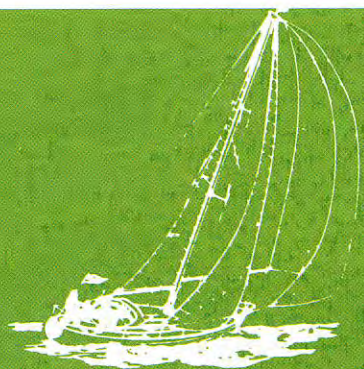
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OPENING OF THE 113TH SEASON

Opening Day was again a success, both on and of the water.

Thanks from RPNYC to Club President Alan Martin and wife, Shirley, who hosted a luncheon for dignitaries, Vice Presidents, Life Members, Past Commodores and Flag Officers upstairs in Keelers. The rest of the Club got out on the water to do what they enjoy most, sailing.

The Governor General, Dame Catherine Tizard, wished the Club well for the coming season and said how much she had enjoyed her role as our patron. She was obviously interested in the day's race and stayed for a considerable part of the afternoon.

The Club has enjoyed the support of both the Governor General and Wellington's mayor, Fran Wilde, who also attended. It is hoped that the same close relationship will continue with the new Governor General and Wellington's Mayor in the future.

After the racing, a band entertained the crews and the House Committee hosted club members to a gourmet barbeque.

The day was sponsored by local Toyota dealer, Rutherford & Bond, who provided a large selection of prizes for lucky winners. HIGHER GROUND took fastest time, with first place on handicap going to FLYING BOAT and second place going to CHAIN REACTION.



Almost too close for comfort - ANDIAMO, FIRST EXPRESS and SPLASHDOWN follow each other across Oriental Bay.



Photos by Chris Coad Photography

Mike Calkoen's FLYING BOAT took first place.



Mike Calkoen and his Waddilove Trophy, which was later filled to the brim and shared with fellow sailors.



Our Patron and Governor General, Dame Cath Tizard, wishes the club well for the coming season.



Alan Martin with Commodore, Arthur Stewart enjoying a drink before the Official Opening Ceremony.



Having a few pre-luncheon drinks, from left Susan Ritchie, Con Anastasiou, Bevan Ritchie, Rutherford & Bond Toyota Representative, and Charles and Mary Clark.



Sailing techniques or sharing the trophy - Graeme Hargreaves and Mike Calkoen debate the issue.

OPENING DAY RESULTS

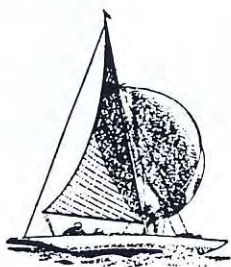
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- 2nd CHAIN REACTION
- 3rd THE BUTCHER

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Inside the Wellington R-Class Skiff Squadron



Stephen Hogg and Dave Molans coming up on Canterbury's Rick Chapman and crew at the Rudderman Trophy in Picton in November.

"Giving up smoking, drinking and loving will not make you live longer, it will just seem that way ..."(Unknown). The same could be said for skiff racing!

The 1995/96 season has begun with a revitalising burst of support from members and friends of the squadron which has given the class a new lease of life in the Wellington region. The introduction of an 18 footer style Grand Prix series (local television coverage included), an extremely successful North Island Championship regatta (which was won by Stephen Hogg and Dave Molans of Wellington) and another assault on the Rudderman Trophy have provided the basis for continued sailing improvement and development of the class.

Last season's simmering enthusiasm reached a frenzy during the later winter months. Several boats went under the knife, some opting for cosmetic enhancements while others under-went more serious reconstructive surgery, giving them the ability to race as both R and 12ft skiff. Construction began on another two, one of which is still in production, to be on the water by Christmas.

Sponsorship has provided opportunities to embrace the very latest in technological developments. Barton Marine have thrown their weight behind Derek Fodens new flier which brings a touch of Canterbury design innovation to the Capital, Port Nicholson Sails are backing Stephen Hogg's EXTREME FIEND (no doubt their partnership will produce sail technology beneficial to the whole squadron), and Zebos - More Than a Bar are behind Matt Woodley and Mark Hewitts new carbon/Kevlar racing machine which carries the sponsors name and incorporates the latest in skiff design. This sponsorship is helping to increase the fleet size and also to improve the standard of racing throughout the class.

