

The Rip

DECEMBER 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:

Introducing "EDS" formerly known as PORT NICH I.

COVER PHOTO BY CHRIS COAD PHOTOGRAPHY



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1996/97

Patron: His Excellency The Rt Hon Sir Michael Hardie Boys, GCMG
Governor-General of New Zealand
President: Alan D Martin

EXECUTIVE COMMITTEE

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Women's Representative:	M Pettit	495-0343
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General Manager:	M Piper	384-8700
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Slipmaster:	G Nimmo	(H) 386-3506
		025 495-651
TE ARO Boatmaster	R Telford	(H) 388-8695
		025 456-413

OFFICE HOURS

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Saturday	12.00 pm - 10.00 pm
Sunday	4.00 pm - 8.00 pm
Public Holidays	4.00 pm - 8.00 pm
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(Note: These hours may be varied at the discretion of the Executive.)

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Facsimile:	382-8631

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CORRESPONDENCE

RUTHERFORD & BOND TOYOTA - THANKS!

I was the lucky recipient of a prize draw at the Royal Port Nicholson Yacht Club on Opening Day. My prize was accommodation and the use of a new Toyota Landcruiser Prado for two days.

I have written to Rutherford & Bond Toyota and thanked them for the prize, and for their support of the Club. The lucky draws and the prizes that Rutherford & Bond Toyota provide for the Club are very much appreciated. I believe the Club should reciprocate Rutherford & Bond Toyota's generosity by publicly acknowledging this whenever possible. I would therefore appreciate this letter of acknowledgement being published in the next issue of "THE RIP".

My prize, the Landcruiser Prado 3.0 ltr turbo diesel, handled excellently and was fitted out like an executive car. It was very responsive, quiet and luxurious. A great vehicle. As an existing Landcruiser owner and customer of Rutherford & Bond Toyota, I can say from experience that their service is efficient, friendly and thorough, and the Toyota Landcruiser a wonderful vehicle to own and drive.

TONY WILSON

Dear Editor

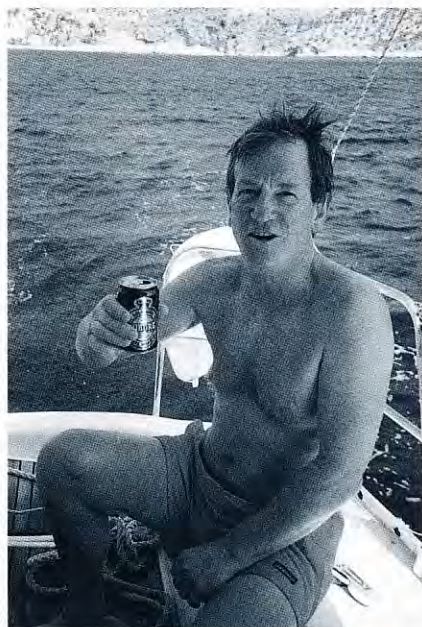
Whilst cruising along the South Coast of Turkey with Diane and Arthur Stewart, I managed to snap a photo of Arthur doing his favourite thing on holiday.

A suggested caption could be:

"He used to race yachts, but the ice kept falling out of his glass"

or

"Ollie have you got the Tuborgs in the chiller?"



Spacky (Peter Spackman) and I (Ollie) had a great holiday with the Stewarts and no doubt you will hear a few tales in the Wardroom.

I look forward to receiving me next RIP, keep up the good work.

KATE SPACKMAN
(Ollie)

SUCCESSFUL YEAR FOR YACHTING TRUST

The New Zealand International Yachting Trust allocated \$54,000 during the year ended 31 March 1996.

The Trust was set up to assist with the funding of New Zealand yachting representatives, enabling them to compete overseas in international regattas. Grants paid out by the Trust over its lifetime total \$324,430. Some \$94,095 has been raised by the Trust's current marketing team to add to the Trust capital, thereby enlarging the source of income.

According to the Chairman's Report for last year, the grants were spread so as to subsidise part of the campaign costs across a range of sailors, from optimists to youth teams to Olympic trialists and the crews of nine offshore keelboats.

The immediate past Commodore of the RPNYC, Con Anastasiou, is the Wellington-based trustee.

CHRISTMAS OPENING TIMES FOR THE CLUBHOUSE AND WARDROOM



The Wardroom will be closed from 23 December to 1 January inclusive with the Clubhouse closed from 25 December to 1 January inclusive, except for the Gisborne Race Briefing on 26 December.

From 2 January 1997 the Wardroom will open usual hours plus be open from 4.30 pm on Mondays and Tuesdays during the BT Global Challenge Stopover. This will be reviewed depending on patronage.



COMMODORE'S REPORT



The end of the calendar year is an appropriate time to comment generally on the financial position of the Club and report on progress with the number of activities proposed to be undertaken in the immediate future.

At the 1996/97 Annual General Meeting we undertook a reasonably major revamp of the Club's Rules and in particular the format of the Executive. From my point of view I believe the restructuring has been a success. It has focused the Executive on its three prime responsibilities, promoting the objectives of the Club, management of finances and assets, and long term planning and development. It has resulted in members of the Executive, who have been given specific tasks and areas of responsibility, utilising the skills of many of our members to assist with the running of the Club. There is still considerable scope to further this way of operating without in any way removing the responsibility of the Executive. I have been delighted with the response of members when asked to assist the Executive in specific areas and I see this approach as having the added benefit of giving continuity to the development of objectives.

The only misgiving I have with the restructuring, to date, is in the area of the Cruising Captain, a position the Sailing Committee has not yet been able to fill. We may have to look again at this area which I consider important for keeping those not interested in racing interested and supportive of the Club and its activities. In my view there is considerable potential for growth in the number of new members and retention of existing members whose main interest is cruising. The presence of buoys around the harbour on the initiative of Peter Edwards, our immediate past Cruising Captain, may be catalyst to encourage a candidate out of the woodwork. I believe we should stay with the existing structure for at least one more season before either reverting back to the old structure or looking at direct representation on the Executive of a Chairperson (the Cruising Captain) of a Cruising Committee outside the Sailing Committee.

The other change to the rules, which was not implemented at the AGM essentially because of a technicality, was the early nomination of candidates and the ability to profile such candidates to members before a general meeting. I've asked Ken Burt to look at this area before the next AGM.

In looking at the rules of the Club, it is timely that I remind members of the General Manager's role. He is responsible to the Executive through the Commodore and is not directly responsible to each and every member. Acceptance of this and the direction of enquiries relating to his duties through the Commodore or a member of the Executive will help with the efficient running of the Club.

From a financial perspective, our performance this year does not match the same period last year. A reduced half

year surplus (\$44,000) reflects lower income and some expense areas slightly above budget. Most

of the expense variance is of a timing nature and will be corrected in the annual result. However the income gap is of more concern, with subscriptions 11% behind last year and no apparent possibility of reaching the 5% target increase. The level of racing sponsorship has also been disappointing, at less than half the amount gained last year. This reflects the increasing difficulty of raising sponsorship funds on which the club is so dependent. To complete the picture, our wardroom and facilities rental accounts are on a par with last year and the EDS race should put the Academy on target for the half year. This will undoubtedly be a tougher year financially and while the Executive will move to constrain expenditure, membership assistance in increasing subscription revenues would be appreciated. Boat owners can also help in this area. With the bulk of our new members being graduates there is little excuse for not having a crew who are all members of the Club. Few other sports tolerate non-member participation. Another key to a satisfactory financial outcome is a successful businesshouse race on 22 March 1997. We have not yet confirmed a sponsor for this and are looking at alternatives.

We are putting in place a longer term programme to enhance Corporate Members' use of the Club. To date we have 18 corporate members leaving 2 positions available.

The Wardroom has been upgraded and, with the availability of model yachts, has become a popular venue for members wishing to entertain friends and clients either privately on Mondays or Tuesdays when the Wardroom is closed to members, or on other days of the week when the Wardroom is open to members. In that respect we are still looking at options to provide a facility for lectures and meetings and to improve the lot of non-smokers. Smoking was a key element to come out of the recent survey. This rearrangement will give greater utilisation and more comfort to our overall membership. Included in this exercise is an upgrade of the existing sound system.

Outstanding matters include the management and/or ownership of Clyde Quay Boat Harbour in the event the Wellington City Council wishes to dispose of it, the further physical integration of the Sailing Academy with the Club and the enhancement of the standard of sailing in the Wellington area generally.

On a day-to-day basis we need to plan for the continuing and increased operation of the slipway, the redecoration and upgrading of the start box at Pt Jerningham and ways to make better use of its high profile position. We have the BT Global Challenge to look forward to over Xmas

continued on page 5

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V ICE COMMODORE'S REPORT



A great start to the season, Wellington ever predictable has turned on gale after gale through October. This has caused us to change sprints to harbour races on several occasions. I apologise to those members who programme and optimise their boat and crew to compete in a particular series but the only option is no sailing and I am sure that would be an unpopular decision.

The National Keelboat Championships have been sailed and our selected team comprised Skipper, Greg Wright and Crew, Stephen Hogg, Brendon Hogg, Brett Linton, Glen Stanley, Martin Harris and Campbell Morris. They achieved a creditable third place behind the top two Auckland crews. Our runner up team comprised Skipper Tony Phillips and Crew, Sean Sheldrake, Edmond Tam, Geoff Askew, Penny Kerr, and Gavin Goddard. They achieved fourth place, a great effort. Both teams were able to work up against each other under a training programme designed and instituted by our coach Mike Boswell, training and support that was critical to their success. We look forward to next year.

November has arrived, and we have had several weekends of excellent sprint racing. As a newcomer to this particular sailing persuasion, I am impressed with the importance of good starts, knowledge of the rules, boat handling skills and tactical positioning. I would also like to record, on behalf of all crews, a thank you to our very professional crew of Race Officials. They are easily recognisable in their green RPNYC shirts, and manage up to 10 starts and finishes each race day with ideal courses creating superb competition.

Two offshore races have run to date, with excellent participation in both. The weather conditions must be considered responsibly by the Club and expert opinion carefully considered. After all, we don't want to send people into an early retirement to take up such pursuits as lawn bowls. The House Committee may wish to consider a "Petanque Pitch" on Oriental Parade. With suitable wines and a cafe this would create a pleasing ambience, but I

digress.

Do we want more Offshore Races? If so, where to? Let's do some research and see what ideas we can come up with. Why not use the long weekends? Don't just talk about too few races, put some proposals to the sailing committee.

The BT yachts are on their way, arriving late December. If you have not already offered to host a yacht as a "Boat Buddy" while it is in Wellington, make sure you do so. There are 14 yachts in all and we need more Boat Buddies. The duties are not onerous and will be a lot of fun, with a chance to meet some very interesting people.

Finally, I would like to advise you that on 5-9 March 1997 we are hosting a "Road to America's Cup 2000" regatta in Wellington. The Wellington regatta will be complemented by one in Auckland on March 28 - 30. The yachts to be used are the two identical sisterships NZL10 and NZL12, both completely refurbished for the event.

Russell Coutts will sail NZL12 "Black Magic", identical in outward appearance to NZL32, while Ed Baird, representing the New York Yacht Club, is skipper-elect for the challenger of records on white yacht NZL10. Ed was an integral part of "Black Magic's" 1995 campaign, playing the role of coach and practice helmsman.

You saw the last regatta, this one will be even better, sailed on short inner harbour courses which will give a close-up of America's Cup class yachts in action.

