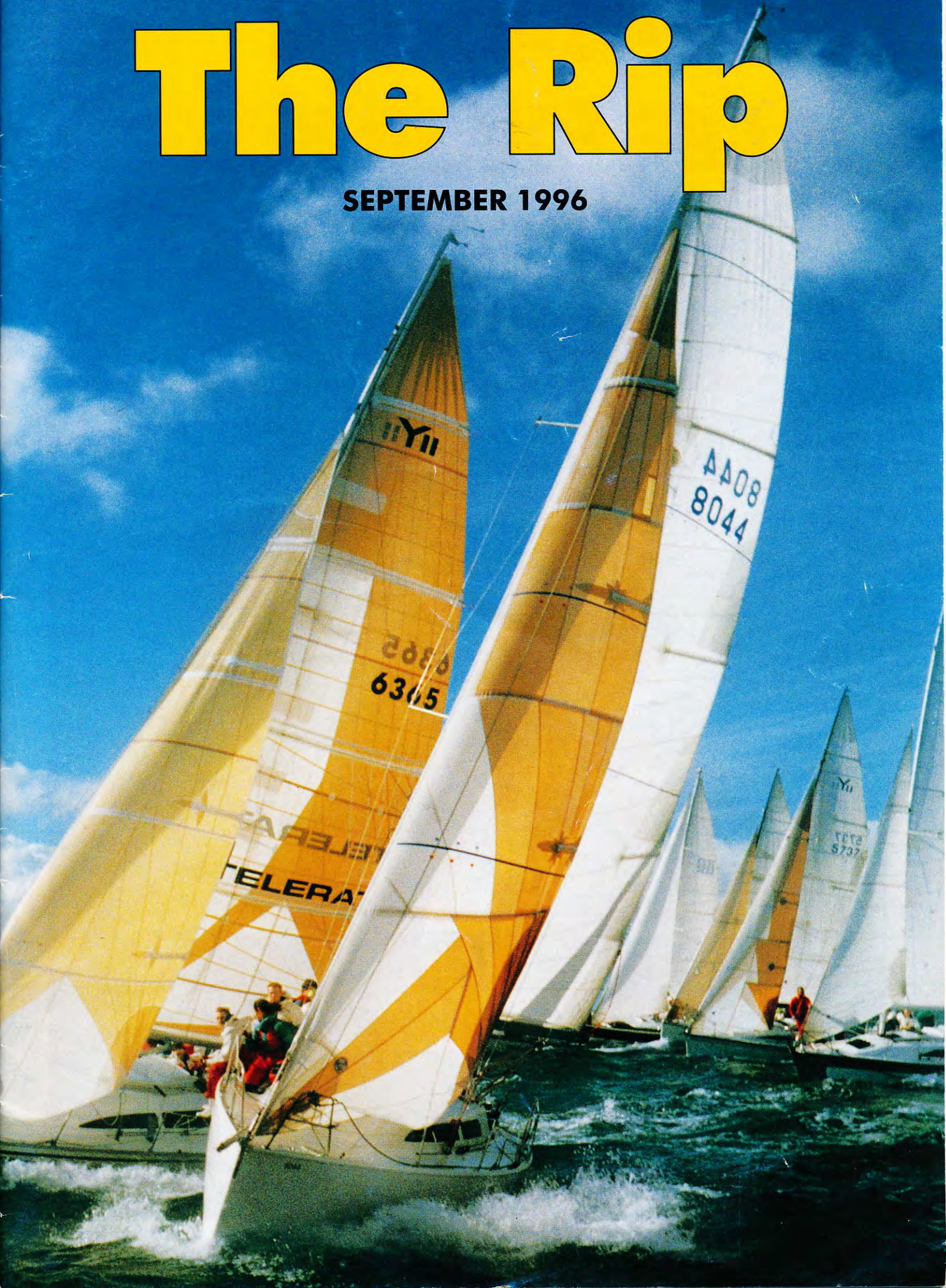


The Rip

SEPTEMBER 1996



HOW MUCH ARE YOU SINKING INTO INSURANCE?

**YOUR INSURANCE PREMIUMS MIGHT BE
SINKING YOU UNNECESSARILY**

Wilkinson Insurance Brokers offer the most
comprehensive cover on all types of
pleasurecraft, at extremely competitive rates.

**CALL US TODAY AND COMPARE
OUR PREMIUMS.**

THEY WON'T SINK YOU!



**WILKINSON INSURANCE BROKERS LIMITED
INSURANCE BROKERS AND CONSULTANTS**

THE MARINE HULL INSURANCE SPECIALISTS

**AUCKLAND
PHONE (09) 379-8932**

**WELLINGTON
PHONE (04) 499-0557**



The Rip

ISSN1171-1779
Vol. 15 No. 1
September 1996

C O N T E N T S

Correspondence	2
From the Commodore	3
From the Vice Commodore	5
From the Club Office	5
From the Rear Commodore	7
From the Sailing Academy	9
The RPNYC Membership Survey Results	11
1996 Mt Gay Rum Winter Series	13
The Man in Te Aro	15
Two thumbs up for Keelers	17
EDS - The new face behind the Corporate Race	19
1996 Champagne Breakfast	20
The Indoor Offshore Winter Olympics	23
Lessons learnt at RPNYC	24
Prizegiving 1996	25
BT Global Challenge	26
A Sticky Business	29
Birthday Celebrations	30
1996 Kenwood Cup	31
Down south with Koamaru	33
Hong Kong's Royal Dilemma	35
Explaining the IMS Measurement Process	36
New Members, Classifieds	36

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

Editor
REBECCA SMITH

Associate Editor/Layout/Typesetting/Advertising
ANDREA LLOYD

Opinions Expressed

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

Printed by Format Publishers Ltd, The Esplanade, Petone.
All correspondence should be directed to:
The RIP, P O Box 9674, Wellington

COVERPHOTO:

ARBITRAGE and GALE FORCE battling it out in the Mt Gay Rum Winter Series.

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

		Work Telephone
Commodore:	A Stewart	384-5747
Vice Commodore:	C Clark	478-4149
Rear Commodore:	C Kraus	494-8758
Honorary Treasurer:	T Chamberlain	025 837-177
Cruising Captain:	Vacant	
Honorary Racing Secretary:	P Millar	385-3343
Honorary House Secretary:	J Muir	385-7934
Committee Members:	J Benton	474-4470
	K Burt	237-2811
	R Cowley	472-1677
NZYF KORC Delegate:	G Hargreaves	387-2647
WYA Delegates:	P Carrad	472-6161
	G Hargreaves	387-2647
General Manager:	M Piper	384-8700 (H) 475-4298
Assistant Secretary:	A Lloyd	384-8700 (H) 562-7740
Admin Assistant:	L Porteous	384-8700 (H) 388-5250
Slipmaster:	G Nimmo	(H) 386-3506 025 495-651
TE ARO Boatmaster	R Telford	(H) 388-8695 025 456-413

OFFICE HOURS

Monday - Friday	9.00 am - 5.00 pm
Saturday	9.00 am - 12.00 pm
Only between Sept (Opening Day) and April (Commodore's Trophy Race)	
Phone: 384-8700	Fax: 385-1603

WARDROOM HOURS

Wednesday, Thursday	5.00 pm - 8.00 pm
Friday	4.30 pm - 11.00 pm
Saturday	12.00 pm - 10.00 pm
Sunday	4.00 pm - 8.00 pm
Public Holidays	4.00 pm - 8.00 pm
Phone: 384-3091	

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

RPNYC SAILING ACADEMY

Phone:	382-8152
Coach M Boswell:	(H) 382-9634, 025-452-513
Facsimile:	382-8631

KEELERS RESTAURANT HOURS

Monday - Thursday:	Lunch only
Friday:	Lunch/Dinner
Reservations, Phone:	385-6963 (Other times by arrangement)

CORRESPONDENCE

Dear Commodore

As you will be aware, Worser Bay Boating Club and RPNYC have had a special relationship over a number of years. I feel that it is appropriate at the conclusion of a highly successful season to formally thank RPNYC for their help and support.

The major benefit this year, without doubt, has been the Sailing Academy's efforts in running a highly successful "learn to sail" programme. The course content, instructor's abilities, and the real enthusiasm by all Academy staff has been very important in furthering our aims to promote yachting in Wellington.

It is important that the promotion of yachting be undertaken and while this has been carried out for us on a commercial basis, it could not have occurred without RPNYC's support and the professional attitude of the Academy staff.

The Hebtro Trophy was once again a highly successful day, even if the weather was marginal! The \$10,000 raised is directed back into various sail training programmes both for members and non-members. The response by the yacht owners is much appreciated. Please pass on my thanks to all involved.

JAMIE MCDOWELL
COMMODORE, WORSER BAY BOATING CLUB

CHAMPAGNE BREAKFAST

Seldom have I laughed so much on a Sunday morning!

That was a great function - the food was good, the booze plentiful, the music just right and the entertainers so funny. And it didn't cost a bomb!

We at the WHISPERS II table thoroughly enjoyed ourselves.

Thank you and congratulations to you and your committee. Please reserve our table for next year!

LINDSAY ENGLAND

DID YOU KNOW...

This ain't no boatin' accident... US Coast Guard reports that the majority of male drowning victims who are plucked from the oceans have their trouser flies open. Why? Because they fall overboard while urinating over the transom. Remember, keep one hand on the rail at all times.

AHOY YACHTING ENTHUSIASTS!

A reminder that entries are being called for the historic Steinlager Ocean Race Series in Gisborne later this year.

The Boxing Day event, started simultaneously in both Wellington and Auckland, is fast becoming THE event to be part of ... and the good news is that even the family can enjoy their visit to Gisborne.

The concept of this race is unique to the Gisborne Yacht Club, with yachts from both Wellington and Auckland covering nearly identical distances. (260 nautical miles from Wellington and 265 from Auckland).

The Steinlager Ocean Series also gives Auckland and Wellington fleets the chance to pitch their skills against each other - something usually only reserved for the hallowed few!

Fleets from Auckland and Wellington arrive within hours of each other, and are greeted with hospitality and friendliness that can only be found on the East Coast.

The whole community rallies around the visiting crews, happy to help in any way possible ... the business community is also on hand to offer assistance. Port Gisborne's delightful harbour basin, situated alongside cafes, restaurants, bars and boutique stores, is just minutes walk from the city centre. All yachts are moored in the basin making for a festive party atmosphere to be enjoyed by all, with official parties planned for every night. Spectators can also easily view the racing yachts from a safe distance.

In addition to the main races that bring series participants to Gisborne, there are two other big races for crews to take part in - The Harvest Wines Classic Race on December 30, and the Black Heart Rum Bay Race on December 31, both of which are run over Olympic-type courses.

Sponsors product is sure to please even the gruffest old sea dog!

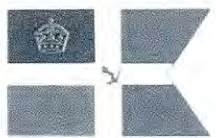
As part of the build up to the Year 2000 the Gisborne Yacht Club is encouraging all skippers and owners to enter the series. This will ensure entry to the celebrated event that will see in the new millennium in the first city to see the rays of the virgin dawn.

Only a limited number of entries will be allowed into the 1999 race series, and preference will be given to those who have competed in it before.

So, rally up the troops and let's see if this can't be a record-breaking year for the series. The prize money is excellent, the race is a blast and what family in their right mind would turn down a holiday in a city where the sun never stops shining!

We look forward to seeing you at the Gisborne Yacht Club for the only event to be seen at to round off 1996 with a bang!

DIANA DOBSON
GISBORNE YACHT CLUB INC



COMMODORE'S REPORT



With the Olympics now history for another four years my advice to all members is start saving now for the year 2000. I'm sure you'll all wish to attend both the Games and the America's Cup in that year with both these events being so close to home.

Whether as a result of forethought or on an impulse, as interest and excitement grows, I am sure there will be a considerable number of RPNYC members who will be at both events.

Wouldn't it be great if we were following the fortunes of one or more of our members sailing in each of those events. There seems to me to be absolutely no reason why we shouldn't. A considerable number of those partaking in the San Diego America's Cup series spent their formative years sailing out of the Wellington area and, whilst there weren't too many in Savannah who we could claim as our own, at past Olympics there have been.

The lack of direct representation by RPNYC people, in either event, is not in any way due to a lack of facilities to provide aspirants with the back up and coaching which is required to obtain the standard for selection.

For America's Cup, it helps considerably if the potential crew aspirants have the ability to sail two or three times a week in competitive local fleets. With our Sailing Academy we have the facility, the people, and the potential to provide those aspiring to the highest goals with considerable backing and input. And this can be done, I believe, at no added costs to members or in any way diverging from our original main objective of introducing new participants to the sport of yachting and promoting established club members to regional and national honours.

With some three to four years of experience behind the running of the Academy and under the guidance of Mike Boswell, we have gained, with the backing of the Advisory Group, a very professional organisation. Our Sailing Academy has proven it can administer and run coaching for and on behalf of affiliated clubs in the wider Wellington region.

It makes sense that by working with Yachting New Zealand, the Academy can facilitate coaching programmes in our region. We have done this successfully in terms of results, client satisfaction (see letter from Jamie McDowell, Commodore Worsley Bay published in this issue) and financially.

