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The Rip

APRIL 1997



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The Rip

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

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

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COVER PHOTO:

A little close for comfort. Doughy is busy talking on the phone and forgets to look behind, luckily the photographer was keeping out a keen eye!

PHOTO BY CHRIS COAD PHOTOGRAPHY



ROYAL PORT NICHOLSON YACHT CLUB OFFICERS FOR SEASON 1996/97

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Governor-General of New Zealand
President: Alan D Martin

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Facsimile:	382-8631

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CORRESPONDENCE

Dear Editor

We were recently the recipients of the Wilkinson Insurance Brokers Cook Strait Classic Trophy and the prize of a very generous amount of free insurance. We are of course very grateful to Wilkinson Insurance for their continued support of our Club and of this event. Our yacht is now insured with Wilkinsons, who were extremely helpful, and totally efficient in putting together a superior and competitive new insurance package at short notice.

We would like to take this opportunity to ask that this short note be published in the next Rip to publicly acknowledge and thank Wilkinson Insurance for their sponsorship of our yachting.

**M & H Davies
HIGHER GROUND**

Team Group 4
BT Global Challenge
c/o Lambton Harbour Management Ltd
PO Box 395, Wellington, New Zealand



7 February, 1997

Mr Del Hogg
BTGC Race Representative
Royal Port Nicholson Yacht Club
103 Oriental Parade
PO Box 9674
Wellington

Dear Del

Before we set off on the third leg of the *BT Global Challenge*, we wanted to drop you a line to thank you and the team at RPNYC for all your hospitality during our stop-over in Wellington and for making us all so welcome at the yacht club.

Given the club's close proximity to our hotel, we've taken advantage of the BBQ facilities several times, have spent many fun evenings at the club and met some great club members who have invited us out to sail and race.

The friendliness and generosity of everyone here in Wellington has been overwhelming and has made this a truly memorable stop-over.

With many thanks.

Yours sincerely



Team Group 4

Dear Editor

It has been too many years since we wrote to *The Rip* - Cyprus, 1992, I think! I do apologise for our lack of correspondence. A few major traumas have meant that our voyage has extended to seven years rather than the planned 4 or 5, and during this time Graeme (who is the RPNYC member) has lost his eyesight, but this has not prevented his continuing our travels with me as his eyes.

We have visited 50 or more countries and taken our H28 through the French and Dutch canals as far as Stockholm and Copenhagen in the Baltic and to the outer Hebrides in Scotland. *SHEARWATER* and crew have had many many adventures - some forgettable, but most brilliant fun and, as Graeme has been quoted, "bloody amazing". So although this is a bit tardy (as ya'll appreciate, we've had our hands full just sailing our yacht homeward) we'd be happy to supply a few travel stories and tales for *The Rip* if you'd like.

We hope to be sailing into the Harbour Sunday (13 April) or soon after (weather permitting) and will call in.

**Gilly Wallace for Graeme
SHEARWATER II**

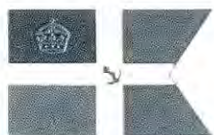
SEEN IN THE NEWS

In February, Keelers made it into *The Dominion* as one of Wellington's top restaurants.

The newspaper asked some of Wellington's "well-heeled" where they like to dine out.

American Ambassador Josiah Beeman rated Keelers at the top end of his favourite restaurants. Journalist Pauline Swain seemed to agree, describing it as a place where you can enjoy "the intimate harbour view, the good menu and classy wine cellar".

Wellington Newspapers General Manager, Ian Wells also had a liking for the restaurant, saying it was "absolutely outstanding" for lunch.



COMMODORE'S REPORT



How good is your memory. Mine's not that great, but I can't remember when we last had ideal sailing conditions of 10 to 15 knots for two consecutive Saturdays between Opening Day and Christmas.

Which brings me to ask the question; When is the sailing season?

When I first began sailing, seasons in terms of sport were very well defined. Rugby, soccer and other winter sports started the weekend after Easter and finished at the end of August with the annual trip to follow. Summer sports, including sailing, began about 1 October and ne'er the twain did meet.

Professional sport has changed all that. Soccer is now a summer sport, rugby runs from February to December and almost all summer and winter sports overlap considerably. Maybe it's time to revisit the definition of our season.

While I don't have the statistics, I have the definite impression we get considerably more yachts out on the water in the second half of our current season than we do in the period leading up to Christmas. With the support for our Mount Gay Rum Winter Series reflecting a desire by most owners to maintain their boats in racing condition all year round, there seems to be an opportunity to rearrange our main season. It could run from mid or late January through to June with a separate spring series (no offshore) to run from August to the end of November. December would see the Cook Strait race, either the Gisborne or the Akaroa race and possibly a regional harbour regatta. Run under the direction of the Royal Port Nicholson Yacht Club a regional regatta would be open to all including out of towners. We could include special events such as the Corporate Race.

Except for those of us who live and die for sailing, there seems to be a decided reluctance by most crew to commit themselves to Saturday after Saturday from September to April. Most have a wide variety of interests, not the least of which are family. With the continued move to a seven day trading week it's no surprise that leisure time now has a premium on it.

Personally, I prefer to have my fix of sailing in short, sharp, but concentrated bursts when the lessons of one day or week can be carried over to the next race.

You will see in the year-end accounts, when you get them,

that while we have achieved a small surplus, we are having some difficulty maintaining members and subscription income. Maybe the changes I've suggested could help. However, the only way we can know, without actually making the changes, is to canvas the views of members. Why not write to the Rip?

There will be an opportunity to speak up at the Skipper's meeting, when boat owners are invited to put suggestions for the coming season to the outgoing Sailing Committee.

Views from crews are always welcome and, as they make up the majority of active sailors. Either make your views known to your owner or write and let us know those views.

Still on sailing, unofficial results from racing in Auckland, where we had three crews participating, have been disappointing. Seems as though we need to look at a different and better way of preparing for those events next year.

As hinted above, with an upgrade in account reporting processes (thanks to Tony Chamberlain our Treasurer and hardworking admin personnel) we now have a projected outcome for the year's end. While we could always have done better, it is likely to be a satisfactory outcome.

Apart from balancing the books, your executive has concentrated on liaison with our corporate members, developing a rapport with sponsors and potential sponsors, improving the Club's facilities and controlling costs.

Both the sailing committee and the house committee have assisted greatly in these areas, as well as looking after on and off the water activity. This enables the administration of the Club, at least from my point of view, to run smoothly.

It's been an eventful year, particularly since Xmas.

I wish to record publicly, my thanks to all who put a considerable amount of time and effort into the BT Challenge stop over and the visit of Team New Zealand to Wellington. Well done.

See you at the Club.

ARTHUR STEWART

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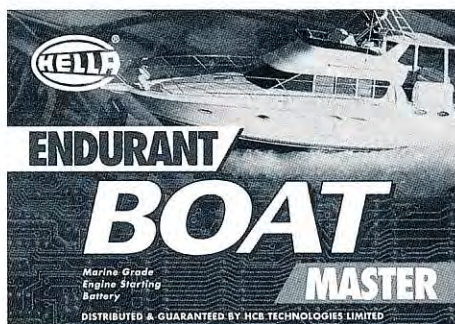
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VICE COMMODORE'S REPORT



Thank you to Hewlett Packard for a great sponsorship package for Club Week. A full report appears on page 19.

I would like to personally thank all those club members who assisted with the BT Challenge organisation. A great effort from all at our Club provided an extremely pleasant stopover for this fleet. They really enjoyed their stay and were farewelled on a typical Windy Wellington day.

The National Women's Keelboat Championships have been sailed and our selected team comprised Skipper, Heleen Visser and Crew, Treena Marr, Rebecca Sellwood, Deb Kemp, Ginny Gravitt, Penny Kerr, and Alex Cooney. They sailed against Kylie Hogg and Sharon Ferris of RNZYS, Jan Shearer, Takapuna, Colleen Bassett, RAYC and Holly Farmer, Tauranga, in what turned out to be a light wind series. Thanks to our coach Mike Boswell, whose training and support were invaluable in preparing our team for this regatta.

Races are proceeding to schedule, with only fractions of a point separating the leaders in some divisions. We are committed to sailing all the races to ensure that the championships are fairly won.

Buoys have been a problem this year. Should you see boats using them as moorings please discourage this as the moorings are not designed for this.

Offshore races have been interesting. During the Nelson race we experienced an unusually wide set of conditions, ranging from 35 knots plus and rough seas off Stevens Island to calm seas entering Nelson. The Kapiti Picton and Picton Direct race were sailed in light southerlies. We had a magnificent day in Cook Strait, finishing the long race after shortening the course to Mana Picton, but we failed to finish the direct race as, once around Cape Koamaru, the southerly died out completely.

The Brothers Underwood and Underwood Direct races have been postponed to Saturday 12 April 1997. The storm

warning issued for 15 March meant it was unwise to run the races on that date. I did expect more boats to make it out on the harbour for the "At Home" race, as it is excellent experience for crews to sail in; 35 to 50 knot conditions with storm jibs and trisails in the harbour. Get those reefing lines out and give it a try.

The Road to America's Cup 2000 Regatta in Wellington was an unqualified social success. With three of the five sponsors (Lotto, Telecom and Toyota) based here, it was appropriate to launch the defence campaign from our club in Wellington. However, the Wellington weather had other ideas and refused to cooperate, offering the teams a taste of the first serious southerly of the year. Despite this, 4 races were held and Team New Zealand outperformed the New York Yacht Club. To be fair, this was the first time they had sailed as a team and the conditions were extreme for the International America's Cup Class (IACC) boats.

We look forward to seeing them compete in Auckland on March 28, 29 and 30. Perhaps Ed Baird and his team will match the Kiwis.

Welcome back to Jeremy Bradley, on the water again with BLURRED IMAGE, a new yacht to Wellington. Jeremy did exceedingly well in his first week of racing, culminating in a win in the Mark Foy Island Bay Race.

Finally, at this time of the year we begin to put thoughts on paper for next season's programme. I would like to hear from all sailors who have new ideas for our racing programme.

CHARLES CLARK

RPNYC ON THE INTERNET

The recent upgrading of the Club's computers has included the addition of Internet. The Club now has an Internet address - **rpnyc@extra.co.nz**.

Members and others can now send e-mail to the office at the above address.

In order to promote the Club in general, we have successfully negotiated a deal with a local web server dedicated to things nautical.

This site, Waypoint 1 provides information such as marine weather with maps and marine commercial information. It is well worth a visit and RPNYC staff have cheap access to weather information.

Waypoint1 can be found on the internet at **www.e-media.co.nz/wp1** and the site operator, Bruce Barton, will be constructing a home page for the club, including informa-

tion such as;

- general club information
- office holders
- sailing program
- social activities
- current news
- amendments to sailing program
- race results.

