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The Rip

APRIL 1996





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The Rip

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

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Opinions Expressed

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

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COVER PHOTO:

In full flight. **FLYING BOAT** gave the **ARAHURA** passengers value
for money in the Island Bay Race.

PHOTO BY CHRIS COAD PHOTOGRAPHY



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Thursday	5.00 pm	-	8.00 pm
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CORRESPONDENCE

Dear Editor

Strong blustery southerlies. Change to northerlies with winds rising to gale force. Low temperatures and fog. This was the weather forecast for the last week of January when our three children were booked in to do the optimist course with the Sailing Academy. The forecaster proved to be accurate. As parents, we were expecting our enthusiastic beginner sailors to finish the week frustrated that they could not get out on the water and bored with the theory of it all.

It just did not happen that way. Thanks to Kate Rose, the instructor and co-ordinator for the Sailing Academy, every minute was packed with interest and enjoyment in spite of the conditions. The course was so well planned and organised that the adverse sailing conditions simply meant a change in course direction, with trips out on the Keelers at Port Nicholson, and a visit to the sail makers keeping the children active and involved.

By the end of one short week we had three children ages eight to eleven whose enthusiasm and commitment to sailing was such that it became obvious sailing is destined to be part of family life. A fact noted by their father with great satisfaction, being a sailor of old who had put it aside to help with the chores of bringing up small children. He could be seen to glow with satisfaction as he saw the children build up their enthusiasm and a solid base of knowledge and skills - obviously realising that with the help of their pressure, sailing will definitely be part of this family's life and the next addition to the family will likely be "the boat". And as for me? It's the old story of "if you can't beat em, join em". I ended up the week as enthusiastic as the children but feeling dreadfully left behind. Mine will be one of the first enrolments for the adult course in January 97!

Several factors contributed to what we regard as a more than positive outcome. The Sailing Academy and the administration of the Royal Port Nicholson Yacht Club provided an opportunity that was thoroughly well organised. The Worser Bay Boating Club continue to be extremely welcoming hosts and provide a wonderful opportunity to follow-up the week with the use of the Club's optimists and the encouragement to join in their activities. The key factor had to be the quality of the instruction from co-ordinator Kate Rose. In spite of the range in age and ability of the children she kept them busy, focused and enthusiastic to the very last minute of a week when weather conditions were definitely working against such an achievement. Her relationship with the children was magic and our three hope to join her on Part 2 of the course in 97.

A Great Course!

LIZ TONKS

Sunday, 17 March 1996

I find it absolutely appalling that for a programmed race: Namely the Executive Committee Mark Foy/General Handicap Race, with starting times for 93 Boats, a grand total of 6 boats only, started.

I am sure that you are aware that myself and the rest of the startbox crew give their time freely to ensure that yachts are able to participate in Club races. I consider that the race management skills that this club provides are of the highest standard and the races that we supervise are fair and competently run.

Over the 12 to 13 years that myself and Pauline Edwards have been in the Startbox, we have seen many changes and the numbers of boats racing fluctuate. We have managed between us to keep a consistent team available to supervise the racing, however, it has become very clear that over the last couple of years, the racing programme has increased out of all proportion. I consider that there is far too much racing now in our programme. It is all very well to programme races ... but remember someone has to run them! Both Pauline and myself keep full time jobs and it is sometimes very difficult to make ourselves available at all times, but we do our very best.

It is days like today that make you wonder why the hell you do it? Where are the yacht owners on the Executive who are supposedly responsible for this race? Where are the yacht owners on the Sailing Committee too? I myself have many other things that I could be and should be doing today other than running a yacht race, but I have done it for the Club!!

I to was here for the racing all day yesterday and unlike yourselves had to wait until the time limit had expired at 1823 hrs because there were two boats out there who were hell bent on finishing regardless of the fact that the race was a fun race and they were in no way going to make any difference to the end result.

We would be most grateful if you would spare us a thought occasionally. We do it because we enjoy it, but at times you all make it rather difficult for us and we have to wonder what we are doing here?

LINDA MURRAY

(Reply from the Vice Commodore, Ken Burt)

This letter was the subject of discussion at a recent Sailing Committee meeting. Some of the concerns expressed by the author are also concerns of the Sailing Committee and will be further considered in order to minimise future difficulties in respect to race organisation.)



COMMODORE'S REPORT



Associate Editor, Andrea in her usual efficient way advised me in plenty of time that a comment from the Commodore was required for the April edition of The Rip. As usual I have left it to the last minute.

The Arts Festival is now finished but like many of you, I'm sure it has been a case of rushing home from work to get ready to go out on the town. Thank goodness the sailing programme comes out early. A quiet weekend sailing around Kapiti and down to Picton was the culture shock needed to keep the balance between the Arts and Sports.

But what a start to the Festival. Chaffers Marina must have been one of the best positions in the city to see the fireworks, even though it caused a crick in the neck, as most displays seemed to end up overhead. This was another event to reinforce the Royal Port Nicholson Yacht Club's unique location, with regard to central Wellington and the sea, and a reflection of the way the waterfront is progressing and becoming the pivotal point for entertainment and sport.

As I mentioned in an earlier "Commodore's Report", we intend and now have a draft set of objectives which have the unanimous approval of your Executive. I want to discuss briefly some of those most pertinent to our future.

We have identified that we must continue to improve our facilities at Clyde Quay. This may involve the Club becoming more active in the management of the Clyde Quay Marina. Of very recent times we have been advised that Wellington City Council are reviewing their involvement in recreational facilities and we are endeavouring to strike up a dialogue with the appropriate people in that respect. As a Club, we have continued to keep a watch on the inner harbour in an effort to protect what we have and achieve a balance between recreation and commerce. This is often time consuming and/or expensive and some recent decisions of the Planning Tribunal relating to the imposition of costs will have far reaching effects on our ability to promote or oppose a point of view. However, we must run that gauntlet and one way to show we are responsible and capable is to manage our affairs and assets well.

We recently appeared in front of the Wellington Regional Council, along with rowing clubs, other yacht clubs and dragon boat interests in opposition to the granting of a commercial licence to run jet skis out of the inner lagoon. This objection was turned down and the licence granted. We intend taking up membership with the Save the Coast Society although this will not bind us to be at all fours with them. Any feedback from members in this area will be appreciated.

One of the special objectives we have set is to support and provide facilities for those taking part in the BT Global Challenge 1996/97. To date, this event has not had a great deal of publicity but I can assure you your

Executive has well advanced a plan for involvement. We are required to finish the Rio de Janeiro to Wellington leg between 31 December and 2 January and start the Wellington to Sydney leg on 9 February. The 14 yachts taking part are built to the same design, being 67 foot steel-built cutter rig sloops which will be distinguished by their sponsor's logos. With Wellington being the stopover furthest away from the UK and at Christmas time, we can expect a considerable number of friends and relations of crew to descend on Wellington for the six week stopover.

More recently, we have been approached by a committee set up between the Gisborne City Council and Tauranga District Council who are planning a tall ship regatta to coincide with the Millennium and be off Gisborne on the 31 December 1999.

As we intend to cater for both these events, it will mean some rethink with regard to our own Gisborne race. I have asked the Sailing Committee to come up with some recommendations.

Other "on the water" objectives include bringing our sailors up to national standard. This will provide a challenge to Executive to assist with funding and resources which go hand in hand with such a programme. It will also provide a challenge to your Sailing Committee and Sailing Academy to work together to achieve this goal. I am personally aware that yachting is a difficult sport in which to select a team. Keel boat racing, as against dinghy or board sailing, is a team sport requiring people specialising in various tasks to get on with each other.

The quandary of whether to select individuals or a complete crew for national representation is one which has faced selectors in the past. Do you let the crew of any yacht select themselves and then pit themselves against all-comers or do you select the individuals for their particular skill and then attempt to mould them into a team? Or does the answer lie somewhere in between?

Whichever way it is done, it is unlikely to be without controversy and it will not happen without commitment. From my observations, particularly in the national events open to men, there is a need for more organisation and commitment without which we will not achieve our objective. I make this statement on the eve of the women's team going to Auckland. By the time you read this the outcome of the regatta will be known. One thing I am sure of is that, at least at club level, the women appear to have the commitment stakes won hands down over their male counterparts. I hope the outcome of the series in Auckland will encourage them to continue. On that parting note I will see you all either in Picton or at the Commodore's Shout, if not before.

ARTHUR STEWART

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VICE COMMODORE'S REPORT



Since my last report three months ago, the RPNYC has been represented at international and national events. February 21-25 saw the Inter Pacific Challenge held in Auckland and the club was offered an opportunity to be represented, following the withdrawal of one overseas team. As a result of a request for interest, the Sailing Committee granted funds from the yachting assistance fund to send a team. Skippered by Mike Boswell, the crew consisted of Brendon Hogg, Penny Kerr, Shaun Sheldrake, Glen Stanley and Edmund Tam. The cost was greatly reduced by Bucklands Beach waiving the entry fee and providing accommodation for our team. The team came a very credible third place overall in this series, which consisted of Harbour, Sprint and Match Racing. My congratulations to the team on their fine effort.

During March the Women's National Keelboat Championships were also held in Auckland and this year we sent two teams who competed against some well known women sailors. At the end of the series the teams were 5th and 7th overall, with Helene Visser's team presented with the Penny Whiting Trophy for Best Improved Crew in the Series.

It is unfortunate that the regattas programmed for this season have not taken place, due on one occasion to insufficient entries, and on the other to insufficient numbers of one design yachts. Those who worked hard to put racing in place for club members were as disappointed in the cancellations as the series entrants.