We have a facility which is used to capacity on some occasions. It has already shown considerable potential, which can be further developed, to work on a regional basis for what must surely be the common goal of local yacht clubs. That is, to get more people, and in particular budding stars, on to the water and keep them there.

We should focus on one organisation, based as it is in the heart of Wellington, clearly visible to hundreds and thousands of potential clients and run by full-time, highly

skilled (did you know Mike Boswell has a marketing degree from Massey as well as being a nationally rated coach and certified electrician to boot) coaches.

The potential for our Academy to gain funding and sponsorships for budding sailors from within the Wellington region must be better than the somewhat random and uncoordinated current soirees to the Hillary Commission, Sports Foundation and those sponsors who require top performance before commitment.

In so many sports these days the dollars are available at the top but don't necessarily filter beyond the tall daffodils. Often this is because the ground hasn't been prepared, not because the funds aren't available. Charity in sport is long gone but I believe those who rely on the sport at the top level, for the promotion of products and services, (and that includes Government and government agencies) are fully aware of the publicity "success in sports" provides both offshore and in New Zealand. However they may need to be reminded that without fertilising the grass the daffodils will be very exposed. However, enough gardening.....?

I started by suggesting to members they should save for the Olympics 2000 and America's Cup in that year. When I put my name forward to stand as Commodore I was told by a number of members your Executive needed to think more of intrinsic matters and less of extrinsic ones. Why not combine both and get the maximum benefit - have a Wellington based yachtie in the Sydney Olympics 2000 and on Black Magic. That will ensure you enjoy those events even more. Save money by honing your crew to become super efficient, and not drop spinnakers in the water or lose sail bags over the side or hit other boats, by getting the Academy involved in your training. Insist you will drop crew members who haven't passed an advanced skills course and persuade those at other clubs to use our Academy to run their Learn to Sail and advanced courses for a modest fee. And, of course, save money by fully utilising the "mates rates" in the Wardroom bar. You see, it is a win-win situation.

See you in the Spring (even if you're not a daffodil).

ARTHUR STEWART

YACHT & ARCHITECTURAL RIGGING & MAINTENANCE

DUFFY YACHT & RIGGING

Chaffers Marina, P O Box 12284, Wellington. Phone/Fax 04 384-1011. Mobile 025 458-471

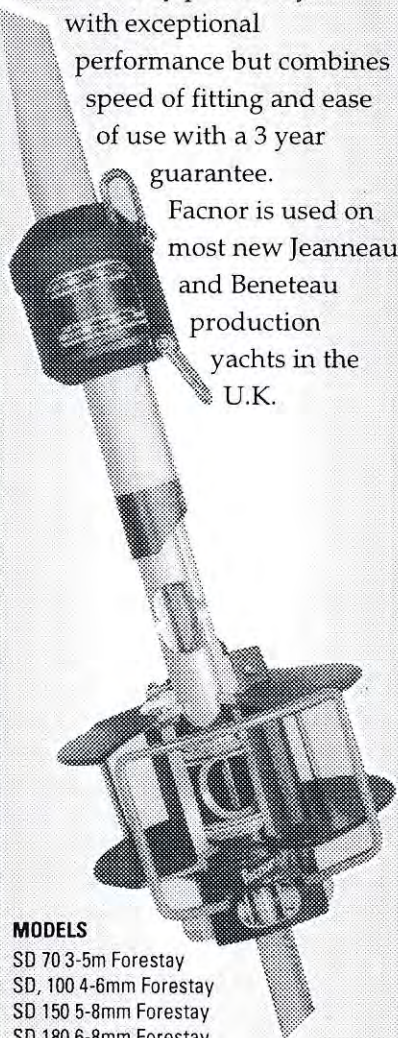
SAILING MADE EASY

facnor

THE JIB FURLING AND REEFING SYSTEM

A cost effective furling system that not only provides you with exceptional performance but combines speed of fitting and ease of use with a 3 year guarantee.

Facnor is used on most new Jeanneau and Beneteau production yachts in the U.K.



MODELS

SD 70 3-5m Forestay
SD, 100 4-6mm Forestay
SD 150 5-8mm Forestay
SD 180 6-8mm Forestay
SD200 8-10mm Forestay
SD260 10-12mm Forestay
SD290 12-14mm Forestay

For more information on
Facnor phone or write to:

KIWI YACHTING

C O N S U L T A N T S

Distributors of Quality Marine Fittings
Ph 0-9-360 0300, Fax 0-9-360 0302
P.O. Box 90114,
Auckland Mail Centre



prestige
OFFICE SUPPLIES LTD

148 Riddiford Street,
Wellington
Phone (04) 389-4078

- ▼ STATIONERY
- ▼ RUBBER STAMPS
- ▼ PHOTOCOPYING
- ▼ PRINTING
- ▼ WEDDING INVITATIONS



P & A BALLINGER ELECTRICAL LTD

*For all your electrical
requirements*

Registered Electrician
Phone: 04 471-5442
After Hours: 04 388-3281



VICE COMMODORE'S REPORT



The Mount Gay Barbados Rum Winter Series was very successful with all races completed as scheduled. The weather was at the lighter end of the scale and produced some very close finishes, with the Young 88 fleet dominating results. It really is great to see a growing fleet of these boats which produce such close, exciting racing.

The Sailing Committee has confirmed the new season's programme. The highlights are:

- 15 Sprint Races with 3 scheduled each race day
- 12 Races for the Cruising Yacht Division with a range of new harbour courses
- 6 Premier Offshore Races accompanied by 4 shorter Offshore Races
- A Spring and Autumn Women's Series.

We look forward to another full and exciting sailing season this year. There are a number of new boats on the harbour namely: ANDIAMO alias MANDATE, a Davidson 55 acquired from Sydney by Andrew and Pip Taylor. Andrew Taylor cleaned up the Premier Offshore Series last year and we look forward to him leading the fleet this year. MEDIUM DRY, another competitive Young 88, is owned by Treena Marr and Ross Martin. Treena is a graduate of the Sailing Academy and a member of the Women's Squad and Ross is currently honing new found skills, picked up during the Lowry Bay Winter Series. Another new boat joining us will be MANHATTAN, a Challenge 29 owned by Graham Rowe.

This year, I would like to make an effort to involve more Academy graduates in racing on our boats. I would like all skippers to make an effort by contacting me and advising their crew requirements. In conjunction with the

Sailing Academy, we will then arrange and brief suitable crew.

Race sponsorship is proving to be a difficult task this year. Business confidence is down and, with the uncertainties of the October Election, we could not have picked a tougher time to begin. However we are following some promising leads and we will keep you posted.

The BT Global Challenge will be in Wellington late this year and we look forward to hosting these crews at our Club. We have set aside the BT Pat Thompson Memorial Trophy Race as an opportunity to take the sponsors out on our great harbour.

We really would like to hear from people who are keen to learn race management skills. Pauline Edwards will lead the start box crew this year as Principal Race Officer. She will take over from Linda Murray who, for the last 14 or more years, has given unfailingly of her time and energy to ensure that our days result in a finish.

The sailing committee is busy with arrangements for the new season. Shaun Sheldrake, our Buoy Steward, is working with Ross Telford to ensure that all buoys will stay on station this year. Tony Philips is arranging the selection regatta for the National Keelboat Championships, while Pat Millar, our able and attentive Racing Secretary, has just completed the detailed task of writing the programme and sailing instructions for the Almanac. The rest of the committee are working hard to ensure that we have another great season on the water.

CHARLES CLARK

CLUB OFFICE REPORT

SUBSCRIPTIONS

Subscriptions are now overdue and this will be the last issue of The RIP for those who have not paid. I am sure you all will agree this issue makes great reading.

To those who don't pay their sub, but are regular crew and users of the Club's facilities, I think you should be ashamed that you will effectively let others pay for your enjoyment and participation.

THE RIP

I would like to thank Andrea Lloyd and Rebecca Smith for their efforts in publishing this magazine. Andrea has also produced the Almanac at the same time and I am sure you'll agree the standard is very high.

WARDROOM

With the new season approaching, Lyn Rogers and her team are ready for some fun and busy times.

We have a new range of food available so give the new service a go and please let us know if you have some preferences. I would like to point out that the Wardroom is open for members quite frequently but if it is not used then we may need to review our opening hours.

Sky TV is now available and there was a good crowd for the recent test matches. We will endeavour to be open for big events and these will be advertised in the Wardroom.



Continued on page 7...

BISHOP and TREWICK (WN) LTD

Agents for

BEP marine electronic charging system regulators

Koden Equipment

Navico & Lighting Accessories

**AUTO & MARINE
ELECTRICAL**
Batteries,
12/24 Volt Service etc

"We are the specialists"

**63 Martin Square
Tel: 385-8965, P O Box 367
WELLINGTON**

WELLINGTON PROVEDORING

CO. LTD



Premium foul weather gear ex U.K. - Inshore, Coastal, Offshore and Ocean - harnesses & manual/auto inflators & gear bags.



Principal Agents in the Port of Wellington - NZ - Aust - B.A. - Charts & Nautical Publications books and instruments.



Antifoulings - Marine Paints - epoxy glue fillers & resins - Polyester resins - shaft & hull anodes - paint brushes, rollers etc.



Cummins Marine Engines, Twin Disc transmissions, Fleetguard Filters & Water treatments - Valvoline oils.



Yacht braids & Cordage - Polyester - Spectra - Vectran
Nylon & Polypropylene mooring & anchor ropes.

Shed 1 Seaview via Waterman Street

Tel: 04 568-5858

Fax: 04 568-3295

MEMBERSHIP CARDS

Some of you may have tried our new Prepaid Callcard membership card. Technology did not allow us to provide names but we will be working to improve the card next year. Meanwhile if you have some ideas of what you would like to have on the card please let me know.

EDS CORPORATE YACHT RACE

This is going to be a great event this year, with EDS providing great marketing support to promote the event. This year the after-match function will be held at the Club with a special extended Clubhouse created for the event. This one is not to be missed!

BT GLOBAL CHALLENGE

Finally, we have a bit more information available for this event. There will be some functions held at the Club and we will be encouraging the visiting Skippers and crews to visit the Club as often as possible.

Wellington will be an exciting place to be during the Stopover so encourage your friends and family to visit

Wellington and have the chance to talk to our visitors, who I'm sure will have some great tales to tell.

SURVEY

We have the results published in this issue and my thanks to Peter Dale for spending many hours collating and interpreting the data. Surveys such as these only confirm what we all know - it is difficult to please all of the people all of the time. It has taken a long time to get to this stage but we will answer direct questions in due course.

OPENING DAY

To be held on 21 September 1996 with the Chief Commissioner of Police, Peter Doone, doing the honours. I am sure it will be a great day and a fitting start to an interesting and exciting season.

MIKE PIPER
GENERAL MANAGER



REAR COMMODORE'S REPORT

Well, here we are in the second year of taking on the task of organising your life at the Club. As we're not new at the job now, we can't use the excuse that "we don't know what we're doing" anymore. However, we learnt a lot from the past year, and intend to make this year even better at the club social scene.

HOUSE COMMITTEE

First of all, the 1996-97 House Committee: We have Jeannine Muir (House Secretary), Jeremy Bradley, and Andrew Spencer returning for another year (and no, I didn't have to get them drunk to get them to agree to stay on). This year we have decided to spread the workload a bit more, and have added three new House Committee members - Edmund Tam (from Nedax - that boat will be controlling the waters soon), Paul Barker (from Whispers II), and Shelley Moir (on a variety of boats). Having hooked

them into agreeing to being on the committee, we have wasted no time in getting onto things.

BT CHALLENGE

The BT Challenge Race stopover will be in Wellington from around 28 December 1996 to 9 February 1997. RPNYC will be hosting the "Welcome to Wellington" on Sunday, 5 January, so we hope that you, the members, will help make the visitors welcome. While RPNYC isn't the only host for the yachties, we do intend on having the Club open for all sorts of things (such as model boat racing, videos for hire, dyo barbeques, etc) over that time period, and we hope that you, the Members will make use of the facilities as well as the BT Challenge crew. You'll be getting more details on what's happening as we get nearer to the date.

UPCOMING CLUB EVENTS

Opening Day is 21 September, and will follow a similar format to last year, with a barbeque after the Opening Day race (free to members, non-members \$5).

Picnic at Sommes Island (at this stage planned for Sunday, 24 November, details will be made available soon).

As you should see in the flier attached to this RIP, we have pretty near got the entire social year mapped out, with room, of course, for minor alterations as needed. The most important part of the social life at the club is you, the members, participating in the events.

COLETTE KRAUS





New Zealand wide
SALES & SERVICE
VALUATIONS
INSURANCE
FREE APPRAISALS

Yacht and Launch Brokers & Valuers

See us first for the largest selection of listings in the Wellington - Picton - Nelson area and selected vessels throughout New Zealand.

