

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

Champagne Breakfast

116th Season
Opening Day

the
Rip
DECEMBER 1998



RPNYC Sailing Academy Opening

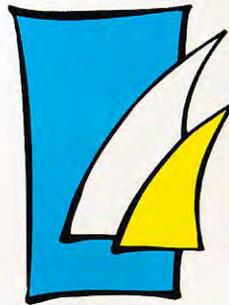
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ISSN 1171-1779
Vol. 16 NO. 3
DECEMBER 1998



COVER PHOTO:

Prime Minister Jenny Shipley with the starters gun on opening day of the 116th Season.

PHOTO BY CHRIS COAD PHOTOGRAPHY

the Rip

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

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

Printed by Blenheim Printing Ltd,
12 Boyce Street, Blenheim.

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ROYAL PORT NICHOLSON YACHT CLUB

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Well, where to start and suddenly it's Christmas again. Were did all the time go? I guess that when the weather god has been looking after us the way he has we are obligated to go sailing more often.



murray bridge



It is great to see the fleet growing, with a much revived cruising division and very keen racing in the other divisions. The Sport Boat Regatta at Labour Weekend was extremely windy and the racing that was able to take place was certainly spectacular, with some very good video footage. We certainly appreciate Duthie Lidgard bringing the Magic 25 Fleet down from Auckland, it was the making of the Regatta. The Club hosted the Auckland contingent in fine style and I understand the drive back was hard work indeed. Much thanks to Paul Cudby and Ken Burt for their organization and enthusiasm.

The RPNYC Regatta saw record entries with some great racing. What a spectacle, with so many yachts racing in perfect conditions. Thanks again to Paul, the start box crew and the Te Aro crew for a very well run event, that the rest of us could enjoy (with so many 'guns', Pauline has had to get a new gun cleaning kit)

It's great to see so many people having fun on the water and this was never so graphically demonstrated as at the 'EDS Corporate Yacht Race', our largest yet and so many new people participating. This event has become a 'major', not just

as a fundraiser, but in its successful event management. We are fortunate to have such a close relationship with EDS and are very thankful for their commitment and support. It has really become a successful partnership, with Lynette Elliott, Donna Kieboom and Jon Slack from EDS with Mike Piper, Mike Boswell and the RPNYC Team. We also saw a great effort from all the supporting sponsors, The Glengarry Crew, Steinlarger, Air New Zealand Business Travel Center, Carrier Airconditioning, Ansett Express and Wharekauhau Estate. Thank you all, your support is much appreciated.

The Academy is now 'relocated' into its new premises and was opened in grand style by Sir Peter Blake. This is the largest project the Club has undertaken since the rebuilding of the clubhouse and has come in on time and on budget. This is a huge credit to the Project Team, ably led by Penny Kerr. To all the volunteers who have contributed, a big thank you. Like all Club projects there are too many to thank individually but all your efforts are much appreciated. However, there are a few who had a major impact on the success of the project, Ross Telford, Graham

Hargraves, Ross Barcham, Collette Kraus and Ken Burt, and Mike Boswell and the Academy Coaching Team and Mike Piper, the Club's CEO, who did an amazing job on the fundraising.

The Academy has a number of new sponsors in addition to primary sponsors, EDS and Sybase. We welcome Alan and Shirley Martin, The Lotteries Commission, The Wellington Community Trust and A.E. Tilly & Co.

One of our longest serving members, Noel Manthel, (yes, that is Roger's Father), has offered to sponsor the 'Noel Manthel Boardroom'. Thank you Noel, we are indeed fortunate to have the support of some of the Club's longest serving families in the Martins and the Manthels.

The performance of the Club is very encouraging indeed. Membership is ahead of the corresponding period last year and for the first time in many years we are experiencing an upward trend, as we are with participation in the Wardroom.

The Executive will be reviewing and updating the 'Strategic Plan' at the end of January. This is a living document and if anyone would like a copy, please contact the office.

I would personally like to thank Mike, Dimitra and Lyn, Boz, Lyn, Doughy and the Academy Crew for all their support during this very busy time. Your efforts and support of the Club are recognized and very much appreciated.

Finally, Stella and I would like to wish everyone a wonderful cruise holiday, a merry Christmas and a prosperous new year.