I would like to remind the critics out there that decisions are made in the best interests of yachting and in this club. The Sailing Committee and Race Management teams who are responsible for conducting racing are all volunteers and at times it is difficult to assemble sufficient people with the required knowledge and skill level for the full racing programme.

Members putting themselves forward for the Sailing Committee in future must be aware of the need for commitment and the necessity at times to involve themselves in race management in order that our volunteers are not unduly overworked. Sailing Committee members don't have to be boat owners or current racing people, but members with previous sailing experience are encouraged.

While I'm on this subject, I would impress upon those people who take part in offshore racing that a briefing time set down in the Almanac is when the briefing is to start, so please come along earlier to complete the required paper work and confirm your entry.

As you will read elsewhere and as was discussed at the Special General Meeting, the Executive is developing a Business Plan for the Club, in order to provide some direction over the next five years. Part of this plan relates to the financial aspects of funding racing activities, a major portion of the Club's business. As a result, the Sailing

Committee has commenced drafting next year's programme and a plan to source funding in order to reduce or eliminate costs to those who race. This obviously involves obtaining sponsorship sufficient to meet those costs and any suggestions for sponsorship are welcome.

Along with this issue of The Rip is a questionnaire from the Executive which I would encourage you to please complete and return as soon as you can. The questions relating to sailing will be of interest to the Sailing Committee in producing next year's programme.

The enclosure from the Maritime Safety Authority relates to the new legislation enshrined in the Maritime Transport Act 1994 pertaining to small boat accident reporting. This legislation places onus on skippers of crafts involved in accidents, incidents and mishaps involving serious harm. Please carefully read and consider this enclosure.

I was recently involved in a discussion relating to "cheating". It was relayed to those present that the current attitude of a number of regular sailors in a northern part of New Zealand was tantamount to breaking the rules as often as you can get away with it. Perhaps it is timely to remind our members that there are occasions when another competitor can get more than slightly miffed when a yacht is carrying equipment outside the rules of PHRF or IMS. I refer to such things as over length poles, non-measured sails, lack of internal equipment and breaches of the safety regulations. Those who tend to push these limits should consider that possible action under Rule 75, for gross breach of sportsmanship, could be the outcome.

It is pleasing to note that there are a number of Academy Graduates now sailing regularly on yachts during week-end and mid-week races. I am sure that this trend will continue and that the Academy will also continue to produce new sailors and new blood necessary to fill those vacant spots on the rail.

As this will be the last Rip before the AGM, I would like to take this opportunity of thanking all those people who have volunteered to assist in making the season's racing possible by helping out in the Start Box, on Te Aro, Race Briefings, on the water starts and finishes, protest hearings, sailing lectures and race administration. As can be seen, there are a number of different functions that our club volunteers perform willingly and without complaint. A big thank you should also be recorded for the office staff for making the job easier during the last year.

Finally, as the end of season approaches, I wish you all well on the water and look forward to seeing you in the Wardroom.

KEN BURT



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REAR COMMODORE'S REPORT



It's starting to feel like the end of summer, and we can see the light at the end of the sailing season. I have to admit that I'm looking forward to a break - about a week or so will do and then I'll probably go into withdrawal from having more than one free day a week.

The House Committee has a few big functions yet to come, and then we'll all be taking a short breather before the winter activities start. I have to say once again that the people involved this year on the House Committee deserve a huge amount of thanks for the work they have done - Jeannine, Andrew, Jeremy and Bron.

As well, like Arthur, I am guilty of jumping onto the boat I usually sail with on Saturdays not long before we go out, as well as leaving as soon as we get in, to "play socialite", or work at a barbeque, or do something. Warren and Mandy and the crew of Special FX also have my thanks for allowing me this privilege.

So, what's coming up? Well, it's not quite over yet, so mark a few dates in your diary.

HEBTRO TROPHY

The Hebtro Trophy at Worser Bay will be on Sunday, 14 April this year. This is the major fundraising effort between Port Nich and Worser Bay, and the profits go to Junior Sailing - remember that the junior sailors eventually may start keelboat sailing, and usually end up at Port Nich

when they do. It's for a good cause, and it's a great day, and it's not a Port Nich sailing day, so it is highly recommended that you go on over to support Worser Bay and join in the fun. You may even spot some of the Port Nich friendly House Committee in the kitchen again, as usual.

COMMODORE'S COCKTAIL PARTY - SEASON FINALE

We thought we'd try something a little different this year - a season finale. It's being held on 26 April, which is the Commodore's Cocktail Party, starting around 6:30 p.m.

We'll be mixing some real cocktails on the night (Daiquiris, Black Russians, etc) - it is a cocktail party after all. Finger food will be served, and the music will have you hopping or dancing - whichever you prefer ("Solitino" will be playing).

The cost is \$15 - tickets must be pre-purchased (to save me from any more grey hairs) and are available from any House Committee member. Dress is "cocktail wear", so get out of your dirty jeans and put a clean shirt or party frock on, but penguin suit is overdoing it - anything in between is fine.

It will be a great way to wind up the season - see you all there!

COLETTE KRAUS



CRUISING CAPTAIN'S REPORT



Our Christmas and New Year Cruising in the Marlborough Sounds is well over and it is just about time to start planning for next Christmas' cruise.

For those that have not cruised out of Queen Charlotte Sounds I would recommend the trip through Cape Jackson, on to French Pass and around D'Urville Island, calling into Greville Harbour and Port Hardy then down through the Rangitoto Islands. The area is full of early New Zealand History.

The Club will be installing moorings in Wellington Harbour over the next few months. We are working in with the Lowry Bay Yacht Club on this project and the locations will be:

Kau Bay	1 mooring
Scorching Bay	1 mooring
Days Bay	1 mooring
Ward Island	2 moorings (eastern side of Island)
Somes Island	2 moorings (eastern side of Island)

The buoys will all be marked with RPNYC and LBYC, no commercial vessels.

All members using the moorings will be required to fly the Club Burgee.

This will bring Wellington Harbour into our cruising area.

PETER EDWARDS

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CLUB OFFICE REPORT



WARDROOM REFURBISHMENT

The woolly walls have gone and Geoff Askew and his team have done a great job with the new wall coverings and floor. The rest of the Club should be finished soon and is looking very smart.

We will be repositioning our pictures soon and hopefully adding some new ones. If anyone has some memorabilia they think would be appropriate and relevant, please give me a call.

BAR PRICES

Bar prices have remained stable for nearly three years now. While there is no desire to put them up, we do need to adjust some prices to reflect increases in the cost of some items, such as cigarettes, Draught Steinlager, and house wine.

The changes are as follows: from 1 May 1996 cigarettes will increase from \$5.40 to \$5.70, Draught Steinlager prices will increase by approximately 25%, so a jug will cost \$5.50, pint \$3.00 and half pint \$2.40. Dry, medium and Lindauer prices will be \$3.50 for a glass and \$17 for a bottle and Deutz will be \$38 per bottle.

Even with these price increases, the Wardroom is still very well priced.

SPECIAL GENERAL MEETING

To be held on Wednesday 10 April 1996 in the Ward-

room at 1930 hours. The Executive has suggested some rule changes and I urge a good attendance to debate the changes.

SURVEY

Included as an insert in The Rip is a membership survey. Please take the time to read and post this to us or put it in the race entry box in the Wardroom. Feedback is very important to ensure the requirements of members are being addressed and to continue to maintain Port Nich's place as the premier sporting club in Wellington.

BT GLOBAL CHALLENGE

Planning for this event is very well advanced, and interest in this event will continue to grow. I will continue to provide information as it becomes available. Just to remind you, the race starts on 29 September 1996 from Southampton to Rio de Janeiro, leaves Rio on 20 November 1996 and should arrive in Wellington anytime from Christmas Day.

Boats will be in Wellington until 9 February 1997 and there are lots of events organised for Wellington during this period.

MIKE PIPER

General Manager

OBITUARY

FRANK WILLIAM HUGGINS 1920 - 1995

Frank Huggins, a member of the Royal Port Nicholson Yacht Club for 60 years, died suddenly at the Havelock Marina 28 December 1995.

Frank was born at Worser Bay in July 1920 and from a young age had a love for yachting. In his early years he sailed extensively with the Worser Bay and Evans Bay Yacht Clubs. In 1937 he joined RPNYC and raced on a number of club yachts including the Queen Charlotte.

At the outbreak of World War II Frank was part of a large group of RPNYC members who marched around the Navy recruitment offices to volunteer for war service. His enlistment into the navy was subsequently blocked because of his employment as an engineer in an "essential industry".

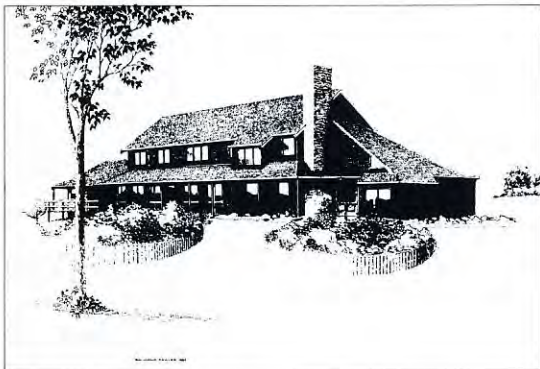
Soon after this he was able to join the RNZAF as an avionics instructor and served five and a half years, mostly

overseas in the Pacific.

After the War, Frank settled in Nelson and established himself as a successful electrical and white goods retailer. He became an active member of the Nelson Yacht Club (then the Aurora Sailing Club), racing and cruising a variety of yachts. Frank also served the Nelson Yacht Club over a number of years as an Executive Committee member, Racing Secretary and Rear Commodore. During this time he also maintained his connection with the RPNYC, often commenting how good THE RIP was at keeping "out of Wellington" members in touch with the Club. Ironically Frank was very much looking forward to this year's RPNYC Veteran's Race as "his sailing swan song".