For Professional attention contact

PHILL WEEKS
025 509 785
(A/hours 04 477 4247)

GRANT AIKMAN
025 426 175
(A/hours 04 569 6394)

Commercial & Fishing Boat enquiries
BILL BRAMBLEBY
(A/hours 388 9740)

CAPITAL MARINE BROKERS

Chaffers Marina, Herd Street
P O Box 9785, Te Aro
WELLINGTON

Telephone: 385 7033
Facsimile: 385 7479

LITTLE SHIP'S SERVICES LTD **458 EVANS BAY PARADE** **WELLINGTON**

Telephone 386-2407



CONSULT US WHEN BUILDING,
FITTING OUT, REPAIRING OR
MAINTAINING YACHTS AND
LAUNCHES OF ALL SIZES

Wellington Agents for:

Mitsubishi and Autoflug Liferrafts
and Bukh

NIKON BINOCULARS

STUNNING NEW RANGE!

ACTION SERIES

7X35... \$210.00
8X40... \$239.00
10X50... \$295.00
12X50... \$320.00



7X50 Marine due in soon

All models rubber coated, complete with
case and 5-year warranty.

NOW AVAILABLE AT

PHOTO & CAMERA

11 Courtenay Place, Wellington
(next to McDonalds)
Phone 384-7036

SAILING ACADEMY REPORT



ON BOARD COACHING

It is good to see some crews recognising the benefits of the above service in improving your on-the-water performance. We already have advance bookings for four crews who want to get some input with their own crew on their own boat. The time and cost investment is relatively small in comparison to the performance benefits that can be achieved. So if you are interested in hearing more about how this service can improve your team's results, give the Academy a call.

PLOTTING A COURSE FOR THE FUTURE

As part of the Club's planning process, the Academy is also currently involved in the exercise of documenting our future direction and, more importantly, how we plan on getting there. For those of you who have had experience in strategic planning you will no doubt be aware the exercise is not a two minute job. However the benefits are certainly worth the investment of time. While extremely pleased with what we have achieved over the last three years, we believe that it is always possible to improve. Therefore, if anyone feels they have some good ideas or wish to have any input, please give us a call.

1996 RULES SEMINARS

These free annual seminars are this year planned for the first two Monday nights in October (7th and 14th). Further details will be posted closer to the time on the Academy noticeboard in the Wardroom. They are planned to coincide with the two weekends of sprint racing where a sound knowledge of the rules not only improves your tactics but is essential for preventing costly collisions.

COACH'S COMMENT - GEAR FAILURE COSTS!

This issue is one I have some recent personal experience with and is, for many boats an unjustifiably low priority. As we approach another summer season of intensive sailing I think it is an appropriate time to consider the topic of boat maintenance. The costs can be both in performance and dollars. They can range from relatively minor frustration with a clutch not working properly, to major disasters such as rig failure, which result in the ultimate performance loss and major dollars.

Unfortunately, many failures are extremely hard to prevent even with the most intensive maintenance programme. What, however, has always seemed ironic to me is the attitude of some sailors that all failures have nothing to do

with them. In my book, most cases are not an acceptable excuse for poor performance as maintaining the boat's equipment is just another component of the yacht racing mix. If anyone wants a good example of a well maintained yacht you need to look no further than JET. The reason is because of the attention to detail that Hugh Poole has devoted to maintenance.

From a boat ownership position, having to ensure the training boats are able to be sailed six or seven days a week means everything must be maintained in top condition. You cannot let things slip behind, as minor problems can become major very quickly. We are lucky enough to have Ross Telford keeping on top of things and like Hugh, he will confirm it is time consuming. The result though is boats that are a pleasure to sail.

Having an opportunity to sail on various boats it amazes me the number of systems that simply do not work because of the equipment being used. Compromises become common place and as crew frustration increases, things become harder to do than they should be. Systems should be simple but effective.

A recent look (of mine) aboard the newly launched Maxi, Falcon 2000 showed a very basic and clean layout that is user friendly and has less equipment than many boats half its size. For RPNYC yachts you may like to consider that a small investment in time and money is likely to result in preventing future major costs in dollars and performance.



Scott Laurenson Paint Panel & Marine Ltd.

Greta Point location
Telephone: 386-2542
P O Box 1102
Wellington

SERVICES INCLUDE:

- SPRAY PAINTING
- PANEL BEATING
- INSURANCE CLAIMS
- FIBRE GLASS REPAIRS
- MARINE COATINGS
- COLOUR MATCHING
- PLASTIC WELDING

MARINE REFRIGERATION SERVICES

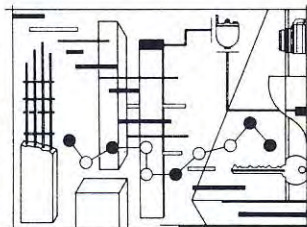
P. O. BOX 14-108
WELLINGTON

FRIDGE FREEZER INSTALLATION SPECIALISTS

Repairs & Maintenance

Tel (04) 388-7205 (private)
Mobile 025 438-572

S C A L A M A R I N E S E R V I C E S



We offer facilities management for the boat owner who neither has the time nor the inclination to look after his or her Yacht or Launch. Our services include regular visits, status reporting, advice on the management of repairs and or alterations. For work to your vessel we utilise local contractors who are an expert in their particular field. We will ensure that all work requested is done properly as well as on time and within budget restraints. We can also organise cleaning and if wanted 'stock up the tub'. In short we offer a complete management package, and you will find that our rates or fixed price packages are attractive and very reasonably priced.

Also if for any reason you wish to sell your vessel or are thinking of upgrading, we represent Terry Needham of OSRAMS MARINE Brokerage Auckland who have contacts nationwide which will give you the best exposure in the market place.

If you are interested, please contact:

Arend Jongh

SCALA MARINE SERVICES

Telephone: 04 499-3363

Facsimile: 04 499-3242

Mobile: 021 436-644

After/Hours: 04 235-5500

HOW WE SEE OURSELVES

THE RPNYC MEMBERSHIP SURVEY 1996

By Peter Dale

The purpose of the membership survey was to find out what our members want from our club. It looks for patterns and trends rather than scientific details, and was entirely confidential. A significant number also took the time to provide very thoughtful and thought provoking comments. These were extremely informative and some would make good discussion pieces for The Rip. In my experience such comments are often a chance to get rid of a bit of steam. However, there were just as many positive comments as negative.

Questionnaires were completed by 214 members, plus another 25 or so that came a bit too late for inclusion. Men accounted for 79% and women 21%. Apart from a small group of about nine women, who have been members for 1-5 years, and are rather disaffected, it was remarkable that women's and men's responses were very similar throughout the survey.

A third of respondents were senior members. Half of the members chose racing as their main reason for membership, with 38% for cruising or social purposes. Most racing members also ticked social and cruising as well, indicating the side social value of membership of our club. Half had been members for 10-14 years, and another quarter for 5-9 years. This appears to mirror our whole membership structure.

We don't visit our club very often on the whole, with over half visiting only 'sometimes' in both winter and summer. There is a message here about how we entertain members, as it appears most members are prepared to visit the club more frequently.

We like the way our club looks and its 'ambience' (86% satisfied or better), with nobody being particularly cheesed off. More than 70% think the club is well maintained, but 67% are not too happy (or worse) about the ventilation. We like the washrooms, some men being even very happy indeed!

The smoking issue was interesting. Most of those 'worse-than-happy' about the ventilation, wanted no smoking as well, which stands to reason. In the end 37% want no smoking areas, yet 33% want it left as it is. The fence-sitters amounted to another 20%. Personally I think smokers should not be allowed to exhale, but this matter should be investigated further before the racing season starts, as a significant proportion of 'infrequent visitors who were willing to visit more often', saw ventilation and smoking as an issue.

After-race functions were thought to be satisfactory or better for half of us, but nearly 30% weren't too happy at all. Similarly, half thought the bar service and ambience were fine, but a significant number did not and, these two matters being related, should be carefully thought through. Virtually no-one liked the food. I suspect that things have changed in this area recently as the bar seems to welcome a lot more members lately. But a majority thought the

prices were good value or better.

Well, what about improving the situation? Not so easy it appears. Want some light entertainment? "No way!" said 40%. "Well maybe", said another 43% suspiciously. "Some light meals then?" "No way!" said 17%. "I'd go for that" said 25%. "Well maybe" said the maybees, who were nearly all men, 10 years-plus members. Tried any of Lyn's pies yet fellas?

We like club social events with 73% attending at least a few, with no clear preference about timing or days of the week. But only just half attended at least one club-week function, which bears looking into.

What about the Champagne Breakfast? "Every year" said 30%. "Every two years", said 42%. Which means that 72% want them anyway. Two members of long-standing (20 years plus) want them twice a month, and by his hand writing one could just be a life member who is showing us the way here!

Of the members who attended rules seminars, most are satisfied. But the Academy comes in for a fair bit of stick. "We're happy", said 38%. "We're not!" said nearly thirty percent and proceeded to say why in no uncertain terms on the back page. These should be looked over very carefully as there are very thoughtful and considered comments in them.

The Rip and the Almanac are great, we say, but we are miffed over publicity about the club. (Obvious really, as our greatest publicist Doughy Telford makes his Newstalk ZB Broadcasts while the club is busy racing.)

We think our management team is just great (70% plus). As someone who has quite a bit to do with clubs throughout New Zealand, your researcher can only agree with them. (He did not, however, fill out a form). A group of nine block-voted their distinct unhappiness against the stream.

So, what do we think of our club overall? "Better or best in Wellington" says 61%. "The pits!" say 4%. Well over half think we compare very well against all sports clubs, with a further 30% not sure, which reflects a national situation where 30% of club members are members of one club only. We are divided over value for money from subscriptions, which is worrying. I will run some more cross-tabulations to see if we can identify any patterns here, but clearly value for money is more important an issue than the price of subscription. A significant number of women members and a large number of men of long standing membership are cheesed off about this.

More than half are unhappy about Keelers, 31% being very displeased indeed. Prices were beyond what many members wanted to pay. "I like it" say 29%. (I personally love it). The response is interesting as are the back page comments, because nearly half the members believe that

Continue over page ...

Keelers is a top Wellington restaurant. More food for thought here for the Executive Committee.

There were a number of questions asked on behalf of the Racing Committee. Unfortunately 70% of the respondents didn't give their views on this section, which makes results unreliable, except to say that most who did respond were happy with the way things are, including our beloved handicapper (grease, grease). I will discuss the findings with Vice Commodore Charles Clark (whose handicap I have always thought should be looked at very carefully indeed!).

SUMMARY

Overall this survey has been a very useful indicator of general satisfaction with our club. We would like to see some changes to the Wardroom, and club functions. There are some issues to take action on, namely smoking areas, subscription value, publicity, the Academy and Keelers. This is especially the case amongst members of long standing, many of whom feel a bit left out. On the other hand we report good to great management by Mike and his team, and most results show high levels of satisfaction.

Add to this 'social acceptance factor', which is jargon for 'those who have no problems won't reply' and we have a good set of relatively unscientific results that nevertheless portray good results for a sports club with such a large and diverse membership. It was fun!



HOWARD



MATERIAL



HANDLING

26 Seaview Road, P O Box 30-512
(1500m from Seaview Marina)

LOWER HUTT

Phone 04 568-5889 Fax 04 568-9639

Suppliers of:

- Yacht Braid
- Nylon/Poly laid ropes
- Wire rigging/splicing
- Mooring chain, Anodes
- Stainless fittings
- Fishing nets, etc
- Anchors, Buoys
- Fenders, Floats
- Life Jackets
- Resamax Epoxy Systems

OPEN

Saturday morning 9.00 am - 12.00 pm

Monday - Friday 8.00 am - 5.00 pm



EXCITING
WINCH
TECHNOLOGY
FROM
GERMANY



What benefits do Setamar ST-R winches offer the user?



- ✓ Greater safety
- ✓ Quicker handling
- ✓ Simpler operation
- ✓ Fingertip control



Recently introduced to the New Zealand Market High quality handmade oil lamps and candlesticks

We also stock a full range of survival equipment

RFD STOCKISTS:

WELLINGTON - 3B/33 Kaiwharawhara Rd, Box 2432, Wgtn
Phone 04 499-9179, Fax 04 499-8749

AUCKLAND - 30 Hargreaves St, Box 2386, Akld
Phone 09 373-2019, Fax 09 307-1012

CHRISTCHURCH - 480 Tuam St, Box 10-020, Chch
Phone 03 389-2117, Fax 03 389-1043

NELSON - 3 Duncan St, Box 946, Port Nelson
Phone/Fax 03 548 2996

1996 MT GAY RUM WINTER SERIES

By Shaun Sheldrake

The Mt Gay Rum Winter Series has been and gone for another year. Again this series can only be classed as an outstanding success for both sailors and sponsors alike. We can expect next season's Mt Gay Rum Winter Series to grow further with Glen-garry's having re affirmed their support.

The fleet for Division A and B numbered 39 but this would grow to 47 by the series completion.

We saw some new boats completing this series, Marty Harris and Steve Hogg putting a formidable team together to sail HOLIDAYMAKERS. For the first time in recent history, an all female crew sailed in the open fleet with Treena Marr and crew sailing her recently purchased Young 88 MEDIUM DRY.