Royal Port Nicholson Yacht Club Xmas & New Years Opening Hours



The Club will close Christmas Day, 25 December 1998 to 4 January 1999 except for the Gisborne Race Briefing on 26th December to be held in the Boardroom.

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It must be wrong - it feels too good.

As I consider recent activity at the Club, the positives just seem to blur together and any negatives there may have been just do not feature.

What ingredients went into the mix? I believe the key ingredient has been commitment. Commitment by you, our members, competitors, sponsors, advertisers and administrators. Failure has simply not been an option.

We have enjoyed a full and varied sailing programme, including harbour, offshore, twilight, two-handed, women's, Friday Rum and at home racing. For those looking for more action

we have also enjoyed both keelboat and sport boat regattas and the EDS Corporate Race. Fleets of 38-40+ boats are now the established benchmark.

With racing programmed from weekly Wednesday to Saturday inclusive, our season to date would have been much less enjoyable without the support of our sponsors and advertisers including: Customfleet, DB (Heineken), Lion Breweries (Steinlager), Glengarry Hancocks (Mount Gay Rum) and Port Nicholson Sails. Don't forget that big "THANK YOU" to your Race Management Teams.



paul cudby



Well, what next? As Christmas draws closer, we have the perennial and biennial favourites to look forward to - our own Cook Strait Classic, the Steinlager Wellington-Gisborne, Waikawa Regatta and the Customhouse Nelson Race. Then a dose of sprint and cruising championship races followed by Club Weekend, but more about that last event in a newsletter next year.

If you aren't completely puffed from reading this list, then continue and enjoy this edition of The RIP.

Welcome to your insight to RPNYC's best ever season.



What happened to 1998?

It has just about all gone and before we know it we will be sailing the Sounds once again.

The weather has been excellent for the Cruising Division Races and it is very pleasing to see the large fleet of yachts taking part. The starting of the Cruising Races from RPNYC has been very well received by the skippers and crew. I would like to take this opportunity to thank Arthur Parsons and Peter Prendeville for manning the start box for us. Good job - well done Arthur and Peter.

There is plenty of room at the start line and on the harbour for a lot more yachts to join the Cruising Division Races and the "after-match" function in the Wardroom.

In the New Year we have the Cruising Division Autumn In Shore Championship Series (7 Races). **Make a note in your diary:**

Race 1:	30 January	1999
Race 2:	6 February	1999
Race 3:	13 February	1999
Races 4 & 5:	13 March	1999
Race 6:	27 March	1999
Race 7:	10 April	1999

Join us on the water. It is a lot of fun. If you require extra crew contact Lyn Porteous at the Sailing Academy and give her the name of your boat and you will be contacted by a Grad who will be keen to sail with you.

The Club Picnic will be held on Somes Island and you will receive further information on this great family day.

The Cruising Moorings we have in Wellington Harbour, in conjunction with Lowry Bay Yacht Club, as listed in the RPNYC Almanac, requires all members who use them to look after them as they are there for your use. Any damage please report it to the Club.

cruising captain's report



peter edwards



We have lost the buoy off the Scorching Bay mooring and the Kay Bay mooring has disappeared. To fix them we require a diver, if you are able to help locate the mooring block and chain please contact me.

The mooring that RPNYC had in Tory Channel has been lost into deeper water. We have not replaced this mooring. At this stage we are in negotiations for a better location. I will keep you all informed of our progress.

With Christmas and the New Year right on us once again many of you will be sailing the Sounds, so I will see you on the water, or in one of the many good watering holes!

Wishing you all good sailing, fishing and most of all a happy and safe Christmas and New Year.



... feeling of pride and belonging down in the Wardroom.

Right from the word go The Team wanted to help make the RPNYC the best yacht club to belong to and called for help from you, the members. Well I think it's starting to work and there's definitely a feeling of pride and belonging down in the Wardroom. I believe this is largely attributable to a combination of the fantastic conditions we've had for racing so far this season, Vice Commodore Paul Cudby and his racing committee and the building camaraderie between crews and members alike.

The concept of making the last Friday of every month a big night in the Wardroom is definitely starting to work. Without doubt, the bar meals from Keelers Restaurant are a contributory factor to its success. These Friday's make for a casual introduction for the Academy Grads and new members, and

are generally held the weekend before the 'Take a Grad Sailing Days'. This has proved to be successful in pairing up owners and potential crew.