Frank is survived by his wife Monica, 5 children and 13 grandchildren.

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SAILING ACADEMY REPORT



SENIORS ON SEA



Sun and smiles on Wellington Harbour for the Seniors on Sea.

DAY SKIPPER COURSE



Participants enjoy the Day Skipper course, a follow-on from the Sailing Academy's Next Tack course.

SEVEN SEMINAR SERIES

These seminars produced, at times, some strong discussion which can only be healthy, and by all accounts was informative for participants. Thanks are extended to the following members who gave up their time to present various parts of the material; John Askew, Brett Bennett, Mike Calkoen, Bryan Coleman, Gavin Goddard, Brett Linton, Hugh Poole, Shaun Sheldrake, Arthur Stewart.

WORSEY BAY LINK

Our club's relationship with Worsley Bay Boating Club has been further enhanced this summer through the Sailing Academy taking over the administration and teaching of their very successful learn to sail dinghy programme. This logical step has produced a win-win situation between the two clubs and more importantly the sport in Wellington.

SUMMER COURSES REVIEW

The 95/96 summer has seen the Academy run nearly

80% more courses than in previous years. The result is over 300 people have completed full courses with about 500 people undertaking other sailing activities, or partial courses. This has only been possible through the good work of the team of instructors, boat owners who have helped out and the various volunteers.

We have catered for people with a range in age from eight through to some well into their eighties. With youth week, schools and the WBBB junior dinghy courses, over 200 children and young adults have enjoyed the opportunity to have access to our sport through the Sailing Academy.

WELL DONE TO A TOP TEAM OF INSTRUCTORS

The pressure this summer has been greater than ever before, demanding a large commitment by our instructors to work at most times unsociable and long hours. Brett, Geoff, Gerry, Greg (Turtle), Greg (Bubble), Kate, Phill and Shaun, it is only through your efforts that graduates continue to have their expectations exceeded. I would also like to thank Lyn for keeping it all together in the office.

COACH'S COMMENT - GOAL SETTING

A means of gauging success in life is the achievement of certain objectives or goals. This is equally true in business, sport and our own personal lives. Without clear goals it is impossible to formulate any coordinated approach and our direction is confused. While individuals face this problem, when you wish to have a group, operating as a team, pulling in the same direction, the necessity for an agreed upon and clear goal becomes essential.

One of the biggest problems that yacht owners and skippers face is holding together a regular, committed crew of sailors. For many yachts, it is this fact alone that holds back their ability to improve their performance. From an organisation perspective, the task of getting the crew together for a race often proves to be an exhausting exercise which can take up a substantial amount of time. A large factor in gaining commitment from individuals for any activity is the need to have a common goal that each person is striving to achieve as part of the team.

Coming to the end of the summer season is a good time to get the crew together and perhaps set out some sort of plan to achieve an agreed goal. This can be something small and specific (kite gybing) or perhaps more general (top half of the winter series fleet). The ideal would probably be a combination of both long and short term goals. If crew members then take ownership of goals, their commitment to achieve them will follow. Without goals your crew may just stumble from one weeks racing to the next.


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BRINGING HOME THE SILVER

By Rebecca Smith

The Women's Squad went to the FAI Women's Keelboat Nationals the underdogs and came back with a piece of the silver.

Helene Visser's Wellington team won two of the three races on the last day, taking the Penny Whiting Cup for most improved team over the course of the regatta.

Hosted by the Royal Akarana Yacht Club, the event was held in Auckland in March, with eight teams competing on identical Farr designed MRXs. Auckland's Amy Waring won the series for the third year in a row.

The final race involved an upwind finish, with a tacking duel led by Helene's team against Amy. Helene says "we held out all the competitors, including some of Auckland's top sailors, in that race. The best thing was that we were ahead on every buoy, and we kept it that way."

As has become the accepted norm in Auckland, the weather fluctuated from brilliant blue skies, where teams dressed lightly in shorts and teeshirts, to horrendous downpours, where the teams still dressed lightly in shorts and teeshirts because they were furiously hiking out on the rail. Clothes soon dried out as the wind characteristically changed direction and picked up again.

Two teams represented RPNYC at the Nationals and the racing was close. Both Wellington teams had their moments at the front and back of the fleet.

We also had the luxury of two reserves, Megan Oliver and Rashna Bhasin, who keenly watched the races and supported us. Louise Barker from Royal Akarana Yacht Club also stepped into the breach, as trimmer for Julie's team.

It was great to be part of a team that is continuously showing improvement. This was my second year at the Women's Keelboat Nationals, and fourth time at a national regatta. With that limited experience, what I gather about the Auckland teams is that they have a lot more experience, in short course racing and regattas. We need to keep building in this area if we are to beat them.

I also think that we can encourage more people from other clubs to join us for regattas, particularly as some of the Auckland teams expressed an interest in coming to

Wellington for competition. This gives us other opportunities to measure ourselves against them, which is essential.

On behalf of the Squad, I would like to thank RPNYC for the contribution of our entry fee and travel and for setting up the Academy in the first place. Without it, we could not have got to the level we have so quickly.

Also, thanks to Zebos Bar in the Southern Cross for its financial contribution to our training. Thanks to Stagecoach, Tui Dairy Products and LCS (Lingo Computer Systems), who each contributed to team clothing and to travel arrangements.

Throughout the year, club members have been supportive, lending us their boats, buying our sausages and raffles or attending the Casino Night. We thank you.

NOTE: In the last edition of The Rip, we forgot to thank Port Nich Sails for its contribution to the success of the Casino Night. Sorry for taking the wind out of your sails, fellas!

COACH'S COMMENT

As Coach for the teams for the last three years, I feel that it is appropriate to state a few facts that highlight the significance of this year's results by our Women's Squad.

Three years ago at the Women's National's we were unable to secure a top three result in any race. Last year, we had a third and this year three firsts and two seconds.

Well done to the Squad for their commitment and dedication to training, it has certainly paid the dividends on the race track. Without doubt our top crew's results are far and away the best that any of this Clubs representative teams have achieved in the three years I have been involved.

MIKE BOSWELL



Julie Quinn's team on a downwind run at the Women's Keelboat Nationals. The team included Mandy Gudgeon, Jilly Campbell-Board, Nicky Pearce, Janet Gibb, Colette Kraus and Louise Barker.



A change in conditions brought out all the gear at the Women's Keelboat Nationals.



Winners of the Most Improved Team at the Nationals were (from left) Kate Rose, Penny Kerr, Deb Kemp, Treena Marr, Helene Visser (front) Rebecca Smith and Ginny Gravitt.

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INTERPACIFIC YACHT CHALLENGE

After receiving a late invitation from Buckland's Beach Yacht Club to take part in the Interpacific Yacht Challenge, a team from RPNYC joined Bucklands Beach, the Royal Yacht Squadron, and club teams from Canada, Papua New Guinea, Thailand and Japan, in a six day event that involved fleet racing, sprint racing and match racing.

Our introduction to the MRX's occurred with the invitation race, and we hoped our practice broach wasn't the reason the no kite flag went up. We made sure we didn't peak too early by coming DFL, and from there on could only improve.

Day one of the fleet racing produced some results that were good enough for us to phone home (a second and a third), and although days two and three weren't so great, consistent results in the match racing, (despite only ever reading up to page 11 in the match racing manual),

confirmed a respectable placing.

One of the social highlights was the crew's international dinner, where each team contributed to the culinary spectacle, and what we don't know about barbequed prawns isn't worth knowing. A big thank you to the major sponsors Line 7, and CRC - our team sponsor. Also to Lindsay Graves who provided accommodation in the form of his luxury launch DONZELLO.

This was a brilliantly organised event, with pampered sponsors and competitors, and a great week of racing. Final results were 1st Royal New Zealand Yacht Squadron, 2nd Buckland's Beach, 3rd Royal Port Nicholson Yacht Club, 4th Canada, 5th Japan, 6th Thailand, 7th Papua New Guinea. We hope to have secured an invitation for RPNYC next year, and trust the Club will once again take up the offer.



Back : Glen Stanley, Mike Boswell, Brendon Hogg, Shaun Sheldrake. Front : Penny Kerr, Tina Morrish & Edmund Tam



The RPNYC team on board Shiseido, part of the MRX Fleet.

REAL MEN

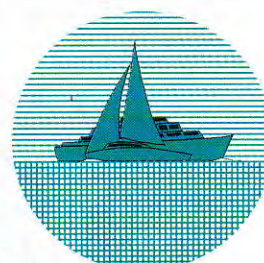
WEAR Y-FRONT



Hugh Poole, relaxing after becoming top Wellington Boat (Bod!?) in Div 1 at the Waikawa New Year Regatta

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DARROCH BUSINESS HOUSE YACHT RACE

The wind may have been light, but the general consensus is that the Darroch Business House Yacht Race was a success from start to finish.

Anybody would have thought we were in Auckland, with torrential rain dominating most of the morning but clearing for the race and taking with it any hint of breeze. Thankfully, the forecast thunderstorms never eventuated.

This was Darroch's first big day on the water and many thanks must go to the company's staff, and particularly Carmel Sheehan, for putting in the extra work to make the day a success.

For anybody needing an introduction to Darroch & Co, it is one of New Zealand's larger valuation companies, providing advice and valuation services in the field of property, property research, plant and equipment and other property-related areas.



ONE WAY heading the right way to finish the race first, with delighted sponsors, Harcourts Real Estate.

Others who contributed to the day included Nobilos, DB Breweries, Glengarrys, Musto/Line 7, Barry Jackson Toyota, Park Royal and Stars Travel. Des Deacon, Bruce Morris and Ross Telford also greatly assisted in their support and sponsor vessels.