The squadron welcomes all new members, especially Nick Van der Ven and crew, who appear to be trying to reverse the aging process by leaving the keel boat scene and returning to their roots in Rs. We have it on good authority that several other retired skiff sailors are finding it difficult to kick the R-Class addiction. Evidence of this was brought to the fore at the Rudderman Trophy, where Barry Christophersen made a sensational comeback in the skipper's set of DE REAL R.

The folks in the squadron would like to encourage all thrill seekers who are interested in racing R-Class (or even simply going for a ride) to get in touch with one of our team - they are always happy to oblige with help and advice. If you think the guys are talking bull when the yarns about 20 knot-plus bursts of speed are spun, come and try it for yourself. As well as enough adrenaline to turn you into a quivering brown blomange (not the pudding), R-Class offers some of the most competitive, tactical and skilled racing on the dinghy scene.

Anybody who would like to know more about squadron activities can subscribe to A-R-T magazine. The quality publication abounds with information about events, new technologies and hot gossip. Contact Mark Hewitt to get on the mailing list.

Best of luck to all sailors for the 1995/1996 season.

For general information contact, your friendly squadron propagandists:

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LESSONS FROM THE CUP

The following article is written by **Dave Irish**, President of US Sailing. The article first appeared in the September 1995 issue of **American Sailor** and gives us, first-hand, an American account of the America's Cup.

New Zealand won the America's Cup in a most impressive fashion, displaying excellence in each of the varied disciplines necessary for success. New Zealanders showed us all what it means to be complete sailing enthusiasts. Their focus, sportsmanship and moral and financial support compare most favourably with any country of the world. In financial terms, the per capital commitment to sailing in New Zealand is remarkable compared to that in the United States. New Zealand sailors have excelled wherever they have competed, perhaps most notably in the Olympics, round the world racing and now in the America's Cup.

Our three American teams get full marks for everything except the final score. It has been fascinating to watch them develop and manage the many and complex aspects of an America's Cup campaign. We saw three unique approaches produce, in the end, remarkably similar final effectiveness on the water. The women's team became fully competitive despite some experience deficit. The Young Americans were quite impressive, but lost a few too many races. And when it all shook down, the unique experience and ability of Dennis Conner and his fine crew earned them the privilege to defend.

Live television coverage of sailing is not always excit-

ing, but I was impressed with the incredible camera work this year. The pictures from helicopters, camera boats and on board the IACC yachts were simply excellent, allowing us to see crew work, sail trim, tactical situations and the interplay among crews. The best part of the coverage may have been the sound. I could have done with less commentary, but being able to listen to the sailors talk with each other was enlightening - a very advanced course in sailboat racing.

The rules are working better and better. Umpiring sure beats post-race protest hearings. Still, there is room for improvement in the rules governing the design, construction and cost of the boats and the rules setting the structure of the event. I have heard some ideas that should make the sport of America's Cup racing even better.

And won't it be a grand regatta in Auckland in 1999, even if most of us will be watching it live in the middle of the night!

Unlike the United States, New Zealand viewers had the advantage of high-tech graphics and a commentator with a passion for the sport. No doubt we will have a few other advantages by the time the American's rock up in 1999.

AMERICA'S CUP '95: THE GOOD, THE BAD AND THE UGLY

This judge's eye view of the America's Cup, written by **Blaire Largay**, appeared in the September 1995 issue of **American Sailor**.

For most Americans, the Kiwi's 5-0 America's Cup shutout of Team Dennis Conner was anticlimactic compared with the suspense provided by the challenger and defender trials this year. Despite a breakthrough all-women's team, exhibitions of phenomenal boathandling and close tactical racing, the American trials in particular were overshadowed by technical protests and political manoeuvring that mainstream sailors and the non-sailing public alike are still trying to understand.

Criticised by sports fans, competitors and the media alike, the series seemed to confirm that in sailing's premier event, pivotal moves are made at the bargaining table rather than on the race course, undermining the integrity of sailing as a sporting event and raising serious questions about the way the America's Cup "should be". From a rules standpoint, sailing is not a simple sport, and it's easy to find fault with an event where even the fundamentals are confusing.

For an official's interpretation of what happened, American Sailor polled four judges - Jury Chairman John Doerr (England), Pete Ives (California), Mike Tapert (Michi-

gan) and Livius Sherwood (Canada) - who shed some light upon the good, the bad and the ugly of America's Cup 1995.