The Champagne Breakfast (story features elsewhere in this issue of the RIP) was another success, with special thanks to Con Anastasiou as MC, and Heineken once again for their continued support.

Opening Day was a huge success, run with military precision. I think Jenny Shipley's 'Mindere were taken aback when the plans had to change and a shotgun appeared from nowhere (to start the race...but's that's another story).

As summer heats up fast, the BBQ's are starting to get some use again. To relieve some of the pressure off the House Committee will be asking the crews off all yachts racing to take on some of the responsibility and host a BBQ.



chris pettit

As always, getting people to volunteer isn't easy as more and more pressure is placed on people during their working days and the precious little time off we get, we try to savor. I'd like to thank everyone on the House Committee for their fine efforts and continued support. We still have opportunities for people with drive, commitment, and longing to give something back to the club, so please call me, or talk to anyone in the House Committee.

- Future events to look forward to:
- 18 December - The Christmas Party
 - 20 December - The Children's Christmas Party
 - Early Next Year - A picnic on Somes Island
 - (Dates TBA) - Raft up with Jazz in Oriental Bay



A busy year

Mt Gay Rum Series

What a start to the season! By the end of November last year all but one of the Mt Gay Rum Series of Friday nights had been canned - but this year we haven't missed one, with fleets of 10-14 yachts the norm. Yours truly has even swapped the club's halyards and has enjoyed every minute. This series is a great opportunity for skippers to introduce their friends to an easy and fun afternoon sail.

Academy Relocation

We finally made it and everything is almost finished. Many thanks to all those who helped, it has been a marvellous effort by many volunteers to achieve a stunning result.

EDS Corporate Yacht Race

Another great event. I would like to acknowledge the help of all those who put in an extra effort to ensure our huge

result, raising \$60,000 for the Sailing Academy. Belinda Greer, Islay McLeod, Dimitra Burns, Jon Slack and Donna Kieboom all provided me with great support and commitment in the lead up to this race. Many thanks also to skippers of the 47 yachts and four launches, without whom the event would not happen.

Christmas Holidays

The Club will close on Christmas Eve after the Wardroom closes and will re-open on Tuesday, 5th January 1999. If anyone requires the code to shower etc. please contact the office. The Vice Commodore will do the briefing for the Gisborne Race in the Boardroom, with entry from the main door.

Slipway

As some of you will know, Gary Nimmo has resigned as Slipmaster and I will be re-organising this operation in the New Year. In the meantime we will continue to operate with the help of some friends

club manager's report



mike piper

and there should not be any problem continuing to provide the service.

Staff

Mike Boswell is globetrotting over the next few weeks coaching the New Zealand Youth Team and some others. I would like to thank him and all the Academy personnel for a great year, and thanks also to Dimitra and Lyn for their efforts and extra hours always provided uncomplainingly.

I would like to also thank all those members who have made my job easier throughout the year, it is greatly appreciated.



Academy Relocation major focus

Academy Relocation

By the time you read this article, Sir Peter Blake will have officially opened our new building. While we will no doubt be finishing off little things for the rest of the summer we certainly have a fantastic facility which will ultimately reduce much of the limitations we have had in the past few years at the Overseas Passenger Terminal.

A large number of people have been involved in ensuring the project was a success, many of whom have given a huge amount of time, with several almost full timers. There are of course dangers in mentioning names but there is one person who stands out, Penny Kerr, Executive member and Academy graduate. Penny was involved from the initial feasibility investigations, through all the planning and project management to the final finishing-off stages with the paintbrush. Her input can only be described as phenomenal!

We are also extremely appreciative of funding support from the New Zealand Lottery Grants Board, The Community Trust of Wellington and Alan and Shirley Martin. It was always crucial to gain external funding for the project and their support not only acknowledges the good work that the Academy has already done but enables it to continue and expand at our new home.

New Instructor

We are pleased to have the services of Robbie Greer as a new instructor. Robbie has been sailing for over ten years, starting in centerboards before progressing to keelboats and is working as a sail maker at Linton Sails. Robbie has been undertaking our in-house training programme over the winter months and had his debut at the Introductory course over Labour Weekend. He is doing a great job and gaining high praise from the participants.

Sail Smarter Seminar Series

This series of three sessions combined the use of the rules and common tactics to help people get around the racetrack smarter. I would like to thank Pat Miller for his assistance and the nearly fifty people who came to the last evening at the Academy's new building. I hope you are putting some of the ideas into practice.