In fact, New Zealand Yachting Federation coach Peter Lester spent the day with Ross in Te Aro, and was able to provide some of the fleet with tips. Ross says he was very amused by the antics of Peter, who jumped aboard an Academy boat helmed by the Commodore and proceeded to tune the gear.

Due to the lack of wind, only seven boats actually made it legally over the finish line. Perhaps the crews on MAX HEADROOM and RAPIER thought there was a prize for persistence, as they stayed racing until after 6.00 pm. The EDS and BNZ crew on Young Nicholson made the



Bayleys lay low to catch the breeze for **CHAIN REACTION**.



A lack of wind meant time for smiles from Works Consultancy, on **MONTEGO BAY III**.



Sponsors KPMG entertaining their guests on Peter Brandley's yacht, **THE PHANTOM OF THE STRAITS**.

speediest exit from the racing, with a backward, motor driven spinnaker run to the line.

Another highlight of the day was the sight of The Phantom in full sail. The Phantom carried a large crew from KPMG and their guests and also two winners of a radio competition, who got a free introduction to Wellington Harbour.



Pat Millar takes first prize, congratulated by Peter Lester (right)



A slow run for all the fleet.

Worst Dressed Crew - ANDIAMO with sponsors the Hillary Commission.



NZYF Coach, Peter Lester surveys the fleet with Ross Telford, on board TE ARO.



Commodore Arthur Stewart and crew on a finely tuned Port Nich II.



The "Yes" Bank managed to find a bit of breeze in an early stage of the racing.



Shibbeen's crew were all smiles.

1996 DARROCH BUSINESS HOUSE YACHT RACE

16 MARCH 1996

RESULTS

Darroch Business House Yacht Race Trophy
ONEWAY - HARCOURTS

2nd Place
DRIVING FORCE - SILICON GRAPHICS

3rd Place
LEGACY II - JOHN RAY LTD

4th Place
BREAKFAST - GOVERNMENT PROPERTY SERVICES LTD

Musto/Line 7 The Worst Dressed Crew Award
ANDIAMO II - HILLARY COMMISSION

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ONE WAY
ANDIAMO
LEGACY II
RED RUM
PHANTOM OF THE STRAITS
WHISTLER II
RED HERRING
THE BUTCHER
PUTTING IT RIGHT
SHIBBEEN
MARISHKA
CARINA II
DRIVING FORCE
SAGACIOUS
WHISPERS II
RAPIER
MARANUI
MONTEGO BAY



◀ Commodore, Arthur Stewart congratulates all-comers to the inaugural Darroch Business House Yacht. Darroch's Wayne Nyberg looks on.

Silicon Graphics and DRIVING FORCE happily take their second place prize.

Peter Lester (left) congratulates LEGACY II and John Ray Limited on coming third.

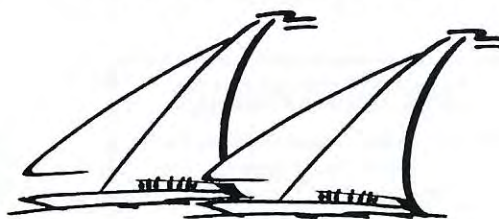


Government Property Services Limited found that it's never too late in the day for BREAKFAST - Collecting fourth prize.



Peter Dale's efforts to win Worst Dressed Crew are rewarded by Peter Lester (left)

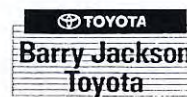
THE DARROCH BUSINESS HOUSE YACHT RACE 1996



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CREWS CONCOCT A WINNING DINNER

We're running out of countries as we progress around the globe with the crew dinners.

More than just a meal, crews have jumped into the spirit of the event and created a themed evening. This has proved very popular with club members and Friday nights in the Wardroom are not to be missed.

It's a great way to start the weekend - cooking up a treat for the competition. Pat Millar's One Way crew spent their Friday night serving a Bombay special, drawing on the catering expertise of Alan Irvine and providing a mouth and even eye watering delight.

A lot of preparation went into Charisma II's boned lamb, with Arthur and Terry marinating the meat a day ahead in wine and garlic. The meal was served with heavily subsidised champagne and, to ensure a good turnout, the crew even sent reminder notices to friends they hadn't seen for a while.

All of Heaven 'n Hell's angels and devils got into the revelry for their night, swapping horns and halos for traditional German costume. No holds barred by Herr Christopher in his lederhosen and Fraulein Mandy Pettit. What can we say Mandy, except that you go all out for your crew!

Favourite family recipes were shared, including one for sauerkraut from Mandy's mothers. As the Oom Pah band played on, free tequila shots were handed around the Wardroom. While not entirely in keeping with the German theme, they were eagerly welcomed by the patrons.

Blackened fish was the order of the day for the Driving Force crew. They all got behind chef Andrew Telford as he blackened (or was it burnt) fresh fish. It must have been good, as prices were being negotiated for third helpings.

Bruce Baker was more than happy to share a little bit of America with fellow sailors. Along with the Special FX crew, he prepared The Virginia State Champion's World Famous Boston Rock 'n Roll Chilli Terlingua and, by popular demand, the recipe is reproduced here.

The Virginia State Champion's World Famous Boston Rock 'n Roll Chilli Terlingua

Saute in 1 tablespoon Crisco:

3 lb beef cut into 1/4" cubes

Add:

1 can beef broth (15 oz)
1 can chicken broth (15 oz)
1 large white onion, finely chopped
1 can tomato puree (8 oz)
1 tbsp Bovril (liquid beef bouillon)
2 tspns crushed garlic
1 tbsp Sriracha sauce or tabasco
1 tspn cayenne
1 tspn white pepper

Add, 30 minutes before serving:

5 tbsp chilli powder, made up of 1 tbsp New Mexico Light, 1 Fort Worth and 2 Gebhardt
1 tbsp El Rey chilli
2 tbsp cumin
1/2 tspn salt

If an additional kick is needed, add:

1 tspn cayenne and/or
1 tspn white pepper

Note: The spicing is competition hot. For home consumption, less pepper may be desirable. Also, if you do not have all these ingredients, experiment with a substitute.



These are only a few of the evenings and there are more to come. If your crew wants to have a bit of fun, get to know the club a little better and even raise some money for your boat, start thinking about something different to do next season.



◀ The SPECIAL FX crew hotting it up with their Chilli Terlingua.

1996 MOUNT GAY RUM WINTER SERIES



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9 JUNE, 23 JUNE, 7 JULY, 21 JULY,
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RACING STARTS FROM POINT JERNINGHAM AT 1.00 PM

Organised by The Royal Port Nicholson Yacht Club (Inc)



HEWLETT-PACKARD CLUB WEEK 1996



By Jeremy Bradley

Sensational weather, sizzling sailing and succulent food. That's Club Week, soon to be renamed Brett Bennett week.

The event kicked off with a champagne breakfast prepared by the House Committee. Sadly, less than 50 people turned out to partake and watch the Single Handed Race held in beautiful, sunny, light conditions, (of course it's always like that in Wellington). Entertainment was provided by a jazz band with frequent outdoor solo performances from Janet Gibb. They both paused briefly as Ken Hargreaves, on ROCKSTAR, took the gun for the Single Handed (and third on handicap). Colin Parkin on RED HERRING II did an excellent job in very light conditions, to take the cup and Rob Dixon's plastic fantastic secured second place. Unfortunately what little breeze there was dropped out and the Veteran's Race was abandoned. Janet kept on entertaining well into the afternoon, however.

Monday night's Model Boat Race in the Harbour turned out to be one of the most popular races of the week and an event to be repeated. Out on the water, the inaugural No Spinnakers Race also proved popular. GUCCI managed a return to form for a second place and our Commodore proved how easy sailing really is, without a spinnaker anyway, by coming in first. It's interesting that both boats have had trouble keeping all crew on the boat when spinnakers are involved so it's no surprise to see them do well in this race. Apparently the Sailing Committee has been requested (anonymously) to hold a no spinnaker series in Division Two next season.

Tuesday was perhaps the highlight of the week for a lot of our top yachties who took part in the Worser Bay Optimist Super Series. The ROCKSTARS proved that dinghy sailing is just like riding a bike - no matter how old you are you still fall off, fall out and fall in. (Yes Brett, 88's have keels - come in handy don't they!). Clive Snow found out that Optimists go quite fast, especially when towed by the rescue boat, (don't worry Clive, it could have happened to anyone). Young Telfy was having problems with his balance as well, but that was in the bar. It was thought too risky to put him in a dinghy.

Meanwhile, the serious sailing was underway in the finals with the top four jostling for position. Boswell, Bubble and Coleman (years of experience, qualifications and skills to burn) up against ... Anna (a 12 year old unknown who, it is rumoured, can eat 12 weetbix in one sitting). And the result? Well let's just say that young Anna has taken over the job of head coach at the Academy. Well done Anna, if you want to sail on a real boat give me a call.



The downwind leg of the Hewlett-Packard Club Week's Island Bay race was a spectacular sight. Photo by CHRIS COAD PHOTOGRAPHY.

The night was the Ladies Race, with Colette (velcro women) Kraus taking out Line and Third and Lesley Hamilton on DRIVING FORCE taking the Cup. Apparently Brett was still trying to right his Optimist. Colette said she would have done better but was distracted by Telfy and Campbell, who looked like they were going to

throw up on her all through the race. They found the Worser Bay day quite hard as well.

On Wednesday night the House Committee showed true grit to prove that torrential rain and gale force winds are no barrier to putting on succulent gourmet burgers, free to those who braved the elements.