There will be an additional page for the Sailing Academy setting out details about the Academy that include:

- academy courses
- sail training programme.

The home page for the club is, at the time of writing, under construction. But be sure to check the site out.



CLUB OFFICE REPORT



A very busy season is almost over for another year with the highlights for me probably being the EDS Corporate Yacht Race and the hosting of the BT Global Challenge fleet.

EDS has proven to be a superb supporter of the Club and our Sailing Academy, not only through the Corporate Yacht Race but also sponsorship of one of our training yachts and the banners displayed in Oriental Parade. Our association has been an excellent example of both parties to sponsorship being very satisfied with the relationship.

The BT Global Challenge stopover was very exciting and rewarding for those involved. It showed that the Club and Wellington can successfully host a major event, although we had our moments behind the scenes. All the feedback I have received indicates the sponsors, crews and others were very impressed with their stay in Wellington.

BT GLOBAL CHALLENGE FAREWELL

The BT Global Challenge fleet departed Wellington on Sunday 9 February, after a hectic week or so for the skippers and crews testing their new rigs while also entertaining a side range of corporate clients and visitors.

The club skippers hosted a "Skippers' Dinner" for the BT Global Challenge Skippers where the Club made a small presentation. This was a very successful evening, enjoyed by everyone there, except Captain Chardonnay.

On the day the fleet sailed from Wellington, the Club organised a "Bubbles & Brunch" to raise funds for the Sailing Academy. This was very well supported, with about 70 people arriving for a delicious brunch before boarding launches ABSOLUT, BELUGA, PERICLES and NUKUTERE. They joined a huge collection of boats out on Wellington Harbour.

The Brunch raised \$3,000 for the Academy and I would like to sincerely thank the Skippers and Owners of the launches for making this event possible.

BUSINESS HOUSE RACE

As many of you will know this year's Business House Race was cancelled due to a number of factors, not least of which we had great difficulty in finding an appropriate sponsor. This meant we did not have enough lead up time to promote the race. However, it will be back, bigger and brighter than ever next year.

WARDROOM

We will shortly be introducing EFTPOS in the Wardroom. This will mean some changes to the way we have accepted credit cards in the Wardroom, with the practice of giving cash advances on credit cards being discontinued. We will still accept credit cards for purchases (with a minimum limit of \$20) but giving cash out on credit cards costs us over \$1,500 per year in bank charges.

MAINTENANCE

We have replaced some weatherboards on the front of the building, thanks to Graeme Hargreaves. We will budget to give the startbox a spruce up this winter.

PUBLICITY

As indicated in this edition of The Rip, we are developing our Internet capabilities.

This should be a help in publicising the Club. The Executive is also investigating means of providing improved information flows for the Club and hopefully better media exposure.

END OF FINANCIAL YEAR

We have just finished our financial year and the date for the AGM is set for 28 May 1997.

I would like to take this opportunity to thank all employees for their efforts this year and I look forward to another productive and stimulating year.

MIKE PIPER, GENERAL MANAGER



"THE LAST NIGHT ON THE TITANIC"

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Dress: Formal or Circa 1912

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REAR COMMODORE'S REPORT



Well, if I thought it was busy before Christmas, I had no idea what the New Year was going to be like for the first eight/nine weeks. During that time we've had the BT Global Challenge, two Wine Tasting Evenings, Model Boat Racing, the George Janis/Redken Women's Series (which we won - had to say it), a few Offshores, a Y88 Regatta, Sprint races, Club Week, and Team New Zealand.

So, it's been exhausting, but really fun. The rest of the House Committee has to be commended for hanging in there. While you, the members can choose which of the events you want to attend, they usually have to be at them all, so my thanks to Jeannine, Paul, Shelley, Edmund, and Andrew.

BT GLOBAL CHALLENGE

The BT Challenge people were a real boost to our "normally quiet" after-Christmas time. The Club was open most days, and pommie accents everywhere. Anyone involved in the event would probably echo my thoughts on the benefits of Wellington (and RPNYC) hosting the event. A HUGE thanks has to go out to the Boat Buddy volunteers - you made a fabulous contribution to the success of the event, both from a Club perspective, and in showing the visitors our city and our Club.

After the BT boats left here, a few of our members got the urge to join in on the sailing - Leslie Hamilton got the call-up to do the Sydney - Cape Town Leg on "Pause to Remember", and Scott Atchinson is on "3-Com". A few other members have put in their application to sail in the next challenge (in 4 years time) and, as Chay Blyth has announced that the race will be returning to Wellington next trip, we're definitely in for the next one too.

TEAM NEW ZEALAND VS NEW YORK YACHT CLUB

The Team New Zealand visit brought the Cup (yes, the Cup was here, and left us undamaged) and the memories of that famous win back to us all. The sight of the two big boats on Wellington Harbour was a real thrill - the view of the boats as I drove over the Wadestown hill was a bit like first seeing the dinosaurs on Jurassic Park - bigger than life.

In spite of the weather, the racing was marvellous, and spectators on the Evans Bay shore couldn't have hoped for a better viewing point. I thought that the boys on the NYYC

white boat had to either be terribly confident of their depth sounder, or not have a clue how close they really were to the rocks. It turns out they didn't have a clue - just lucky.

We hosted a cocktail party for about 250 on the Wednesday nite, to welcome both teams. The Prime Minister announced that he had the currents and tides (in Wellington Harbour???) all worked out, and would be instructing Team New Zealand on where to go, while the US Ambassador had all of the experience of an Introductory Course at the Sailing Academy (taken 18 months ago) under his belt, and felt quite confident in his ability to lead his team. Amazing how they both became instant yachting pros in throwing out challenges to each other. Unfortunately that race never happened, so we'll never know what chaos they might have caused.

The Spit Roast Barbeque on Saturday was well attended by both the teams and Club members. The numbers were a bit down, due to the weather, but still a good turn-out - and no one went away hungry.

COMING UP

Commodore's Ball - Saturday, 3 May

The next very important date to mark on your calendar is 3 May, which is the date of the Commodore's Ball. The Ball will be held in the BoatShed (the Rowing Club). The theme is "The Last Night on the Titanic", which gives you an opportunity to come in glam wear a la 1912 era, or fancy dress. (Unlike the Christmas party, I won't specify dress as "Party Frocks" - too many blokes told me they didn't have a thing to wear).

Tickets are \$ 75/person (which includes finger food and beverages) and will be available through the Club Office, any of the House Committee and a few others we have lined up to sell for us. Tickets will be limited by the size of the venue, so don't procrastinate on buying one - it's guaranteed to be a great nite!

And before we know it, the Winter Series will be here.

COLETTE KRAUS

HAGAR THE HORRIBLE BY DIK BROWNE



(Courtesy "The Sydney Morning Herald")

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SAILING ACADEMY REPORT

THE LAST FEW MONTHS IN REVIEW

The summer season is coming to a close but it only seems like last month that we were having our annual "Youth Week". That was in December, when 12 of our region's top youth sailors came to learn a little about how to sail keelboats. The week was once again fantastic, with some great young sailors showing their enthusiasm for the sport. One individual's enthusiasm extended to our EDS sponsor, whose logo he shaved into his head.

Also around December we ran a number of events at the club, giving the model boats a little more water time than in past years. Thanks to the efforts of the people involved, in particular Greg Wilson who made sure that all the boats were up and running and kept them that way. At Worser Bay, Kate and Tim were flat out trying to give around 300 children the chance to experience our sport through "Schools Week". I would like to acknowledge and thank Kate for her efforts over the last two seasons in ensuring our relationship with WBBC sail training programme has gone from strength to strength. While a number of our instructors have been involved with their courses, Kate has been the principal instructor, at times taking up to 50 kids sailing on a Saturday morning as part of the new "Optisquad". Kate is leaving us soon to return overseas and we wish her well.

Early January I was invited by "Yachting New Zealand" to coach at Sail Melbourne, a world ranking regatta where New Zealand sent around 20 of our top youth to gain international experience. Along with Peter Lester and Barbara Kendall, I was able to watch as the Kiwis cleaned up almost all the classes they competed in, a most satisfactory result and great experience for our future Olympic hopes.

Back to Wellington to set up the Women's Development Squad training for some local youth sailors wanting to advance their skills in keelboats. With three of the seven person crew coming from our Youth Week, this was a good chance to see them develop in the race environment. Their creditable third place in the George Janis Women's Series, together with their enthusiasm, encouraged the Academy to help get them to the Nationals. This also proved a successful experience (see report elsewhere). While all this was happening Gerry had been completing the production of our new Introductory Workbook which is now in constant use and a dramatic improvement in our teaching resources.

February saw the start of the BT Race, and with it the realisation that a large number of our graduates were involved. I recall a conversation with one such individual who wondered how different the experience would be to his Academy courses. Not an easy one to answer - better just to stick to the few similarities; water, wind, sails etc. We received a postcard when he arrived in Sydney. His statement "made it!", summed up his approach to the task. February also saw the return of the Young 88 Teams Challenge against Auckland. In my opinion this was the best weekend of sailing at the club all year, despite the fact that

we were once again shown the way by the crews from up North.

By the time

March steamrolled in we had two Women's Crews at their Nationals in Auckland while Geoff was taking a "Day Skipper" course down the Sounds. This year we teamed up with charter company "Charter Link" who did a superb job of providing us with one of their top quality yachts and patiently waiting until 12.30 am for our crew to arrive from their five and a half hour delayed ferry crossing. Another first for us, we also had a group of sailors come up from Christchurch for a couple of days of Young 88 instruction. They commented after the first morning that they had already got their money's worth, confirming the trip was a success.

You will note in the centre of The RIP a feature on the Academy and our activity during the nearly four years we have been running. This will give you all a picture of the vast range of activities we are now involved in. We hope you find it interesting and, as always, the Advisory Group (Roy Cowley, Murray Sleeth, Tony Wilson) would welcome any input members may have regarding the Academy's operation and direction.

COACH'S COMMENT - SAIL TRIMMING

The importance of this role on the boat is often understated and was recently reinforced to me in terms of maintaining a yacht's performance. Trimming could be defined as "constantly adjusting a yacht's sails to changing conditions". If this is to be agreed on as a definition, emphasis needs to be placed on the word "constantly" as the wind and sea conditions are never the same for an entire leg. The genoa or mainsail that is winched, or pulled in and cleated for any length of time, is not being trimmed but rather "sheeted or set".

Obviously a headsail is going to require less trimming than the main. If one considers that good mainsail trimmers are unlikely to have the mainsheet in the cleat for more than a few seconds, and recognising that both sails work together and should therefore be adjusted accordingly, there is room for improvement if the only time the headsail sheet or halyard is touched is during a tack or hoist. The trendy slogan for all this is obviously "Changing Gears".