THE GOOD

The mystery of what goes on in the protest room has always been a significant barrier to making sailing an easily understood spectator sport. One successful effort to change this has been umpiring.

On-the-water umpiring was first introduced to Cup racing in 1992. To increase the consistency of calls, the roster of judges was pared down from 1992's team of 68 volunteers to a core group of 23 certified International Judges and Umpires in 1995, each of whom is committed to at least three weeks of service during the five-month period. Most judges acted as both jurors and umpires: but those from countries with an entrant in the racing were restricted to on-the-water duty only. Whereas in 1992 the defenders and challengers had different groups of umpires, this year's team rotated between courses to enhance uniformity.

The competitors expressed satisfaction with the officiating during daily shoreside debriefings and even after reviewing instant replays of footage taken from a helicopter, Jury Chairman John Doerr share their confidence.

"Of the 136 decisions we made, one was wrong, and in that instance there was a spectator boat in the way which

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shouldn't have been there," Doerr said. "Three or four were marginal calls that could have gone either way."

Sherwood said that being in the thick of racing offered more accurate rulings than traditional protest room proceedings. "Given the tough decisions they had to make, [the umpires] were almost 100 per cent more accurate than a protest committee would have been."

Although this year's umpires green-flagged an uncommonly high number of calls (in most match racing, one penalty is given for every four protest flags flown on average; yet in the America's Cup the ratio was closer to one in seven), the judges credit the quality of sailing for the low ratio.

Tapert says, "these are the very best sailors in the world and they are very careful about their manoeuvres. They know where their boats are, they know the rules and they know what their chances are in any given situation. As a result, the boats just don't get that close to each other that often."

Ives adds that the helmsmen were very protective of the fragile IACC yachts one collision could be a million-dollar mistake for a financially strapped syndicate.

But were the umpires simply afraid to make mistakes? Tapert says no. the umpires, working in teams of two, maintained a constant dialogue between themselves and the wing boat as to which yacht had the right of way at any given moment. When a protest situation occurred, the judges were ready with a decision immediately and were not afraid to hand out a penalty.

THE BAD

Because umpiring renders instantaneous justice on the water, providing a yacht in the wrong with the opportunity to exonerate itself and still win the race, this format has simplified match racing markedly. Unlike in past events, the boat that crossed the line first was usually the winner.

Rule changes and technical protests, however, were a different matter. Still settled in the jury room, their outcome often weighed more heavily in the overall standings than their individual matches.

"The hearings were not very well understood because they had to be, by rule, very confidential," Doerr explains. "That's the way the competitors wanted it to be. In the jury room, things happened slowly because we had a number of different documents to work from that all interrelated, and a number of rules were written ambiguously. With both sailors and judges on the water all day, we had limited capacity to work while also fitting in eating and sleeping in between, so things may have appeared to take longer than they actually did."

Ives, while not a jury member, concurs. "The rules were convoluted and unclear. A lot of times the jury really had to figure out if they were even eligible to hear things or if in fact it was the Challenger Record Committee, the Defence Committee, or the Trustees that were the proper bodies to decide. They had to be very careful not to overstep their boundaries."

Further complicating matters, the challengers and defenders wrote different rules to govern their trials, and the defenders allowed changes to their rules at any time as

long as all three syndicates agreed. When the Defence Committee used these ambiguities to "strengthen the defence" rather than to provide for strictly equitable competition, the judges were bound to uphold the literal meaning of the rules. The challengers and the public alike called foul, creating an atmosphere of disgust and ill-will.

THE UGLY

Although agreeing that the worst aspect of this year's America's Cup was the confusion generated by the Defence Committee's role as both a host trying to run a fair event and the defender trying to hold the Cup, the judges could not come to consensus as to which goal should have been paramount.

"In the America's Cup, there has always been controversy," Sherwood said. "But the way in which the defence committee handled this one was probably the worst I've seen. The Notice of Race for the challengers was written very clearly and concisely, and they stuck to it throughout the series. On the defender's side, the Defence Committee used the looseness of some of the rules to their own advantage because they were struggling to put the best defender on the water. For example, allowing Stars and Stripes to change its keel during a "no change period" is a clear case of changing the rules without the consent of all three competitors. It would certainly be helpful if both the challengers and the defenders had the same rules. It only leads to ill feeling if they don't."