Recent winners of the prestigious Turtle Award (very elite honour), BOBBY SHAFTO, showed a clean set of heels to take first place in the Crew's Race. This event proved almost as popular as the Model Boats, with over 30 crews dead keen to show up their skippers (as I've always said with this race, if the crew helm gets a good start then they're off the boat). RAPIER was second but the boat was quickly seized by the wharf police for "constant and prolonged burglarizing".

A very successful and almost incident free Island Bay Race finished off an excellent week. Phill Weeks proved that 88's can go very well if you can only keep the mast on, John on GUCCI re-enacted THE BUTCHER'S jump to freedom at the heads, (a passing comment would have been fine, John) and Brett Bennett proved what a sly old dog he really is by taking out first and third in the Calcutta, third in the Island Bay and turning 73, all in the same week. Apparently he is paying most of his winnings to Anna for Optimist lessons. Yeah, Anna for Commodore!

On a slightly more serious note, our sincere thanks to Hewlett-Packard for sponsoring our week. We hope to see you again next year.

HEWLETT- PACKARD CLUB WEEK RACE RESULTS

SINGLE HANDED RACE - Sunday 4 February 1996

1 RED HERRING	2 LEGACY II	3 ROCKSTAR
Colin Parkin	Rob Dixon	Ken Hargreaves

NO SPINNAKER RACE - Monday 5 February 1996

1 CHARISMA II	2 GUCCI	3 MARANUI
---------------	---------	-----------

LADIES RACE - Tuesday 6 February 1996

1 DRIVING FORCE	2 BOBBY SHAFTO	3 PUTTING IT RIGHT
Lesley Hamilton	Adrienne Cowdry	Colette Kraus

CREWS RACE - Thursday 8 February 1996

1 BOBBY SHAFTO	2 RAPIER	3 NEDAX BACKCHAT
Adrienne Cowdry	Simon Pohlen	Shaun Sheldrake

ISLAND BAY RACE - Saturday 10 February 1996

1 HEARTBEAT	2 FLYING BOAT	3 DRIVING FORCE
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WOMEN'S RACING COMPLETED

Both women's series are now complete and some good racing was seen during the events.

This season's George Janis Redken Series was the 6th that George and Redken have supported, starting with the first one in 1990. To the delight of competitors, it is also one of the most generously prized events, with the winning team this year taking away some 60 hair care vouchers and a considerable amount of Redken products and bottles of wine.

Ten boats entered the series and the results were:

- 1st **GALE FORCE**
- 2nd **YOUNG AND THE RESTLESS**
- 3rd **CHARISMA II**

In the Twilight series, the weather was more settled and all races were held as planned. The series results were:

- 1st **GALE FORCE**
- 2nd **SPECIAL FX II**
- 3rd **DRIVING FORCE**



THE CLUB NETWORK

Employing RPNYC members for the recent refurbishment of George Janis' Grand Arcade hair salon is just another example of George's links with the Club, beyond his and Redken's support for women's sailing.

George has been a member of the RPNYC since 1948 and owns the motor yacht, KAIKOURA, but he says he also likes to give something back to the club. That is why he contracted architect Geoff Meyer and builder Geoff Askew to carry out the upgrade on the salon. Geoff Askew, in turn, employed two other club members as labourers. The Grand Arcade salon is one of three salons, the second being the BNZ Centre and the third in the new Queen's Wharf complex. The Grand and BNZ are open six days a week, with Queens' Wharf open seven. Ask about their free one hour car parking.

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George Janis and the winning GALE FORCE team.

YOUNG 88

REPORT ON WELLINGTON - AUCKLAND TEAM'S RACING REGATTA 9 & 10 MARCH 1996

By Clive Snow

The inaugural Wellington - Auckland Y88 Team's Challenge Regatta was held on Port Nicholson harbour on 9/10 March. Four teams from each centre competed in 9 races for the title. The result was a decisive win to the Aucklanders (122.75 points to 199). Team captain Grant Turnbull led from the front with a near perfect 7 wins and 2 seconds and clearly dominated the event.

This would be the first time in living memory that any Auckland team of sailors had travelled South of the Bombays to compete in a keel boat regatta and they received a warm welcome from their Wellington counterparts.

Organised by the Wellington Y88 owners, this inaugural challenge was for two teams of 4 yachts, using fleet racing rules and point scoring to find a winning team after 9 races. Courses were to be short windward/leeward sprints with downwind finishes to ensure a minimum of delay between races.

The draw for boats took place early on Saturday and racing started on time with perfect conditions prevailing for the weekend. A light 6 - 10 knots Easterly later turned Northerly up to 18 knots but the flat water and sunshine gave the visitors a sense of feeling right at home. They took out the first race 14.75 points to 21 and this set the tone for the rest of the morning's races. After the fourth race Wellington captain, Brett Bennett, called for a change of boats on the basis of having to do something/anything to upset the opposition. Race 5 only proved that experience and sailing ability are the greatest contributors to

winning races and the Auckland team continued to keep Wellington at the back of the fleet. Race 6 was the home team's best effort but even then they failed to score more points than the opposition at 17.75 to 18.00.

Whilst the scoring would indicate a landslide win to Auckland, the racing on the water was very much closer and the action non-stop from start to finish. With each team trying to accumulate points, it was evident very early on in the Regatta that the team tactics were more clearly understood by the Aucklanders. Cover of the opposition was intense and they gave every assistance to their own team members. In a word, they sailed smarter.

The Y88s provided by the Wellington owners proved to be very even in performance and contributed to the close racing. The pace of the whole regatta was fast and efficient, with 3 races on Saturday morning, 4 on Saturday afternoon and 3 again on the Sunday morning. Generally, the warning signal for the next race was given two minutes after the last race finished and this proved popular with the competitors. They all came to race and the Regatta organisers gave them every opportunity.

At the prize giving on Sunday afternoon the Auckland team of Grant Turnbull, James Baxter, John Cobb and Graeme Duncalf received the Challenge Cup and requested that Wellington organise and hold the event again. Major sponsors Splashdown gave their commitment to support the Regatta again next year.

INDIVIDUAL RESULTS

	TEAM	R1	R2	R3	R4	R5	R6	R7	R8	R9	PLACE
TURNBULL	A	1	1	1	1	1	1	2	1	2	1
BAXTER	A	2	4	5	3	2	7	1	2	1	2
POREBSKI	W	3	3	2	6	3	3	3	6	8	3
COBB	A	8	2	3	7	4	4	4	4	3	4
DUNCALF	A	4	6	4	4	7	6	8	3	6	5
BOSWELL/HOGG	W	6	5	7	2	6	5	6	8	5	6
FEHSENFELD	W	7	8	6	8	8	2	7	4	4	7
BENNETT	W	5	7	8	5	5	8	5	7	7	8

TEAM RESULTS

Team: Auckland - 122.75
Team: Wellington - 199.00

THE AUSSIE ASSAULT ON PORT NICH

By Kate Rose



Kate Rose spent the summer in Wellington, coaching at the Academy and at Worser Bay. She left her marketing job with Ronstan in Melbourne and came to New Zealand to make use of her coaching skills and sharpen her own sailing ability. While here, Kate joined the RPNYC and became heavily involved in club racing. Her impressions of the club and its members follow:

I have just completed a whirlwind four months at RPNYC and it seems a good time to reflect. I was totally overwhelmed by the fantastic friendship, generosity and effort so many people offered me while I was at Port Nich, which made for a wonderful working holiday.

Adapting to Wellington

Firstly, thanks to my wonderful hosts, Steve Hogg and Treena Marr. They really knew an Aussie had invaded when a jar of vegemite and a bottle of the infamous Bundaberg Rum appeared in the pantry.

On arrival, Boz (Mike Boswell) showed me around the Academy. What an awesome facility! The location has to be the best in town. I kept sending postcards home - aerial shots of Wellington harbour on a nice, sunny day. I scrawled an arrow and the words "the office" on the overseas terminal, to show everyone where I worked.

I have to admit that my lasting impression of Wellington is as the most underrated city in the world. There are a lot of similarities between Wellington and Melbourne, where I come from - just on a smaller scale.

I'd been in the country less than 48 hours before I was besieged by two people that have become great friends - Shaun Sheldrake and Sandy Phillips. The socialising started with them almost immediately I arrived and finished five hours before I flew out of the country.

On the water

But the place I spent most of my time was on the water - racing or coaching in keelboats or at Worser Bay running the Optimist programme. The Opti 'Learn to Sail' programme was definitely the most gruelling work, but exceptionally rewarding. It was great fun to take on budding Peter Blakes or Leslie Egnots for a week's worth of training over the school holidays. Once again, the set-up for this programme was outstanding and the club member's enthusiasm and hands-on approach made my job so much easier.

One of the most entertaining mo-

ments occurred during a briefing, when I said "we are going to put two buoys out in the middle of the bay for you to sail around." A small, male voice piped up, "bags not me".

Aside from coaching, my other reason for coming to New Zealand was for some quality racing. After all, you have won the Whitbread and the America's Cup. I didn't realise that all my sailing was going to be so heavily concentrated in heavy air sailing, but I should have guessed as much of a city known as "Windy Wellington".

My first Wellington race was on SHIBBEEN, with Boz and crew. Sprint races were programmed, but there was some concern about the 25, gusting 30-35 knot breeze and a harbour race was threatened.

We did a couple of laps of the course, to show the officials that it was okay. However, bearing away for a spinnaker hoist, we proceeded to do the biggest Chinese gybe you have ever seen.

Regardless of making idiots of ourselves (we were in pretty good company that day) the sprint racing proceeded. We won the first race by miles, mainly because we gybe-set at the top mark and were able to pull away from the rest of the fleet (we had learnt our lesson). We match raced three other boats in the closer second race, and took second, half a boat length behind the first boat. All in all, an excellent day.