Finally, welcome to those new boats and boat owners who have joined the Club in the last few months, including the yachts PROTON, DISTRACTION, MANHATTEN, REIGER, MARANGI and a new owner for CRESCENDO.

CHARLES CLARK

...Continued from Commodore's Report, page 3

and into the New Year. Team New Zealand and the New York Yacht Club will be locking horns on the harbour from the 5th to the 9th of March 1997. Your Executive, Sailing and House committees welcome offers of help and constructive advice as to how to extract maximum enjoyment, benefit and participation from these events which can stretch the resources of the Club without volunteers.

We need to recruit a publicity officer to promote the Club, its racing results and to keep up to date our tel-

ephone information system which can be accessed with your new waterproof membership cards.

It remains for me to thank you, the members, the flag officers, committee members and management for your support during the 1996 year and wish all a Merry Christmas, prosperous New Year and safe boating.

ARTHUR STEWART

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REAR COMMODORE'S REPORT



Well, we said November would be hot - the weather didn't necessarily cooperate, but it sure was busy.

Guy Fawkes was a cracker - who could have asked for better weather, or a better viewing point? The Academy deck was full, and the barbie a real hit. And the firecrackers - well they set off a few car alarms, and were really quite impressive.

Guy Fawkes was followed by the Mana Chetwood race (glad I missed that one), the Martinborough Wine Festival - a Matchracing event for some of us, a Corporate Model Boat night, a few practice nights of women's sailing, followed by two postponed women's races (that wind really has to go), the BT Challenge update at Port Nich and start from Rio, a lot of sprint racing, a picnic at Somes, the EDS race briefing/cocktail party, the EDS race, decorating for the Christmas parties, the Christmas Party, the Children's Christmas Party, and my Christmas cards should have been mailed a week ago!

BUT, it's almost time to relax for the Christmas break.

AND, don't forget that the New Year has plenty more on schedule.

BT GLOBAL CHALLENGE

Hosting the BT Global Challenge is a real coup for Wellington and RPNYC. The boats are expected anytime from around 28 December to 3 January 1997. Our job at RPNYC is to get involved and make the Club come alive, even though this is "normally" our quiet time. The main events will be in the first 10 days of their arrival, and the last 10 days before they depart on 9 February, so this is when we really want to be around to meet and entertain the crews.

On 23 January we will be having another Wine Tasting Evening at the Club, hosted by Baxter, to introduce the BT people to good New Zealand wine. Cost is \$15 /person, a great value, especially considering the quality of the wines you will be tasting. Call the Club Office to register. Everyone is welcome, but enter before 21 January.

And on 15 and 22 January, try your hand at "little boat" racing. Enter the Model Boat Regattas, registration at 5.30pm, racing starts at 6.00pm. Cost is \$5.00 per person per night. Finally, on 8 February the farewell dinner in Keelers Restaurant, tickets available from the office.

Details of the rest of the BT Events are on the fliers, so I won't go into them all again. But remember, this is a one-time event, so let's all get involved to ensure its success.

HEWLETT-PACKARD CLUB WEEK

Just a pre-Club Week reminder - Hewlett-Packard Club Week is 23 February - 2 March. Hopefully the weather will cooperate a bit more this year, and you will all be there to join in the activities.

TEAM NEW ZEALAND

Coming up in March - Team New Zealand will be Match Racing on Wellington Harbour against the New York Yacht Club. From 5 - 8 March the Big Boats will again be in town. We don't have any more details yet (as soon as we know, you'll know), so keep your ears posted.

Have a Happy and Safe Christmas.

COLETTE KRAUS

There is life outside the Club after all...

Many Club members were recently spotted enjoying the sun, food and of course the wine at the Martinborough fair.



Rob Dixon (right), Sue Dixon and friend



A family affair. Tony Wilson and clan.



Here comes trouble!
Lesley Hamilton and
Janet Gibb, looking
lovely in white!



Obviously Mandy
Pettit's had enough
to drink! Standing
with Colette Kraus
(right).



The Boys are back in town!
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CLUB OFFICE REPORT



Another busy and rewarding year is almost over, although the arrival of the BT Global Challenge Fleet will no doubt keep us busier this Christmas than we've been in previous years.

I would like to take this opportunity to thank the people who have worked very hard to ensure our services to members are produced in a timely, courteous, efficient manner. Andrea Lloyd has been as wonderful as ever, maintaining the membership database, organising sponsors and skippers for the EDS Corporate Yacht Race and Darroch Business House Race, typesetting the RIP and Almanac, cajoling advertisers, organising boardroom and wardroom bookings, plus the myriad of other activities we cover.

Lyn Porteous has also been a huge help for the Sailing Academy and Sailing Committee. Lyn is always prepared to go out of her way to help, often outside her normal working hours. I know Mike Boswell relies on Lyn heavily to keep the administration of the Sailing Academy courses totally up to date and we receive many thank-yous from satisfied course graduates.

Mike Boswell and his team of instructors have had a huge year, especially in the Summer and Spring months providing professional instruction, often under difficult conditions.

Lyn Rogers has coped admirably in the Wardroom, taking over when John Tonks resigned. My thanks go to her and her bar staff for providing a very pleasant and courteous service.

Gary Nimmo has done a great job on the Slip, flashing that famous smile to all his customers and ensuring the slipway is maintained in excellent condition.

I would also like to thank those members who are not remunerated for their services but work very hard for the Club because they enjoy putting something back into yachting.

The obvious person here is "Doughy" Telford. Doughy is always very obliging and helpful and the Club would be poorer if he was not available to do the things he does. Apart from driving TE ARO, he maintains the Academy yachts, runs errands, changes event signs, promotes the Club through his radio contacts, and is generally always available to help in any way.

Others include Rebecca Smith, who volunteers a huge amount of time, writing articles and editing The Rip, the Executive, House and Sailing Committees.

BT GLOBAL CHALLENGE

There is some information concerning some of the events associated with this race in the Rear Commodore's report. I am sure they will be popular so book early to avoid disappointment.

Opening hours of the Wardroom during the stopover are detailed on page 2 of the magazine.

EDS CORPORATE YACHT RACE

What a great success this year's EDS Corporate Yacht Race was. I would like to thank, in particular, Lynette Elliott, Donna Kieboom and Lisa McPherson from EDS who ensured the support of EDS was maximised.

Also a special thanks to launch owners Des Deacon, Ron Legge and Roger Manthel for their hospitality to our guests. Thanks to John McBeth and Mayor Mark Blumsky for providing their time and interest to the event and of course all the Skippers, without whose yachts the day would not be possible.

Feedback received so far shows sponsors and crew had a great day on and off the water. You may also have noticed a new name on one of the training yachts - PORT NICH I is now known as EDS, and my thanks to EDS NZ Ltd for agreeing to this sponsorship.

HEINEKEN SPRINTS SERIES

Thanks also to Heineken for sponsoring our Sprint Series with their fine product.

CORPORATE MEMBERS

I would like to welcome our new corporate members, MONTANA, SAATCHI & SAATCHI and GLENGARRY HANCOCKS LTD.

The recent model boat regatta for Corporate members was a great success despite the weather, with the winners receiving a bottle of Deutz for their efforts. My thanks to the Academy for organising this event.



MIKE PIPER GENERAL MANAGER



SAILING ACADEMY REPORT

EDS SPONSORS A TRAINING BOAT

This sponsorship of a training boat has long been awaited and we are extremely pleased that **EDS** has taken the opportunity to reinforce their significant involvement with our club and the Sailing Academy. Their support is critical for the Academy to continue to provide opportunities for people to gain easy access to our sport. This is especially true for the various schools and youth that use the Academy.

COACH'S COMMENT - Rule Knowledge

This topic is an old favourite of mine. I was disappointed at the poor turn out, in comparison to previous years, at the rules seminars and then subsequent displays of rule ignorance I have observed on the race track. I passed the comment at the seminars that sailors should not assume that competitors have an equal understanding of the rules. It may be safer to assume that the boat you are about to have a potential incident with has no understanding or, worse still, think they know their rules and are prepared to push the point. In this situation it is clearly better to back off rather than risk damage to your boat or injury to your crew.

It is pleasing to see protest decisions displayed on the notice board in the Wardroom so others can get a feel for what is considered acceptable and what is not. The goal of having a good grasp of the rules is to prevent the need to go to the room where there is always a 50% chance you will lose, and a 100% certainty that it will take up a reasonable amount of your time and that of the volunteer protest panel. It is a shame though that the quality of our racing is being reduced by this poor grasp of the rules from some competitors.

MUSTO SPONSORSHIP

We are pleased to continue our association with this leading wet weather clothing manufacturer. Through the support of **MUSTO** participants can this summer experience the latest MPX range of breathable clothing.

CHRISTMAS GIFT IDEA

If you're struggling to find a Christmas present that is a little different why not buy a "Gift Certificate" for a sailing course?

WORSE BAY COURSES

This summer will see us run, on behalf of WBBC, an increased number of centreboard courses. While the most popular ones are the Junior Optimist courses there is also the opportunity for Adults to get the experience of "real" sailing in the well-known Sunbursts. Whether as a bit of a change or to specifically enhance your keelboat skills, a small boat will certainly provide both.

The programme at WBBC has been increased to include Saturday morning tuition with numbers growing every week. It is not uncommon to now have twenty or more juniors out on the water as part of the OptiSquad. Not bad considering we haven't even started this year's summer courses yet! Also running at WBBC, thanks to the "Keelers for Kids" day, is a Free Schools Week in December for ten

schools or nearly 300 kids who get the chance to have a go at sailing.

NEW KEELBOAT COURSE

We have launched an "Intro Plus" course to fit between the Introductory and Skills Development courses and to date have run four. They are proving very popular.

BUSY TIMES FOR OUR TEAM AT THE ACADEMY

Together with the above we are also now looking after the model yachts with the assistance of the "little boatmaster", Greg Wilson. All of this means that, with normal courses and on board instruction programmes, we at times need no fewer than ten staff working some days. Obviously this is just fantastic and we hope it will continue throughout the summer.

We are pleased to have Melanie Hargreaves back with us after her overseas travel and also extremely happy that Kate Rose has returned to be the key instructor at WBBC. Almost within hours of arriving in the country, Kate started work at the Academy. She tells me she hasn't stopped since.

MIKE BOSWELL



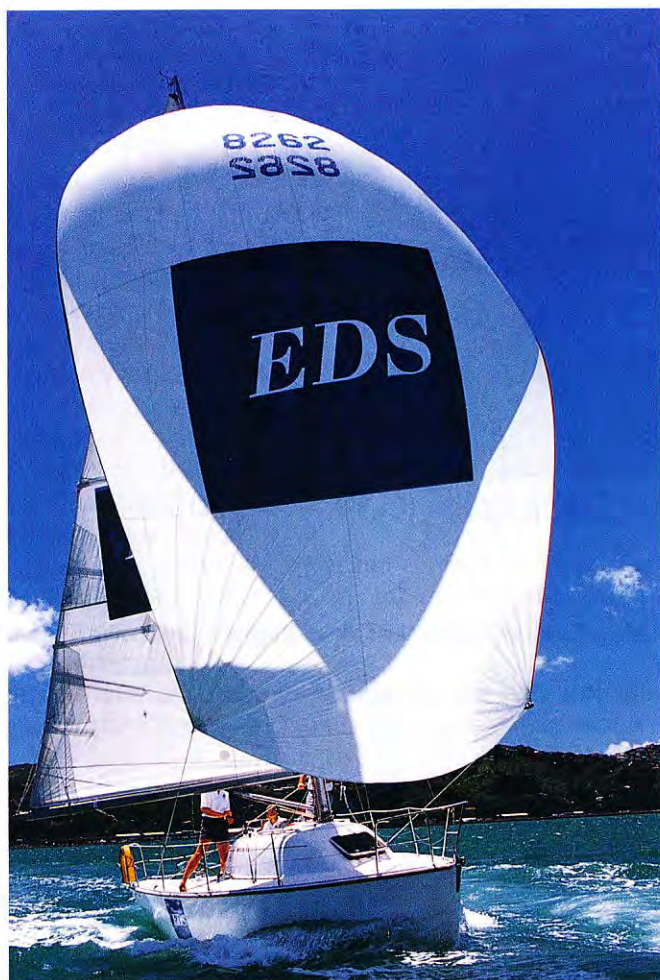
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HAVE YOU SEEN THIS BOAT?