Offshore Coaching

I have recently had the opportunity to be part of the support personnel for the New Zealand team at the Pre-Olympics in Sydney. This regatta is a practice for the Olympics in 2000, for competitors but more importantly the officials. Anyone who has been to Sydney will appreciate the logistics of having to literally close the Sydney Harbour down so a relatively small number of elite sailors can sail a few yacht races. All in all this mammoth task was achieved with the only problem being when one of the Manly ferries tried to creep past a headland, and in the narrow stretch of restricted water it was allowed in, unfortunately hit the shore. Despite major rudder damage and taking on water, it finally managed to return safely to Circular Quay, shielded by what seemed like the entire Sydney Harbour Police.

December and January will see me once again travelling to Australia and also South Africa. Firstly for a week in Melbourne with New Zealand's Atlanta representative in the Europe class, then to Sydney as part of the New Zealand and Australia Sports



mike boswell, coach



Exchange Programme with twenty young kiwi sailors. Then it's off to South Africa for the Youth Worlds and finally back to Melbourne for the Laser World Championships.

Support from A E Tilley Ltd and Southern Ocean Ropes

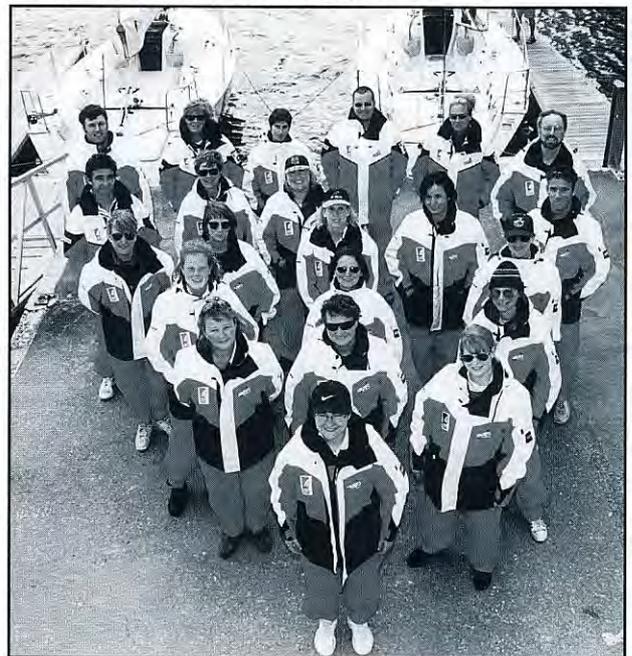
A big thank you to Manufacturing Engineers, A E Tilley Ltd who have provided support, with favourable terms, for the purchase of the floating marina out in front of the new Academy. Thanks must also go to Southern Ocean Ropes who, with assistance from Duffy Rigging, have re-rope both training boats in time for summer.

Worser Bay Optisquad

Part of the sail training partnership we have with Worser Bay Boating Club involves running a free weekly coaching session for juniors after they have undertaken a course. The popularity of this programme last year meant we decided to this season increase its size to three levels and run it on both

continued over

Musto Continues Sponsorship of Wet-Weather Gear



Course participants in the first course to be completed from the new Academy wearing their flash new Musto clothing.

To the Editor,

As the September news letter main focus is the rap up of the winter series, I thought that I should drop you a line with thanks.

As of late there has been a significant increase in literature, on the club and national scene, about the issue of safety and specifically the topic of wearing a PFD (Personal Flotation Device). I suppose that it's a matter of personal preference, somewhat like the seatbelt scenario. One way or another the outcome usually affects someone else.

In one earlier race of the winter series we decided that we would cruise around the traps with the Port Nich club as a practice day out. More boats on the water the better but with a regard for those of you racing. Unfortunately, on one of the runs down with kite up and a good breeze a blowing, we entered into the inexperienced and involuntary jibe which saw one of our crew (Anaru

sailing academy report continued

Saturday and Sunday mornings. Helped no doubt by the good weather we have had at the start of the season, there has been a fantastic turn out with a group of more than 40 eight to thirteen year olds regularly turning up each weekend to get tuition.