Sprint races are an excellent idea. Ideally, courses should be shortened and more laps put in because so many yacht races are won and lost at the corners and the boat handling skill level has to be that much higher. I enjoy sprint racing more than any other type of racing because it demands a high level of crew work.

I was lucky enough to do my first ocean race, sailing to Akaroa on Mike Calkoen's FLYING BOAT. The beauty of the South Island mountains was breathtaking on that trip and during the delivery back to the Sounds. I took the graveyard shift during the trip and was covered in a blanket of the brightest stars I have ever seen. New Zealand is a natural wonder and hopefully will stay that way for years to come.

The conclusion of my trip was based around the Women's Keelboat Nationals, in Auckland. I had joined Helene Visser's team as tactician, part way through their training. We faced a daunting final training programme that was essential to us achieving our goals. For two months before the regatta we raced on Wednesdays, Thurs-

days and Saturdays, with club lectures on Tuesdays and training on Sundays.

It's a rewarding feeling to see a team evolve. The programme that Boz designed covered as many areas as we could within the Wellington scene. There are two teams in the Squad and we trained on the Academy Muirs, so that we were in identical boats and able to compare our performances. Racing was on Young 88s and 1050s.

What we lacked on arrival in Auckland was practice in a one-design fleet, and particularly the experience of close fleet racing. That had been catered for in our training schedule, particularly with the Young 88 regatta programmed for two weeks before the nationals. Its cancellation cost us dearly.

It took a day of racing to pick up on these needed skills and we carried a 5,7,7,7 result on the first day. The second day saw an improvement in our skills and we finished the day with 2,5,2,PMS(1). Although the first place was a PMS, we knew we had the skills to carry on. The final day was ours and it was so fulfilling to have the results reflect the commitment and time that both the team and coach had put in. We finished the day with 1,5,1. The last race closed with a 16 tack duel up the final 200 metres, working against the current national champion. It was a fitting end, and provided a very clear message of the direction that we need to take in our Wellington racing if we want to be competitive nationally.

Thank you Penny, Deb, Beck, Treena, Ginny and Helene - it was one of the best races of my life.

I then joined the FLYING BOAT crew in Auckland for my final days - another awesome regatta with some of the boat budgets for the 10 day regatta in excess of \$100,000. This was a major reality check for anyone wanting to compete seriously on the international circuit.

So, where to now? Back to Melbourne for some time off to show my hometown to a Kiwi yachtie. Then I'm off to pursue more competitive sailing in South Hampton, England. That was the reason for my travels in the beginning and I shall continue to pursue that goal.

After my English summer, who knows what will eventuate. The plans currently are strongly weighted towards returning to Kiwi Country in pursuit of a Women's National Championship. Maybe I'll even take a look a little further afield than each town's yacht club this time.

CHRISTMAS REVELRY

The Club Christmas Party was no exception to this season's number of well-organised and well-hosted social get togethers.

The night kicked off with champagne and peach schnapps, aimed at freeing the vocal chords and loosening the limbs.

The cocktails must have worked, as guests quickly got onto the dance floor, twisting and turning to the Royal New Zealand Army 7th Battalion Brass Band. The dancing kept up for the rest of the evening, with many guests saying it was the



Mr and Mrs Santa arrive at the party with a well-stocked sack.

first time they had danced in years.

The arrival of Mr and Mrs Santa provided great entertainment, as they kicked their heels up on the dancefloor, enjoying the break away from the South Pole. Many of the guests brought a gift to add to Santa's bag and, in return, got to sit on Mr or Mrs Santa's knee as they re-

ceived one back. Our thanks to Simon and Mandy for a superb effort, and to everyone who came along and made it such an enjoyable evening.



Shaun Sheldrake sweeps Mrs Santa off her feet.



Treena Marr found Santa to be quite the partner.



Steve Hogg (left) and Geoff Meyer tell Santa what they're wishing for.

Comments from a Happy Customer

NEXT TACK

Last year, the Sailing Academy set up a new course for people who wanted to learn more about cruising. The following are the comments of one happy customer, Chris Okeby:

The "Next Tack" - What a tack it was. All the elements were present, the anticipation, the exhilaration, the satisfaction.

Just a quick note to thank the Sailing Academy for a great course. I am disappointed it had to end. What a fantastic experience it was. I am more enthused than ever to go further!

Montego Bay III was the perfect yacht for this course, it provided an introduction to what off-shore racing/cruising might be like.

Geoff Askew is an excellent tutor. He has the right personality, the skills and experience needed to run a course like this. His "calm but yet firm" style made the course most enjoyable. Geoff allowed us to test our capacity to cope in given situations, sometimes letting us exceed them.

I believe this is a very important part of any learning process.

This was particularly so when we were practicing our "man overboard" manoeuvre. We quickly learnt Geoff's three basic rules, "Don't Gybe", "Don't Gybe", "Don't Gybe"! Of course when we did, all hell broke loose!

I really appreciated Geoff's willingness to pass on any knowledge he had and answer what sometimes must have seemed silly questions. The meals he prepared were superb too. I will let Keelers know a potential chef is but a "watery wave" away.

CHRIS OKEBY



Geoff Askew oversees Burton Shipley's helming. The tall ship ESMERALDA is in the background.

WELLINGTON AKAROA 1995

A record number of yacht entered the Wellington to Akaroa race and the organisers were delighted with the response. However, getting all the entrants to Wellington posed some problems.

The Lyttelton and Akaroa entrants decided to go to Wellington in a Southerly Window a fortnight before Christmas. The early leavers had a dream passage in the dying southerly and, on reaching the notorious Cape Campbell, found that there was hardly any wind. Consequently they had to resort to the iron spinnaker. Those that left less than 24 hours later found "the Cape" a totally different matter and, after some trials and tribulations, eventually made it to Wellington and the comfort of Chaffers Marina.

Entrants from Nelson & Picton decided to make the passage across Cook Strait on Boxing Day or the day after, and everything was looking good for the start on 28 December. Akaroa Cruising Club officials flew to Wellington on 27 December and, with the support of the Royal Port Nicholson Yacht Club, conducted safety inspections on all 30 entrants prior to the briefing.

By the time of the official briefing the wind had started to build from the north and, in Cook Strait, the North West. The forecast for the start was for storm conditions in Cook Strait and the organisers took the precaution having a further briefing at 0830 hours on 28 December, some one & a half hours before the official start.

Dawn arrived in Wellington on the 28th with a northerly of 40 gusting 45 knots and, on receiving various reports from the Cook Strait area - 70 knots at Karori, 50+ at the Brothers, 50 at Cape Campbell, combined with 4.5 metre swells against tide in Cook Strait - the organisers decided to postpone the race 24 hours. This decision was made in the best interests of the fleet and, while it was a disappointment for some, for others it was a relief.

By dawn 29 December there was some abatement in the wind. A more favourable forecast resulted in the decision to start at 1000 hours with a northerly of 35 gusting 40.

The 28 yachts lined up for Akaroa Cruising Club Commodore, Dave Waghorn's starting gun and, after some jockeying for position, *ACHERON* was judged the winner of the start. Two sail reaching to Pt Halswell, up with spinnakers and out of the harbour saw *THE BIG DON'T ARGUE* lead the fleet into Cook Strait, closely followed by *MR ROOSEVELT*, *FLYING BOAT*, *RECKLESS* and *WHISPERS II*.

Cook Strait lived up to all its promises of an exciting ride, with the lead boats averaging 15 knots plus. Those further down the fleet were having the best kite rides that they had ever had, but not without some mayhem. It was of some significance that the Wellington Police launch *LADY ELIZABETH* joined the fleet on the dash out of Wellington. Her services were required to retrieve one life ring, (which the owner is still to claim) and one crew member (which the skipper/husband was delighted to retrieve).

RECKLESS took a more easterly course out of Wellington and, half way across the Strait, appeared to have a slender lead on *THE BIG DON'T ARGUE*, with *MR ROOSEVELT* about one mile astern. The first radio sched-

ule at 1600 hours showed the leaders to be south of the Clarence River and *ZANADU'S* race record of 25 hours 4 minutes to be in danger.

Off Kaikoura the wind had died. *FLYING BOAT* and *YOUNG NICHOLSON* had moved up to the leaders. While this cat and mouse game was going on, *Whispers II* gybed, on what is believe to be the toss of a coin and went to sea. This proved to be a winning break, with the breeze holding up at some 80 to 90 miles offshore, whilst those that had elected to stay roughly on the rhumb line experienced frustrating conditions.

At the 0700 hours sched, *WHISPERS II* had a 12 mile lead on *FLYING BOAT* who had managed to put 7 & 9 miles respectively on *MR ROOSEVELT* and *THE BIG DON'T ARGUE*, with *RECKLESS* still in touch.

The breeze filled in during the morning and saw *THE BIG DON'T ARGUE* chasing *MR ROOSEVELT* towards Banks Peninsula, only to hit the wall off Hickory Bay. This made for another "race within a race". While *WHISPERS II* crept up Akaroa Harbour to a well deserved and popular win, the battle for the minor positions was really happening. *FLYING BOAT* and *MR ROOSEVELT* stayed some 2 to 3 miles off the coast, in very light conditions, and had to watch *THE BIG DON'T ARGUE* rock hop on the inside of them, pick up the new southerly inside the harbour, throw up the bag, and cross the finish line some 4 hours behind *WHISPERS II*. They were followed by *FLYING BOAT*, *MR ROOSEVELT* and *RECKLESS*.

All yachts crossed the finishing line to the dulcet strains of Rod Stewart's *WE ARE SAILING*, accompanied by hooters and the sound of major partying.