At the time we went to press the EDS Academy Boat was spending some 70 hours each week on Wellington harbour, which has to be good news for its new sponsor, EDS New Zealand Limited.

On any day, the EDS crew can range from school children and youth teams to Academy course participants, club rep. teams or corporates.

But it's not just the sailors who are becoming familiar with the EDS name. The harbour provides a source of



Mike Harper, Intempo Signs, creating the new look for EDS (ex Port Nich I)

The Academy crew tries out the new EDS spinnaker.



The EDS name - on show around the harbour most days.

PHOTOS BY CHRIS COAD

distraction for the thousands of residents and office workers overlooking the water.

Academy Coach Mike Boswell says the sponsorship is an extension of EDS' current support for the Academy, through its sponsorship of the annual EDS Corporate Yacht Race. "The sponsorship of the Academy boat cements EDS' position as our major supporter. Like sponsors Lambton Harbour Management and Musto, EDS New Zealand Limited recognises the value of helping a wide range of people achieve their goals out on the water.

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BT CHALLENGE RESTARTS AFTER REST IN RIO

After three weeks of rest and relaxation in Rio de Janeiro, the 14 crews of the BT Global Challenge yachts started the second leg off Punta Copacabana on November 20, in light winds and lumpy seas.

As the RIP went to press, the fleet was a close pack making their way down the South American coast towards Cape Horn, on their way to Wellington. The crews will soon be facing the fiercest seas and toughest conditions of the whole race as they meet the Southern Ocean head on, sailing against the prevailing winds and currents.

The first leg of the race was full of contrast between the stormy conditions of the start and the relative calm of the Doldrums.

The race set out the on first leg from Southampton on September 29 in gale force winds that brewed an ugly scene in the Solent. Group 4 took an early lead, but lost this to Toshiba Wave Warrior within the first 24 hours. By the time the boats reached the coast of France, Group 4 had sailed her way back to first place, where she stayed for most of the leg.

Despite Group 4's consistent lead, the race to Rio was closely fought. As they sailed across the Bay of Biscay, the entire fleet was contained within a 25 by 35 mile box and at times the front three yachts were only four miles apart.

At the north-west tip of Spain the boats were averaging speeds of 8.3 knots under kites, making good use of strong north-easterly winds and clear visibility. By this stage, five days into the race, most of the crew volunteers had overcome their seasickness and settled into the routine of life on board.

However, the good progress was tempered by technical hitches with essential equipment such as weather faxes, watermakers and generators. Strong winds off the coast of Portugal and a disturbed sea caused Courtaulds International to broach and buckle her spinnaker pole, the first in a series of mishaps that dogged her during the first leg. The other boats also experienced damage to sails, with the hard racing being particularly tough on spinnakers.

As they sailed towards the Canary Islands, the fleet broke into two groups - one group of 6 yachts, including Group 4 and Toshiba Wave Warrior, plotting a course westward, and the other group hugging the coastline hoping to benefit from sea breezes.

Making their way down the African coast, Toshiba Wave Warrior pulled into the lead again, and Nuclear Electric and Ocean Rover improved their position dramatically. However, any advantages gained were lost again as the fleet sailed towards the Doldrums.



COURTAULDS INTERNATIONAL taking part in the BT Global Challenge.

By mid-October, halfway through the voyage to Rio, the yachts were experiencing the humidity, high temperatures and frustratingly light winds of the Doldrums. Squalls and heavy rain showers broke up the stifling heat and caused some superficial damage to sails.

The front runners crossed the equator into the Southern Hemisphere on October 17, with each yacht paying homage to King Neptune in a ceremony designed to initiate crew members crossing the equator for

the first time.

The battle between the leading yachts began to intensify as the boats came closer to Rio, with Group 4 becoming caught in localised eddies along the Brazilian coast. Toshiba Wave Warrior maintained a course east of Group 4 and made up 37 miles on the leader over a 24 hour period. Commercial Union made a dramatic cut across the fleet to take a more westerly course.

With Rio just days away, Save the Children and Commercial Union were fiercely match racing and at some stages their 'distance to finish' figures were identical.

With just 296 miles to the finish line, Group 4 found a steady 17 knot wind and widened her lead. However, with less than 50 miles to go, she found herself creeping along, sometimes at less than a knot or even going backwards.

After a frustrating last 20 miles, Group 4 crossed the finish in 26 days, 3 hours, 47 minutes and 15 seconds, two hours ahead of Toshiba Wave Warrior, who seemed to have found her own private breeze which carried her to within 12 miles of Group 4. In third place was Concert.

After such an exciting, close finish, the crews enjoyed a well earned rest and the South American hospitality in Rio.

Two Wellingtonians joined the BT Global Challenge yachts at Rio, Melissa Bray on Courtaulds and Grant Winfield on Group 4. Former RPNYC member Steve Raea is on Concert. The first boats are expected to arrive in Wellington at the end of December.

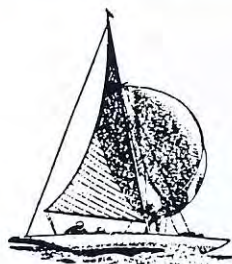
A spectacular and warm welcome will be awaiting the yachts as they arrive in Wellington. For the duration of the stopover the fleet will be moored at Queen's Wharf and members of the public will be able to go on board and have a look around the yachts.

It promises to be an exciting time for the city, with several special events for the public arranged around the visit, including a Race Village at Shed 1.

The Race will restart on Sunday February 9, when the yachts will be accompanied through Wellington Heads by probably the largest spectator fleet ever seen on the capital's harbour.

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TION TO SAVE THE CHILDREN - NON PROFIT.

AN OCEAN ADVENTURE

The end of another year, but for 1996 Sailing Academy graduate Melissa Bray it is the beginning of a new adventure - blue water ocean racing.

Melissa is currently somewhere in the Southern Ocean, on the second leg of the BT Global Challenge - Rio de Janeiro to Wellington. Melissa is sailing on her company's sponsored yacht, Courtaulds International.

Courtaulds Plc is one of the world's leading international chemical companies with operations in 43 countries producing a diverse range of products. In New Zealand Courtaulds produces Epiglass. The sponsorship of the Courtaulds International yacht is shared between the parent company and its coatings brand International, as reflected in the yacht's name.

International is known throughout the world as the leading brand name for marine paints, with 40% of the world's shipping and 50% of the world's yachts protected by its paints and anti-fouling.

All fourteen yachts in the BT fleet have been coated with International products that include Interspray 900, Interfill 830 and new Micron Optima anti-fouling.

So how did this woman with no sailing experience get what many people would consider the opportunity of a lifetime. Courtaulds ran a competition among its staff world-wide - offering the winners an opportunity to complete one leg of the round the world yacht race. The company was looking for people with good "team player" skills, general fitness and capability.

Melissa says her love of sport, including three years as part of a rowing team with the Star Boating Club in Wellington, stood her in good stead as a team player.

The final selection was made during a weekend in England's Lake District, where two British, one American, a Swede and Melissa were chosen. Other members of the crew include a doctor, an oceanographer, a casino supervisor, a deputy headteacher and a retired company director.

Since the competition, and in addition to her job as Materials Manager for Courtaulds in Wellington, Melissa prepared herself for the race by lifting weights, running and training with her existing rowing team - six days a week in the early morning. Melissa has also completed the Sailing Academy's Introductory and Introductory Plus courses, and spent time on YOUNG NICHOLSON and ENYA.

Almost constantly in the back of her mind was the need to get fit and strong enough to cope with the rigours of the Southern Ocean.

Even in the southern summer, conditions in the Southern Ocean will be freezing. Should the fleet venture much further south than 50°S, it will likely find itself having to keep a lookout for icebergs and smaller 'growlers' which cannot be detected on radar.

Leg Two of the race also involves rounding the infamous Cape Horn and encountering the winds and waves of the Roaring Forties.

Cape Horn, the most legendary and feared nautical landmark of all, lies at 56°S. Its reputation as a destroyer of ships and men was established during the clipper ship days, when the sailing ships would sometimes battle for weeks just to round the cape, assailed by endless gales and mountainous seas, with sleet, snow and hail driving in from the Antarctic. Prevailing winds are from the west, as is the current.

There won't be many of the comforts of home on board, either. Except for wet-weather clothing, sleeping bag and pillow, Melissa's entire belonging must fit into two plastic boxes about the size of a medium suitcase - 525 x 430 x 280 mm.

All the boats are identical, 67ft Bermudan Cutters with a displacement of 43 tonnes.

Crew on a racing yacht need to take in approximately 6,000 calories a day - the same as a fully-fit commando on active duty. This is especially important in the Southern Ocean due to extreme temperatures and the resulting requirement for increased body heat for the body to function.

Between them, the crews will get through:

- nearly a tonne of curry and half a tonne of chilli
- two tonnes of pasta and three quarters of a tonne of bolognaise
- a tonne of peas and two-thirds of a tonne of mixed vegetables
- nearly a tonne of mashed potato
- two tonnes of chunky, minced, curried or sweet and sour chicken
- 10,500 portions of chocolate or peach delight and 3,500 portions of cherry cheesecake
- 68,000 litres of fruit juice
- 380,000 tea bags

Save the Children is the official charity of the BT Global Challenge, as nominated by race organiser Chay Blyth. Already \$250,000 has been raised by race participants and their companies. With stopovers and further fundraising in the United Kingdom, it is hoped that figure will increase by another \$100,000.

The BT Global Challenge fleet will be in Wellington at the end of December. Events will be held to entertain the participants and their supporter until their departure. The final farewell for the BT Global Challenge fleet will be on 9 February, when it sounds as though most Wellingtonians will be giving these boats an on-the-water send-off. Keep the day free!

Information on the BT Global Challenge is currently available on the Internet, at address <http://www.btchallenge.com>. The information will be updated daily during the race and includes a "virtual reality" race that allows you to get involved.

Also, by setting your fax to 'polling' mode, you can receive regular progress reports.

The fax number is 0044 990 321 111.

1996 EDS CORPORATE YACHT RACE

REVELLING IN THE RACE DAY

We thought we'd manage a spot of sunbathing. We were wrong.

Having never sailed 'seriously' before (other than champagne jaunts in the Greek Islands and Marlborough Sounds) we thought the sunny EDS Corporate Yacht Race day would be ideal for an early start to the tan.

We made no pretensions to the crew of Sailing Academy trainees on board the yacht 'Breakfast' that we were the skilled 'added extras' that would ensure they were first across the winning line.

Being the least experienced sailors on board we thought we were lucky to be placed right amidst it all. But when the wind picked up, making clambering over the cabin during tacking increasingly difficult, we began to have doubts. These doubts were confirmed when waves splashed over the front of the yacht and drenched our now bleeding and bruised knees and hands.