June 9th saw Race 1 start with an indication of how competitive the series would be, division A having three general recalls before getting everybody away cleanly.

The first 10 yachts on corrected time finished this race within two and a half minutes, being led by Joe Porebski on the Young 88, BREAKFAST. This was to be the first of many well sailed races for BREAKFAST, a 6th being their worst race and so comfortably winning the series.

A similar performance was seen at the front of the Trailer Yacht Division. Andy McCullam sailing VOODOO won the first race and continued to dominate the fleet through Races 2, 3 and 4. Andy and crew finished the series a comfortable 30 points clear of their rivals.

Our Race Officer was Brian Jaspers (otherwise known as 'Jazz') who was ably assisted by the regular start box crew of Annie Carrad, Carol Calkoen and Pauline Edwards.



BREAKFAST doing their sponsor's proud and sailing away from the fleet.



DRIVING FORCE giving Silicon Graphics great exposure.

They deserve special mention for their efforts on Race 2, managing to lay a true course in an easterly. Well done and thanks for an excellent series.

The lighter breeze for Race 2 saw STRUCTURAL ANALYSIS racing at the front of the fleet and achieving a well deserved fourth place.

Race 3 saw a continuation of the battle for Line Honours between CHAIN REACTION and NEDAX BACKCHAT. This result was only decided on the last Race by 1.25 points after taking turn-about at getting the 'gunsmoke' throughout the series. The points table again closed up near the top as both STUNNED MULLET and RED HERRING performed well in the breeze, achieving a 1st and 3rd respectively.

The Action just kept getting closer in Race 4, this time 3

boats were seen lined up abreast of one another at the final mark (this was after five previous lead changes). The winning margin was a tough call for the race officials, deciding on only 1 second. The stand-out performers though for this race were RED RUM and YOUNG NICHOLSON. Both yachts have some new sails on board and are obviously coming to grips with them. RED RUM taking 2nd Place and YOUNG NICHOLSON 3rd Place.

Race 5 arrived, time for the final placings to be decided and the breeze arrived also. An action - packed race kept a few crews in recovery mode. Commiserations to



MAX HEADROOM could only be described as 'fully powered up'.



HOLIDAYMAKERS fully powered up and trucking to windward.

both **LEGACY II** (who were leading Div B at the time) and **UNPLUGGED** for the loss of their recently departed masts. **PERIDOT** also suffered the might of the elements, breaking a boom.

As expected when all was calculated, the points were very close. **BREAKFAST** having won the series after Race 4, had a break of 9.5 points from second, but there were only 5 points separating 2nd and 7th. A very consistent series by **FLYING BOAT** gave them 2nd, just clear of **CHAIN REACTION** in 3rd place.

Well with a series like that, 5 races, 47 boats, 3 general recalls, 1 rudder, half a dozen protests, 1 boom and 2



Close Action, **GALE FORCE** at the bottom mark. Another new boat in back ground, Andrew Taylor's **MANDATE**.

masts, (that I know of) just as well we have a great summer's racing ahead to get us through to the 1997 Mt Gay Rum Winter Series.

See you there!

MT GAY WINTER SERIES RESULTS

KEELERS

1st **BREAKFAST**
2nd **FLYING BOAT**
3rd **CHAIN REACTION**

TRAILERS

VOODOO
FRIVILIOUS FISH
MOONSHINE EXPRESS

Photos by **CHRIS COAD PHOTOGRAPHY**



TOTAL MARINE SERVICE

CAPITAL MARINE SERVICES LTD

AGENTS FOR **VOLVO PENTA** MARINE

YANMAR DIESEL ENGINES

MERCURY & EVINRUDE OUTBOARDS, JRC ELECTRONICS, JABSCO PUMPS,
HENLEYS PROPELLERS, MAXWELL WINCHES

- | | |
|----------------------------------|---|
| * Marine Engineers | * Outboard Sales & Service |
| * Marine Plumbing | * Marine Electronics |
| * Ship Chandlery | * Marine Salvagers |
| * Marine Consultants & Valuers | * Licensed Compass Adjusters |
| * Slipping Facilities | * Boat Storage & Launching Ramp |
| * Boat Sales and Marina Services | * Worldwide Ship, Yacht and Launch Deliveries |

7 Day Call Out Service

"If it floats, we can help, from dinghies to ships and all craft in between"

CAPITAL MARINE SERVICES LIMITED

Greta Point, Evans Bay, P O Box 14-229, Kilbirnie, Wellington

PHONE 04 386-3278, FAX 04 386-3246

THE MAN IN TE ARO

By Rebecca Smith

He has crossed the Tasman several times, represented Wellington at National competitions, held auspicious titles in New Zealand yachting administration and was on the water in San Diego when New Zealand took the America's Cup.

But for most club members, Ross Telford is the man in Te Aro - laying the buoys, watching for false starts and, in the occasional drifter, signalling a shortened course.

Summertime sees Ross out on the water every weekend and some weeknights. Monday to Friday, he can be found working on Te Aro or on the Sailing Academy boats, his boatmaster role taking anything from a few hours a day to a few days of his time. In fact, even in the winter Ross spends a good part of his week around the club.

But delve a little deeper and you will find that Ross has been involved with Wellington yachting for some time. He first sailed from Worser Bay in 1945. Today, he can boast to being an experienced sailor and an integral part of the development of sailing in Wellington. He doesn't though - Doughy (a name that's probably unavoidable when your father is a baker) is very modest about his accomplishments. "I've done a bit of sailing," he says.

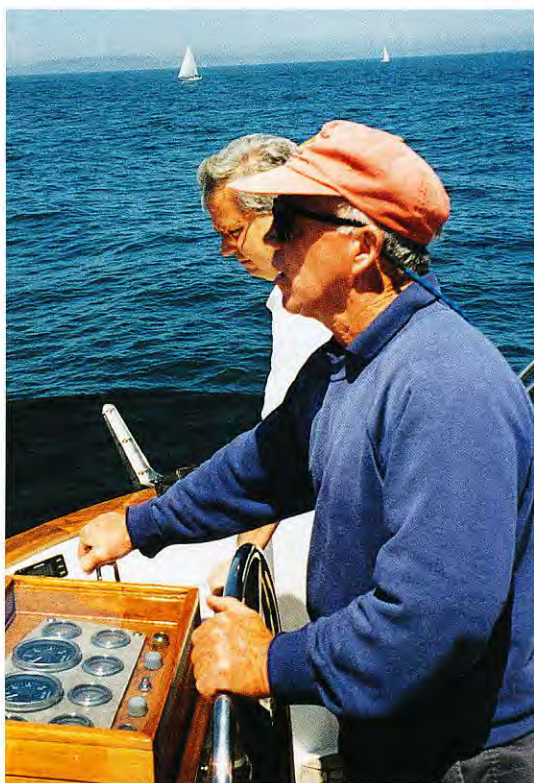
From Worser Bay, Doughy moved to Evans Bay. Sailing X Class, he represented Wellington with Jim Sinner in the Sanders Cup in the early 1950s.

After a brief stint overseas, Doughy was back in Wellington in the late 1950s and getting back into sailing. In 1964 he sailed with Brian Buller in the inaugural Noumea Race.

After that, he helped build ARAPAWA, a John G Alden, that he went with to Fiji and Sydney. A few years later, he helped build the Spencer NGARURU, which he sailed on to Australia.

Doughy was on ARAPAWA for the inaugural Hobart to Wellington race, sailed to mark Evans Bay's 50th birthday. A recent opportunity to sail in the first Tasman Triangle (Wellington to Sydney, Sydney to Hobart and Hobart back to Wellington), on COSMIC CRUISE, brought back memories.

These memories included the sinking of Kem Cox' boat, MATUKU, during the race. It was a fairly rough sea and Doughy recalls being at the helm with the sea, sounding like a freight train chasing him, about to crash around his ears. "We didn't know about Kem until the race was over," he says.



This year's crossing, for the Tasman Triangle, was much more friendly, to the point where a lot of time was spent drifting. "It was probably one of the best times I've been in the Tasman," Doughy reflects.

Then there were 10 years sailing with Brian Coleman on AZTEC. A decision to do the Gisborne Race on SILVER SHADOW meant that Doughy was not on board AZTEC for its final trip - it sunk in that race.

There have been plenty of other adventures as well as some planning. Doughy was involved in the development of the Nelson Race and a race to Wanganui that never really took off.

Throughout his sailing career, Doughy has held such auspicious titles as Commodore of Evans Bay Yacht Club (1960 - 1962), Chairman of the Wellington Provincial Yachting Association, delegate to

NZYF for 17 years, Vice President of NZYF and Manager of the Southern Cross Series in 1989. He also worked for Ford dealer, Avery Motors, for 37 years but has now retired.

There have been some rewards. As well as the opportunity to travel throughout the Pacific and around the world, Doughy has received Life Membership of both Evans Bay Yacht Club and RPNYC.

Another feather in Doughy's cap is his role as commentator. For some 30 years, he has provided on-the-water commentary for Radio New Zealand. As well as following our own racing around the harbour, these commentaries have included five Sydney to Hobart's, the Kenwood Cup in Hawaii and, in 1975, the Corpus Christie.

Doughy's philosophy is simple - "when I don't enjoy it any more, I won't do it." Obviously he is still enjoying it - this year's challenge was to pass his Launch Master's certificate, which has now been accomplished.

And last year he got the chance to be involved in the America's Cup. An invitation came from San Diego for him to skipper a 50ft launch around the race track. His passengers were the guests of Team New Zealand and Doughy managed to get permission to enter the race track while other boats had to hang around outside. This meant he was only a couple of metres from the finish line when New Zealand took the America's Cup. "It was like being a part of the team," he says.



...Talking your language



From a single instrument to a complete system NAVMAN offers more:
More power to deliver your information where you want it...
More performance to let you get the information you need...
More value in a full sized instrument than anything else in its class...



NAVMAN instruments let you have your information the way you want it. The *Repeater* allows you to display information from four other sources (these could be your GPS, compass, fishfinder or any other NMEA 0183 output), whilst the unique *Multi* can be configured to suit your boating style.



And NAVMAN uses the NMEA 0183 industry standard for information sharing which makes it compatible with almost all your other electronics. NAVMAN instruments are rugged, waterproof and designed with you in mind, it's easy to see why NAVMAN will take you places...

BARTON MARINE LTD

Overseas Passenger Terminal, Chaffers Marina,
 Oriental Bay, P O Box 1194, Wellington

PHONE (04) 385-1490

FAX (04) 385-8158

KEELERS RESTAURANT

Business goes better over lunch at

KEELERS RESTAURANT

Offering superb cuisine, stunning harbour views, personal and professional service.



*Monday to Friday
 from 12 noon*

*Reservations recommended,
 Telephone 04 385-6963*

Also Open

*Friday Evenings
 for Dinner from 6.30pm*

Happy Hour

*Friday 5.30pm - 6.30pm
 (cash sales only)*

*Available for private functions,
 weddings, birthdays, cocktail
 parties or company dinners*

Contact

*Anne or Robyn,
 Telephone 04 385-6963*

TWO THUMBS UP FOR KEELERS

It was the night we had eagerly awaited all week - a chance to sit back, relax and let somebody else take care of the cooking.

On arriving at Keelers, it was great to see that it now has a bar that any yacht club would be proud of. Solid, dark wood and well-stocked, it takes up a good portion of the wall on the street side of the restaurant. The bar has an inviting look about it, (I've had that feeling in a few bars, though) added to by the friendly staff who greet us immediately, relieving us of coats and offering refreshing pre-dinner drinks.

The refurbishments carry a nautical theme, added to by the spectacular view. It was a beautiful night on the harbour and we were able to enjoy the sight of boat masts gently swaying in the breeze against a backdrop of city lights.

There seems to be something for everyone on the menu - Thai, Cajun and even Yorkshire Puddings, much to the delight of an expatriate from the Mother Country.

I chose the Sweet Hungarian Pepper, followed by the Coconut Curry Fish. The pepper was stuffed with blue cheese and pine nuts, encased in a batter and baked in the oven. It literally melted in your mouth and I will soon be attempting to replicate it in my own kitchen.

There were four of us at dinner, which gave us a chance to sample the variety on the menu. Two of us had the pepper, with another choosing the Tomato, Leek and Roast Peanut Soup, which was given "two thumbs up" almost immediately.

The only disappointment with the Thai Beef entree was that it had to end. Small slithers of tender beef had been marinated and lightly cooked to medium rare. The result was a tasty bite that left me wanting more. Unfortunately, it wasn't my entree.

At this point I must mention the friendliness of the staff. Phillip, the wine waiter, managed to serve us the wine without telling too many of the jokes that have made him infamous. Both Rachel and Robyn attended to our every need, ensuring that we were seated at a reasonable distance from a large party without being totally ostracised.



A very tired 80s look Keelers before the refurbishment.

Photos by CHRIS COAD PHOTOGRAPHY

However, just in case I have got your taste buds tempted, I guess I had better return to the food and let you in on the main course. All dishes were attractively presented and my Coconut Curry Fish contained a wealth of seafood - salmon, prawns and kingfish.