Coach's Comment – Downwind Sailing

Whether you are in a centreboard yacht or keelboat, the most exciting point of sail is off the wind. This is certainly true from the potential to reach some exhilarating rides but is also true from a tactical perspective. Either way, from racing perspective there are a far greater number of passing lanes sailing downwind than there are going upwind! No matter what level of sailing you are at, it is a lot easier to "hang in there" upwind than it is after you round that top mark.

So why not concentrate on where the big gains are made? It seems obvious, but often the focus is on sailing close

Mitchell) turn from a boom support into a harbour thermometer.

Funnily enough, that's not the way any of us ever expected that we would end up in the water and rather a surprise to all as the situation was orderly. What wasn't, was trying to drop the chute in a hurry while keeping an eye on Anaru, putting into practice the recovery process dealt with a number of years earlier in the Academy course. We never had the chance to finish the recovery lesson as *Peridot* swung to the rescue, scooped Anaru and continued their pursuit of the top mark.

And what if the *Peridot* had not been on the case and had Anaru not been wearing a PFD - no one else was on the day. That's changed though and a good lesson learned in favourable conditions, a wake up call really.

Thanks once again to Charles Clark and the crew of *Peridot* from the three on board and one off "Maverick". Oh, hope that bottle is empty by now, troops!

BEN SPENCER

hailed where sailors would be extremely pleased to gain half a knot in boat speed. In comparison to catching a wave on a run, where it would not be uncommon for a keelboat to pick up two knots, or a 300 per cent gain over the half knot gain on the wind! Add to this potential speed gain the fact that it is a lot easier to get your own channel of clean air, the loss from a good gybe is negligible compared to a tack, and getting around boats becomes much simpler.

One of the problems with practising downwind sailing is that going off the wind means you also need to go upwind. From a training perspective this has a number of negatives associated with it. While you may not be able to do what I plan to do with some Europe sailors in Melbourne, which is to trail their boats by road back after a day of sailing downwind. You can still go from Ngauranga down to the bottom of Evans Bay, or even out towards the heads. So why not start to think about your downwind sailing as the area to focus on improvement.

On Prancer and Sander and Paint Brush and Blitzen

'Twas the night before launching,
And all through the yard,
Not a creature was stirring
For they'd all worked too hard.

The fender were hung
By the gunwales with care,
In hopes that the launch crane
Soon would be there.

The crew were home nestled
All snug in their beds,
While visions of summertime
Danced in their heads.

For captain and mate, though,
Sleep was an effort of will,
Knowing they had to contend
With a massive yard bill.

And launching the boat
Is just the beginning.
There's gear to be bought
For cruising and winning.

Sailing lessons for kids
A new spinnaker or Two,
And winch handles to replace-
Those dropped by the crew.

Navigators report with
with their list of "must haves,"
Starting with Radars
And including GPS.

Winches and snatch blocks
And some new hydraulics-
It's no wonder the skippers
Become Alcoholics.

Now the yacht's loaded
With each needed store,
To keep the crew happy
And healthy and more.

Spare parts and duct tape
And life rafts in laces,
Of chilli - two cans
Of rum - several cases.

Thus freighted and rated
And even gold plated,
The boats leave the shore
Where all winter they've waited.

To head out for day sails
And cruses and races,
And squall lines and blow flies
And shoals in new places.

But we've waited all winter
For summer's warm breezes,
Through all the long nights
And deep bitter freezes.

So 'til May restores
Sailors to reason,
Happy sailing to all
And to all a good season.

Sail Magazine, Volume 25/Number 4
April 1994



Opening Day of the 116th Season

Rutherford & Bond Toyota Opening Day Race

By Mike Piper



A fine speech from the Prime Minister.

Another perfect spring day for Opening Day, with a light north west breeze and lots of sun.

Rutherford & Bond Toyota delivered prizes, banners and, of course, the superb vehicles to provide an excellent start to the day.

Everything around the Club sparkled and there was a sense of expectation for a great day and great forthcoming season.

Protocols for the arrival of our special

The fleet sets off . . .

guests, Prime Minister Jenny Shipley, Burton Shipley, Mayor Blumsky and Rear Admiral Fred Wilson were checked and re-checked.

The Sea Cadets, under the leadership of Lieutenant Stephen Worth, arrived and were organised into their stations. Stephen was overheard advising the Cadets *"we have the Prime Minister and Chief of Naval Staff arriving soon, make sure there are no mistakes, especially for the Rear Admiral"*.