The prizegiving was held the following night at the Akaroa Cruising Club, preceded by a cocktail party with all drinks costing \$1.00 each. Naturally, this set the scene for some hilarity and prompted Lindsay England, on receiving all the trophies for everything to comment "This is the best prizegiving and welcome *WHISPERS II* has ever received. But as for your finishing gun, we know you were pissed off because you tried to blow us back to Wellington" (Editors Note: The finishing gun is a replica cannon from the USS Constitution, with a barrel of approximately 1 metre in length and a bore of some 30 mm).

Other sterling performances were put in by boats in the middle and latter part of the fleet and mention must be made of the performance of Kit Grigg's Stewart 42 *LEDA*. Kit and three of his crew have sailed in every Wellington - Akaroa Race with the exception of the 1993 event. Irene Hayward was the first woman skipper to ever enter the race and won class 2 with her Ross 35 *INNOCENT MAN*.

Popular Waikawa Boating Club, sailor Richard Batchelor brought his magnificent Farr 44 *CUTTY HUNK* on its third Akaroa race and was rewarded with a well deserved second place.

The Akaroa Cruising club in conjunction with the Royal Port Nicholson Yacht Club, appreciate the support of their sponsors', Colonial Homes Ltd, Southpac Investment Management Ltd, Epiglass, Coruba Rum, DB Breweries and Donaghys Industries Ltd.

WELLINGTON-AKAROA RACE "THIS IS YOUR LIFE"

No mean feat - all entrants in the Wellington - Akaroa race contributed to this tale.

Good Evening Ladies and Gentlemen and welcome to This is Your Life, albeit a dubious one! I don't look much like Bob Parker but, if you drink your beer through a straw and go cross-eyed, there is a slight resemblance.

Our subject tonight has been referred to by those who don't know him very well as a bit of a RECKLESS CUTTYHUNK. He has long been involved in sailing and is considered by some a LEDA in his field of organising yacht races. We are here to set the record straight.

In the past few weeks our guest has undergone a TRANSITION from an aspiring MR ROOSEVELT to somewhat of a CRAZYHORSE and has been duly renamed Captain Panic!

The Captain's SOLQUEST was to organise the best Wellington - Akaroa race ever without ending up on 42ND STREET. Late nights spent

with his mount ANDIAMO permanently attached to the telephone were frequent. "Just very quickly" he would say as his opening line in any race related conversation, BACCHANTE talk once he gets going. This didn't please his son YOUNG NICK who regularly had to wait in LA Q to use the phone to call his latest babe KAURI ANN or KERLINA or something like that.

ARCHON-dition of Captain Panic running this race this year was that he was actually going to sail in it. He's sailing on a bit of a FLYING BOAT this season and they quite fancied their chances.

With constant problems to be SOLVEGed and sometimes thinking there was a VENDETTA against him, stress levels used up MAX HEADROOM. He often resorted to a bit of BOOTLEGGER to stop him dropping off the ENZA d' PLANET. We sometimes wish he had!

The Captain's wife tried to give him pretty much FREE REIN. But the night she was on a mission to make some

600 meatballs things were looking pretty GUCCI until she noticed numbers were diminishing. The Captain kept proclaiming I'm INNOCENT MAN. She thinks she WHISPERS II but from my room it sounded like needless - I mean - NEEDAX BACK-CHAT nearly turning into a BIG DON'T ARGUE!

Finally he was in a panic over fitting everyone into the Club for this Prizegiving and wasn't overly impressed with my Q'est SIRRAH attitude.

In drawing to a close you may have noticed we haven't touched on two of the major parts of the Captain's life, being the CAVOLINA and KOAMARU periods. But if any of you guys can fit those bloody names into this story then come and tell me.

Now the show is over. You thought you were so organised, cool, calm and collected BUT - Chris Checketts, aka CAPTAIN PANIC - THIS WAS YOUR LIFE!!

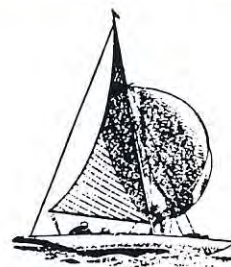
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RECKLESS RACE RECORD

By Colette Kraus

On Saturday, 20 January, 1996, at 4:38 am, the Nelson Race record which had stood for nearly 25 years was smashed, as RECKLESS, skippered by Dave McKenzie, crossed the finish line.

RECKLESS beat the old record by nearly one and a half hours, finishing in 13 hours, 38 minutes.

Eight of the 21 yachts entered completed the race inside the old race record of 15 hours, 2 minutes, which was set by Wellington yacht, SAVANT, in 1972. They were: WHISPERS II, FLYING BOAT, YOUNG NICHOLSON, GALE FORCE, MR ROOSEVELT, NOT GUILTY, CHAIN REACTION and RECKLESS.

Strong south-easterly winds enabled the fleet to make a fast spinnaker run across Cook Strait, and right into Tasman Bay.

RECKLESS hit speeds of up to 20 knots. Gybing when



Crew on Reckless: (From back) Dave McKenzie, Craig Moffat, Andrew Kellow, Matt Price, Colette Kraus. (Front) Richard Walshe and Janet Gibb.

the boat is moving in that speed range is an experience, to say the least; gybing twice is even more of an experience.

While some of the yachts chose to hug the North Island coastline, RECKLESS decided to go right up the middle of the Strait, passing as close to Cook's Rock as you would want to go. The decision paid off, as they found themselves in front of the fleet nearing Stephen's Island.

At Stephen's Island, CHAIN REACTION came up on the inside, and briefly took over the lead. However, RECKLESS soon caught up and, from then onwards, Dave knew the record could be on the table. Skipper Dave McKenzie said "good crew work, tac-

tics, and a fair breeze" helped the crew beat the record. The rest of the crew put it down to "everyone on the rail, no sleeping allowed - until after the finish party". That and Matt's quick arm with the torch.

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RACING RESULTS



SPRINTS

DIV 1	1ST	2ND	3RD
Race 4	CHAIN REACTION	WHISPERS II	THE BUTCHER
Race 5	CHAIN REACTION	RED HERRING II	FLYING BOAT
Race 6	CHAIN REACTION	RED HERRING II	FLYING BOAT
Race 7	NEDAX BACKCHAT	FLYING BOAT	CHAIN REACTION
Race 8	CHAIN REACTION	FLYING BOAT	SIMPLY IRRESISTABLE
Race 9	CHAIN REACTION	FLYING BOAT	NEDAX BACKCHAT
Race 10	CHAIN REACTION	NEDAX BACKCHAT	THE BUTCHER

DIV 2			
Race 4	JET	CHARISMA II	JOINT EFFORT
Race 5	JET	PUTTING IT RIGHT	SPECIAL FX II
Race 6	JOINT EFFORT	JET	MARISHKA
Race 7	JET	BOBBY SHAFTO	SPECIAL FX II
Race 8	JET	BOBBY SHAFTO	CHARISMA II
Race 9	BOBBY SHAFTO	MOONSHINE EXPRESS	MARISHKA
Race 10	BOBBY SHAFTO	JET	MOONSHINE EXPRESS

Y88 DIV			
Race 4	SHIBBEEN	DRIVING FORCE	HEAVEN N HELL
Race 5	SHIBBEEN	DRIVING FORCE	SCHIZO
Race 6	DRIVING FORCE	SHIBBEEN	HEAVEN N HELL
Race 7	HEARTBEAT/ SHIBBEEN	-	FLYING MACHINE
Race 8	SHIBBEEN	DRIVING FORCE	RED RUM
Race 9	SCHIZO	DRIVING FORCE	RED RUM
Race 10	DRIVING FORCE	HEAVEN N HELL	FLYING MACHINE

DIV 3/4			
Race 3	RAPIER	CRESCENDO	ENYA
Race 4	ENYA	PERIDOT	ANDIAMO II
Race 5	ENYA	PERIDOT	CAPER

INSHORE

DIV 1			
DIV 2	FLYING BOAT	CHAIN REACTION	THE BUTCHER
Y88	CHARISMA II	JET	SPECIAL FX II
DIV 3	DRIVING FORCE	HEAVEN N HELL	RED RUM
	RAPIER	CRESCENDO	PERIDOT

BARTON MARINE AUTOHELM TWO HANDED

	1ST	2ND	3RD
Race 1	CHAIN REACTION	BOBBY SHAFTO	ANDIAMO II
Race 2	NEDAX BACKCHAT	BOBBY SHAFTO	CHAIN REACTION
Race 3	RED HERRING II	NEDAX BACKCHAT	CHAIN REACTION
Race 4	LEGACY II	ROCKSTAR	CHAIN REACTION
Race 5	BOBBY SHAFTO	LEGACY II	GUCCI
SERIES	LEGACY II	CHAIN REACTION/ NEDAX BACKCHAT	

AT HOME

	1ST	2ND	3RD
Race 3	UNPLUGGED	YOUNG & THE RESTLESS	JET
Race 4	RED RUM	JET	FLYING MACHINE

ISLAND BAY RACE 1994 CHANGE OF RESULTS

MOONSHINE EXPRESS was recorded DNF, this was incorrect. Recalculated results with her time recorded gives her 1st in Division 2 and 4th in Fleet for this race.