The Cajun Fish, Grilled Chicken Leg and Roast Beef each got the two thumbs up, particularly when the roast came out with the requested two Yorkshire Puddings.

Everybody was served vegetables with their meal, beans, broccoli, yams and potato. I am afraid to say we were unable to consume the large bowl of fresh salad also served with the meal.

We were so full at this point that we decided we might as well ignore all self-restraint and have dessert. They sounded too tempting to resist.

I succumbed to the ice cream with chocolate and maple syrup, saw a brulee devoured across the table and got a chance to sample one of the two apple and lemon tarts. They all now come highly recommended.

After ports and coffees, our meal was complete and everybody had enjoyed themselves.

I must say there was a special satisfaction in the fact that this restaurant is a privilege for club members and their guests. It may not be somewhere you go every week, or even every month, but it is certainly something that you will enjoy when you do go.



The new look Keelers, with an emphasis on comfort.



A very impressive new bar for Keelers



*For this year's corporate
yacht race, there's
a new sponsor at the helm*

EDS, the world's leading information technology and professional services provider, is proud to support the business highlight of the capital's yachting season – the EDS CORPORATE YACHT RACE.

The event, being held on 30 November, is expected to attract up to 60 corporates keen to duel on Wellington Harbour. Proceeds go to the Royal Port Nicholson Yacht Club's sailing academy which provides Wellingtonians with an inexpensive introduction to sailing. If your firm or organisation would like to take part contact Mike Piper, RPNYC, on (04) 384 8700.

EDS CORPORATE YACHT RACE

WELLINGTON HARBOUR • SAT 30 NOVEMBER 1996



Royal Port Nicholson
Yacht Club



EDS - THE NEW FACE BEHIND THE CORPORATE RACE

By Rebecca Smith

The new sponsor at the helm of the annual corporate race is EDS, the world's largest independent information technology company and professional services provider.

EDS has more than 95,000 employees in 41 countries worldwide, serving more than 8,000 customers. In New Zealand, its main customers include the finance, insurance and government sectors, with growing involvement in the health, telecommunications and energy sectors.

That might sound like we've caught a very big fish in a pretty small pond. However, one of the strengths of this large international company is its commitment to the local community, wherever that may be.

Around the world every year, EDS identifies projects that will benefit other people while allowing the organisation to give back to the communities where its staff live and work.

The best example of this is Global Volunteer Day, when staff around the world choose somebody or some organisation they would like to help - and spend the day doing just that.

This year, the focus was on children and on June 8 some 30,000 volunteers were actively involved in child-related initiatives in communities around the world. In Wellington, EDS staff were involved, taking some 40 Birthright children to Lollipops, a child activity centre in the Hutt Valley.

Port Nicholson's corporate yacht race fits well with the EDS philosophy. The race was established to raise funds for the Sailing Academy and this was the crucial tie-in that EDS needed.

EDS' Managing Director for New Zealand, Eddie Bates, says plenty of sponsorship opportunities were presented to the organisation. "However, we see the corporate yacht race as more than an opportunity for us to



Managing Director, EDS (New Zealand) Limited, Eddie Bates.

show off our colours. It's a chance for us to make sailing accessible to all Wellingtonians and particularly the young," he says.

Formerly sponsored by Fay Richwhite, the day-long event is regarded by corporates as a highlight of the yachting calendar. For many, it is a chance to entertain clients, both on and off the water.

As in the past, the race (30 November) will be followed by a party and prize-giving off the water, this year at the yacht club and under marquee.

A celebrity crew is currently being put together (no clues, yet) and there will be opportunities for other Wellingtonians to win crew positions.

The event will be widely publicised, with billboards around the city and newspaper advertising.

So, if you haven't already thought about it, get your own celebrities together and take on the rest of corporate Wellington.



EDS Staff members Melanie Palmer, back, and Katherine Clinton, front, with Wellington Children's Hospital patients, Amy Onosai, left and Hayden Wallis, and the two computers EDS donated.

1996 CHAMPAGNE BREAKFAST

By Jeannine Muir

It was a still, grey winter morning, peaceful and calm around at the Pines until the arrival of a couple of busloads of champagne swilling yacht club members who were looking a bit dazed with it. (Toothpaste and champagne don't mix!)

The annual Royal Port Nicholson Yacht Club Champagne Breakfast (or to put it another way, a full day of drinking as much as you possibly can - all day!) was under way. After breakfast (apparently the white stuff was Tripe - yuk!) the fun was just beginning.

This year the House Committee broke with tradition and instead of a speaker for the day, a hilarious group of guys called 'The Improvisers' had the crowd in fits of laughter. They set the ball rolling for the rest of the day.

Andrew 'the legend' Telford, [whose impersonation of



Girls get the gun!

a four poster bed, a ball gown and a mop have to be seen to be believed), Hugh, Marty, Bob and Les (the oldest 'couple' there apparently) were great sports. I think even 'The Improvisers' were entertained by us!

The awards for the year were presented, The Turtle Award given by the Start Box Crew (worked out very technically by races and times over the season) went to Charles Clark's PERIDOT; the Boat of the Year Award, presented by the Sailing

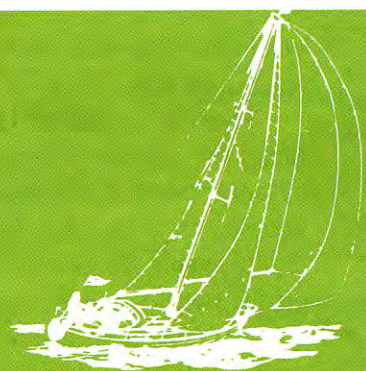
Committee, went to Hugh Poole's JET; and the Personality of the Year Award, chosen by the House Committee, went



Bob & Les (Bob's telling tales out of school)



Gossiping again boys!



Swanson Rigging Services LTD.

BARRY SWANSON AT YOUR SERVICE

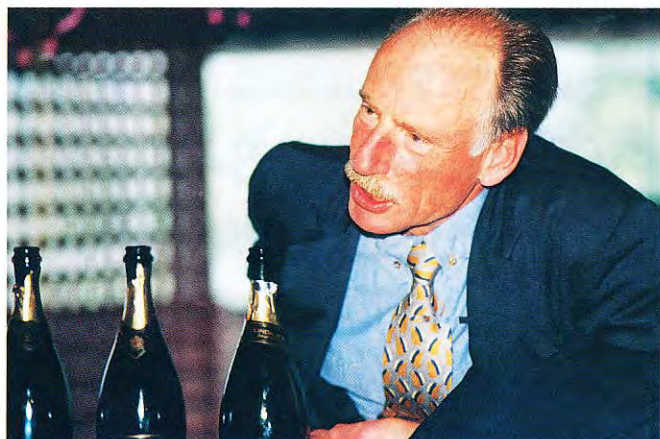
- For all spars and rigging
- Wire to rope splices
- No job too large

307A Evans Bay Parade, Wellington
Phone 386-1937. P O Box 14-158.

to the four dedicated girls of the Start Box Crew, Linda, Pauline, Annie and Carol.

The bus trip back to the Yacht Club was fun, although someone should learn the words for a singalong, ours didn't quite come off! (Luckily it was a short bus trip!)

Back at the Club the crowd partied on all afternoon. The Rocket Brothers kept the dance floor full and there was no question that this year's Champagne Breakfast was again a roaring success.



Bertie enjoys his quota!



Why drive when you can get the bus!



Telfie trying to look like a pumpkin



Will he ever sit down!

McMORRAN

Boat Building

CHAFFERS MARINA
OVERSEAS TERMINAL. WELLINGTON. NZ.
PROP. KIM McMORRAN.



P.O.BOX 1412. WELLINGTON. NEW ZEALAND.
FAX/AH (04) 478-0625. MOBILE (025) 415-863.

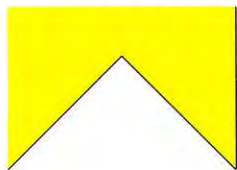
BOAT BUILDING : PAINTING : MARINE MAINTENANCE



Dismayed but honoured by the Turtle Award

Photos by
CHRIS COAD PHOTOGRAPHY

FOOT & CO
SOLICITORS



**Call the
Innovators**

FOOT & CO

Tel: 385-7934; Fax: 384-4375
88 Oriental Parade
Wellington



SIGNDESIGN SIGNWRITING

- COMPUTER SIGNS • WINDOWS
- VEHICLES • BANNERS
- ILLUMINATED SIGNS •

PHONE & FAX

471 0228

MIKE HARPER
P.O. BOX 11-124 WELLINGTON

ACCRESCENT ENGINEERING LIMITED

Giving Personal Service for Twenty Years

REEF-RITE REEFING

Reef-Rite is the only reefing system designed for the tough sailing conditions in New Zealand.

Reef-Rite systems are designed for New Zealand yachtsmen who wish to race one day, cruise the next and not have to change the unit from a racing to a cruising mode.

Inquire about the new down loader & kiwi slides.



MARINE ENGINEERING

- * Shafts and Couplings, Keel Bolts
Stern Tubes, Struts
Marine Bearings
- * Agents for Henley Marine
- * All types of machining
- * Structural Steelwork
- * General Engineering etc.

Tel: (04) 384-5113

96 - 102 Vivian Street Wellington

THE INDOOR OFFSHORE WINTER OLYMPICS

By Jeremy Bradley

For those of us that couldn't compete in the recent Atlanta Olympics because of accidental steroid exposure or a breach of amateur status, the House Committee hosted The Indoor Offshore Winter Olympics instead.

Indoor maybe but just as physically and mentally demanding - long nights, intense competition and full of scandal as well, with some very dodgy umpire decisions and scoring systems.

Only six teams participated regularly, which is a shame since it was the most fun seen in the Wardroom midweek for some time. Not supported by the mainstream racing fraternity the series did bring some new people into the club. The bar was open throughout the competition and Lyn provided superb snacks and meals for the hungry athletes. With team names like Land Rights for Gay Whales, The Frozen Flashers, the 1020s (guess who) and the Two Kumeras it was bound to be an interesting affair.

The Winter Olympics consisted of six gruelling events held on consecutive Wednesday nights, with teams of six competing head on in a match-racing series not dissimilar to on-the-water competition.

For the writer many events closely resembled actual yacht racing, with activities like Yachtzee, Wine Tasting and Cards, the Housie evening closely reflected handicapping methodology and the Darts evening contained all the speed and aggression of the 88 Division. By the end of the evening some of the darts were pretty twisted but not as bad as the masts on boats like HEARTBEAT and LEGACY II.

The series kicked off with a Quiz evening testing general knowledge on non-yachting trivia and a special section on Wellington Cafes and Bars. Scores were pretty low, as you would expect - who knows anything about anything non-yachting. INNOVATOR showed their mastery of all irrelevant by taking the gun. VAMOOS won the Cafes and Bars section and one team, who shall remain nameless, shone out in the ignorance stakes.

The following Wednesday was witness to the Yachtzee night. This was perhaps the biggest upset of all when Team VAMOOS, after teaching the other teams how to play, proceeded to get last. A big shock for the world champions. The 1020s (MAX HEADROOM and CHARISMA II) made full use of the calculator implanted in Jill's head and

streaked home for first.

The wine tasting, hosted by Baxter (our own Vic Williams), was perhaps the most convivial of the evenings and strangely enough, attracted a few extra teams just for the night. Probably because the night was some time ago I can't actually remember much about the evening, but I know we weren't last and the Gay Whalers (HEAVEN N' HELL) are claiming a first. By the end of the evening results were the last thing on people's minds.

In the middle of the tournament was the Housie evening. This was easily the most difficult game, with our professional Housie callers yelling out numbers for us to match faster than the average yachtie can think.

After all, your average boat has no more than four headsails and doesn't go faster than 15 knots (unless you've got a Hartley of course), there's two rounds of rum per bottle and it takes two hours to cook a roast, so what do we need all these other numbers for. The 1020s continued their run of numbers by matching the most numbers. They also performed the Police supervision of the draw.

The organisers were a bit worried about the darts evening. Two 1020s ramming each other is one thing but a few misdirected darts at some skippers' bodies could have produced a wind shift none of us would survive.

The Gay Whalers again impressed with control and manoeuvrability. They got the best start and drove it home for a fine win.

By the sixth night many of the teams were visibly worn by the intense, prolonged competition (nothing to do with the Champagne Breakfast a few days earlier I am sure). Black Bitch was the card game that produced some epic struggles. The Gay Whalers completed the hat trick of events based on a mis-spent youth and earned enough points to take Gold for the overall Olympics.

Overall Team VAMOOS took out the most prizes, including the Turtle Award (habit I guess), although the protests lodged should overturn this. Land Rights for Gay Whales won the sought after trophy. They danced and sang in their glory well into the night. The media preferred to focus on the Atlanta Olympics but everyone who attended will confirm that the RPNYC events were much more fun.



Greg Wilson (far left) looking particularly smug with his hand.



Ken Burt pointing an accusing finger at Shaun Sheldrake.

Photos by CHRIS COAD PHOTOGRAPHY

LESSONS LEARNT AT RPNYC

By Rebecca Smith

The smells of rum and creosote bring back fond memories for Ann Mellor, memories she associates with the RPNYC.