A brief comment must also go to the kite trimmer who should be constantly adjusting the sheet, directing the brace movements and, in the light to moderate, indicating where the helm should steer the boat.

Now get out there and trim your way to better speed round the race track and be a trimmer rather than a sheet-setter.

NOT TO BE MISSED - NEW RULES SEMINAR!

Saturday, 17 May, from 9.30am - 3.30pm in the RPNYC Wardroom. This is an open seminar and all are welcome.

MIKE BOSWELL



THE BT GLOBAL CHALLENGE COMES TO WELLINGTON

Boat Buddy Programme

By Michaela Draper

I happened to make one of my infrequent visits to the Yacht Club on a Friday night early in December. I got into a conversation with Charles Clark, Clive Snow and others about the BT Race and what we (RPNYC) were going to do for it. Volunteer as a boat buddy I was told, get to drive a brand new Rover for six weeks, get this, get that. I was excited enough about the prospect of the interaction with the participants, but all the additional benefits - well what could be lost?

The following morning I phoned Islay McLeod and sure enough, as I'd been informed the previous evening, there were still four BT boats without boat buddies. Islay immediately assigned me the yacht Commercial Union and the following week sent me an information package.

THE TASK

We were to be on standby for a call to let us know when our boat was approaching Wellington, at which time we were to go to the Park Royal and collect the "Boat Pack", containing refreshments of Deutz, Heineken, bread rolls, fruit, etc and then, accompanied by the sponsor, go out and meet them on the finish line.

Prior to the arrival of the fleet, the boat buddies would each be summoned into Shelley BMW to collect their allocated Rover, each displaying the name of the boat they were assigned to.

Once the crew landed our task would be to introduce them to their official bar and restaurant which, in all cases, meant two different venues. Other than that it would be our job to ensure that they found their way around Wellington and generally had a really good time.

THE ARRIVAL

I collected my sponsor's representative from the airport on the afternoon of 28 December. Having just spent the previous 27 hours on a plane, I expected that he might want a quiet night. Wrong! We spent the evening at Dockside where we met up with his travelling companions -



The BOAT BUDDIES

mainly BBC staff and other media people.

The next day our local sponsor's representative arrived from Auckland and, for the following few days we monitored race progress, socialised and worked on an itinerary for the stopover.

Our boat came in sixth after two days slopping around outside the heads. Everytime we looked, the ETA had changed dramatically backwards or forwards. At the very last minute they were hit by a small puff of wind which had them over the finish line before we could get to them. The time was 9.30pm New Year's Eve so the 'welcome' they received as they docked made up for our mishap.

The following ten days were filled with social activities including a belated Christmas Dinner at our official restaurant, The Dubliner, travel plans and cleaning up the boat - I didn't participate in the latter activity.

HINDSIGHT

Most boat buddies entertained crews in their homes, transported people here and there, gave advice on travel itineraries, took the crew sailing and the like. This they all found to be a lot of fun and very rewarding. Carmel Sheehan said her entire holiday was taken up with BT activity and it was the best holiday she had ever had.

In some instances, an entire crew performed the boat buddy function. This, they believed, formed greater camaraderie while also reducing the load on the individual.

Everyone involved formed friendships with individuals within their respective crews.

Two boat buddies, Scott Atkinson and Leslie Hamilton have taken up places on the race while Brian and Viola Cardiff are off to Southampton to welcome their boat in.

THE BOAT BUDDY TEAM

Heaven n' Hell			
Crew	Nuclear Electric	Richard Cowley	Courtaulds
John Hunt	Concert	Max Headroom	Ocean Rover
Scott Atkinson	Global Teamwork	Peridot	Motorola
Chris Okeby	3 Com	Dale Adams	Time & Tide
Shaleen Russell	Pause to Remember	Cardiff Family	Heath Insured
Michaela Draper	Commercial Union	Carmel Sheehan	Toshiba
Boat Buddy not needed for Group 4 & Save the Children			



BT Global Challenge boats moored at Queens Wharf

Wellington Arrivals

After weeks of waiting, meetings, waiting, we all had to wait some more as our famous wind disappeared up North for a while.

GROUP 4 sat frustrated outside the Heads for nearly a day as the other yachts closed in on them. They had company during the night as PHANTOM OF THE STRAITS stayed out there with them and, once they finally found a breeze, many other craft arrived to escort them in.

The other yachts finished regularly from then on, with COURTAULDS also sitting out near the Wellington Heads. They could probably hear the party going on at Queen's Wharf, but couldn't find any way of getting there.

The other popular arrival was CONCERT, dismasted east of the Chathams, and they attracted great interest from spectators as they motored in, looking like a pirate ship with their temporary rig. They even put their wind gear on top of the mast stump!

All the boats were greeted at Queen's Wharf with a resounding cannon shot and their theme music blaring out from Dockside Restaurant. Islay McLeod and her team did a great job with their entertainment and greeting, Doughy did a superb job taking out Customs and MAF personnel and meeting the boats. And the crew at Pt Jerminham worked long hours waiting for the yachts to finish. Well done!



Wellington put on some fabulous weather for visiting boats



GROUP 4 looking for a sign of that famous Wellington wind.



GLOBAL TEAMWORK powering to the finish line!

Photos by CHRIS COAD PHOTOGRAPHY

MELISSA BRAY - THE EXPERIENCE OF A LIFETIME

Blue water yachting has extreme highs and lows, from adrenaline-pumping storms in high seas to sitting on the same tack for hours and trying to relieve the boredom, Courtaulds International crew member Melissa Bray says.

Melissa sailed in the second leg of the BT Global Challenge - a 42 day journey from Rio de Janeiro to Wellington. She trained extensively before joining her crew in Rio, lifting weights, running and rowing. But nothing prepared her for the mental challenge she was about to face.

"When it's your watch and you've been holding the same course for some hours, there's not much to do on the rail. It can get very mundane and people tend to go off into a little world of their own," she says.

Melissa may not be in a hurry to compete in another ocean race, but she has a newfound respect for offshore sailors and the demands that nature places upon them. She says that knowing what to expect on the ocean waves probably comes from years of experience at blue water sailing.

The Courtaulds crew had a mix of sailing experience, which ranged from a couple of years to a lifetime, but little of it was on the ocean. That meant a lot of reliance was placed on skipper Boris Webber, who was very experienced and seemed to know what to do by instinct, she says.

Melissa now has a great sense of achievement when she reflects on the trip, but says there were times when she wondered what she had let herself in for.



Chay Blyth passing around the champagne to welcome in the Save the Children Crew.



BT Crews enjoying the Spit Roast at the RPNYC Summer Party.

"There were times when we were constantly wet, getting dressed into wet clothes to go on watch and then getting into a damp sleeping bag when off watch."

"Other times the boat fell off wave after wave with such impact that you were sure there would be huge dents forming in the hull, from what felt like hitting a brick wall.

She shared a cabin with two people from the opposite watch, so barely saw them. "You're really living on a boat with seven people rather than 14, because you just cross over with the other watch."

"There's a camaraderie that forms in the hours spent with the rest of your watch, enduring similar conditions and experience. And there's the feeling of achievement when a sail change goes well or you've cooked a meal that is appreciated."

Conditions were constantly changing. Rain and storms would disappear overnight to be replaced by sunny, calm days, where the conditions were perfect for sailing and make for brighter memories.

The last few days of the leg were spent battling Cyclone Fergus. "In terms of wind strength, the cyclone was some of the worst we had but the waves weren't quite as bad as some of the Southern Ocean stuff. It was like a short, sharp bang. You have everything secured in your cabin, but even so, everything came out. I was off watch and the contents of the bed opposite me landed on top of me."

The opportunity for New Year celebrations was lost crossing the dateline and had to wait until the crew reached Wellington. Once on shore, the New Year celebrations and the joy of being back with her family and friends all rolled into one and the celebrations were all the more special.

Melissa says Courtaulds' involvement with the Challenge provided many opportunities for promoting the company in New Zealand. Newspaper, radio and television all took a particular interest in the New Zealand crew members and Melissa was interviewed on several occasions.

Courtaulds' customers would have also found the stopover in Wellington memorable as many of them were taken out on the water and experienced, first hand, how the boats handled.



GROUP 4's team in the BT Global Challenge Golf Tournament.

Photos by CHRIS COAD Photography

WELLINGTON FAREWELLS THE BT GLOBAL CHALLENGE

Few Wellingtonians would have seen boats of such a size as the BT boats, let alone watched them race in the inner harbour.

But BT Global Challenge race organisers made sure there was an opportunity for everybody to see the action. The 14 steel hulled boats tacked towards the city after crossing a line between the Navy boat HMNZS WAIKATO and Pt Jerningham, up to a mark west of Somes Island, round a mark north of Kau Point and then out of Wellington Harbour.

The fleet's presence had obviously had an impact on Wellington, as spectators turned out on shore as well as on the water. Oriental Parade, Evans Bay and the Miramar Peninsula were lined with cars and people keen for a glimpse of the fleet in action.

Spectator craft of all shapes and sizes, from the Spirit of Adventure down to trailer sailers, accompanied the fleet, managing to keep clear most of the time. Overhead, helicopters hovered and cameramen dangled down to get the best shot. Thankfully the buzzing jet skis stayed home in the stiff breeze.

The skippers' nervousness on racing in such a small space among a flotilla of small boats and with their own relatively inexperienced crew, was understandable. Some crew members had only joined the boats in Wellington and had limited sailing experience, but there were no casualties.

The new crew members included Academy graduates, one of whom had only recently completed the Introductory course. He had been given the opportunity to join the race and stay with it to the finish in South Hampton. Needless to say he withdrew from the IntroPlus course he was about to attend and opted for blue water.

Everybody wanted to get a good view, including a whale that swam in close to Karaka Bay and provided more excitement for the locals.

The boats were last seen as they each rounded Karori light. From the distance already extending between the identical boats, it was plain to see that some would do better than others. They had a few days ahead of them as they raced for Sydney, but already some of the crews had managed to get a jump on their opposition.

Nuclear Electric was first to round, followed by Heath Insurance and Group 4 out to the left. Save the Children had made up on time taken for a penalty turn and was lying fifth behind Commercial Union.

The leg to Sydney was the shortest in the race and a chance

for sponsors to get a taste of the adventure. SAVE THE CHILDREN won the leg, completing it in 7 days, 7 hours, 32 minutes and 58 seconds.



The BT Global Challenge boats enjoying the good breeze that set them on their way to Sydney.



Wellington turned out in force to farewell the BT Global Challenge boats.