SOUTHPAC PREMIER OFFSHORE SERIES



CLUB	PHRF	IMS
Race 3 - Akaroa		
1 WHISPERS II	WHISPERS II	WHISPERS II
2 FLYING BOAT	ANDIAMO II	FLYING BOAT
3 ANDIAMO II	RECKLESS	RECKLESS
Race 4 - Nelson		
1 FLYING BOAT	RECKLESS	WHISPERS II
2 RECKLESS	YOUNG NICHOLSON	FLYING BOAT
3 CHAIN REACTION	WHISPERS II	RECKLESS
Race 5 - Brothers, Port Underwood		
1 MARISHKA	MARISHKA	ANDIAMO II
2 BOBBY SHAFTO	BOBBY SHAFTO	MAX HEADROOM
3 ANDIAMO II	MOONSHINE EXPRESS	SCHIZO
Race 6 - Kapiti, Picton		
1 ANDIAMO II	MAX HEADROOM	ANDIAMO II
2 MAX HEADROOM	ANDIAMO II	MAX HEADROOM
3 YOUNG NICHOLSON	YOUNG NICHOLSON	FLYING BOAT
SERIES RESULTS		
1 ANDIAMO II	YOUNG NICHOLSON	FLYING BOAT
2 FLYING BOAT	ANDIAMO II	WHISPERS II
3 CHAIN REACTION	RECKLESS	ANDIAMO II
SOUTHPAC OFFSHORE SERIES		
Race 3 - Port Underwood		
1 ECLECTIC	ECLECTIC	
2 RED HERRING II	RED HERRING II	
3 SPECIAL FX II	SPECIAL FX II	
Race 4 - Picton		
1 JOINT EFFORT	JOINT EFFORT	
2 REVENUE CUTTER		
Series Results		
1 ECLECTIC	ECLECTIC	
2 STRUCTURAL ANALYSIS	SPECIAL FX II	
3 REVENUE CUTTER	JOINT EFFORT/ NIRVANA	

GEORGE JANIS HAIRSTYLISTS/REDKEN WOMEN'S TWILIGHT SERIES RESULTS

1 GALE FORCE 2 YOUNG & THE RESTLESS 3 CHARISMA II

AUTUMN TWILIGHT 2 HANDED SERIES RESULTS

1 ERAZER 2 NEDAX BACKCHAT 3 BOBBY SHAFTO

AUTUMN TWILIGHT COMBINED SERIES RESULTS

1 JET 2 DRIVING FORCE 3 ONE WAY

AUTUMN WOMEN'S TWILIGHT SERIES RESULTS

1 GALE FORCE 2 SPECIAL FX II 3 DRIVING FORCE

NEW MEMBERS

We welcomed the following new members to the Club over the months December 95, January, February and March 1996.

MEMBER	CATEGORY	MEMBER	CATEGORY
E BIRD	ASSOCIATE	D MACLEOD	SENIOR
D L BRATT	SENIOR	D MCDONALD	INTERMED
M A COWLEY	INTERMED	M MCILROY	SENIOR
K J DREYER	SENIOR	R G O'BRIEN	SENIOR
J A DURHAM	SENIOR	M D OLIVER	SENIOR
T L FOX	SENIOR	C K RANKIN	SENIOR
S K GOODWIN	ASSOCIATE	L RISHWORTH	SENIOR
P HAWTHORNE	SENIOR	K ROSE	SENIOR
D M HERBISON	COUNTRY	B R SHIPLEY	SENIOR
B HOGG	SENIOR	G P STANLEY	SENIOR
J L HURRELL	SENIOR	B R STANTON	SENIOR
P L JAMIESON	SENIOR	T STEVENS	SENIOR
D KEMP	INTERMED	G W WEENICK	SENIOR
J LYMBERY	SENIOR		
I E MCCARRISON	SENIOR		

TELFY'S CONTRIBUTION

BEST RUM CAKE EVER!

You will need: 1 litre of Rum 1 cup of butter
 2 cups plain flour 1 Tblsp brown sugar
 2 large eggs 1 cup of dried fruit
 1 cup chopped nuts Baking Powder
 Lemon juice

Before you start, sample the rum to check for the quality. Good isn't it? Now go ahead, select a large mixing bowl, measuring cup etc. Check the rum again, it must be just right! To be sure the rum is of the highest quality, pour one level cup of rum into a glass and drink it as fast as you can. Repeat.

With an electric mixer, beat one cup of butter in a large fluffy bowl. Add 1 teaspoon of thugar and beat again. Meanwhile, make sure that the rum is of the necessary quality. Try another cup!

Add 2 arge leggs, 2 cups fried druit and beat till high. If druit get stuck in beaters, just pry it loose with a drewscriver. Sample the rum again, checking for tonsciscity.

Next sift 3 cups of pepper or salt (it really doesn't matter which!) Sample the rum again. Sift half a lire of lemon juice, fold in chopped butter and strained nuts. Add 1 tablespoon of brown thugar, or whatever colour you can find. Wix mell!

Grease oven and turn cake pan to 350 degrees. Now pour the whole mess into the coven, and ake for our sour. Check the rum again and bo to ged! Enjoy!

VOLUNTEERS WANTED

We need a core of keen volunteers to assist the Sailing Committee in the following positions:

1. Support Vessel Crew

Assistant boatmasters who would be capable of relieving Ross Telford on occasions and crew to assist the TE ARO Boatmaster in his/her duties ie. mark laying etc.

2. Startbox Assistants

To assist the race management with starting races and "learn the ropes" should we need a stand-in.

Please reply to: Vice Commodore, P O Box 9674, Wellington
 Phone 384-8700

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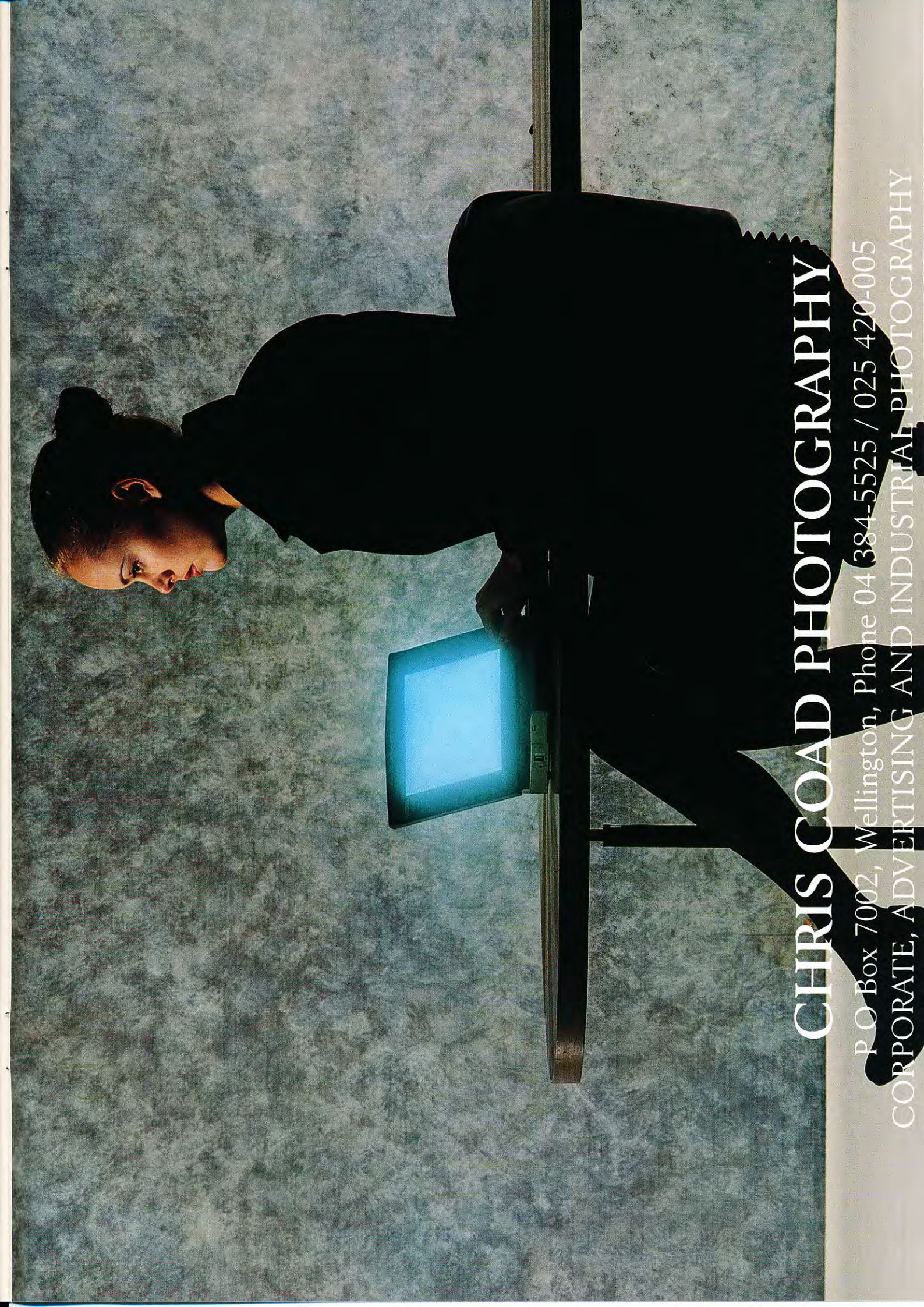
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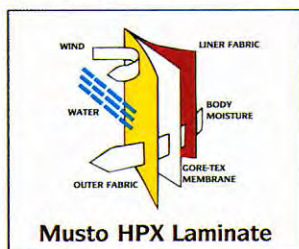
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Using the new technology, Musto has designed a new range of clothing – Musto



High Performance Offshore.

Breathable HP Offshore minimises the build-up of condensation inside your foul weather gear. It's much warmer and more comfortable.

HPX is more flexible and light in weight, so your energy lasts longer, giving you greater stamina. Compared with conventional waterproofs, Musto HPX cuts the load on your shoulders by 25%.



* RRP incl GST
0164 HPX Jacket \$1000
0167 HPX Trousers \$650

*Gore-Tex Fabric Technology is a trademark of WL Gore & Associates



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