As daughter of Bill Mellor, a life member of the club until his death in 1994, Ann remembers clearly her father's Clyde Quay boat shed. The creosote was there for treating the wood and the rum there for treating Bill. Off the jetty, Bill taught Ann to fish for spratts.

On a recent visit to the Club, Ann recognised one of her father's old boats in the slip - TAOTANE. As a girl, there wasn't much opportunity for Ann to race with her father. However, they did cruise together and she says her father's love of the sea was one of the greatest gifts he gave her.

Today she, and husband Paul Mabee, have their own boats to contend with, running a charter business out of the Bay of Islands.

Paul has a strong history with yachting. He has sailed in Auckland for most of his life, and has

also represented New Zealand in international yachting events.

Together, they have set up the chartering business and are keen to share some of their secrets of the Bay of Islands. These secrets include walks, fishing spots and beaches on secluded islands, where you can strip off in privacy, Ann says.

Spending time down at the RPNYC boat sheds helped her to understand what a yachtie looks for in a boat. She calls Project Marine a "boutique charter company", because it is trying to look after a particular market - the true yachtie.

The boats range from a fully crewed 56ft Warwick to a Farr 1220. They will collect you from Paihia, Russell or the Stone Store at Keri Keri, if the tide is right. "Service is our thing," she says.

Bill died at 95 years, but his legacy lives on. He always recommended several whiskies at night and a lot of sailing. Ann has taken his advice.

Project

Marine

P. O. Box 634

Inlet Road

Kerikeri

Bay of Islands

New Zealand

Ph/Fax.

64-9-407-5411

Mobile.

025-958-643

Our customers are seadogs.

Our yachts aren't.

We offer bareboat charters with a lot more than the bare essentials. We are a boutique charter company where each boat is presented with individual personality.

Our 40 foot yachts are equipped for great sailing, plus feature tasteful interiors fitted out with a caring personal touch ...

and there are no telltale charter signs!

We invite you to sail in the Bay of Islands and enjoy this tranquil and beautiful sailing ground in hassle free style with the professionals at Project Marine.

Call Paul Mabee or Ann Mellor now for more details.

PRIZEGIVING 1996

The Club's Annual Prizegiving was held in the Wardroom on Saturday 25 May 1996.

The Chief of Naval Staff, Rear Admiral Jack Welch, who is also one of our Vice Presidents, presented the prizes to a large gathering of members.

The House Committee had done a fine job of decorating the Wardroom to provide a fitting environment for all the trophy winners.

Notable winners during the year were CHAIN REACTION, in 1st Division Sprints Series and Inshore Series,

ECLECTIC in the Southpac Offshore Series and ANDIAMO II in the Southpac Premier Offshore Series. Other yachts to feature prominently included FLYING BOAT, MAX HEADROOM, YOUNG NICHOLSON and the winner of the Line Championship were CHAIN REACTION, JET, DRIVING FORCE and PERIDOT.

Another highlight was the presentation, by Yachting New Zealand President David Cook, of the Yachting New Zealand Honour Award to Pat Millar for his contribution to the sport of yachting over many years.



Peter Edwards, admiring the Whiting Trophy, presented to Lesley Hamilton, DRIVING FORCE.



Bryan Coleman, CHAIN REACTION, collecting his certificate from Rear Admiral Jack Welch.



An impressive display of the Club's Cups and Trophies.



Commodore Arthur Stewart commenting on the year's racing.



Kim McMorran owner of YOUNG NICHOLSON, collecting his certificate from Rear Admiral Jack Welch.



Pat Millar was presented the Yachting New Zealand Honour Award by the YNZ President, David Cook.

Photos by CHRIS COAD PHOTOGRAPHY



Global Challenge

"WORLD'S TOUGHEST YACHT RACE" TO TAKE A BREAK IN WELLINGTON

Just after Christmas this year, the fleet of the BT Global Challenge 1996/97 will arrive in Wellington for what will be an absolutely positive welcome.

The 14 yachts and 196 crew in the Race will have just completed two legs of "the world's toughest yacht race", or more than 11,600 miles of hard ocean-going sailing. In front of them will be a further six months of racing, broken up by stopovers in some of the most famous yachting centres of the world.

The BT Global Challenge is aptly labelled "the world's toughest yacht race". It is a race the "wrong way" around the world, on an east to west route, against the prevailing wind and current.

The 1996/97 Race is only the second "wrong way" round the world race and is the brain child of veteran yachtsman, Chay Blyth.

The race starts on September 29, 1996, from Southampton and sails through the Bay of Biscay and the Dollards en route to Rio de Janeiro, the first stopover port. It leaves Rio on 20 November for Wellington, a voyage that will take the yachts around Cape Horn and into the Southern Ocean, a 6,600 mile journey across some of the most inhospitable ocean in the world.

The Race will stop in Wellington for six weeks, giving the crews the chance to relax and the yachts the opportunity to have necessary checks and maintenance. The programme of special events includes a Civic Welcome,

Prizegiving at Government House, sponsored activities and a Welcome to Wellington Party at the Royal Port Nicholson Yacht Club on 5 January 1997.

The Race restarts on Sunday 9 February when the yachts leave for the most hotly contested leg of the race, the Trans-Tasman sprint to Sydney. From there, the BT Global Challenge races to Cape Town, Boston and back to Southampton for the finish in July 1997.



Four of the fourteen BT Global Challenge yachts being put through their paces in the lead-up to the race start on September 29 1996, from Southampton, England.



The BT Global Challenge training yacht in action preparing some of the 196 race crew for their 10 month race around the world against the prevailing wind and currents.

Each yacht has a crew of 13 amateur sailors and a professional skipper. Selection for the Race was based on a rigorous application procedure including an interview with Chay Blyth. Enthusiasm was the main characteristic needed to be chosen.

Each crew members has paid up to NZ\$42,000 to participate in the Race. The crew, aged between 21 and 60, come from all walks of life and represent many different parts of the globe. Many of the crew had little or no previous sailing experience prior to signing up for the Race. However, by the start, they will have undergone intensive training and logged 3000 to 5000 sea miles.

The BT Global Challenge is a true one design race. The Challenge class of yachts are identical in shape, weight, sails, spars, internal accommodation and on deck handling equipment. The same applies to computers, printers, software, safety gear and general equipment. The yachts are

67 feet overall length with a beam of 17 feet 3 inches and a draught of 9 feet 6 inches. The only difference will be each yacht's paint design.

Cutter rig is used as the most suitable long distance rig, breaking the sail area into manageable and repairable units.

With no equipment advantage being held by any of the boats the success of each yacht will be dependent on the skill and determination of the skipper and crew.

Chay Blyth said the Race provides a "once in a lifetime" opportunity.

"The BT Global Challenge is a fantastic opportunity for people with a hunger for adventure to test themselves in some of the toughest sailing conditions possible" he said.

"It is called 'the world's toughest yacht race' because it sails against the wind and the tide. One of the greatest tests for the crews will be in the roaring forties where the yachts will be driving a course directly into some of the most fierce wind and current conditions in the world.

"This is the reason why enthusiasm is so important for the crews, as without it the crews would not work together as a team to overcome the challenges that will be facing them."

Two Wellingtonians are sailing in the race, Melissa Bray from Mount Victoria and Grant Winfield from Lower Hutt. Both will join the fleet in Rio de Janeiro for the Rio to "home" voyage.

Melissa then leaves the Courtaulds International yacht while Grant stays on board the Group 4 yacht for the Wellington to Sydney and then Sydney to Cape Town, legs.

The 14 yachts are sponsored by some of the world's best recognised corporate names. Among them are Toshiba, Motorola, The Rover Group, Commerical Union, Group 4, Courtaulds International, The CE Heath Group, Nuclear Electric and Magnox Electric, 3 Com Corporation, BT Concert and Global Teamwork, a yacht made up of eight individual technology sponsors, Amdahl Corporation, Ericsson, GPT, Hewlett-Packard, Nortel, Oracle, Sun Microsystems and Tandem.

Three yachts are sponsored by charitable organisations: The Time and Tide Trust, Save the Children in conjunction with Serco Group plc and the Royal British Legion.

This is the first time that Wellington has hosted a major round-the-world yacht race. BT is very pleased to be working with the team at the Royal Port Nicholson Yacht Club to make sure that Wellington deserves its stripes as "The Yachting Capital of New Zealand."

The 14 yachts moored at Queen's Wharf will be a great drawcard for the six weeks of the stopover. To cap it all, the BT Global Challenge has an open boat policy, meaning that there will be an opportunity to go on-board the yachts while they are in port, something that no other round the world yacht race offers.

BT Global Challenge

The world's toughest yacht race 1996-1997, 30,000 miles





Offering

Professional Service

High Quality Sails

and

Competitive Prices

Contact : BRETT LINTON
The Loft, Greta Point Marine Centre
Phone/Fax (04) 386-3551

A STICKY BUSINESS

By Rebecca Smith



Brett Linton lets loose with a glue gun on FLYING BOAT's (aka BT Global Challenge) new genoa.

Port Nicholson Sails recently introduced a new development in sailmaking when it decided to glue rather than sew the seams of Mike Calkoen's new genoa and mainsail.

The process was developed overseas and has been in use for about 18 months. It was brought to New Zealand by sail cloth manufacturers, Dimension Polyant about six months ago and a few Auckland boats now have the glued sails.

According to Mike Calkoen, his boat has never gone faster. He is not putting the increased speed down to the slick new BT Global Challenge paintwork but rather

to the new glue seamed genoa. "The sail is superb and seems to be holding its shape well. So long as it doesn't fall apart, we'll be fine", he laughs.

Brett Linton, sailmaker at Port Nicholson Sails, agrees with Mike about the sail shape. The glued seams reduce the possibility for the stretch or "creep" that is seen in stitched seam sails.

As a result, the delamination and weak points normally created by stitching are avoided.

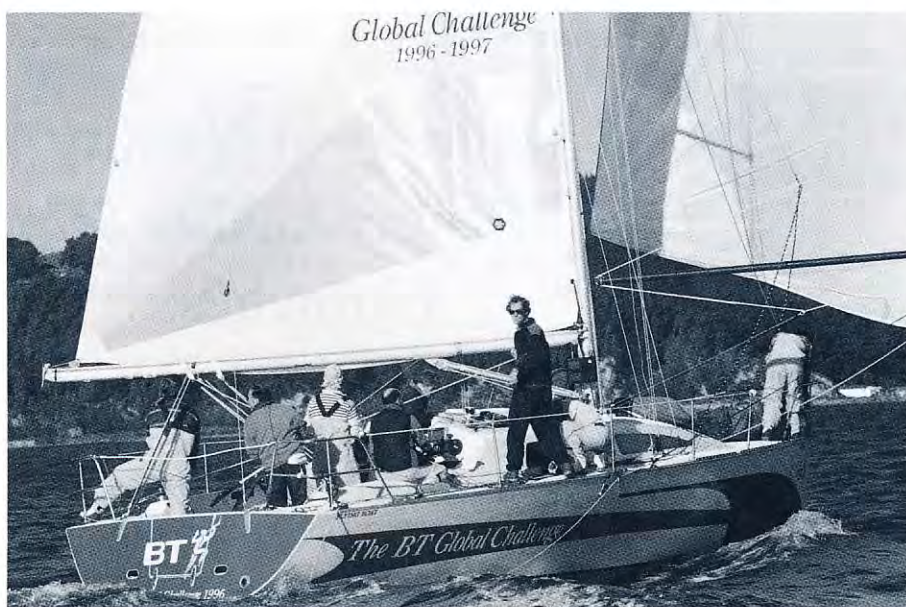
The sails are also slightly lighter because there is no need to use sticky-back in the construction.

Neither sail is necessarily better than the other, it just depends on your requirements, Brett says. For example, the lighter, glued sails may suit cruising boats better because there is not stitching to cause chafing.

As far as time goes, Brett estimates that FLYING BOAT's new genoa and mainsail probably took as long to make as a stitched sail. "However, we've now refined the process and are much more used to the technique. It should be a faster process next time" he says.

It's not FLYING BOAT's paint job that's making it go faster.

Photos by
CHRIS COAD PHOTOGRAPHY



BIRTHDAY CELEBRATIONS

By Rebecca Smith

The Sailing Academy celebrated its third birthday in July. Graduates, Instructors, Boat Owners and Bos (the Coach) gathered in the Wardroom for a few celebratory drinks. Combined with New Members' Night, the House Committee opened the bar to all.

Vice Commodore Charles Clark welcomed everybody and congratulated the Academy staff for providing such an excellent facility.

Treena Marr spoke of her own positive experiences as a graduate, member of the Women's Squad - trained by the Academy and now boat owner.

Bos thanked the Academy staff for their efforts - often working in unsociable hours and unpleasant weather conditions.

Well done Academy, here's to another successful year, raising the calibre of sailing in Wellington.



Deep in conversation, Club President, Alan Martin and Academy Coach, Mike Boswell.



The Staff : from left, Phill Weeks, Geoff Askew, Shaun Sheldrake, Lyn Porteous, Mike Boswell and Greg Wright.