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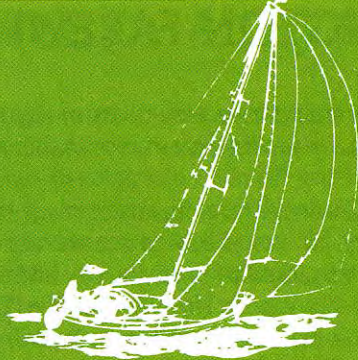
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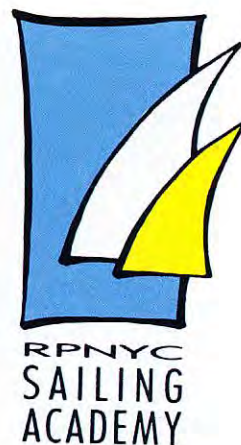
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What we are all about



The Royal Port Nicholson Yacht Club launched their Sailing Academy in July 1993 with two main objectives - to support and promote the sport of sailing in the greater Wellington region.

"For some time the Club had recognised the need for a Keel Boat training facility to address the requirements of both experienced sailors and novices.

We also felt that as a senior club we had an obligation to promote excellence in the sport. The launch of the Sailing Academy crystalised the efforts of many Club members over a number of years." Con Anastasiou, immediate past Commodore

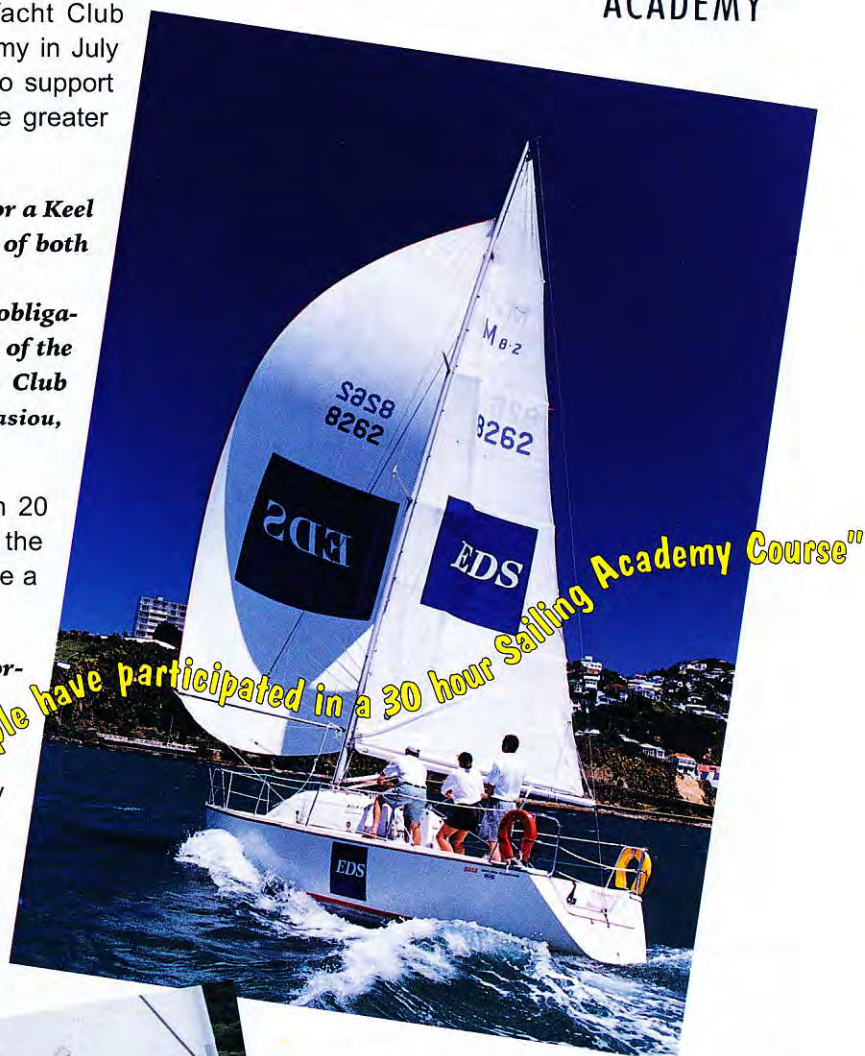
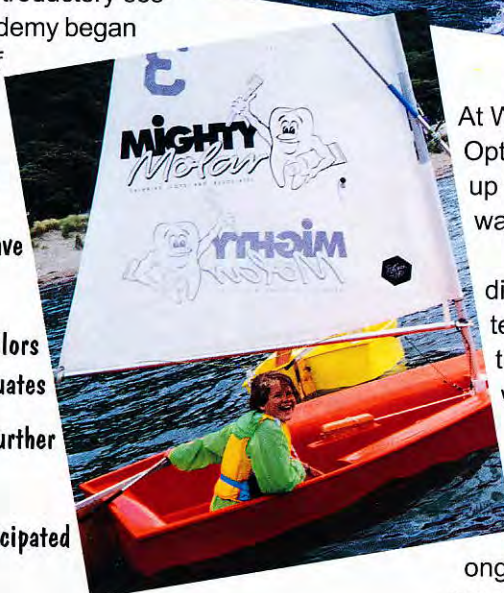
To date, the Academy has developed more than 20 programmes to serve the sail training needs of the Wellington region and has given over 3,000 people a chance to experience or develop in the sport.

"I consider the Academy the single most important source of new members." Arthur Stewart, current Commodore

Of the 3,000 people who have used the Academy facilities, over 1,000 have completed a 30 hour keel boat course with another 500 involved in a corporate or team building exercise. Some 200 have participated in a Worser Bay dinghy course, with more than 700 children attending introductory sessions or just "having a go". The Academy began managing the "learn to sail" arm of Worser Bay Boating Club in 1995.

SAILING ACADEMY FACT FILE

- 145 people (20% of Graduates) have become RPNYC members
- In the 1996 Winter Series 56 sailors (26% of crews) were Academy Graduates
- 16% of Intro Course Grads enrol in further advanced courses
- Over 700 School Children have participated in an Academy Programme.



At Worser Bay, juniors train in the Club's ten Optimist dinghies and on Saturday mornings up to 50 budding young sailors take to the water as part of 'Optisquad'.

Adult courses are also run, in Sunburst dinghies, with parents of junior sailors often joining a class, and taking the opportunity to get the whole family out on the water.

All this keeps the ten-strong instructing team busy while relying on Lyn Porteous for excellent admin support. A four person Advisory Group provides ongoing strategic advice to direct the Academy into the future.

The Instructing team



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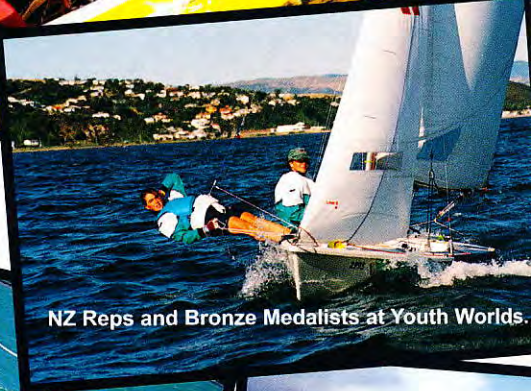
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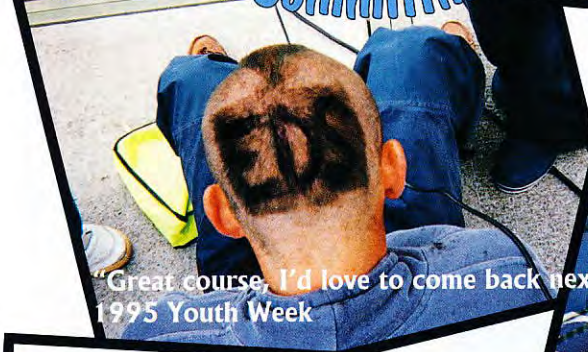
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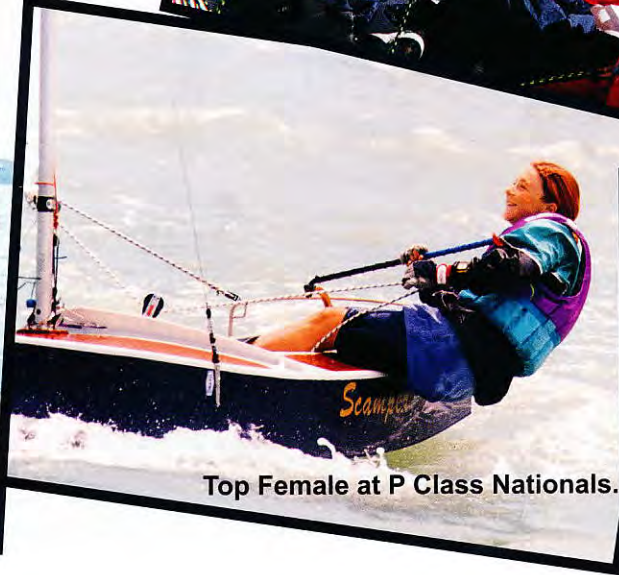
Caps



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1995 Youth Week



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Is this a first? A girls crew taught by a female instructing team!

"It was great, I really enjoyed it, 10/10"
"It was a fantastic course!"
Wellington Girls College

Starboard!

thing!



What's on offer

SAILING THE WORLD

The Academy has been a training ground for people wanting to sail around the world. Geoff Morphew, on *TIME & TIDE*, was just one of many graduates to crew in the BT Global Challenge. Nick White also competed internationally on board winning Whitbread contender *Yamaha*.



Winners at World Ranking Regatta - Sail Melbourne 97



Academy Coach Mike Boswell has coached some of the region's top dinghy sailors, in Wellington and overseas. Mike was a *Yachting New Zealand* Coach at Sail Melbourne in 1997, and one of his crews took first place in the International 420 class event. Well done Reece and Jamie.

INTRODUCTORY SAILING COURSE

gives people a taste of sailing. Participants need no previous sailing experience and learn basic sailing, boat safety, terminology, boat handling and crew work.

"Excellent course, run by professional yet friendly, fun and considerate teachers - brilliant!" Intro 31. 1995.

INTRO PLUS develops the skills learnt on Introductory and is a chance for keen sailors to be introduced to yacht racing.

"Just wanted to say thank you for the wonderful times I have had sailing over the last couple of months, you have all been so friendly and the courses were both brilliant" Vicky Chadwick, Intro Plus.

SKILLS DEVELOPMENT

course concentrates on the skills and techniques required for yacht racing.

NEXT TACK & DAY SKIPPER

appeal to the cruising sailor. Introductory graduates can learn cruising skills on **NEXT TACK** that range from mooring and night sailing to chart work. Sailors then progress to **DAY SKIPPER**, where they cruise in the Marlborough Sounds. Both courses qualify for national certification from Yachting New Zealand.