The EDS hospitality yachts cruised past with other staff and clients looking decidedly less worse for wear, some merrily sipping beverages from the back of the boat and most fully decked in wet weather gear. Sensible people.

The day was definitely an 'experience'. Hardy sailors would no doubt classify the race "run of the mill", but for those of us unaccustomed to sailing the event provided at least a hint of high sea drama.

That drama continued on shore at the prize-giving, when we heard from EDS managing director, Eddie Bates, that those on the launches had their own excitement as the tumultuous seas sent wine bottles skating.

Everyone had tales to tell. The friendly rivalry and camaraderie among participants were evidence of the day's success. And despite the bumps and bruises, in the words of Arnold Schwarzenegger, "we'll be back"!

Donna Kieboom & Lisa McPherson
EDS Corporate Communications.



In the capable hands of Geoff Askew on ECLECTIC, the Clayton Ford crew don't mind the odd bit of spray.



Jockeying for positions at the start of the race.



And they're off!



RED HERRING II with sponsors Interiorz (aka The Fun Party).



The KPMG Crew having a "Huge Day" out on the water with PHANTOM OF THE STRAITS.



EDS NZ Ltd's Managing Director Eddie Bates gives his account of the day - how bit was that fish, Eddie?



KPMG's Andrew Dinsdale tells everyone about his "Big Day" on PHANTOM OF THE STRAITS. KPMG #2 received the Glengarry Award for Fastest Yacht.



Downstage Theatre's "most Theatrical Performance Award" is collected by Interiorz, the crew having fun on RED HERRING II.



EDS NZ Ltd's Richard Kilkelly receives The Steinlager Award for most Seamen like crew. A well deserved award.



John McBeth in fine form as Master of Ceremonies at the Prizegiving.



Not below accepting a bribe. Mayor Mark Blumsky enjoys a joke with the INTERIORZ "Fun Party" / RED HERRING II Crew.



Winners of the EDS Trophy, sponsor Westpac Investment Management on ANDIAMO.



The boys on CHAIN REACTION give the KPMG crew a good run for their money.



Rentworks Limited - keen to "put it right" on the finish line.



Sponsors Curtis McLean have had their day on ENZA PLANET - now it's time to party!

Westpac Investment Management boat wins EDS Corporate Yacht Race

By Burton Shipley

Saturday 30 November dawned clear and calm, ideal for the first EDS Corporate Yacht Race in which we had entered a team of staff and clients. ANDIAMO, a 55 foot Davidson designed sloop, had been made available by owners Pip and Andrew Taylor.

The team met at the dock for a briefing, light lunch and refreshments. Then it was off onto a Wellington zephyr of about 20 knots. Crew and guests soon organised themselves into an efficient team and, after some discussion, sails were hoisted and tacks and jibes made to ensure everyone was comfortable in their job.

The start, with the jockeying for position and the tension in the air as time runs down, was the ideal beginning to the race. We had the best possible position and led the 20 Division I boats off the line. The first reach saw us lose our lead to PHANTOM OF THE STRAITS, who powered past and around the white lady. The leg to Somes Island saw ANDIAMO hold a strong second position, although one minute down on PHANTOM at the mark. The run to Falcon Shoal was eventful with a "learner driver" providing some interesting situations, although nothing that got really out of hand. Through this leg we began to pass some of the Division II boats and a watch had to be kept for incoming water bombs!

The beat back to Halswell was wet and wild as we passed smaller boats and began to eat into PHANTOM'S lead. They needed to reef down during this leg, so we seized our opportunity and blasted past. Around Halswell conditions eased as we went back onto a broad reach. We passed SPECIAL FX II and set off for the line and to catch RED HERRING II.

In a close finish we failed to beat RED HERRING across the line but felt we'd done well to be that close to the first Division II boat, it having started 15 minutes before us. PHANTOM gained on us during the final reaching leg to the finish but couldn't catch us.

After disposing of the last of our water bombs, we headed back to the dock for a well deserved period of rest and recreation. After much hilarity and camaraderie, we left the boat to attend the official function and prizegiving.

John McBeth, host for the evening, announced that we had won the EDS Trophy for the Overall Winner. We also had the fastest time, but you can only collect one prize!! A good rule when you're second, but not so great when you win!!

Thanks to Pip and Andrew Taylor for ANDIAMO, EDS for sponsoring the event and all the other sponsors for assisting to make the day very successful for those involved and for the Sailing Academy. Our clients, crew and sponsor certainly had a day to remember, although the sun was very bright on Sunday morning!!



THE WINNING TEAM. Westpac Investment Management with all their goodies.



Recipients of the Musto/Line 7 Best Dressed Crew Award, GLENGARRY HANCOCKS/YOUNG NICHOLSON.



Burton Shipley from Westpac Investment Management accepts the EDS Trophy from Eddie Bates, Managing Director, EDS.



"Open wide!" Kimbo looks forward to his first (or maybe last) drink of the evening!!

PHOTOS BY CHRIS COAD

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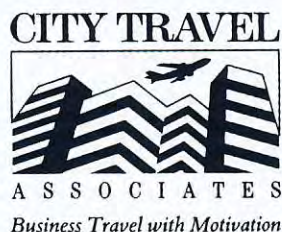


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WESTPAC INVESTMENT MANAGEMENT

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PHANTOM OF THE STRAITS
KPMG

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The Musto/Line 7 Award for Best Dressed Crew
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| 39 | HEARTBEAT | Sailing Academy Entry |
| 40 | PHANTOM OF THE STRAITS | KPMG #2 |
| 41 | STRUCTURAL ANALYSIS | EDS NZ Limited |

114th SEASON OPENING DAY

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As always there are two distinct parts to Opening Day, the pomp and ceremony at the Clubhouse and the race itself. I would like to comment on the former whilst Brendon Hogg offers his view of how the race went for MEDIUM DRY.

A spectacular morning promised an excellent day and we were not disappointed. Our guest of honour, Commissioner of Police Peter Doone, did the honours. His speech included reflection on the excellent relationship enjoyed between the Police, in particular LADY ELIZABETH III, and the Club.

Our Life Members, Past Commodores, Executive and Special Guests moved on to Keelers Restaurant for the President's Luncheon, generously provided by our Club President, Alan Martin and First Lady, Shirley Martin.

Alan Martin celebrated his 10th year as Club President this year, appointed by Gary Tye in 1986 in honour of all the support that he has given the Club.

Alan still continues to support the Club in many avenues, some of which include the Alan Martin Scholarship Fund, providing financial assistance for young people to

attend an Academy Course, and the Shirley and Alan Martin Scholarship, presented to school students who have shown team spirit over the course of a year. They have presented this for three years with a total of nine students



Shirley Martin, Hugh Poole and Alan Martin, enjoying the brilliant weather that Wellington turned on for Opening Day.

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from Marsden College, Queen Margaret College and Scots College attended Sailing Academy Introductory Courses. And of course Alan and Shirley Martin hosted their 9th President's Luncheon this year.

After a leisurely lunch, except for those who had to rush off early for sailing, guests were invited on a short cruise to view the race.

I would like to thank our sponsors for the day, Rutherford & Bond Toyota, who provided a wonderful range of prizes for the winners, and Alan & Shirley Martin for their generous support. Also thanks to Commissioner Doone for taking time out of his busy schedule to be our Guest of Honour, the Sea Scouts from TS AMOKURA, Robyn, Anne and Craig for a superb lunch and all the other volunteers who assisted on the day.



Winners of the Waddilove Trophy for Opening Day, **THE BUTCHER**, John Moody holds the Trophy with crew, Rutherford & Bond Toyota's Tim Prescott (far right) and Vice Commodore Charles Clark (back).



Mrs Doone "breaking out" the Flag with (from left) Vice Commodore Charles Clark, Peter Doone, Shirley Martin and Alan Martin.



The crew of **YOUNG NICHOLSON**, trying out 2nd Prize for size. Maybe Kim's head was too big for his cap?!



Commissioner Doone addressing the members.

And they're off! Wellington produced a perfect day for the Opening Day Race.



PHOTOS BY CHRIS COAD

OPENING DAY RACE RESULTS

1st **THE BUTCHER**

2nd **YOUNG NICHOLSON**

3rd **MAX HEADROOM**

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A DAY IN THE LIFE OF ...

By Brendon Hogg, creator of the "Gonzo" style writing.

The day started like any other sailing day, down to the boat and start getting the sheets on. The only difference on our boat was a bottle of champagne in the galley. There was also something else different, not only was my brother on board, my old man was to be too. Whatever was going to happen, I was pretty sure it was going to be interesting.

We cruised around to the Club to tie up for opening and pick up the old boy. A unanimous decision was made that the champagne should be drunk before anyone else got on board. We arrived at the dock, empty champagne bottle rolling around in the cockpit, fending off boats and eventually tying up next to a lovely old launch, the name of which alludes me. We must have been last in as there were already a number of boats tied up. A scout was sent on reconnaissance to inform Del we were here and we awaited his imminent arrival. The scout never returned but someone else came back to say all was in hand. The brains trust then sat down to discuss strategy.

The strategy was simple, let the old man do everything.

As the last boat left there was some concern as to whether our ace in the hole was going to turn up. The sails were hanked on, the engine was running and the ropes were about to be cast off. Where was the old boy (and the scout, I might add)?

As the 10 minute gun was about to go, on he leapt, throwing his bag into the starboard berth.

We cruised out to the start area and informed the skip of the strategy. Our bow person (who for this article we shall call Ed) took a transit, and we began jockeying for position on the line.

The gun went and we were bang on the line, at least so we thought. As we two-sail reached to Jerneingham, we footed it with the big boats. At Jerneingham there was a spread of boats across Oriental Bay. CHAIN REACTION led the way with ANDIAMO, MEDIUM DRY, FLYING BOAT followed by THE BUTCHER. Our strategy was paying off.

At Nauranga there was a pile up and light wind, with buoy room and barging calls that saw MEDIUM DRY pop out just in front of CHAIN REACTION, and in the wake of 360° and 720° turns. BUTCHER kicked into fast mode and ANDIAMO began to stretch its legs. Around the mark at Halswell BUTCHER had put some distance on the fleet but the tight reach to Somes saw ANDIAMO closing fast. As we rounded, our attention turned to behind us. A number of larger boats had got closer, with FLYING BOAT quickly rolling us and squirting out the chasing CHAIN REACTION. The 1020s were grouped together with NEDAX, PUTTING IT RIGHT and NOT GUILTY. The other 88s were grouped behind the bunch. We thought this might be a good time to rehydrate.

The rest of the race seems a bit of a blur. We hit hard left after Somes, something about "if the breeze is out of the east, go east" was the call. We reckoned that we had the measure of the bigger boats. They had gone the wrong way. Powered up with No. 1 we hit Ward Island and speed was our friend.

Rotating inside the island we tacked to head for Falcon Shoal. Coming up past Kau Bay were NEDAX and NOT GUILTY with YOUNG NICHOLSON ahead. Around Falcon we managed to hang onto the main group. The larger boats rolled us pretty quickly, though as the wind crumped at Evans Bay we managed to climb back in. Things got pretty sifty after Halswell. It was going to be a real drifter into the finish. The 1020s and most of the fleet crept around Halswell and trucked towards us. It was all on, except for BUTCHER and YOUNG NICHOLSON.

Coming back in from Halswell things became a bit of a drifter. Boats spread out across the bay and the hunt was on for that little winning zephyr. ECLECTIC cruised past, motor sounds drowned out by Neil Diamond pumping across the water.