Once the Official Party had all arrived it was time for the grand entrance into the Wardroom where a good crowd of members had gathered. The Prime Minister made an excellent speech and then proceeded to the deck to "break out the flag", signifying the opening of another season.

Following a well worn tradition, the Official Party, Executive, Life Members and other special guests returned to Keelers for lunch again superbly hosted by President Alan Martin and the hostess of hostesses, Shirley Martin.

A wonderful lunch was enjoyed, followed by the Prime Minister firing the gun to start the Rutherford & Bond Toyota Opening Day Race (see front cover).

The launches were provisioned and ready to go, as were the guests. Mike Bennett, not sailing because of his



Good to see some new blood!

broken leg, was keen to get out and watch and in his eagerness to board *Shalimar* stepped off the plank and went into the tide! Luckily no damage was done and it certainly was an impressive performance. Off he went to get the cast replaced and that was the end of Opening Day for him. The Prime Minister decided to spend some time out on the launch and looked as if she was relaxing and enjoying the spectacle.

As for the race, *Andiamo* (skipper Andrew Taylor) sailed brilliantly to record the fastest time and a win on corrected time by one second from *Frid* (Phil Hartley) and a further seven seconds to *Max Headroom* (Ken Burt). All in all a superb race, superb day and a superb start to another season.



Results Of Winter Series Survey 1998

Thanks to all who completed the Winter Series survey. Due to an extremely successful response rate of 86 per cent, we can say that the results of the survey accurately represent the thoughts of those boats that sailed during the winter series.

So, what do we think? Harbour racing is the most popular club racing event, followed closely by sprint racing, offshore and the rum races. The current summer sailing season (late September – late April) is felt by most to be about right although some feel that it starts too early and ends too early. Some 58 per cent of respondents feel that a non-championship race should be run occasionally, with most feeling that once a month would be sufficient.

Sponsorship

It was interesting to see people's thoughts on whether a sponsor's brand should be sold exclusively during a racing series, with the results being split down the middle. It is good to see members recognise the importance of sponsors and their need for support in return.

Handicapping

Most people thought that handicapping should reward consistency however one third of respondents think that the purpose of handicapping is to allow every boat to have a turn at winning. A pleasing 92 per cent indicated an interest in seminars, with the most popular topics being rules, tactics, sail trim and starting. The recent rules and tactics seminar was

held as a result of that response and more are planned on these popular topics.

Membership

As for membership, the proportion of non-sailing members has stayed static from 1996, at 42 per cent. However, late membership payment has almost doubled. The amount of women sailing has increased in two years by 30 per cent. The majority of this increase can be attributed to women who are now sailing as a result of completing an Academy course. Total graduates racing also took another large jump with 37 per cent of participants now sailing having completed an Academy course.

Thanks again to those that completed the survey. Your feedback is invaluable in ensuring the club understands and can act on your requests.

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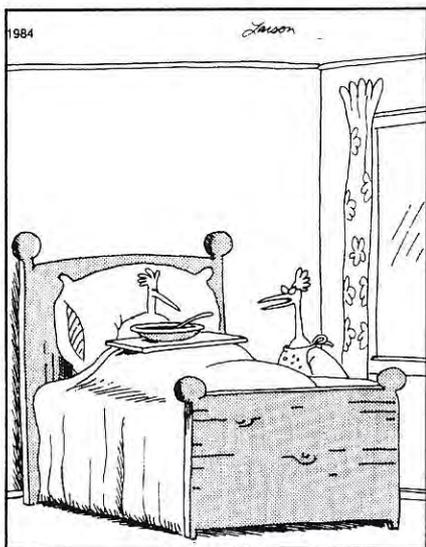
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Are Your Sails Protected??

By Port Nicholson Sails



"Quit complaining and eat it!...Number one, chicken soup is good for the flu - and number two, it's nobody we know."

Sunlight is one of the major killers of sailcloth. Apart from sailing at night, what can you do to prolong the life of your sails? Although most modern sailcloths have a UV treatment built into them, it is still important to protect your sails from unnecessary UV damage.

For mainsails a well fitting sail cover is the first step. Make sure that it fits properly and that it covers *all* of the sail. We often see covers that are too short and the clew is sticking out the end. This area will be getting constantly "eaten away" by the sun's UV rays, weakening the cloth. The sail does not necessarily need to look "aged" or yellowed for its fibres to be weakened.