Tapert disagrees. "In my opinion it is the defending club's duty to do whatever it takes to mount the strongest defence possible. There is no reason whatsoever for the defender series to be limited by the same rules as the challengers because the two are trying to achieve different things. For the defence committee to limit themselves to the challengers' rules would almost ensure defeat because the defence syndicates would be unable to pool their resources. People forget that the San Diego Yacht Club is defending the Cup for the United States, not the individual syndicates. The basic premise behind the America's Cup as stated in the Deed of Gift is 'a competition between friendly nations' not individually sponsored syndicates."

Though Tapert acknowledges that the Deed of Gifts was written 144 years ago for a Corinthian regatta, which has now become a major sporting event - one that could not happen without sponsors and national interest - he conceded that there has to be more consistency for the public to understand.

After San Diego, a call has gone out to "clean up the Cup". New Zealand has already set forth the America's Cup XXX Protocol, a 22-page document which aims to do just that.

Perhaps the Kiwis and the New York Yacht Club, as the Challenger of Record, will accomplish this goal. But our judges agree that it may be time for a non-partisan entity to provide better direction for the America's Cup if the Defence Committee cannot sustain the Auld Mug's lustre.

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HEADROOM TO THE MAX

By Ken Burt

The annual Brothers Race was due to start at 0645 on Saturday 11 November 1995 but the forecast was anything but pleasant. The decision was made prior to the briefing to go ahead with the start but competitors were warned of the likelihood of a 24 hour postponement.

Saturday - up at sparrows and it didn't take a genius to know there would be a postponement. Winds of 40 plus in the harbour and forecast to increase. Reported winds of 60 plus at 3am certainly made the decision easy for the postponement committee.

An early night again and up at sparrows the following day saw that Wellington can certainly go from the "ridiculous to the sublime" within a short period changing to little or no winds. The race started and by Barretts Buoy the yachts were all bunched up in the light airs and sloppy seas. ARBITRAGE took the coastal route and picked up a nice breeze to do a horizon job on the fleet but was closely followed by CHAIN REACTION.

A forecasted early afternoon Southerly kept the hopes alive on a few yachts that they would make up the time but it did not come through until late afternoon, reaching us on Max Headroom at Awash Rock, just south of Brothers. We had been watching MOONSHINE EXPRESS and MARISHKA pop their kites and get bigger and bigger.

The two leading yachts, CHAIN REACTION and ARBITRAGE, rounded Brothers well ahead of the rest of the fleet at about 1430, with three more in the next hour, and the rest rounding in a bunch at about 1705 - 10 hours after the start!

Approaching Brothers, most of the bunch had managed to pop a kite - ourselves included - and were starting to put on the pace.

It became very sloppy in the tide behind Brothers, with the wind constantly flicking. On MAX HEADROOM we had been running with a starboard pole and had the boom flicked across by the shifting winds. We were then headed and the kite was back winded from port in behind the forestay. The call was made to hoist the genoa and drop the kite. With the kite as it was, some fast work was required and a crew member went forward to help.

We were again hit by a wind shift as the boom moved from starboard to port just as our man returned and was about to step into the cockpit.

With a whack, the boom collected him on the forehead and across the bridge of his nose - fortunately not with great force but sufficient to sit him down hard on the side deck. He was not knocked out but it was very soon obvious that he had sustained some injury to his nose - blood everywhere. It became a little hectic, what with keeping the boat going around Brothers in the tidal slop and breaking out the medical kit. A decision was required to seek medical assistance.

The first thought was to run to Tory Channel to get assistance and a radio call was made to Ron Smith at Cobar Radio. He advised the best course was to consider the Air Ambulance. Our crew member was insistent on finishing the race but this was considered out of the question. The motor vessel "ABSOLUTE" advised he was nearby and proceeding to Mana at 22 knots. A rendezvous was made near Awash Rack but, due to the sea conditions, a

transfer was not deemed possible as we feared our man might get more seriously injured in the transfer.

There had been some time to attempt the transfer as the air ambulance was on another job and there would be a delay before they could head our way.

After it was decided that the transfer was out of the question, Cobar was notified and, at 1815, the call was made for the air ambulance. Our position - 41 10.9S and 174 27.2W - was passed along with the course and speed. The air ambulance departed Wellington at 1820 and was overhead at 1828. Our man was lifted off at 1834 and landed at Wellington Hospital by 1844.