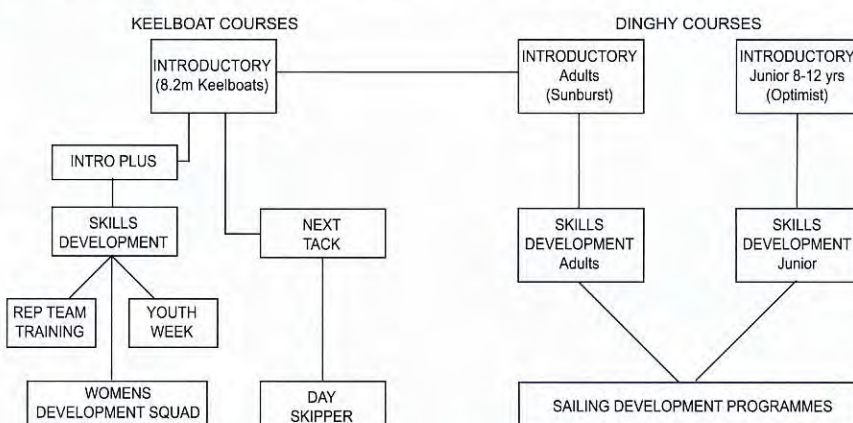
"What a fantastic experience ... an absolutely, positively excellent course" Chris Okeby, Next Tack Course

Royal Port Nicholson Yacht Club

Courses run at Chaffers Marina, Overseas Passenger Terminal

Worser Bay Boating Club

Courses run at Marine Parade, Seatoun



OTHER SERVICES OFFERED BY THE SAILING ACADEMY INCLUDE:

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School Groups
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Corporate Sailing
Team Building Exercises
Women's Development Squad
Opti Squad
Elite Dinghy Coaching

If you would like to receive a free information pack or discuss corporate sailing and sponsorship opportunities, please contact:
RPNYC Sailing Academy, Tel (04) 382-8152, Fax (04) 382-8631 P O Box 9674, OPT, Chaffers Marina, WGTN



HEWLETT-PACKARD CLUB WEEK 1997



By Edmund Tam

Once again, Club Week for 1997 provided members and supporters with the opportunity to enjoy a fun-filled week and a variety of different yacht club activities. There is no doubt that the various sailing activities of Club Week will provide competitors with numerous stories until this time next year.

Club Week began on Sunday 23 February with a champagne breakfast, followed by the Single Handed Race. Contrary to the suggestions of some skippers, this race did not expose the fact that their crews actually impede the boat's race results! Rest assured, the place-getters in this race are not necessarily the guilty parties, despite having considerable ammunition.

Results:

- 1st BOBBY SHAFTO**
- 2nd FLYING BOAT**
- 3rd MOONSHINE EXPRESS**
- Fastest Time 42ND STREET**

The single handed race was followed by the His & Hers race. Unfortunately there were only three finishers which has raised many concerns about sailing having an unhealthy effect on the ability of men and women to communicate. Those who proved these concerns wrong were:

- 1st BOBBY SHAFTO**
- 2nd PERIDOT**
- 3rd MOONSHINE EXPRESS**
- Fastest Time PERIDOT**

On Monday, the Model Boat Regatta proved very popular with ideal conditions for all to exercise some armchair expertise. The event was won by Geoff Askew and Andrew Telford in majestic style. Others, however, experienced difficulty mastering the basics of sailing in a straight line and avoiding collisions. We hope Chris Pettit has overcome the problem he had with his aerial!

Also on Monday, the No Spinnaker Race was won by MAX HEADROOM. They proved that the absence of a temperamental downwind sail was no hindrance to their performance. They took both line and handicap honours, with BOBBY SHAFTO second and GUCCI third.

Entries for Thursday's prestigious crews race were unfortunately down on last year which may be a sign that many skippers are concerned about the risk of being displaced! However some owners have disguised this fear by claiming that they cannot risk placing their yachts in the hands of their less than responsible crews. A final note on this race, I hope Dean is allowed back onto MAX HEADROOM again.

Final results were as follows:

- 1st MAX HEADROOM**
- 2nd DRIVING FORCE**
- 3rd ONE WAY**
- Fastest Time FLYING BOAT**

The Veteran's Race provided seasoned club members with the opportunity to give us all a good lesson on yacht racing. Brian Coleman had the pleasure of having his mother Joan out for a days sailing. She took the opportunity to show young Brian a thing or two about how to sail a boat fast. Joan, the team on CHAIN REACTION are very grateful for the few tips you gave to Brian that afternoon.

The Results were:

- | | |
|------------------------------------|----------------------|
| 1st RAPIER | Colin Baylis |
| 2nd CHAIN REACTION | Joan Coleman |
| 3rd DRIVING FORCE | Arthur Parson |
| Fastest Time CHAIN REACTION | |

The turnout for Friday night's Calcutta and Island Bay race was down on last year. However, fun was had by all and there were a few financial gains for a handful of smart investors. The organisers are looking into accusations of insider trading after suspicions that Jeremy Bradley had some highly sensitive information on his boat's performance that had not been publicly disclosed. However, with a boat named BLURRED IMAGE you can't help but expect it to live up to its name! (Jeremy will have to invest his winnings on a new high speed oven if the roast is still going to be prepared during each race). Ken Burt will have reason to feel hard done by, after selling his investment in BLURRED IMAGE to Jeremy for a mere fraction of Jeremy's winnings. Another person who placed smart money on their own boat was Arthur Stewart who was rewarded by a second place. Third place went to RED RUM which saw Clive Snow gaining a healthy return on his investment.

In conclusion, it seems that the changes in boat and crew configurations has sparked numerous debates on where each crew member believes his or her talents lie. Congratulations to all those that took part and a huge thank you to HEWLETT-PACKARD for sponsoring our Club Week and providing the fantastic prizes. We look forward to seeing yet more participants next year to make Club Week an even bigger success.



Commodore Arthur Stewart, looking pleased with his prize.



Adrienne Cowdry collecting the prize for her His & Hers first place.

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THE AMERICA'S CUP AND ME

By Islay McLeod

There is nothing worse than a wet weekend ... except a wet weekend with too much wind in Wellington. Saturday morning, rainwater pours off the points of the sails over Queen's Wharf Square. The area is deserted. The Team is playing basketball in the Event Centre. The Marine Forecaster is on his way for consultation with Sir Peter Blake at Race Headquarters. The America's Cup glitters lonely except for two staunch security guards in Shed One.

It had been raining solidly since Thursday, which meant that the Civic Welcome had to be moved indoors. The Official Party arrived on stage in Shed One as the America's Cup was piped down the length of the shed. A full turnout of Ngati Poneke stood with the full complement of Team New Zealand crew behind them, facing the New York Yacht Club. The party divided as the Cup arrived, then regrouped around it for a rousing, spine-chilling powhiri, the likes of which I haven't witnessed since the same group welcomed Sir Peter Blake to open the Queen's Wharf complex.

Just a week later, newspapers were full of headlines like "Yachting World Aghast at Cup Attack".

Come back a couple of years to May 1995. We all remember where we were on Sunday 14 May. The images may have faded little. Thanks to TVNZ staying live with San Diego, we were all there with New Zealand's most victorious team ever, holding the oldest sporting trophy in the world firmly in their grasp.

On the morning of 25 May 1995, the America's Cup made its first visit to Wellington. The Civic Welcome for Team New Zealand was followed by the America's Cup Parade to Parliament and a formal reception, a press conference and then a Reception at the Royal Port Nicholson Yacht Club, followed by dinner at Keelers.

The Police estimated that some 300,000 people crammed the roads from the airport to Parliament that day. In Civic Square, fences held back what looked like half of them from the procession of musical bands and Toyota utes. My strongest memory is of a couple of elderly ladies, hankies to their eyes, hands grasping through the wire to hold those of Peter and Russell, and say "thank you".

In Willis Street, the crowds were easing the elderly and children to the front. In a group by the BNZ, a Maori woman caught my eye. Her face was streaming with tears. She reached out as she said "this has made us one people",



Photo courtesy of FOTOPRESS

and we hugged. One of my crew who was marshalling beside the Cup's ute would recall a similar experience with a lady who remarked to him, "imagine having that on your mantelpiece." He replied, "that Cup is on the mantelpiece of every home in New Zealand" and she burst into tears.

Next morning, we collected the Cup and transported it to the airport, Jeff strapped it into its own seat for the plane trip to Christchurch.

On Wednesday, 5 March 1997, the Owens security guards and Wellington wharf police met me at the airport. We had clearance to meet Commodore John Heiss and Vice Commodore Peter Livingston at the Air New Zealand gate. They were last off the plane ... with the America's Cup. Over the next six days, the Royal New Zealand Yacht Squadron, the Owens guards, the Plaza International, Westpac Trust and I would note travel and times and worry and breathe sighs of relief. At 10.00 am on Monday

10 March, the America's Cup flew out of Wellington.

It hadn't been the great Regatta we all hoped for. Four races just made it through the rain and the wind with Team New Zealand winning all four races. It was disappointing. Sir Peter's comment, that it could happen in cricket, was nicely philosophical but not spirit lifting.

At 1.30 pm on Friday 14 March, my cellphone rang. It was Alan Sefton. A Maori activist had attacked the America's Cup with a sledge hammer. He was on his way to the Squadron to see the damage.

The damage to the cup can be repaired. But the damage to New Zealand's image overseas will take more than the Royal Jeweller's expertise. The story and pictures were flashed around the world to the shame and embarrassment of all except the "alleged" attacker and his supporters. Sir Peter asked why. We're told it's because Maori don't go yachting, because it's a rich white man's sport.

By May 1995 the country was exhausted by PC and cultural cringe; the America's Cup wiped all the threat, the fear and anxiety of Motua Gardens away with a Black Magic touch that all New Zealanders would celebrate. It wasn't political. It was the heart-swelled pride of tiny New Zealand beating America and with a Team as humble and honourable in the way they went about it as Sir Edmund Hillary on Mt Everest 42 years earlier. The America's Cup was a symbol of a time when all New Zealand was one people in celebration and mateship. Now it isn't.

“Road to America’s Cup” Match Racing in Wellington Harbour



A handful of grossly ill-informed hot heads has put back their own cause so far it's traceless. Why not attack the Bledisloe Cup? The millions spent on Rugby are about the same as the America's Cup. I doubt that any member of Team New Zealand had ever been paid anything like the salary of Zinzan Brooke or Sean Fitzpatrick? Sir Peter Blake mortgaged his house for the entry fee on the 1994/95 America's Cup challenge. Team New Zealand has no massive organisation around it. When the race is over, the shore crew and "rock stars" clean and pack the boats. That would be like the All Blacks washing down the bus.