Off the container wharves we hooked into some breeze.

MAX HEADROOM and PUTTING IT RIGHT had been carrying it for a while and were right on us. It was a sprint to the finish, MAX HEADROOM got the break, and suddenly it became Del and Bridgey. All eyes became transfixed on the Club, with Bridgey closing fast. Where was the light, we must be close to the finish now.

Still no light. There's a light. Do you reckon that was us? Must have been.

On the way back to the Club, crew spirit soared. This was to be a triumphant return. Back in the Club people began to trickle in. "You know you guys were over the line at the start." "Bullshit".

As the sun settled into the hills more and more bullshit was to be heard rising to the crescendo that only Opening Day can produce.

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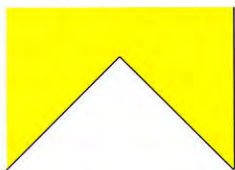


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1996 CHRISTMAS PARTIES

By Colette Kraus

CLUB CHRISTMAS PARTY

It was the best of times, it was the worst of times ...no, no, wrong story, but it was quite a night.

The RPNYC Christmas Party happened on 6 December and, by the end of the nite, even the band was shaking their heads at what a group of yachties, dressed up in their party frocks, can get up to. Fifty people holding hands between their legs, doing the hokey tokey is quite a sight to see.

The food was great, the music fabulous, and the people, well, you know who you are.

The band played everything from Christmas Carols, to Jazz, to Big Band, to Beatles, to Chuck Berry, and on and on. At one stage the "dance floor" was out to the end of the bar - even Frank Ballinger and Annie Carrad had a twirl.

Santa got a little un-Santa-ish - he might have been missing Mrs. Claus - and anyone who sat on his lap was taking their chances, (the House Committee will not be furthering any of the molestation charges). However, Santa's helpers - an elf and a Christmas tree - did their best to keep it all under control.

When I left, the band was long gone, and the crowd that was still there was doing its best to imitate Neil Diamond - all of them- and they weren't all bad.



Burty's embracing Christmas this year!



Santa and his little helpers.



Looks like Santa's taken a shine to Mary Clark.



Des' Christmas wishes didn't impress Santa this year.

CHILDREN'S CHRISTMAS PARTY

The Children's Christmas Party was a sight of a different sort. A record 57 children arrived with high expectations for the day.

We entertained them, gave them gifts, watered and fed them, gave them balloons, and sent them home to their parents.

Tricky the Clown managed to keep the attention span on track for almost an hour, then it was time for Father Christmas. He arrived, in true yachtie fashion, (after being called up on the VHF) on Te Aro, with Ross Telford playing Rudolf, and Kiri, chief elf, assisting with the present giving.

A good time was had by all.

PHOTOS BY CHRIS COAD



Amazing how a red suit will keep them quiet!



Present time!



Santa arriving in true boating style.



Tricky the Clown wowing the children with his magic tricks.

1996 COASTAL CLASSIC

By Liam Jeory

Multihull racing isn't big in the Royal Port Nicholson Yacht Club - that's why the Club's unofficial trimaran has to do all it's racing in Auckland.

I left Wellington in 1988 having done my apprenticeship on the foredeck of Lindsay England's WHISPERS II. I spent three and a half years overseas, finally settling in Auckland. Which is how the multihull interest came about.

LEGATO is a 1974 vintage 33ft Crowther Buccaneer trimaran, in which I hold a minority share with Paul France, who lives in Singapore.

Shortly after it was launched it raced in the Auckland/Lyttelton race, coming second on line behind ... WHISPERS III!

I keep my link with the Club much alive by entering all my races in Auckland as an RPNYC entry.

Success to date includes 1st in the 1994 Coastal Classic, division 6, and first in the 1995 Anniversary Day Regatta, multihull division. We came fifth in last year's Coastal Classic, which isn't bad considering the vintage of the boat. Glass over ply is light years away from the kevlar and carbon fibre of most of Auckland's multihull fleet.

Still, I had high hopes this year - but then, doesn't everyone prior to a race?

As I do every year, I extend an invitation to Lindsay England and Malcolm Smith to join the crew for the race (me, Paul France, and Leon Sefton, whose Dad is Alan Sefton from Team New Zealand). Malcolm was able to make it. Lindsay unfortunately couldn't. So I decided to take a spare rudder in his place. It weighs about the same and doesn't argue with me.

Malcolm arrived with lots of goodies in tow. A spare EPIRB, some new flares (limited budget you see) and one of WHISPERS II's old IOR kites, which was nice and flat. Thus armed, we took for the start line to mix it with the 240-odd boats milling around the start line.

The forecast was ominous, promising up to 40 knots further up the coast. But LEGATO has proven herself in those winds plenty of times before so we weren't at all worried.

It's always interesting mixing it with the keelers on the startline because of the differences in pointing ability. A cat is very unwise to get to weather of a trimaran, which can usually point a lot higher.

Malcolm got us into a great position - right on the pin end, parked in clear air, 30 seconds to go. Unfortunately, the Pink Pig (race winner SPLIT ENZ) has an interesting starting technique. She comes along the line at anything between 15 and 20 knots, hull flying and fully powered up and then hardens up at the pin. Sure you can try and take them up - you can try. But with us going slow, and them at that speed, it was a lost cause. And in a blink of an eye, they were gone. Literally.

It didn't help that as we cranked in the number two headsail, there was a loud crack and the Genoa winch started to bend the cabin top. By the time we had switched the sheet to another winch, we had lost the benefit of our fine

start and instead had to pick our way through the keeler fleet, and all its dirty air.

Once into the clear, though, the old girl started to fly. On LEGATO there is a simple rule of thumb to tell when she's overpowered. When the water is up on the top of the leeward hull, it's time to ease, reef, or change the headsail.

That used to be the rule of thumb.

As we flew along at around 14 knots, the alma (outer hull) almost completely underwater, what used to be considered 'on the edge sailing' for us became the norm. And as we got through the Rangitoto Channel and the wind got up a bit, that's when the centre hull started to lift, the wake behind flattened off, and we were doing 16 to 18 knots two sail reaching. It's effortless speed - a little wet with all the spray and occasional waves over the top, but generally very flat and easy.

Of course, when one is in the groove is when things always go wrong. Approaching Tiri, I looked back at the stern hung rudder to see how it was coping. Rudders are the weak points on trimarans and the blade on LEGATO had been showing a few cracks lately.

No sooner had I turned back when the tiller went all soft, LEGATO rounded up into the breeze and we stopped. The rudder blade had broken where it exits the rudder box. To make matters worse, the rudder had stainless steel tangs down either side and those had bent through 90 degrees, which meant we couldn't just pull it out through the top.

It was galling watching all the boats we'd been passing waving as they sailed past. "Bad luck multi."

We finally got the rudder out by taking a hacksaw to its top, cutting through all the stoppers and forcing the remains down through the box. After about half an hour, we were able to slot the new rudder in and get back racing.

By now we were somewhere near the back of the second division fleet which started some 10 minutes after the main fleet. At this stage I put our position in the race as about 220th.

But revenge is sweet. We set off on the most glorious reach, hardly ever less than 16 knots, passing boat after boat, picking them off to weather, or if we were feeling cheeky, passing through their lee. It was wet, it was on the edge, but it was exhilarating.

We use a GPS to measure speed. We have another method too. At fourteen knots the centreboard starts to hum. It reaches a crescendo at 16, eases into a higher pitch at 18, and disappears about 20. We hummed our way past some 180 boats during this leg.

Approaching Whangarei Heads the wind came round a bit and we slowed down to keeler pace. So it was up with the WHISPERS kite. It really did the trick. Tight reaching in big seas and high winds with a kite is not recommended in multihulls. But it got our speed back up and we were in passing mode again.

The last thing you want to do is round up in these



conditions - we only did that once, driving the leeward alma right under. I have never dumped (a kite) so fast in my life.

By now the kite reaching keelers were getting rid of theirs as well. And once we were back to two sail reaching, it was good night nurse and every other old cliché you can think of.

Up ahead in the distance we could see a massive great mast - huge white sails - and a familiar looking dark blue hull. We could not resist it. We just had to pass PHANTOM OF THE STRAITS - to weather. LEGATO was in her element, right angel, jumping from wave to wave and it didn't take long to catch up.

PHANTOM was dicing with another trimaran, which pleased us no end as it meant we'd started picking up on our own class competitors. It was quite a sight. A 26 foot trimaran and a 78 foot maxi - one heaving clouds of spray, and the other skipping over the waves at all odd angles.

PHANTOM had one of my old mates from TVNZ on board with his camera, and he got some classic film of us as we came up and passed. Glad he got that, because the position didn't last.

No sooner had we got our nose in front of both of them when we had to alter course. LEGATO didn't like the broader reach, PHANTOM did. She was the last boat we passed, albeit momentarily.

The great thing about multi-hulls is that one doesn't need weight on the rail. So it was perfectly proper to have a little kip about this stage. No lee cloths - no extreme angle - just lying flat on the bunk at a steady 12-14 knots, right up to Cape Brett, through the gap and into the Bay of Islands.

I don't remember much of the next hour - cos I was asleep - other than the gybe that broke the mainsheet traveller. Oh well, add that to the repairs list.

We must have been getting tired because we took forever to hoist our spinnaker for the run down the Bay of Islands. Long enough for some fast little mother of a monohull to come screaming past us. Thus galvanised, we started the race to the finish.

This was perhaps the finest sailing of the whole race. Flat water, 30 knots of breeze, broad reaching, and Legato humming her way up and past that boat in front. It turned out to be a MUMM 36 - those things can fly!

HOWEVER - honour thus satisfied we set about dropping the spinnaker prior to going onto the wind for the final leg to the finish. We dropped it alright - right into the drink. Ever seen a dog on a leash try and run away - and then the leash goes tight? That was us, spun round with the spinnaker trapped under the boat. Thank goodness you can pull the centre board up and there's nothing left underneath to snag the fabric on. Still it took at least 10 minutes to pull it aboard.

We finally finished just a minute over 12 hours for the race - somewhat longer than it should have been, but not bad. From almost last at one stage to 36th over the line - we were happy.

But not as happy as Malcolm Smith who, the next morning with the monsoon rains falling, managed to be the first to the bar, and snagged the best seat in the house right next to the fire. Wellingtonians, and ex Wellingtonians, held court from 9.00 am - 10.30 pm at the fireside spot. There was a dram or two drunk and lots of visitors. Marty and the boys from PHANTOM and Sniffy and Philip. Lots of stories - lots of rounds - lots of headaches. But then, that's the other side of the Coastal Classic.

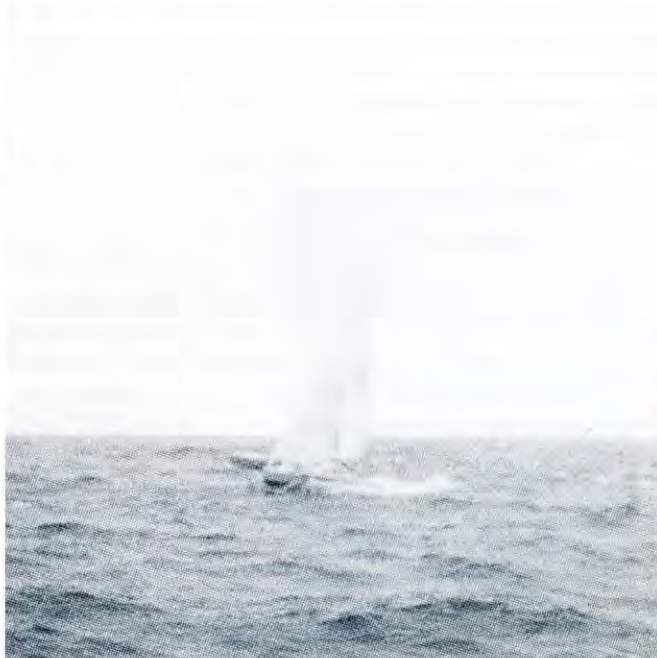
We never got to sail LEGATO home. It was far too rough. But we were more than happy to hitch a ride home with PHANTOM. Forget multihull speed. When it comes to 40 knots on the nose, the bigger the maxi the better.