Another area that is often left exposed is the luff of the sail where it is packed down at the mast under the boom cover. A good sail cover will completely cover the sail here with a flap around the mast. This can also protect the clips from

sunlight, which can tend to make the plastic clips brittle and prone to **b r e a k i n g**. Regularly check that the boom cover clips are not broken or missing and have them replaced if necessary.

Can the sail "breathe" under the cover? If the cover is too tight it can trap moisture inside the sail and allow mildew to grow. Mildew is a destructive, spore-forming fungus that thrives in warm moist confined areas. Mildew

stains can be removed by cleaning the area with a stiff brush to remove as much of the stain as possible, then soaking with a solution of 1% chlorine for about 2 hours and then rinsing clean with plenty of freshwater.

Roller-furler sails should have a protective UV strip which is all that is exposed to the UV when the sails are rolled up. This is just a sacrificial strip that protects the sail underneath from the sun's damaging rays. Check for deterioration of this strip regularly and have it replaced as necessary. It is a cheaper alternative to replace the sun strip than the whole sail because the leech has become so sun damaged and brittle that it rips each time you use it. If you are not using the sail for an extended period take it off and store it away. Again store the sails dry but don't allow them to dry by flogging in the wind. We see more sails damaged by flogging than sails damaged by being stored damp!

If your boom cover is too short or has holes or broken clips or your roller-furler sail has holes in the sun-cover, chances are that the sun is getting at your sail and slowly but surely breaking down the cloth fibres. Your sails are an investment worth looking after. A good fitting boom cover or repairs to your existing one (whether it be simply repairing the holes, replacing broken clips, adding a piece so that it completely covers the clew or a flap around the mast) is one way of prolonging the life of your sails.

The staff at Port Nicholson Sails can be contacted anytime on (04) 386-3551 or call in and see us at the Loft, Greta Point, 301 Evans Bay Parade (beside Capital Marine and the Greta Point Tavern) for any repairs/alterations or to discuss your new sails requirements. We are open 8.00 am to 5.00 pm weekdays and 9.00 am to 12.00 noon Saturdays. Sail pickups and deliveries made by arrangement.

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On the water reporter

Q: When is a Regatta not a Regatta?

A: Never!

Friday 23 November 1998 - The sun is setting as I sashay into the wardroom. Expecting a meagre crowd at the start of Labour Weekend, I find myself exclaim "what in tarnation...".

Standing room only. The Sport Boat Teams are in town! To cut a long night short, we move along to...

Saturday 24 October 1998 - Day 1 of the 2 day event. Five Magic 25's, a Thompson 6.5, an Elliot 5.9 and an Elliot 7.0 are represented. The breeze is brisk and forecast to get brisker. Never the less, on to the water we go.

Race 1 - Richard Watson from Evans Bay Yacht Club took control in his E5.9, Duthie Lidgard found out that size really doesn't matter as he was pushed the wrong side of the start mark in his Magic 25. By the top mark, Murray Bridge had established a good lead in conditions exceeding the top end of the range for Magic 25's. What followed was "out of this world". In very brisk conditions the fleet thrilled us with a display of extreme sailing. While the eventual winner of this race over the next lap was never in doubt, the thrills and spills opened my eyes to a new dimension in sailing.

Race 2 - With winds at 30 knots and gusting to 38, this race had all the promise of a bungy jump without the elastic - enjoy the ride but mind the part where you stop. The E5.9 had left the

course with damage, but "Maverick", the E7.0, had joined the fleet - look out. After a "thrash" to the top mark on both windward legs, with Duthie Lidgard leading, the Sport Boat Crews set about their work, hoisting spinnakers and gennakers to provide an even more impressive display than race 1. Absolutely breathtaking - except for the odd one that fell over, absolutely b__lbreaking.

So that was that - the wind increased, we went home, well sort of.

Sunday 25 October 1998 - Shaking away the effects of a rather large night in the Wardroom, the weather was pronounced the winner. Game over, not.

What followed will endear this event and the people involved to me for a long time to come. The competitors continued their competition on the Go-Kart track. Upon their return, RPNYC had kindly scheduled a First Division Rugby NPC final to be televised and the team enjoyed a prizegiving including video footage, and a digital slide show of racing held over the two days.

What followed must forever remain a secret, but I can tell you, it did include dancing - plenty of it - and until a very late hour.