Two lessons were learnt from this incident, one being the decision to use the air ambulance facilities and the other the actual transfer procedure.

I would recommend that, if a crew member is injured, then first consideration for assistance is given to the use of the air ambulance, that is if your circumstances, such as the medical emergency and position, warrant it. In retrospect, it would have been some time before we could get assistance if we had gone to Tory Channel, even if we had managed to arrange for a fast transfer vessel to come out from Picton to pick up the crew member.

The transfer procedure was for the helicopter to approach the yacht from behind and watch for a short period to gauge course, speed and general behaviour of the yacht in the conditions. Our instructions were to hold course and speed while it moved in from astern.

An important consideration is the down wash of the helicopter. With the forward movement of both yacht and helicopter the down wash is lessened somewhat, but the mainsheet hand must be aware of increased pressure and act accordingly. The helmsman must take care to maintain course and keep the yacht steady. Also, with the yacht on a heel on the wind, a better landing profile is presented to the crew from the helicopter.

A High Line was thrown down to the yacht with a crew member detailed to hold it and keep it taut. It is necessary for gloves to be worn as the rope is nylon and needs to be played out and in with any movement. The High Line should not be tied off on the yacht in any way. On this occasion the accuracy of the throw was in no doubt - straight down the hatch and onto the chart table!

Using the High Line as a guide the helicopter crew member was rapidly lowered to the deck - right next to the helmsman. A brief look at our man and the harness was put over his head and under his arms. Both were then hoisted off up to the helicopter, all in a space of under one minute. The High Line was retrieved and they were on their way.

Our man? He suffered three fractures to his nose and a hairline fracture on his cheekbone as well as two black eyes and a headache to equal the best hangover he has ever had.

The thanks of the crew of MAX HEADROOM go to the crew of "ABSOLUTE"; Ron Smith of Cobar for his radio services and co-ordinating the lift-off with the ambulance service; the Westpac Rescue Helicopter crewed by Steve Oliver, pilot; John Goldswain, winchman; Dave Greenberg, navigator; and Kevin Smyth, the paramedic.

RACING RESULTS

SPRINTS SERIES

DIVISION 1

Race 1	1 NEDAX BACKCHAT	2 CHAIN REACTION	3 FLYING BOAT
Race 2	1 CHAIN REACTION	2 NEDAX BACKCHAT	3 FLYING BOAT
Race 3	1 FLYING BOAT	2 CHAIN REACTION	3 NEDAX BACKCHAT

DIVISION 2

Race 1	1 MARGUETTE	2 JOINT EFFORT	3 MARISHKA
Race 2	1 JET	2 JOINT EFFORT	3 CHARISMA II
Race 3	1 MARGUETTE	2 BOBBY SHAFTO	3 MOONSHINE EXPRESS

Y88 DIVISION

Race 1	1 FLYING MACHINE	2 LEGACY II	3 RED RUM
Race 2	1 HEAVEN N' HELL	2 WATERMARK II	3 DRIVING FORCE/ FLYING MACHINE
Race 3	1 RED RUM	2 SHIBBEAN	3 LEGACY II

DIVISION 3 & 4

Race 1	1 CAPER	2 ENYA	3 GALIANO
Race 2	1 PERIDOT	2 ANDIAMO II	3 ENYA

INSHORE

DIVISION 1

Race 1	1 CHAIN REACTION	2 THE BUTCHER	3 FLYING BOAT
Race 2	1 CHAIN REACTION	2 FLYING BOAT	3 ROCKSTAR
Race 3	1 FLYING BOAT	2 CHAIN REACTION	3 WHISPERS II
Race 4	1 CHAIN REACTION	2 THE BUTCHER	3 RED HERRING II

DIVISION 2

Race 1	1 SPECIAL FX II	2 JET	3 CHARISMA
Race 2	1 SPECIAL FX II	2 JET	3 CHARISMA
Race 3	1 JET	2 SPECIAL FX II	3 CHARISMA
Race 4	1 SPECIAL FX II	2 GUCCI	3 CHARISMA