Enjoying the evening, from left, Penny Kerr, Richard Sellwood, Rebecca Smith and Greg Wright.

PORT OF WELLINGTON PRINCIPAL AGENTS

for the Hydrographic Office of the Royal New Zealand Navy



WELLINGTON PROVEDORING
CO. LTD.

TEL: 04 568-5858

FAX: 04 568-3295

**Shed 1, Seaview via Waterman Street
P O Box 38950, Wellington**

MIKE MUIR BOATBUILDERS LIMITED

**Builders of Quality
Timber Yachts &
Launches**

GRETA POINT MARINA, EVANS BAY,
WELLINGTON

PHONE (04) 386-3580

FAX (04) 386-1399

1996 KENWOOD CUP

By Mike Boswell

Come sail the "winds of paradise", but if you're a boat owner you'd better have a big cheque book! Without doubt the recently finished Kenwood Cup, sailed in Hawaii every two years, must be the closest you can get to yacht racing paradise. Every day has the same mix; warm temperatures, moderate to strong trade winds and good waves. There is no need for anything more than shorts and a tee shirt, even in the overnight offshore races. Add to that some of the world's top yachts and sailors, a blend of in-shore and offshore races, and you have a great event, even without the added bonus of a healthy social scene.

All this paradise comes at a cost, however, and if you are funding a campaign for this three week regatta, 1996 highlighted that the costs can make the average boat owner's eyes water. One of the reasons this year was such a top event was the return of the Maxis, with five new boats competing. These huge machines came complete with their necessary entourage of personnel. What they also required was several hundreds of thousands of dollars. Much of the costs are taken up with paying the talented crews that were on board. The age of professionalism was clearly obvious, with the unfunded crews in the minority. What this meant was a competitors list that read like a who's who in world yachting.

Almost the entire America's Cup winning BLACK MAGIC crew was sailing, although not altogether. Some were aboard SAYONARA with Chris Dickson calling the shots and others with Russell Coutts on MORNING GLORY. On this occasion, there was no glory for the Coutts lead team as disaster struck them in the second day of racing when a broken mast forced an early exit from the racing. Like so many mast breakages, a small, inexpensive fitting failed, causing several hundred thousand dollars worth of carbon mast to crash down, complete with its new 3DL sails. Luckily there was no serious personal injury to anyone, but unlike another Maxi BOOMERANG who broke her carbon boom and managed to repair it, MORNING GLORY's series finished before it really started. While the most dramatic of the breakages, several boats suffered from gear failure that cost them dearly on the points table. Two 50 footers mast tips connected at a close top mark rounding, resulting in both boats breaking the tops off. From aboard our boat, only a couple of lengths away, it appeared all very slow and unspectacular. From the crews involved perspective it meant an evening of protest hearings, one boat stepping its spare mast and the other repairing the damaged section so both boats were out racing the following day. When a little Mumm 36 lost her rig it was an even quicker process of stepping the spare, undertaken in a matter of only a few hours.

All of this occurred in a year that never produced the huge seas and high winds the Kenwood is known for. Forty-six boats competed in five divisions, with results being calculated for each division together with overall. Overall was broken down into a Racer and Cruiser/Racer division

under the IMS rating system. On the individual Racer results the 50 foot division cleaned up taking out the first four places. The Cruiser/Racer division was lead by the two smaller Kiwi boats of GEORGIA and WHITE CLOUD who also won their respective divisions. The Kenwood Cup however is a teams' racing event and this year it was won by Australia from USA Red and New Zealand. The Royal New Zealand Yacht Squadron took out the trophy for the top team entered from a club. In hindsight New Zealand's failure to have a boat (the Australians had two) in the 50 foot division and the fact that two of our three boats were Racer/Cruisers, unable to use the 1% allowance, counted against us in the teams event.

With such a huge number of Kiwi sailors up there, sailing on just about every boat, the Squadron did a good job of maintaining a degree of team unity for the three official team crews (and even the fourth reserve boat) with well-presented uniforms, boat battle flags, after-race drinks and food.

The Awards Banquet at the Sheraton was a prizegiving that provided a vast number of prizes with numerous cups the size of a small person. As with the rest of the regatta the evening was a well organised, high profile night befitting this world class event.

My apologies for not having any photos, but apart from the weight factor (you must wear what you take on the boat) there was simply no opportunity to stop and take a photo during the racing. I for one certainly will be back in 1998 and wouldn't it be great to have RPNYC once again represented with a crew at this premium yachting event.



Photo courtesy of Terry Fong and Sailing New Zealand

Cook Strait's Commuter Airline

soundsair

makes your day last longer

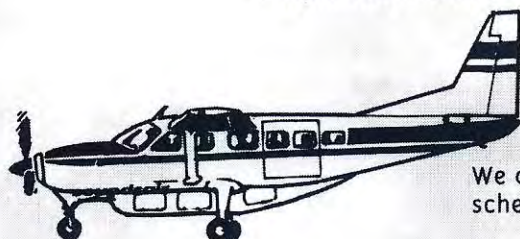
Daily scheduled flights between Wellington and Picton - flight time just 25 minutes.

Flights also to Blenheim and any of six airstrips in the Marlborough Sounds:

Havelock, Nopera (Kenepuru Snd), Elie Bay (central Pelorus Snd),

Tira Ora (central Pelorus Snd), Titirangi (outer Pelorus Snd), Port Gore (outer sounds).

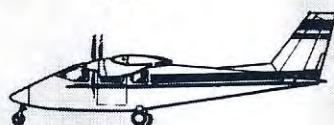
Amphibian charters available on demand.



Cessna 208 Caravan I

13 passengers

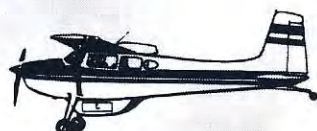
We operate two of these aircraft on both scheduled and non-scheduled flights.



Partenavia P68B

5 passengers

General purpose, charters, airstrip flying.



Cessna 185F

5 passengers

Our specialised airstrip aircraft.



Lake Amphibian

3 passengers

Available for charter from Wellington Airport to any splashdown point in the Marlborough Sounds.

Daily Timetable

Wellington to Picton		Picton to Wellington	
Departure	Arrival	Departure	Arrival
+7:50 am	8:15 am	+8:30 am	8:55 am
9:10 am	9:35 am	9:50 am	10:15 am
12:00 pm	12:25 pm	12:50 pm	1:15 pm
4:10 pm	4:35 pm	4:50 pm	5:15 pm
▶5:35 pm	6:00 pm	▶6:15 pm	6:40 pm

+ Daily except Sunday ▶ Friday and Sunday: Daylight Savings Time Only

Transport from Airport and car storage is readily available.

We schedule extra flights according to demand - Please Ask
Soundsair peak fare \$55 - standard fare \$45

Tel: Picton (03) 573 6184
Tel: Wellington (04) 388 2594

DOWN SOUTH WITH KOAMARU

December 1995 - January 1996

Wellington - Akaroa, Port Chalmers, Stewart Is - Fiordland, Wellington

December 28, 1995. Weather for Sea Area Cook was not the usual near tropical serenity we Wellingtonians would normally expect at this time of year. The Wellington - Akaroa race had been deferred only an hour or so before the official start, resulting in grumbles from the cress of heavier displacement boats. After all, what's 50 to 60 knots and 4.5 metre swells to a boat like KOAMARU with Doctor Dick at the helm.

The following day, with the weather and sea abating, KOAMARU left Wellington in the company of 28 others, with the first port of call scheduled to be Akaroa. The first few hours had us make good time and maintain pace with the fleet as far as Kaikoura. However, KOAMARU is well known for being able to find holes in the wind pattern and this was to be no exception. We sat bobbing up and down, both on the ocean and for the occasional Coruba, for some hours and were in fact drifting back towards erst we came. A quick committee meeting, and final decision from the skipper, had us back under-way compliments of the BMW-driven spinnaker. The under-water turbulence ensured that we were not last to arrive at Akaroa. We had, of course, advised the racing committee!

Hospitality at the picturesque Akaroa Cruising Club on New Year's Eve was superb, resulting in KOAMARU's main letting his transport go for a midnight swim, straight off the edge of the wharf. For those within hearing distance, the narrative was more colourful and not in the conservative medical terms usually associated with the skipper!

Early on New Year's Day, having retrieved the recalcitrant chair, we set off for parts south in the company of numerous Hector dolphins. The weather was better than the forecast and we were making good time when one of the drive belts gave out, necessitating the use of our only spare.

Now any seasoned sailor would know that beer temperature is directly proportional to the efficiency of the freezer. It was, therefore, decided to put into Port Chalmers and obtain a replacement, just in case. We arrived at Port Chalmers without further incident. A visit to the "local" resulted in all sorts of assistance and anecdotal information regarding places to visit, anchorages, weather patterns and the like. People who play on or live by the sea



Oysters by the bucketful. Port Pegasus, Stewart Island, 5 Jan 1996.

are the same everywhere. They go out of their way to be friendly and helpful!

Next it was off to Bluff. The weather was reasonable and we arrived on schedule. After finding a berth we made another obligatory quick visit to the local, just to gain information, of course! Starting early next morning we were well into Foveaux Strait by daybreak and heading for Stewart Island.

We decided to try out some of the info we had gleaned and headed for Lords River on the southern side of the island, having been assured that we would find a safe anchorage tied to a hawser in one of the inlets. What we hadn't been told was that the hawser was in about 1.5 metres of water and KOAMARU draws 2 metres. We

dredged a few oysters before escaping to a more inviting bay to stay the night.

Further south, Port Pegasus was next on the agenda where, in a few minutes, we filled a bucket with beautiful, supposedly tainted Bluff oysters. Any taint present certainly didn't spoil the taste once opened. The delectable little bi-valves certainly know how to keep out intruders!

From Port Pegasus we rounded the island, dodged some reefs and, in the thickest sea fog imaginable, wended our way into Halfmoon Bay and Oban. A lovely little town in the most beautiful setting where there are two "locals" .. A quick shower at the camping ground and it was off for a "local" transfusion to replace that which the mosquitos and sandflies had drained. They sure grow big sandflies in that neck of the woods! The closest bar sports a rather large



KOAMARU in Dusky Sound, 9 Jan 1996.

Continued on page 29...



MUMM 30



- ✓ Fast
- ✓ High Stability
- ✓ Carbon Mast
- ✓ Inboard engine
- ✓ Sail Limitations
- ✓ Mast Head and Fractional Spinnakers
- ✓ Symetric and Asymetric Spinnakers
- ✓ Owner-Driver Rule
- ✓ No Runners
- ✓ Non overlapping jibs
- ✓ Strict one-design

INTERNATIONAL UPDATE

- 70 BOATS SOLD USA
- 30 BOATS SOLD EUROPE
- 12 BOATS SOLD ASIA-PACIFIC
- WORLD CHAMPIONSHIPS TO BE SAILED IN ANNAPOLIS OCTOBER 25-27, 1996
- "IN 17 YEARS AT NORTH SAILS I'VE NEVER SEEN OR SAILED A BOAT AS MUCH FUN AS THIS ONE"

Perry Lewis - Sailing Consultant Chicago!

Proudly built in New Zealand by

McDELL MARINE

PH 09-818 7005
FAX 09-818 5100

ASIA-PACIFIC DEALERS:

NEW ZEALAND:

LAURIE COLLINS

PH (09) 376 6331

FX (09) 378 9494

NEW SOUTH WALES:

SYDNEY YACHTING CENTRE

PH (61 2) 9969 2144

FX (61 2) 9969 4191

PHILLIPINES:

WATKINS YOUNG & CO

PH (63 2) 893 0230

FX (63 2) 894 5548

HONG KONG:

WATKINS YOUNG & CO

PH (63 2) 893 0230

FX (63 2) 894 5548

THAILAND:

PHATRA MARINE PRODUCTS LTD

PH (66 2) 693 2842

FX (66 2) 693 2849

JAPAN:

YAMAHA MARINE

PH (81 5) 3594 1815

FX (81 5) 3594 7013

cockatoo that leaves its cage to steal whatever is edible and managed to engage the crew in a not too meaningful conversation as the evening progressed.

Stewart Island gives the impression of being completely unspoilt with hunting and fishing to match anywhere in the world. Weather patterns were changing for the worst, forcing us to leave this idyllic island and continue our journey. We were sailing back across Foveaux Strait, intending to round Puysegur Point and head for Resolution Inlet where two extra crew were flying in by float plane to join us, when it was noticed that a huge container ship was not only following but bearing down on us. We made contact on Channel 16 and were advised that we did not appear on their radar! They did, however, make visual contact and changed course, which reinforces the importance of maintaining a twenty-four hour watch at all times.

We collected our extra passengers from Resolution Inlet and, after a day exploring the old gold mine and the rest of the sound, it was on to Chalky, where the blue cod are as big as groper and bluefin tuna are so eager to get caught they leap into the cockpit.