Postscript

A couple of days after the race I got a phone call from my partner Paul in Singapore. "Find me a new design, I want to upgrade, I want to go faster for the next race."

Our new 8.2 m catamaran will be launched in February next year.

RPNYC's Auckland multihull fleet of one is going to go faster next year, I promise you.



A BRIEF HISTORY OF COCKLE COVE - BAY OF MANY COVES

Cockle Cove, Bay of Many Coves in the Marlborough Sounds last year celebrated 70 years of family ownership. Ask any yachtsman familiar with the sounds if they know Cockle Cove and the answer will probably be yes.



In 1925 the late Mr D.K. Blair, Commodore of RPNYC, tried to interest the Government in buying Cockle Cove to preserve the bush and bay as a yacht haven. The owner, Mr Willie Foster, was planning to turn it into a dairy farm and had already had the point on the west side felled, burnt and planted in grass. The Government declined, having recently bought Chaucer Bay which is the deep bush clad bay further to the west. Mr. Blair and the late Professor J.E.L. Cull, then Vice Commodore of RPNYC, purchased the land when woodsmen were camped on the beach about to start felling the large trees up the valley before putting a fire through it. Mr Blair, not being interested in the property except to prevent the destruction of the original bush, sold his share to Prof. Cull. The property has been owned by his family ever since. Prof. Cull, planning to commute to Cockle Cove, had Mana built in 1924 by Colin Wild of Auckland and sailed her from Wellington to Lyttelton in December 1930. After a rough trip and newspaper headlines of "yacht missing", he decided she was too small for coastal trips and sold her to Mr White who owned her for many years. Later the 36ft double ended motor sailer "Karoro" was purchased from the Portobello Fish Hatcheries in Dunedin. On the first trip in 1936 it was such a rough journey back (hove-to for 15hrs) that he gave up the idea and sold Karoro to farmers at Pigeon Bay.

George Andrews (builder of Sanders Cup champion "Betty") took Mandalay up to Cockle Cove in December 1931 and a large party camped near the beach, including Ian Treleaven (later BPCC Commodore), his sister and parents. (Ian was part of Mandalay's crew). A 14ft "flattie" was built by George Andrews on the foreshore and later a boatshed was built to house the flattie in winter and the family in the holidays.

In 1938, realising that the government was about to bring in regulations to prevent the building of dwellings on the "Queen's chain", Professor Cull with help from 2 men and a wheelbarrow filled in a depression in the flat land behind the boatshed and then built a two bedroom cottage one chain back from mean high water.

Snake Point was planted in pines in the 1930s by Goodwin and Chichester (the round the world sailor) and they even tried to buy the Cockle Cove property to extend their plantings. During World War 2 the Americans decided to take Cockle Cove as a depot for refuelling with huge petrol tanks under the trees at the back of the flat. Fortunately, after winning the Battle of the Coral Sea, they decided not to go ahead with the plan and developed Curious Cove instead.

In 1943, on the death of Prof. Cull (at Cockle Cove), ownership passed to his wife Ada and their only daughter Lorna who married Jack Maddever from Wellington, owner of the 30ft yacht Nanette (having first met in Cockle Cove). To preserve the uniqueness of the area Ada Cull and Lorna Maddever had Cockle Cove gazetted as a Private Scenic Reserve in 1957 and they became Honorary Rangers. In 1971 Lorna Maddever became chairman of an environmental group of local land owners concerned about the pollution caused by the removal of pine

logs from Snake Point. Mother and daughter maintained the property as a holiday retreat for the enjoyment of boaties, themselves, friends and relatives, and Lorna and Jack's three sons; John, Denis and Neil.

The original property was some 270 acres, but in the

early 1950s it was divided into 9 sections along the coast and the land to the top of "Toenga" was sold to the Government. In 1952 the telephone was installed and in 1964 the jetty was built and the boatshed extended.

Mrs Ada Cull died in 1976 at the age of 92, just 6 months after her last visit to Cockle Cove and a few months before the cottage was extended and a septic tank installed. After Jack's death in 1982, Nanette was moved from the boat harbour in Wellington to the Waikawa Marina and is used by Denis and Neil's families to commute to Cockle Cove and cruise the sounds. Five years later, Lorna married Ron Manson and they and the corgis still enjoy Cockle Cove. A two storey extension has been added and electricity brought in. It had been planned to generate power from the creek, but it was decided that maintenance of an inlet would be a major problem and, with the bad flooding in recent years, this has proved to be a wise choice.

Last year the Cockle Cove Family Trust was formed to maintain the nature of the property, in particular for the benefit of all boaties and the descendants of Professor Cull and Ada Cull.

Over the years, many have shared the beauty of Cockle Cove. In the height of the season 10 boats sheltering for the night is a small number. On-shore the Cull and Maddever families have shared their accommodation with others. In the early days, before the strict regulations governing the use of boatsheds, the burden of rates, insurance and maintenance cost were partly offset by renting the boatshed to friends and relatives. Today the two bedroom cottage is used for that purpose. It sleeps 6 people and with the use of an aluminium dinghy and two open canoes many people enjoy the charm of this beautiful area. Cockle Cove continues to be used by many as a favourite place to anchor for its beauty, shelter and good holding.

COCKLE COVE - BAY OF MANY COVES

LOCATION

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ACCOMMODATION

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Two of the company directors have been heavily involved in the past four America's Cup campaigns, with Matthew developing on-board software for the past seven years and John navigating on board Tag Heuer in 1995. The Tag Heuer Challenge had an exclusive contract to use the KiwiTech On Board performance system for its 1995 America's Cup campaign in San Diego.

Skipper Chris Dickson said of the system "the data analysis function proved to be a powerful tool in performance analysis, readily identifying performance gains, losses and trends associated with the continual refinements we were making to the boat."

In addition to the software, KiwiTech designed and built a rugged casing for a Compaq pen-based computer, chosen by Team New Zealand and Tag Heuer for the 1995 America's Cup. Waterproof touchscreens and laptops are also now available.

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IN SEARCH OF PARADISE

By Roger Foley

We thought Tonga was pretty good, Fiji even better, but the Vonovono Lagoon in New Georgia is just mind blowing.

We left Chaffers Easter Friday last year to the strains of Happy Birthday, headed out the "front door" and directly into a Cook Strait southerly. What a way to celebrate the start of one's 45th year and the beginning of a dream!

The trip up the East Coast to Auckland was a doddle, nevertheless, especially compared to the subsequent sail to Tonga. We left Auckland May 6 as one of 40 yachts in the annual regatta to Tonga. Were we ready? You guessed it. No I was still installing a new dunny an hour before departure, despite four and a half years preparation.

I won't bore you with the trip up. Suffice to say the first six days the wind ranged from 34 to 55 knots with large cross seas. At one time two girls on board had to strap pillows around their mid-drifts to contain their movement in the galley whilst another crew member, nicknamed Lurch, broke several ribs. Oh the joys of ocean cruising.

We had a fantastic time following Ron Palmer's directions around the Haapais - very low atolls forming the central section of Tonga - and weathered a surprise storm enroute to Vavau in the north. (We did the 60nm crossing, Ron, in 10 hours with no sails up and the engine only just ticking over to retain control in the giant following seas. How's that for boat performance Mr Handicapper!)

Fiji, oh Fiji. What a lovely place. We cleared in at Suva after a nice four day run down from Vavau, then after a fair bit of horsing around in the islands to the south, slowly made our way north to Venua Levu to another regatta gathering. Club member Pete Gibson was on board for part of this trip.

Kathie and I were finally by ourselves, a surprise at first, then relief. Wow, we could sail the boat by ourselves. What a discovery. Another notch in the learning curve! To cement in our new found confidence, we worked our way south through the worst reef system Fiji can offer, often in winds of 30 to 40 knots. These winds are politely called "reinforced Trades". You never read about them in the travel brochures but they can be a pain in the butt.

We took part in the annual Musket Cove week (97 yachts for 30 moorings) and the regatta run to Vila (47 yachts). We felt we owed it to SHOGUN to take part as it was her fourth regatta. We wouldn't do it again. Too much of a bun fight, and Musket Cove can be a windy hole. Even on a nice day, when the tide goes out it looks more like Manama in the Persian Gulf, a place the locals call the "air-conditioned sand pit".

Vila was a complete surprise. Its harbour is simply wonderful. Where else can you anchor in crystal clear water just metres off the main street and watch turtles diving and bait fish massing as a bloody sun dips to end another day of magic? We highly recommend the Vanuatu Club. It's a great place to have lunch and watch CNN live

on a giant screen. And don't forget to order the fruit bat dinner at L'Houstalet. It will really get your glands going.

We left Vanuatu for New Caledonia with warnings of an early cyclone season ringing in our ears, so when we saw the telltale streams ripping across the sky and heard radio talk of "cyclonic" developments to our west, I broke out the storm drogue and parkas and battened down the hatches. It's a great trick guaranteed to ensure nothing happens. Sure, a front came through and it blew a bit and rained but, hey, to us Cook Straiters, it was almost like a fine day!

Havannah Pass at the south end of New Cel was a blast: just like Tory in a bad southerly but wider by 20 times. We hugged the port side going in, close to a huge container ship high and dry, but friends stuck to their rhumb line and went through some of the worst white water we've seen in the centre of the passage.

The welcome facilities in Noumea are great, but the prices astronomical. You need a bank loan just for a taxi



Kathie and Roger floating in 4000 metres of sea 240 nm off the Queensland Coast.

ride. But there are ways to minimise the costs. See me later and I'll fill you in.

Several friends flew up from Melbourne for the trip to Brisbane. They were keen to sail. But we didn't, did we. We motored and we motored for four days. It was so calm that the stars were reflected in the sea. At one stage we all dived over the side and floated around on top of 4000 metres of sea. It was scary.

The wind did fill in, in the end: gale force and tight on as we closed on the Queensland coast. We just made the Brisbane River as a three-day storm burst. You'll have to read the book - due out shortly - to hear about why I cut the German loose in the Brisbane River.

We stayed at Dockside, a rather plummy area, almost within the heart of Brisbane City. Cost \$A300 a month, which was about average. I'd prefer to stay at Manly, near the entrance to the Brisbane River, if spending the summer there again. The prawns cost half as much for a start.

We left Brisbane for the Solomons on May 7 this year, a week late because of bad weather. It came back only hours off the coast and held us there for days before we could break free just south of the Barrier Reef.

It took us 12 days to reach Honiara, Guadalcanal, slightly longer than anticipated, but we made it. Others a week or so behind also got slammed. Just a bad season this winter in Queensland.