A 25 year old student has elected to have his day, in a court he doesn't believe in.

One can only deeply admire Sir Peter Blake's response to the attack. If I was him, my heart would have been broken and I'd be tempted to jack the whole thing in. Sir Peter was calm in his comments, looking to the positive of the Cup being repairable, highlighting the American messages of sympathy, assuring us of the Squadron's adequate security. The Fotopress photo shown here suggests there was more he didn't say.



The America's Cup will be back in a few months, as good as new. Not for me nor anyone I know. I will feel sorry for it. It carried once the pride of all New Zealand. Now, there will always be a tarnish that even the Royal Jewellers will not be able to remove.



Mike Muir had the chance of a life time when he was asked to crew for the New York Yacht Club.



The two boats battling it out on Wellington Harbour.



Now which side do you think Ambassador Beeman is backing?



Bar Manager, Lyn Rogers, taking the opportunity to have a closer inspection of the Auld Mug.



Sir Peter Blake enjoys a laugh at the Welcome Cocktail Party held in the Wardroom.



Commodore, Arthur Stewart, welcomes Team New Zealand and the New York Yacht Club. Seated behind, Rt Hon Jim Bolger, Ambassador Beeman, Sir Peter Blake and John Marshall (PACT 2000).



Front left: Ed Baird (Skipper, New York Yacht Club Team), Rt Hon Jim Bolger, John Marshall (PACT 2000) and Ambassador Beeman, admiring the Auld Mug.

Photos by CHRIS COAD Photography

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A Delivery Voyage in the Patagonian Channels

By your on-board reporter John Hollings

This is written for those RIP readers who have read about the remote and mysterious Chilean Channels and wondered how to get there. The opportunity arose for me when I was accepted to join one leg of the maiden voyage of Polar Mist from her home port of Newport in California to Puerto Williams some 60 miles from Cape Horn. She is now based in Puerto Williams and would welcome R.P.N.Y.C. crew - please read on.

The two owners, Richard and Sheri Crowe, sailed Polar Mist alone and non-stop from Newport to Puerto Montt at the northern end of the Chilean Channels. Six crew joined for the 1600 mile voyage to Puerto Williams: Dec 20 1996 to Jan 13 1997. Most of the new crew, including me, were wondering what to expect - some fun, some boredom, some misery is the customary ratio on a yacht cruise; expectations were exceeded.

For the first two weeks of the voyage it rained almost every day and some days there was hail and sleet as well. Standard attire for the 0200 to 0600 watch - 2 pairs socks, 3 pairs poly long johns, 4 poly fleece tops, 2 woollen hats, foul weather gear, gloves and sky diving goggles to protect the eyes.

Winds are gale force much of the time in the main channels where, like Cook Strait, the topography directs the wind stream through the channels either from North or South. Fortunately a permanent high in the Pacific to the west of Patagonia means the gale force westerly winds are mostly NW in the channels. So POLAR MIST covered many miles running at 9 or 10 knots with double-reefed main and winged out jib. There were two brief passages to make across open water, each some 150 to 200 miles where, to quote the US sailing directions for the Golfo de Penas, "winds of great force which raise a heavy sea must be dealt with". Mostly though it was downwind sailing in the sheltered channels or motor sailing to maintain the daily average of 80 to 100 miles before finding a "maybe sheltered" anchorage to over-night. Because of the uncertain holding and variable weather the anchoring procedure (always two anchors) often gave way to mooring. POLAR MIST carries on deck four reels each with 100 metres of 20mm dia. nylon. These are run out bow and stern each side and terminate in chains securing or mooring the yacht four ways to large rocks or trees.

If this sounds like a picture of unrelenting gloom - so it was! But the scenery was everywhere magnificent. High mist or rain covered mountains on all sides and the ghosts of famous explorers like Drake, Magellan, Fitzroy and Cook were recorded in placenames along the route. They were all travelling the other way; beating against the westerlies in their square riggers. They left names like Cape Desolation, Bay of Despair, or Last-Hope Sound.

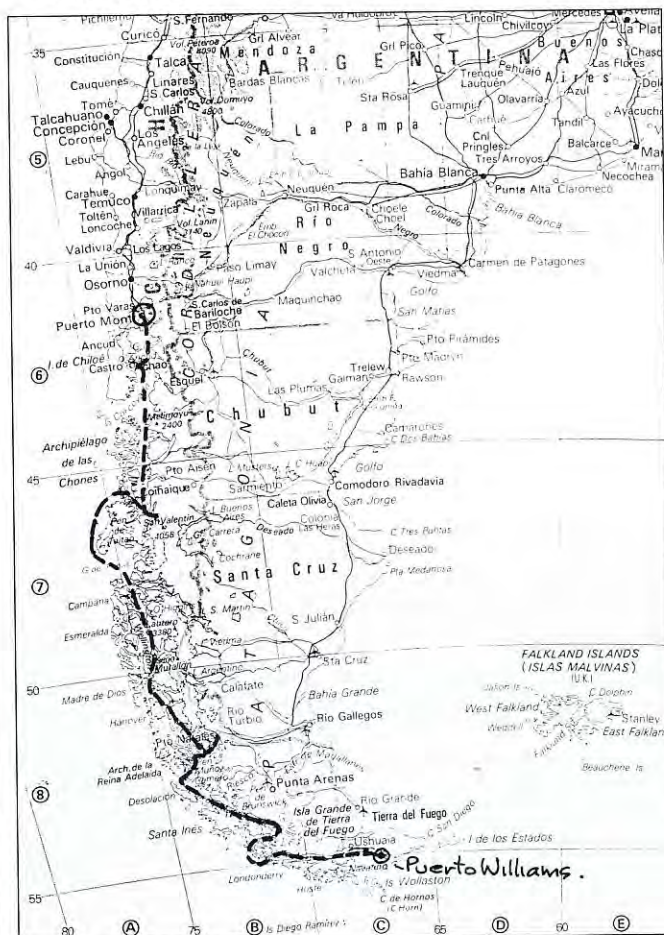
There were a few sunny windless days. One such was Christmas Day 1996 when in the early morning, POLAR

MIST motored slowly across the Bahia San Raphael avoiding small icebergs "bergy bits" and "growlers" to work her way close to the vertical face of the San Raphael tide-water glacier. Occasionally a few hundred tons of ice would "calve" from the glacier face to make new icebergs but between these intervals the silence was absolute. The crew too were silent; speechless with the lonely beauty of this remote place.

Like the NZ fiords one feels quite alone in the Patagonian Channels. There are no people to be seen and few ships: one yacht was passed under way, two seen at anchor. In these conditions with nowhere to go ashore it is necessary to be good friends with one's shipmates. This apposite quote from Nathaniel Hawkins was brought out by one of our crew over the traditional US turkey and trimmings Christmas Dinner;

"It contributes greatly towards a man's moral and intellectual health to be brought into habits of companionship with individuals unlike himself who care little for his pursuits and whose sphere and abilities he must go out of himself to appreciate."

One stop was made for water and fresh provisions at



Track of POLAR MIST shown as dotted line.



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the inland tourist town of Puerto Natales which serves the National Park of Torres del Paine. Here the westerly wind blows through the bleak streets continuously. Compensations are the excellent seafood, the friendly locals and the interesting architecture which is reminiscent of an NZ country town of the 1930s. Corrugated iron is used everywhere to sheath the wood-framed structures - even the gothic-style wood framed cathedral is sheathed in corrugated iron.

Moving on POLAR MIST blasted southeast down the Straits of Magellan with NW gales astern before turning SW briefly against the westerly to enter Canal Beagle, named for Darwin's famous voyage. Progressing east along Canal Beagle the weather changed dramatically. The rain stopped and the last three days of the passage were made in bright sunshine but still being driven east by the westerlies. This part of the Beagle Channel is an open fiord, with vast glaciers descending to the water's edge at frequent intervals from the ice cap on the 3000m Darwin range on the port hand. Quite the most beautiful sailing experience ever for your much travelled reporter.

After 1600 miles and 23 days from Puerto Montt, POLAR MIST reached Puerto Williams which will be her base for the next year or two. Puerto Williams is a charming but tiny town of about 500 people; an outpost for the Chilean Navy and also a last stop for those yachting adventurers who rest here before leaving for Antarctica. There were some 10 such yachts rafted up to the sunken Chilean Navy supply vessel "McKelvie". The former officers' quarters of the McKelvie have become the bar of the Puerto Williams Yacht Club where nightly the yachting adventurers gather for Chilean beer and the apparently innocuous but heady local cocktail "Pisco Sour".

POLAR MIST spent three days in Puerto Williams from where the delivery crew flew out while a new team of six hardy adventurers joined Richard and Sheri for a one month expedition to the Antarctic Peninsula.

If any RIP readers are interested in this type of voyage-adventure on POLAR MIST and would like more information they should contact John Hollings Tel 04-479-7456 or

Kim Miller, Sail Training Adventures Coordinator
Orange Coast College Sailing Center
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Approach to Glacier San Raphael.



Approaching San Raphael Glacier through the "growlers".



View of the Ice Cap of the Darwin Range from Beagle Channel.

POLAR MIST - MANAGEMENT

The Richard and Sheri partnership has sailed many tens of thousands of miles, mostly in command of ALASKA EAGLE (65 foot sail training yacht) but also in their Farr 44 "Confetti" in which they previously circumnavigated South America.

Together they worked out the POLAR MIST concept with the designer then, with the help of friends, completed the yacht from a bare aluminium hull. The quality of the detail design, the workmanship and the finish are all exceptional.

Seen in action Richard and Sheri are a remarkable and impressive team. With the yacht the ensemble forms a "machine for expeditions" which can have few equals anywhere.

POLAR MIST EXPEDITIONS' ANTARCTIC ADVENTURES

The yacht will be based at Puerto Williams (Chile) for the next few years. During the brief Chilean and Antarctic summers she will make expeditions to Antarctica, The Falklands, South Georgia and remoter parts of the Cape Horn archipelago. Up to 6 paying crew will be carried to participate in these adventures.

POLAR MIST STATISTICS

Design by Phillipe Subrero
 Owners Richard and Sheri Crowe and John Gates
 Length 54 feet, Beam 17 feet, Draft 3.5 ft (keel up), 8.75 ft (keel down)
 600 gallons fuel, 300 gallons water, 85HP John Deere main engine
 Aluminium construction - retractable keel and rudder
 4 double staterooms + 2 heads
 Fully insulated - three diesel fuelled hotair heaters
 Deck salon - internal steering

"The best party I've been to this year"

Award

By Brendon Hogg

Sake, Canadian Salmon, Prawns, Scantily Clad Brazilian Women, Barbecued Lamb, Sushi, Tempura, Whitebait Fritters, Bluenose, Sailing. (There were scantily clad Brazilian guys too, but heh).