Y88 DIVISION

Race 1	1 MELTDOWN	2 HEAVEN N' HELL	3 FLYING MACHINE
Race 2	1 DRIVING FORCE	2 HEARTBEAT	3 LEGACY II
Race 3	1 DRIVING FORCE	2 ONE WAY	3 FLYING MACHINE
Race 4	1 DRIVING FORCE	2 HEAVEN N' HELL	3 SCHIZO

DIVISION 3

Race 1	1 PERIDOT	2 ANDIAMO II	3 NIRVANA
Race 2	1 PERIDOT	2 ENYA	3 ANDIAMO II
Race 3	1 PERIDOT	2 ENYA	3 ANDIAMO II
Race 4	1 RAPIER	2 CRESCENDO	3 ENYA

MUSTO SPRING 2 HANDED SERIES

Race 1	1 ENYA	2 ERAZER	3 LEGACY II
Race 2	1 CHAIN REACTION	2 ENYA	3 EASY RIDER
Race 3	1 ERAZER	2 NEDAX BACKCHAT	3 CHAIN REACTION
Race 4	1 CHAIN REACTION	2 ENYA	3 BOBBY SHAFTO
Series	1 CHAIN REACTION	2 ENYA	3 LEGACY II

MUSTO SPRING COMBINED

Race 1	1 JET	2 HEAVEN N'HELL	3 DRIVING FORCE
Race 2	1 DRIVING FORCE	2 MARISHKA	3 HEAVEN N' HELL
Race 3	1 MARGUETTE	2 JET	3 DRIVING FORCE
Race 4	1 DRIVING FORCE	2 JET	3 ONE WAY
Series	1 DRIVING FORCE	2 JET	3 ONE WAY

GEORGE JANIS REDKEN WOMENS SERIES

Race 1	1 CHARISMA	2 DRIVING FORCE	3 GALE FORCE
Race 2	1 CHARISMA	2 YOUNG & THE RESTLESS	3 GALE FORCE

AT HOME

Race 1	1 CHARISMA II	2 HEAVEN N' HELL	3 NEDAX BACKCHAT
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SOUTHPAC PREMIER OFFSHORE SERIES



Race 1

1 ANDIAMO II
2 CHAIN REACTION
3 MR ROOSEVELT

Race 2

1 CHAIN REACTION
2 ARBITRAGE
3 RECKLESS

SOUTHPAC OFFSHORE SERIES

Race 1

1 CETECEA
2 NIRVANA
3 REVENUE CUTTER

Race 2

1 ECLECTIC
2 -
3 -

NEW MEMBERS

We welcomed the following new members to the Club over the months August, September and November 1995.

NAME	CATEGORY	NAME	CATEGORY
R BHASIN	SENIOR	G J DAY	SENIOR
G BEECROFT	SENIOR	P ANGUS	SENIOR
T S BELLERBY	COUNTRY	D WYLIE	SENIOR
S R BOSSOM	SENIOR	C LLOYD-JONES	ASSOC
R J DAVIS	SENIOR	J FUTTER	SENIOR
I L DICKSON	SENIOR	R CASHMAN	SENIOR
I J HIBNA	SENIOR	J THOMSON	SENIOR
A J FARRINGTON	COUNTRY	J R S SMITH	SENIOR
R FOKERD	SENIOR	J DAISH	SENIOR
J S LACEY	SENIOR	B DENBY	SENIOR
B J HANNAH	SENIOR	D R GILMOUR	SENIOR
G HICKTON	SENIOR	T BURFOOT	SENIOR
S MAY	SENIOR	C G J STEWART	SENIOR
P H MCKENZIE	COUNTRY	D STEWART	SENIOR
C PRESTON	INTERMED		
A MCLELLAN	SENIOR	N MCNAUGHT	SENIOR
L A SINGLETON	SENIOR	N MIDDLETON	SENIOR
B TOPPER	COUNTRY	S MOIR	SENIOR
A M MCKINNON	JUNIOR	M NOONAN	SENIOR
A W MCCONNELL	SENIOR	P O'CONNOR	SENIOR
V L E GRVIT	SENIOR	J PEACH	ASSOC
R CAMERON	SENIOR	S POHLEN	SENIOR
C STIGLEY	SENIOR	M SHAW	ASSOC
P L KEPPEL	SENIOR	G VAN SHAIK	INTERMED
C WALES	SENIOR	P WILLIAMS	SENIOR
E TAM	SENIOR	A WILSON	ASSOC

FOR SALE

MCMXCV

(means 1995)

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