Wandering our way north, our next port of call was Dusky Sound and Pickersgill Harbour, where we climbed to the site of Captain Cook's trig station, set up to observe the transit of Venus in 1793. From Pickersgill we moved to Luncheon Cove where the crew of the BRITANNIA, under Captain Raven, built a 53 Foot ship that was subsequently commissioned into the Royal Navy as the Providence in 1795. It was sailed from Dusky to Australia by the crew of the ENDEAVOUR which, under the command of Captain W Bampton, had founded in Facile Harbour.

We left Dusky by way of Breaksea Sound and meandered our way through the Acheron Passage, Doubtful and Thompson Sounds towards Milford to refuel for the journey home. Whilst at the fishermen's wharf in Milford we engaged the assistance of the owner/skipper of the SHARCAREE and exchanged some friendly banter whilst we used his diesel card to fill-up. We had a further exchange a few hours later when he forged passed us with 700 plus horsepower, parting the waves as if they didn't exist. We were rather sombre when we heard that the SHARCAREE had gone down just a few days later.

Heading for home, about 160 miles off the West Coast, and negotiating our way through an enormous fleet of squid boats, the weather finally favoured us off Westport and we hit the 14 knot mark for a few hours. The southerly remained with us until we reached Farewell Spit where the wind went back to its normal position "on the nose".

We knew we were close to home when, for the first time in a month, the only thing we could catch was barracuda.

All in all, we had been away for about a month, the weather had never been too bad and sometimes good, the fishing had been great, the company excellent and KOA-MARU performed like a gem.

HONG KONG'S ROYAL DILEMMA

By Sandra Burton in Hong Kong

An article of interest to all royal clubs that was recently printed in TIME magazine.

Well in advance of its scheduled 1997 handover to Beijing, this British colony has begun making small, yet often painful, transition. If it proved anything, the emotional debate that recently blew up in the wood-paneled confines of the Royal Hong Kong Yacht Club showed that bowing to the inevitability of profound change is never easy.

At the stroke of midnight on July 1, 1997, the Chinese flag will replace the Union Jack atop Government, and portraits of Queen Elizabeth II will be removed from public offices, as Britain cedes sovereignty over its last major colony. With the British presence ebbing and Hong Kong becoming more Chinese by the day, the leaders of the colony's most prestigious sailing club felt it might be time to trim sails by eliminating the "Royal" from the club title. After all, the Royal Hong Kong Jockey Club, custodian of the territory's \$9 billion-a-year-horse-racing franchise, prudently shed the imperial prefix last July. Other non-government bodies boasting the R word - they take up three columns in the local phone book - are expected to shed it voluntarily rather than by fiat. In opening the debate, yacht club commodore Tony Scott requested members to be realistic as well as politically correct. "The issue here is sovereignty," he told the weekend sailors who showed up to vote. A nostalgic decision to remain Royal, he warned, could preclude the essential support of the Chinese navy and the future chief executive of Hong Kong.

Nonetheless, the resolution drew immediate fire. Accusing the committee of prematurely

lowering the Union Jack, a Canadian member urged, "Let us have the strength to retain an important historic link". A veteran British helmsman saw abandonment of the previous, granted in 1894, as the thin end of the wedge. Would the Chinese also require, he wondered, that Hong Kong renounce the British system of driving on the left? Realising that a showdown was in store, supporters of de-Royalisation ordered another round of gimlets from the club's tuxedo-clad Chinese waiters and launched a counterattack. A British judge enlisted Shakespeare. "What's in a name?" he intoned to guffaws. "That which we call a rose by any other name would smell as sweet".

A Dutch member dismissed the Royalists as dreamers. "If we don't change the name, the new Governor will take a pickaxe to chop out the Royal," he warned. "The management is changing. It's time to change." Appropriately, it was a Hong Kong Chinese yachtsman who delivered a bracing dose of pragmatism, inviting fellow members to "wake up and stop lingering over the memories of faded glories."

Ballots were counted, and by a two-vote margin the Royal Hong Kong Yacht Club elected to retain its full title. The debate resumed moments later in the waterfront bar downstairs, just beyond the gaze of the Queen's portrait, with the pragmatists vowing to mount another assault against the sovereign symbol next year. Ready to go about?

*Copyright 1995 Time Inc.
Reprinted by permission.*

EXPLAINING THE IMS MEASUREMENT PROCESS

By Bruce Askew

To obtain an IMS rating, two principal groups of measurement are required.

Firstly, the hull form is assessed. This is currently undertaken by Jim McElrae using a specialised device that converts a series of direct hull measurements that are then interpreted to indicate the hull's potential.

Secondly, other features of the yacht are measured to assess their effect on propelling or retarding the vessel.

The interpretation of the first set of measurements is applied much as a Naval Architect would, eg assessing surface area and relating it to frictional resistance and form resistance at all probable speeds and also the hull's stability characteristics, etc.

The second set of measurements considers the weight of the rig and its air resistance and inertia and the potential of the sails. As sails are measured much as was done for I.O.R., part of the second measurement also checks that certain sails come within the formal interpretation, eg. is a particular sail a bonifide genoa or a spinnaker and within proportional limits for that particular yacht. An incline experiment is conducted, not so much as a measure of stability but as a method of fixing the height of the centre of gravity. This information is coupled with the stability characteristics to form an accurate measure of the vessel's ability to use its sails to advantage. It also provides valuable safety information. Generally at incline time an inventory of the ship is taken so that the trim situation can be duplicated in the future. There is also a questionnaire that allocates points for specified accommodation features.

The hull measurements are taken ashore, ideally in a sheltered level area and they take about six hours. This requires arrangements between the Measurer, the Slipway operator and the owner. Evans Bay Hard, Seaview Hard, Greta Point and Chaffers are all satisfactory.

If a vessel is a duplicate of an existing measured vessel then its hull may be allocated the type standard. This depends on the Measurer's experience with the type and the Measurer accepting that the degree of standardisation is satisfactory.

The remaining measurements can be undertaken piecemeal, eg. sails can be measured when they are ashore for repair likewise with the spars.

The major difficulty in Wellington is the Incline experiment. This requires that the vessel be in measurement trim and also a coincident two to four hours calm.

Measurement trim is briefly described as ... In racing trim, tanks empty, no provisions or stores aboard, no personal gear, no sails (including mainsail), no liferaft. Safety equipment, anchor, squabs, tools, etc should be aboard and in their proper stowage.

The problem is to have a vessel undone, as above, in calm conditions and at everyone's convenience.

Measurement charges are time and expenses based. There is also a Yachting New Zealand processing and registration charge and an annual renewal fee.

NEW MEMBERS

We welcomed the following new members to the Club over the months April, May, June, July & August 1996.

MEMBER	CATEGORY	MEMBER	CATEGORY
R BOOTH	SENIOR	P G MATHESON	SENIOR
G T BOWES	COUNTRY	W MATSON	COUNTRY
D J BRETT	COUNTRY	M MCWILLIAMS	SENIOR
S BROWN	SENIOR	K MELVEIN	SENIOR
M K BURNS	SENIOR	R S NEVILL	SENIOR
D CAMPBELL	SENIOR	K O'BRIEN	SENIOR
M CAVANAGH	COUNTRY	Y K OH	SENIOR
G A CRAWSHAY	SENIOR	D PARSONS	SENIOR
L CROSSLEY	SENIOR	S REID	COUNTRY
R CROSSLEY	ASSOCIATE	D M ROBERTS	SENIOR
J FYSON	COUNTRY	G H ROWE	SENIOR
G HENSLEY	SENIOR	M SAVAGE	COUNTRY
G HEWETT	COUNTRY	C SHEEHAN	SENIOR
C R HOWARD-		A SPRY	SENIOR
BROWN	SENIOR	J UDEN	JUNIOR
N G JANIS	JUNIOR	N WEVERS	SENIOR
M KNOWLES	SENIOR		

FOR SALE

SECOND HAND SAILS

**Which have been nurtured and loved
over recent years,
ex Farr 1020, jibs with luft groove,
cruising main, racing main in good order.**

- 1. Cruising Mainsail**
- 2. Racing Mainsail**
- 3. No. 1 Headsail**
- 4. No. 3 Headsail**

All reasonable offers considered.

**Contact: TERRY CHRISTIE
Phone: 384-6364
Fax: 384-6368**



*For this year's corporate
yacht race, there's
a new sponsor at the helm*

EDS, the world's leading information technology and professional services provider, is proud to support the business highlight of the capital's yachting season – the EDS CORPORATE YACHT RACE.

The event, being held on 30 November, is expected to attract up to 60 corporates keen to duel on Wellington Harbour. Proceeds go to the Royal Port Nicholson Yacht Club's sailing academy which provides Wellingtonians with an inexpensive introduction to sailing. If your firm or organisation would like to take part contact Mike Piper, RPNYC, on (04) 384 8700.

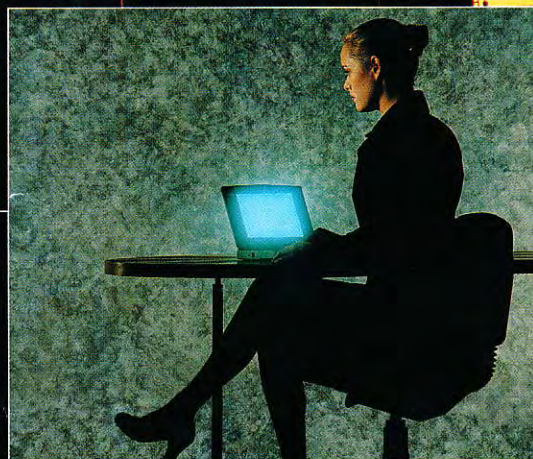
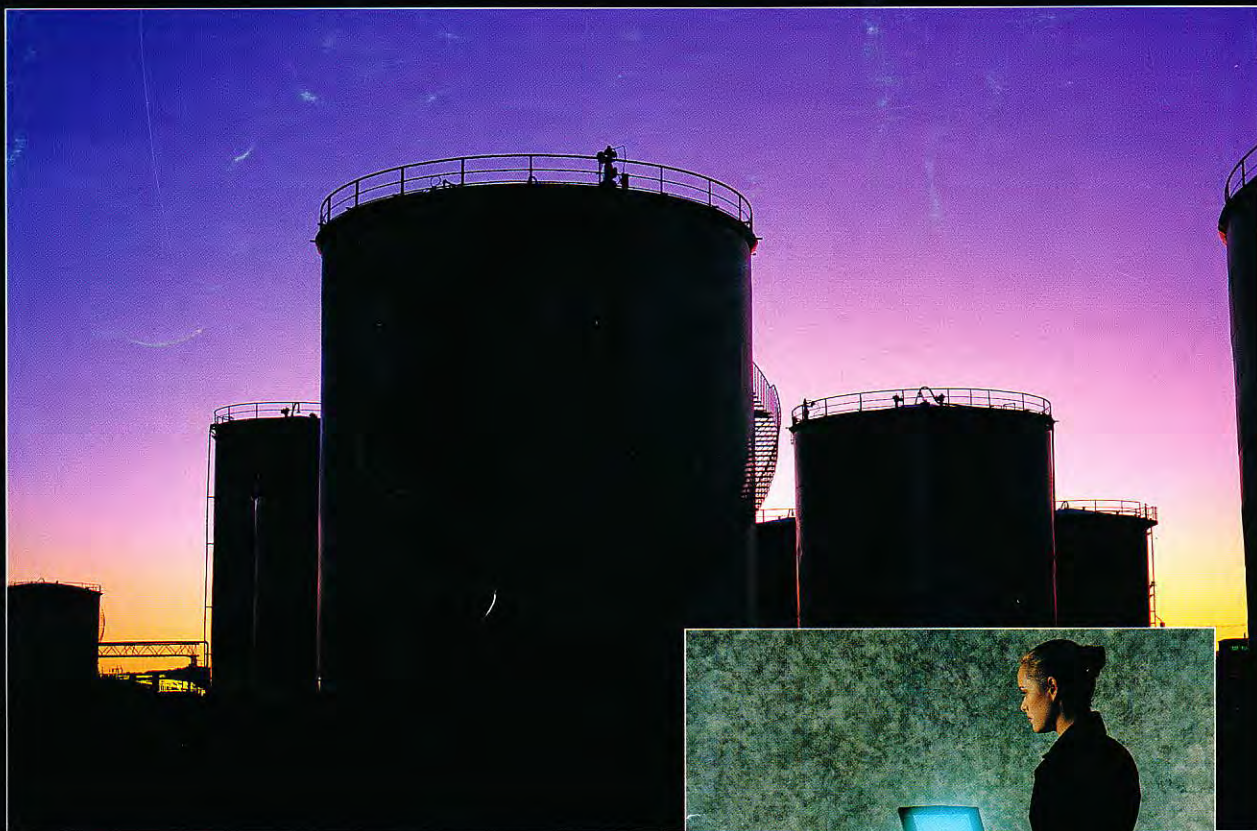
EDS CORPORATE YACHT RACE

WELLINGTON HARBOUR • SAT 30 NOVEMBER 1996



Royal Port Nicholson
Yacht Club





Chris Coad

P H O T O G R A P H Y

TELEPHONE 04-384 5525

FACSIMILE 04-384 2629

MOBILE 025-420 005

PO BOX 7002 WELLINGTON