Port Nick on a Friday night you ask? (Na-hahh). Sounds like your kind of party? (Ya-hahh). The unlucky part is you could have been there!

Desperate for a seventh crew member, a small but hardy group of six winged their way to Auckland at 6.00 am on a Monday morning. Once again we were lucky enough to be invited to what is undoubtedly the coolest regatta around, (except maybe Antigua) Buckland's Beach Yacht Club's Inter-Pacific Yacht Challenge.

The regatta combines an intensive racing programme with an equally hectic social programme. Sailed in the NZYS MRX fleet, the regatta consisted of 10 sprint races sailed over the first day, four Olympic course races over the next day and two round robins of match racing during the rest of the week. The regatta was broken up into a series of three individual regattas for which points were allocated overall for each section (the structure of which was way too complicated for this mainsheet hand to work out).

This year's regatta was tougher than

the last, as was the social programme. The racing standard was higher than last year and again the top notch New Zealand Yacht Squadron crew took the overall honours. The other crews were from Buckland's Beach, Japan, Whitsunday, Prince Alfred Yacht Club, Lake Macquarie from Aussie and, from Canada, the Canoe Bay Yacht Club and the Royal Vancouver Yacht Club. Overall we ended up sixth, with our best showing a couple of firsts in the Sprints.

The racing was extremely tight and the whole series came down to the last match race between Lake Macquarie and NZYS. Exciting stuff.

When the breeze kicked in we felt a little more on top of our game (though I must add that in my opinion it is a complete fallacy that Wellington crews can handle windy conditions better than other crews). Our results certainly, showed, however, that in the 12 to 20 knot range we were competitive. For example, race two of the Olympic course racing saw us, after the first windward/leeward, maintain a healthy margin ahead of the fleet but behind NZYS. The first beat had been full vang sheeting and tactically we'd sailed well. Down the first run the breeze lightened and for the second beat we had full weight to leeward as we sailed into a difficult chop. Our lead over the fleet

dwindled whilst RNZYS sailed away. This showed our lack of experience in gear changing to conditions, especially in an MRX where all things are equal. I'm glad to say that the experience is now deeply engraved in the psyche of the crew and after it happens a few more times we'll know what our problem is. Fixing it may take a little more time.

Though our result overall (to me anyway) was a little disappointing, as I feel we didn't perform to our expectation or our true ability, I believe the standards our crew sets itself are high. My view is that this ambition is a result of the positive effect of the Club's sprint racing programme. The close racing in the Young 88 sprint races is testament to that. The acid test will be to see if some of the current P Class and Starling people aren't attracted to the competition and the opportunities that travelling to Auckland presents.

In my opinion Port Nich should seriously consider, if an invitation can be secured, entering the regatta as a Club entry, rather than on the current individual basis. The regatta is pitched at a level that is ideal for the Club. It was an awesome learning experience and basically a lot of fun. Whoever does go, a tip, organise you paua earlier, it's too expensive in Auckland!



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From Dinghies to Keelboat Nationals

By Team Visser

The Women's Keelboat Nationals provided a great training ground for dinghy sailors new to the sport of keelboat racing, youth team skipper Jennifer Cheyne said.

Jenn and her team were competing at this year's competition, raced in MRXs and run once again by the Royal Akarana Yacht Club.

The crew was one of two representing Port Nich. The other team was skippered by Heleen Visser and included a number of crew who had competed at the Nationals previously.

"I learnt more at this regatta than I have at any others I've been to," Jen said following the Nationals. Jen's dinghy experience extends to the 1995 Youth Worlds, where she and Suzie Wood achieved a stunning third place. Her crew included a number of participants from earlier Youth Weeks, courses run by the Academy to encourage youths who sail dinghies to try sailing keelboats.

The youths came together as a crew after the last Youth Week, with a little encouragement from the Academy, and formed a team for the Women's Development Squad. As part of the Squad, they participated in the George Janis Women's Series and, despite the short amount of time together on keelboats, were third overall in the series. This provided the impetus to head for the Nationals.

The other crews in the competition came from Royal New Zealand Yacht Squadron, Royal Akarana Yacht Club, Takapuna Boating Club and Tauranga Yacht Club. There was some strong competition, particularly from high calibre people such as Kylie Hogg, Sharon Ferris and Olympic sailor Jan Shearer. Sharon had taken over the helm for the team that has won the Nationals for the past three years and her second place this year was no surprise.

The two Wellington crews experienced the joys of light wind Auckland sailing, at one point pushing more than two

knots of tide in a breeze that couldn't have exceeded three knots. Who says if you sail in Wellington you can sail anywhere? There was a competition at the top mark between the two Wellington teams, but the question was not who would round first, it was more a case of who could get round? The goal was finally achieved by both teams with a little perseverance and a lot of laughter.

However, when the wind filled in to a raging

10 knots both crews sailed well. Heleen's crew took four "top three" placings and Jen's crew also had some successes at the front of the fleet.

Overall, Heleen's team were sixth and Jen's team seventh, with Heleen awarded Best Sportsperson of the regatta. Kylie Hogg, and her Squadron team took first place.

Both Wellington crews really appreciated the opportunity to sail at a national level. The youth crew is already making plans for next year and has enlisted the services of the Academy for winter training. With performances during the regatta that included a clear top mark rounding, they're keen to return to the Nationals fully equipped to take on the Aucklanders.

Thanks to all who helped us get there. That assistance ranges from the RPNYC and club supporters who frequent our barbecues to Stagecoach New Zealand, who provided Heleen's team with some financial assistance and uniforms. Those yellow Calci-Trim tops that everyone loves to hate came in handy too, as you can see from the youth team's photo.

A special thanks from both teams to Mike Boswell and Gerry Booth, whose excellent support and training, both on and off the water, have been a valuable contribution towards improving the calibre of Wellington women sailors.



RPNYC's Youth Team at the Women's Keelboat Nationals.



Helen Visser's Team looking sharp in their Stagecoach shirts.

No more Snow for Wellington

By Chris Choat

K C Snow, better known to us all as Clive - the gentleman amongst yachties, is heading for the tropical climes of Tauranga. While many people will probably question why someone as devoted to wind as he would shift away from Wellington, others will ponder the gap he will leave behind.

Clive has been actively sailing in the harbour for many years and been a stalwart member of two of the city's clubs. Starting at Lowry Bay with FOLKSONG and then BURGLAR, a name aptly reflecting Clive's ability to avert downwind tragedies, he then moved to Royal Port Nicholson with ALICANTE and HEAVEN N' HELL. Clive's ability to put the time into Club activities, administratively and socially, left many wondering "does he have a job?" There are a number of sailing committees, protest committees, handicappers and club officials who have wished that if he did, why couldn't he be busier at it.

A common sight on most race days was Clive offering his views to a hapless official he had sought out. What



makes Clive different from most in this role is his love of racing and the resultant benefits for all those involved. It was rare to see the recipient of one of Clive's animated discussions walk away without acknowledging the common sense of what they had just heard.

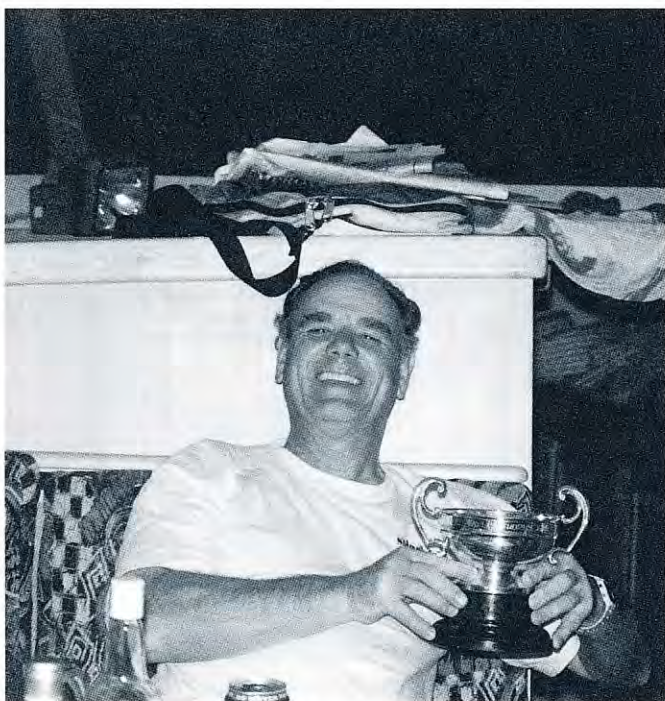
His reputation is not limited to Wellington Clubs. After hankering for many years to race, with sailing ability as the discerning factor, he bought HEAVEN N' HELL, a Young 88 thankfully renamed from CRAY PREY. Whether it was Clive or his impeccable timing, his foray into class racing signalled a renaissance for the design in the Club. Since HEAVEN N' HELL joined the fleet the number of 88s leapt from 5 active racers to 14, now the largest class of keelers in Wellington. Despite being an

affordable option for many regular sailors, much of the attraction to the class must have been the administrative skills Clive brought to it, developing a serious force within the Club. Within a year the 88 owners association took off, with its own divisional start and a presence felt in Auckland - the 88 capital. While the results do not yet reflect Wellington's growing abilities in the class it is acknowledged, even in Auckland, that without Clive's drive and enthusiasm we would still be an 88 backwater.

Through his boundless enthusiasm for the sport Clive made many friends in and outside the fraternity. As his crew will attest, there is not a marina or clubhouse you can walk into without someone knowing Clive. One can only imagine how many races, nautical miles and pints have gone into the friendships Clive has formed nationwide.

The people who will probably miss him the most will be his crew, past and present. It would be a challenge to find a skipper, and I'm tempted to say anywhere, that is more generous and, more importantly, forgiving than Clive. It is from Clive that many of us learnt to race and enjoy it. From going downhill at 16 knots to having our brains bashed out upwind in one of Wellington's nastier north-westerlies, fun was always the paramount objective, that and beating Driving Force of course.