Honiara is the pits. A rolly anchorage at best. We spent a lot of time four hours away in the Florida Group,

and later with Kirsten, one of our sons (Daniel, a club member, had been with us earlier in Fiji), we went through the Langa Lagoon in Malaita before sailing north to the fabled Marovo Lagoon. James Michener reckons Marovo is the eighth wonder of the world. Not quite James ol' boy, but the place does get the superlatives running on. We reckon we've found a better spot - Vonovono. It's further north, just off the Diamond Narrows (which are only 50 metres wide in places). There are no charts of this area, but Kiwi charterer Dirk Stirling (SKP Charters of Gizo) is working on a guide book.

We spent several wonderful days at Zipolo Lodge, Vonovono, with some Kiwi fishermen. Real guns who raved about the fishing. We are now in Gizo, about 90nm south of Bougainville getting ready to go further north! If we survive the border area, then we'll sail south to meet some Kiwi yachts for the trip to the Louisiades (in PNG) and Cairns.

Yes I know I've run on a bit, but there's no one to talk to up here. We have only seen 15 yachts in three and a half months and most have been Aussies - and can you imagine conversing with them!

Bye for now...

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MUMM's the word...

The Air New Zealand International Regatta and Squadron Race Week will be the MUMM 30's Asia Pacific Championships.

The MUMM 30s will race as a division of the prestigious Air New Zealand International Regatta and also during Squadron Race Week in Auckland from 14 - 23 March 1997.

Conducted in Association with the Royal New Zealand Yacht Squadron, the regatta attracts top competitors from around the world.

Raced primarily under the International Measurement System (IMS), the racing programme involves a format of 11 races, including a 90 mile and a 200 mile race through the island-strewn waters of the Hauraki Gulf. Shorter races cover windward/leeward or triangular courses and are designed to push crew work and co-ordination to the limit.

There are prizes for each division as well as the Air New Zealand trophy for the top three-boat team.

Designed by Bruce Farr and Associates, the MUMM 30 has quickly established itself in the performance yachting world, with over 100 MUMM 30s already sold. As an international one-design, it is built under strict control by builders in the United States, United Kingdom and New Zealand. Each yacht is individually measured by an RORC Rating Office Measurer and issued with a one-design certificate.

The goal in developing the MUMM 30 was to create a state-of-the-art offshore one-design that would be fast and exciting, yet uncomplicated and economical. The Bruce Farr & Associates design team's experience designing Whitbread 60s and America's Cup boats has added to their knowledge.

At the 1996 Air New Zealand International Regatta the MUMM 30 won the opening 90 mile race by 20 minutes on PHRF, clocking up speeds in excess of 20 knots.

McDell Marine are offering potential MUMM 30 owners the opportunity to take delivery of a boat at the start of next year's regatta and also to enter the Asia Pacific Championship.

McDell are offering to have newly purchased MUMM 30s totally set up for the start of the regatta, with rigs tuned and equipment optimised so that owners can simply step aboard and join the race.

According to McDell this is not a totally new concept, as Australians, Japanese and Europeans have been taking delivery in New Zealand in this way for a number of years.

For more information about the regatta or the MUMM 30 ownership package, contact Bill Howlett at McDell Marine - phone 09 818 7005 or fax 09 818 5100.

THE NZ KEELBOAT NATIONALS

By Brendon Hogg

Our regatta started on a Friday night at the yacht club (known as the meeting of the "war committee"). The keelboat trials presented an opportunity to do some intensive competitive sailing against some of our Club's best sailors. Our objective was to get a group of sailors together who would simply enjoy the sailing and the competition. Our crew was Bubble Wright (helm), Stephen "Tacky" Hogg (tactician, overall strategist and motivator), Brendon Hogg (mainsheet and attitude adjuster), "Burt" the Trimmer (formally known as Brett Linton), Glen Stanley (keyboards and parties), Martin Harris (who bows for no man, unless you ask him nicely) and last but by no means least, Mr Snuffleupagus (Cam Morris the complete all rounder).

We had six weeks to get our boat handling together, our heads out of the boat and into racing mode. The MRXs are a different animal to the Young 88, the boats in which the trials were held, and we realised that we had a lot to do if we were going to compete in Auckland. We engaged the Sailing Academy to assist us in our campaign. Mike Boswell was charged with the role of facilitating the training programme and management of the campaign, up to and including the regatta. The training boats complimented the programme well. The layout, though smaller, is similar to that of an MRX. For the next six weeks, focusing on boat handling, starting and tactics and using Tony Philips' crew (who also entered the Nationals) and the women's crew as training partners, we maximised our time on the water.

The regatta in Auckland was a 12 race regatta held over three days. Both Wellington boats turned in some good results and we finished third and fourth respectively. As can be seen in the results below, the rest of the regatta showed a real mix of results. The racing was extremely tight, with overall positions changing with each race. The approach to this type of racing is dependant on where you perceive your competition lies. Ramon Davies, from Yachting New Zealand, showed experience, time on the water and all round skill of the crew are good assets to have behind you in a regatta like this. Mistakes are costly. In boats where gear changing is critical and boat speed the same, a bad spinnaker set around a mark can see a boat go from first to last. A twelve race regatta is physically demanding so it is important to maintain mental toughness for the whole regatta.

With up to five races in a day the mind can be left somewhat wiped out. A blow by blow report of each race is therefore difficult to recount, and probably pretty uninteresting, so I won't put you all through that. My own recollection consists of an overall impression and a few highlights, some of which were unforgettable.

The main highlight for me was the first top mark rounding in race one. Everything clicked and we went on to win the race.

The first cross of Race One saw us leading the fleet to the starboard lay line with Grant Turnbull on our windward hip. As we tacked onto the starboard layline Turnbull tacked into a lee bow position, misjudged the layline and was forced to bail out. Rounding the top mark, we had a good set and

established a clear lead of about 20 metres. The rest of the race saw good clean boat handling and close covering of the fleet. Crossing the finish line there was a stunned silence on board. Peter Lester, with whom we'd had a crew briefing the night before, had said enjoy the good ones because you can guarantee there'll be bad ones. A couple of low fives went round the boat.

The other highlights were on day two. After getting a second in race eight we were feeling good about the next race. The wind had been building to around 25 knots. Sailing an MRX downwind in 25 knots is a lot of fun. Large spinnakers mean you spend a lot of time sailing on the edge. Good crew work and a steady hand on the helm become fairly important. Race nine started in top end conditions and the race committee had decided to leave the "no kites" call until the boats arrived at the top mark. Ramon Davies rounded first, with us in second well and clear of the fleet. The support boat signalled for no kites. Davies then produced one of the finest spinnaker sets of the contest to which we all applauded heartily. With no recourse from this disqualifiable offence, he joined for the sail on the next two legs then retired and continued home. For the rest of the race the fleet spread out, the most we'd seen all contest. The last beat to the finish was one of the most relaxing and satisfying moments I've had in sailing. A substantial lead meant a loose cover on the fleet was all that we needed as we went on to win by a good margin.

Our other Wellington counterparts also had their moments, a win in race seven and good steady performances meant they finished fourth overall, a gnat's breath off third.

The results of the two Wellington teams in this regatta, I believe are a positive indication of where yacht racing in Wellington is going. We all learnt a lot from this regatta and, for me, it highlighted some fundamentals of sailing both in Wellington and in Auckland competition.

Firstly, you are only as good as the people you are sailing against. Secondly, the competitive horizons we can now set ourselves have been raised substantially over the last couple of years and are limited only by what the individuals and the club as a whole want out of sailing.

The Sailing Academy as a resource was invaluable, providing an opportunity for us to approach a national regatta in a professional and structured manner. This, together with the backing of the Club and the support from the members, in spirit and financially, meant we could maximise our opportunities and our enjoyment. The challenge now is how high can we, as a club, set our sights.

Team	Skipper	Race											
		1	2	3	4	5	6	7	8	9	10	11	12
RNZYS	Davies	2	1	1	1	1	1	3	1	dnf	1	2	dns
BBYC	Turnbull	3	2	3	2	5	2	2	dsq	2	2	1	dns
RPNYC	Wright	1	6	4	5	6	5	5	2	1	4	4	dns
RPNYC	Phillips	6	3	5	4	3	6	1	4	4	3	5	dns
RAYC	Douglas	4	4	2	3	4	4	6	3	5	pms	6	dns
BYC	Boniface	5	7	6	6	2	3	4	5	3	6	7	dns
RAYC	Heenan	7	5	7	7	7	7	7	6	5	5	3	dns

SPRINTS 1996



RESULTS

Division I

1st	2nd	3rd
Race		
1 CHAIN REACTION	RED HERRING II	FLYING CIRCUS
2 CHAIN REACTION	RED HERRING II	FLYING BOAT
3 CHAIN REACTION	FLYING BOAT	RED HERRING II
4 FLYING BOAT	CHAIN REACTION	NEDAX BACKCHAT
5 CHAIN REACTION	RED HERRING II	FLYING BOAT
6 CHAIN REACTION	RED HERRING II	FLYING BOAT
7 NEDAX BACKCHAT	YOUNG NICHOLSON	CHAIN REACTION
8 FLYING BOAT	CHAIN REACTION	FLYING CIRCUS
9 CHAIN REACTION	NEDAX BACKCHAT	FLYING BOAT

Division II

Race		
1 BOBBY SHAFTO	PERIDOT	MAXHEADROOM / UNPLUGGED
2 JOINT EFFORT	UNPLUGGED	PERIDOT
3 PUTTING IT RIGHT	PERIDOT	CHARISMA II
4 MAX HEADROOM	SPECIAL FX II	CHARISMA II
5 CHARISMA II	SPECIAL FX II	UNPLUGGED
6 MARISHKA	BOBBY SHAFTO	CHARISMA II
7 BOBBY SHAFTO	MARISHKA	INNOVATOR II
8 MAX HEADROOM	SPECIAL FX II	CHARISMA II
9 MAX HEADROOM	CHARISMA II	BOBBY SHAFTO

Y88 Division

Race		
1 HEAVEN N' HELL	DRIVING FORCE	BREAKFAST
2 HEAVEN N' HELL	BREAKFAST	DRIVING FORCE
3 BREAKFAST	MEDIUM DRY	FLYING MACHINE
4 HEARTBEAT	DRIVING FORCE	HEAVEN N' HELL
5 SLINKY MALINKY	HEAVEN N' HELL	MEDIUM DRY
6 SLINKY MALINKY	BREAKFAST	MEDIUM DRY
7 DRIVING FORCE	BREAKFAST	MEDIUM DRY / HEAVEN N' HELL
8 BREAKFAST	DRIVING FORCE	HEARTBEAT
9 BREAKFAST	DRIVING FORCE	RED RUM



PHOTOS BY CHRIS COAD



RACING RESULTS

TWILIGHT TWO HANDED SERIES

1st	2nd	3rd
Race		
1 BREAKFAST	NEDAX BACKCHAT	JOINT EFFORT
2 BREAKFAST	NEDAX BACKCHAT	CHAIN REACTION
3 NEDAX BACKCHAT	BOBBY SHAFTO	CHAIN REACTION
4 BOBBY SHAFTO	WATERMARK II	BREAKFAST
5 RED HERRING II	NEDAX BACKCHAT	BOBBY SHAFTO

SPRING TWILIGHT SERIES

Race		
1 MEDIUM DRY	SPECIAL FX II	MARISHKA
2 MEDIUM DRY	MAX HEADROOM	HEAVEN N' HELL
3 MEDIUM DRY	HEAVEN N' HELL	ONE WAY
4 HEAVEN N' HELL	UNPLUGGED	DRIVING FORCE
5 DRIVING FORCE	HEAVEN N' HELL	MEDIUM DRY