People in New York and London have said it for years, now it's Wellington's turn - "life will not be the same without snow". **Bon Voyage Clive**





RACING RESULTS

SPRINTS

Race	1st	2nd	3rd
Division I			
10	NEDAX BACKCHAT	CHAIN REACTION	FLYING BOAT
11	CHAIN REACTION	FLYING BOAT	NEDAX BACKCHAT
12	CHAIN REACTION	NEDAX BACKCHAT	FLYING BOAT
13	NEDAX BACKCHAT	CHAIN REACTION	FLYING BOAT
14	CHAIN REACTION	FLYING CIRCUS	FLYING BOAT
15	FLYING BOAT	CHAIN REACTION	YOUNG NICHOLSON
Series Results			
	CHAIN REACTION	FLYING BOAT	NEDAX BACKCHAT
Division II			
10	SPECIAL FX II	UNPLUGGED	PERIDOT
11	SPECIAL FX II	CHARISMA II	MARISHKA
12	PUTTING IT RIGHT	SPECIAL FX II	CHARISMA II
13	UNPLUGGED	CHARISMA II	JOINT EFFORT
14	SPECIAL FX II	CHARISMA II	JOINT EFFORT
15	CHARISMA II	SPECIAL FX II	UNPLUGGED
Series Results			
	CHARISMA II	SPECIAL FX II	UNPLUGGED
Division Young 88			
10	HEARTBEAT	DRIVING FORCE	BREAKFAST
11	HEARTBEAT	HEAVEN N' HELL	BREAKFAST
12	HEARTBEAT	BREAKFAST	DRIVING FORCE
13	DRIVING FORCE	HEARTBEAT	FLYING MACHINE
14	BREAKFAST	HEARTBEAT	DRIVING FORCE
15	MEDIUM DRY	DRIVING FORCE	BREAKFAST
Series Results			
	BREAKFAST	DRIVING FORCE	HEARTBEAT

PREMIER OFFSHORE SERIES

1st	2nd	3rd
Wellington - Gisborne		
Club Handicap		
GUCCI	CHAIN REACTION	NOT GUILTY
PHRF		
GUCCI	CHAIN REACTION	ENZA PLANET
IMS		
GUCCI	WHISPERS II	42ND STREET
Wellington - Nelson		
Club Handicap		
WHISPERS II	ANDIAMO	CHAIN REACTION
PHRF		
42ND STREET	WHISPERS II	CHAIN REACTION
IMS		
WHISPERS II	CHAIN REACTION	ANDIAMO
Wellington - Mana - Picton		
Club Handicap		
MOONSHINE EXPRESS	CHAIN REACTION	MAX HEADROOM
PHRF		
CHAIN REACTION	MOONSHINE EXPRESS	42ND STREET
IMS		
CHAIN REACTION	MAX HEADROOM	FLYING BOAT

PAT THOMPSON MEMORIAL CUP RACE

1st	2nd	3rd
PUTTING IT RIGHT	CHARISMA II	MAX HEADROOM

RESULTS CONTINUED OVER PAGE

INSHORE CHAMPIONSHIP SERIES

Race 6 - Division I			
	Club Handicap	PHRF	IMS
1st	FLYING BOAT	FLYING BOAT	FLYING BOAT
2nd	WHISPERS II	CHAIN REACTION	WHISPERS II
3rd	CHAIN REACTION	NEDAX BACKCHAT	CHAIN REACTION
Race 6 - Division II			
	Club Handicap	PHRF	
1st	PUTTING IT RIGHT	SPECIAL FX II	
2nd	SPECIAL FX II	CHARISMA II	
3rd	CHARISMA II	MAX HEADROOM	

AT HOME SERIES

Race	1st	2nd	3rd
3	UNPLUGGED	CHARISMA II	SCHIZO

AUTUMN TWILIGHT SERIES

Race	1st	2nd	3rd
1	BREAKFAST	HEARTBEAT	HEAVEN N' HELL
3	MEDIUM DRY	BREAKFAST	MARISHKA
4	DRIVING FORCE	BREAKFAST	HEARTBEAT
Series Winners			
	BREAKFAST	MEDIUM DRY	HEARTBEAT

AUTUMN TWO HANDED SERIES

Race	1st	2nd	3rd
1	BOBBY SHAFTO	ERAZOR	CHAIN REACTION
3	CHAIN REACTION	FLYING BOAT	NEDAX BACKCHAT
4	ERAZOR	LEGACY II	BOBBY SHAFTO
6	ERAZOR	FLYING BOAT	CHAIN REACTION
7	FLYING BOAT	CHAIN REACTION	NEDAX BACKCHAT
8	MOONSHINE EXPRESS	LEGACY II	FLYING BOAT
Series Winners			
	FLYING BOAT	CHAIN REACTION	LEGACY II

GEORGE JANIS/REDKEN AUTUMN WOMENS TWILIGHT SERIES

Race	1st	2nd	3rd
1	DRIVING FORCE	MAX HEADROOM	CHARISMA II
2	CHARISMA II	HEARTBEAT	DRIVING FORCE
3	MAX HEADROOM	CHARISMA II	HEARTBEAT
4	MAX HEADROOM	CHARISMA II	HEARTBEAT
5	MAX HEADROOM	YOUNG & THE RESTLESS	GALE FORCE

SERIES RESULTS		
MAX HEADROOM	CHARISMA II	HEARTBEAT



MAX HEADROOM winning crew of the George Janis/Redken Women's Autumn Series pictured with George Janis (centre) and Redken Representative (Back row, right). Photo by CHRIS COAD Photography.

LAMBTON HARBOUR REGATTA

Race	1st	2nd	3rd
	Division I		
1	FLYING BOAT	FLYING CIRCUS	MAX HEADROOM
2	FLYING BOAT	PUTTING IT RIGHT	FLYING CIRCUS
	Division II		
1	PERIDOT	SLINKY MALINKY	FLYING MACHINE
2	RAPIER	PERIDOT	UNPLUGGED

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Division I

	Club Handicap	PHRF	IMS
1st	HIGHER GROUND	TERMINATOR	RECKLESS
2nd	RECKLESS	42ND STREET	MAX HEADROOM
3rd	TERMINATOR	HIGHER GROUND	ANDIAMO

Division II

	Club Handicap
1st	MAX HEADROOM
2nd	SIRRAH
3rd	FREE REIN

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I ARCHER	SENIOR	D JENKINS	INTERMED
S D ALDERSLEY	SENIOR	J JOSEPH	JUNIOR
G BEARD	SENIOR	K MILES	SENIOR
K BRANNAN	INTERMED	G H MORGAN	SENIOR
M CAPES	SENIOR	M R MOUTON	SENIOR
M J CAREY	COUNTRY	G MOYNAGH	JUNIOR
S COMBER	SENIOR	J SCHULTZ	SENIOR
P DUGGAN	SENIOR	M SMITH	SENIOR
B FAGAN	SENIOR	D TAYLOR	SENIOR
A GATLAND	JUNIOR	N J TRUEBRIDGE	SENIOR
R M A GILROY	SENIOR	S W WATSON	SENIOR
R J GREER	INTERMED	T WHEELER	SENIOR
F D GREIG	ASSOCIATE	D J WILLIS	SENIOR
E S HOLLOWAY	SENIOR		

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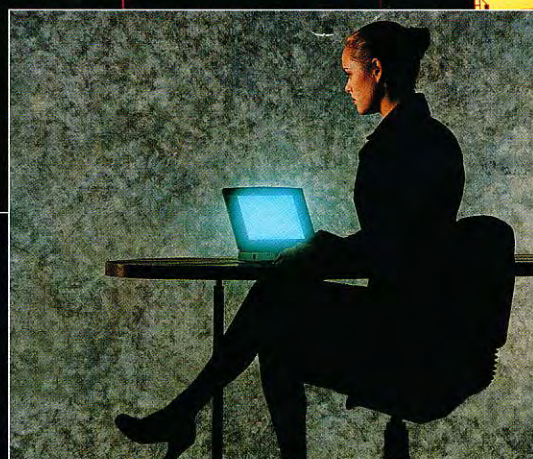
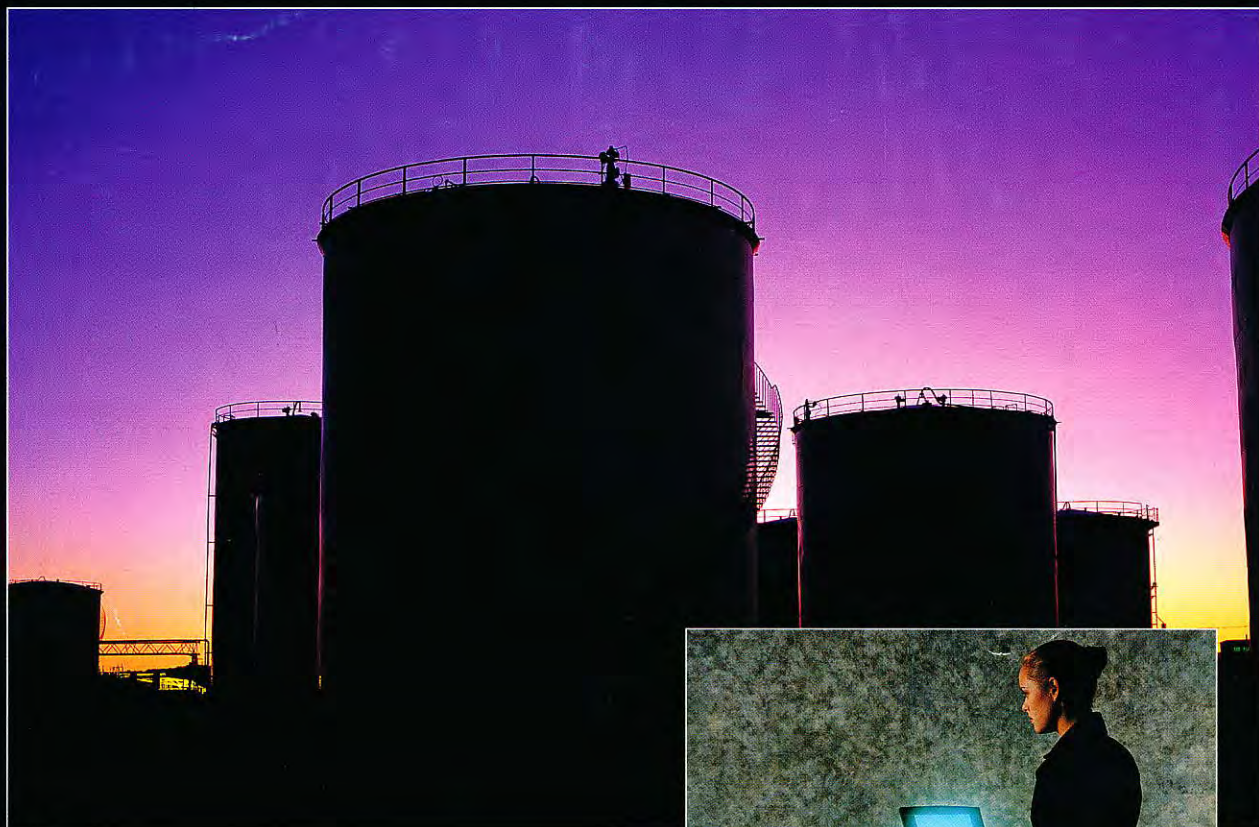
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