AT HOME

Race		
1 PERIDOT	ENZA PLANET	CHARISMA II
2 MARANUI	ONE WAY	FLYING CIRCUS

PREMIER OFFSHORE SERIES

WELLINGTON - BROTHERS ISLAND

Race 1		
SCHIZO	MAX HEADROOM	FLYING BOAT
Race 1 - PHRF		
SCHIZO	42ND STREET	MAX HEADROOM
Race 1 - IMS		
WHISPERS II	MAX HEADROOM	SCHIZO



WELLINGTON - MANA - CHETWODE - SHIP COVE

Race 2 - PHRF		
CHAIN REACTION	WHISPERS II	42ND STREET
Race 2 - IMS		
WHISPERS II	CHAIN REACTION	FLYING BOAT

OFFSHORE SERIES

WELLINGTON - BROTHERS ISLAND

Race 1		
PERIDOT	RED HERRING II	SPECIAL FX II
Race 1 - PHRF		
PERIDOT	RED HERRING II	SPECIAL FX II

WELLINGTON - SHIP COVE

Race 2		
PERIDOT	JOINT EFFORT	CETACEA
Race 2 - PHRF		
JOINT EFFORT	PERIDOT	KOAMARU

INSHORE SERIES

Division I

Race		
1 CHAIN REACTION	FLYING BOAT	THE BUTCHER
2 FLYING BOAT	WHISPERS II	YOUNG NICHOLSON
3 CHAIN REACTION	FLYING BOAT	ENZA PLANET
4 RED HERRING II	ANDIAMO II	FLYING BOAT

Division II

1 PERIDOT	SPECIAL FX II	MAX HEADROOM
2 SPECIAL FX II	JOINT EFFORT	MAX HEADROOM
3 PERIDOT	PUTTING IT RIGHT	MAX HEADROOM
4 CHARISMA II	ERAZOR	UNPLUGGED

Y88 Division

1 RED RUM	ONE WAY	HEAVEN N' HELL
2 BREAKFAST	HEAVEN N' HELL	FLYING MACHINE
3 BREAKFAST	ONE WAY	HEAVEN N' HELL
4 BREAKFAST	SLINKY MALINKY	RED RUM

Cruising Division

1 GALIANO	MARANUI	NIRVANA
2 MARANUI	RAPIER	ENYA
3 MARANUI	GALIANO	RAPIER
4 GALIANO	RAPIER	MARANUI
5 GALIANO	RAPIER	MARANUI
6 MARANUI	GALIANO	RAPIER
7 MARANUI	GALIANO	RAPIER

INSHORE SERIES

Race

Division I PHRF

1 CHAIN REACTION	FLYING BOAT	THE BUTCHER
2 FLYING BOAT	YOUNG NICHOLSON	CHAIN REACTION
3 CHAIN REACTION	FLYING BOAT	RED HERRING II
4 RED HERRING II	FLYING BOAT	FLYING CIRCUS

Division II PHRF

1 PERIDOT	SPECIAL FX II	MAX HEADROOM
2 SPECIAL FX II	CHARISMA II	MAX HEADROOM
3 PERIDOT	SPECIAL FX II	CHARISMA II
4 CHARISMA	PERIDOT	MAX HEADROOM

Division I IMS

1 CHAIN REACTION	FLYING BOAT	WHISPERS II
2 WHISPERS II	FLYING BOAT	CHARISMA II
3 CHAIN REACTION	FLYING BOAT	ENZA PLANET

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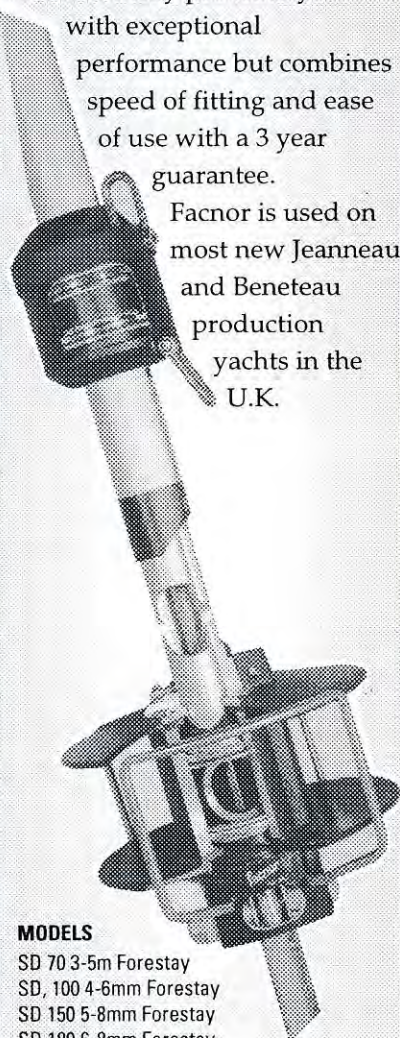
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NEW MEMBERS

We welcomed the following new members to the Club over the months September, October, November & December 1996.

MEMBER	CATEGORY	MEMBER	CATEGORY
S ATKINSON	SENIOR	R MARTIN	SENIOR
B BALLINGER	SENIOR	P MCCREDIE	SENIOR
L BERKETT	SENIOR	S MCMILLAN	SENIOR
J BRIDGMAN	SENIOR	T NICHOLSON	SENIOR
P BROW	SENIOR	C NISBET	SENIOR
W BUNNY	SENIOR	B PERRY	INTERMED
K CALLAGHAN	SENIOR	J PHILLIPS	SENIOR
R CARDIFF	SENIOR	S PRIDDLE	SENIOR
L CHAVE	COUNTRY	G QUIRKE	SENIOR
M DAVIES	COUNTRY	P RHODES	SENIOR
K DEVINE	SENIOR	D ROBERTS	SENIOR
N DICKSON	SENIOR	D SAJDL	INTERMED
A DUFF	SENIOR	Z SAJDL	SENIOR
M EAGAR	JUNIOR	A SCOTT	SENIOR
J GOFFIN	SENIOR	M SHEAN	COUNTRY
B GREER	SENIOR	B SHEAN	COUNTRY
D HANNAH	SENIOR	D SLOANE	SENIOR
P HANNS	SENIOR	H STIRLING	SENIOR
E HAYES	JUNIOR	S STREETER	SENIOR
H HORDER	SENIOR	T TAYLOR	SENIOR
M HOWARD	SENIOR	R THOMAS	SENIOR
G HUSSON	SENIOR	H TUCKETT	SENIOR
A HYATT	SENIOR	A VAN MELLE	ASSOCIATE
D IRVINE	SENIOR	J WALKER	SENIOR
C JONES	COUNTRY	G WEEKS	SENIOR
R KEENAN	COUNTRY	S WEEKS	ASSOCIATE
K LEATHER	JUNIOR	A WHITE	SENIOR
R MACANDREW	SENIOR	P WILSON	JUNIOR
		N WYLLIE	SENIOR

NEW BOATS

We welcomed the following new boat and new owners to the Club over the months September, October, November & December 1996.

YACHT	OWNER	DESIGN
CRESCENDO	J WARDLE	ASKEW 11
DISTRACTION	B GREER	FARR 1020
HIGHER GROUND	M DAVIES	ROSS 10.66
MANHATTEN	G ROWE	CHALLENGE 29
MARANGI	C & V JACKSON	HUGUET 12
PROTON	T SISSONS/ M VERBIEST	CHICO 355
REIGER	B TUCKER	WASASHOD
SHAMROCK	J BURTON	DAVIDSON 35

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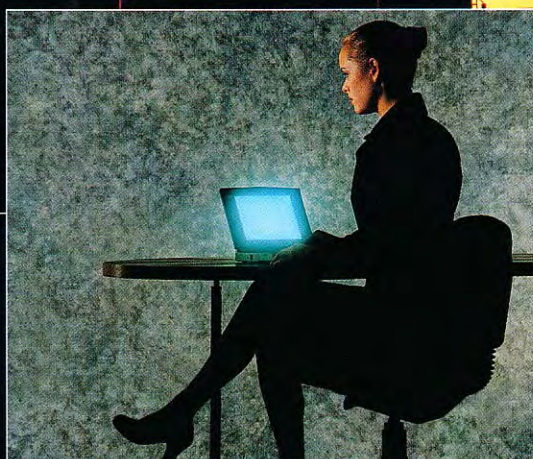
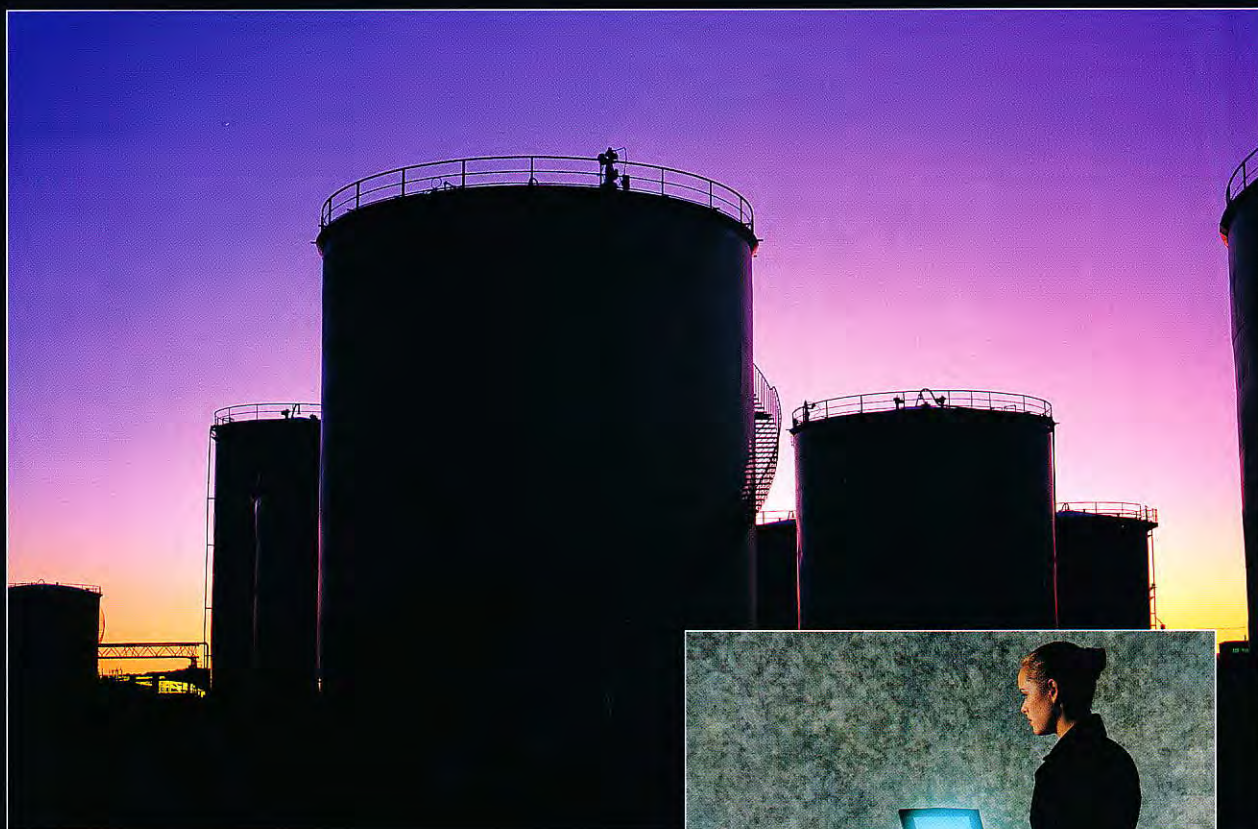


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