When is a Regatta not a Regatta - Never!



A South Island Circumnavigation in 'Alaska Eagle'

By John Hollings



Foveaux Strait, 35 km S.W. wind.

The article quotes some extracts from the personal diary of Brad Avery. Brad is the Director of the Orange Coast College (OCC) Sailing Center (California) and on this occasion he skippered *Alaska Eagle* for a three week cruise February 22 to March 17 (1997) around the South Island.

The crew included five experienced Californian sailors from the OCC Sailing Program and also Kiwis Andrew, Charles and John Hollings, Bruce Griffin and Tim Matthews. The Kiwis are all crew of the RPNYC yacht *Caper*.

Skipper's Diary Quote –

“ACROSS THE COOK STRAIT

The Kiwis in the crew took great delight in introducing us Yanks to the Cook Strait. After three days of provisioning, cleaning and paying off a multitude of tradesmen, we backed out of our slip at Wellington's Chaffers Marina.

We put up *Alaska Eagle's* brand-new mainsail under the lee of the shipping terminal. The northwest breeze was blowing 25 knots. It was Saturday and there were two dozen yachts careening around the harbour. As we put in two reefs, we noticed that the locals were sailing with full mainsails. Soon we were careening down the harbour ourselves.

No-one had put on foul weather gear and within minutes sheets of spray came flying across the deck, soaking everyone.

The wind built to 30 as we approached Point Dorset. John Hollings, our Kiwi guide and navigator, then said “it will blow a little harder (pronounced

“hadda”) when we're out the harbour”. By the time we put in the third reef it was blowing 40. Wellington's south coast was a mass of whitecaps and spray.

Above us, a twin-engined commuter plane wobbled across on its approach to Wellington's airport. We set the staysail, which the wind whipped halfway up the headstay. Then John shouted above the din “you know, it'll blow hadda in the Strait”. We dropped the staysail. Soon we were past Tongue Point, with the



Water tank filling at 'Blanket Bay Hotel' doubtful.

South Island ahead just 12 miles away.

But Cook Strait was boiling. Sailing with the current, we were doing 11 knots over the bottom. The wind against the tidal stream created steep breaking seas. Sue Foat selected apparent wind on the cockpit instruments. It read 50 knots. *Alaska Eagle* thrashed along, sticking her bow right into it, regularly lifting three feet of water over the pulpit and down the decks. Spray turned to spume as it bounced off the mainsail and swirled in the air.

Barefoot with hair matted against his face, John's 35-year old son Andrew beamed "isn't this a lovely sail!"

After crossing the Cook Strait, *Alaska Eagle* explored Marlborough Sounds, D'Urville Island and Tasman Bay while waiting for a storm front in the Tasman to pass before rounding Cape Farewell to sail down the South Island's west coast. At Cape Farewell, 30-knot headwinds and strong current slowed the big sloop to just three knots. It took 10 hours to get around the Cape and its

25-mile long sand spit. From Farewell, *Alaska Eagle* covered the 325-mile distance to Milford Sound in two days."

Skipper's Diary Quote –

"INTO MILFORD SOUND

Day nine of *Alaska Eagle's* 25-day South Island circumnavigation.

We tried to reach Milford Sound before nightfall but light southerly winds and a strong northerly current along the South Island's west coast kept us from our goal. Now, with a storm front approaching, we finally had westerly winds and *Alaska Eagle* ran toward the coast at nine knots.

Darkness closed in as we sailed through Milford's entrance. Eight miles long, a half-mile wide, and surrounded by granite walls 5,000 feet high, Milford is the most spectacular Fjord in the South Island. From seaward, the Sound is hidden because its narrow channel takes a sharp left turn just beyond the entrance. The wind went further aft and we sailed wing and wing with our jib topsail held out by the spinnaker pole.

From the deck, it seemed as if we were sailing into every mariner's nightmare: downwind at hull speed toward a huge dark cliff. But our radar told us otherwise, clearly outlining the Milford's opening and canyon walls. The depthsounder had no reading; the Sound's average depth is 500 feet up to the cliff faces. Our Kiwi navigator, Sir John Hollings², steered *Alaska Eagle* down the middle. At the bend, the wind followed us as we turned from South to East. A gust came from our starboard side across the deck, and we

jibed the mainsail to port. Suddenly the wind shot up to 30 knots, catching us by surprise.

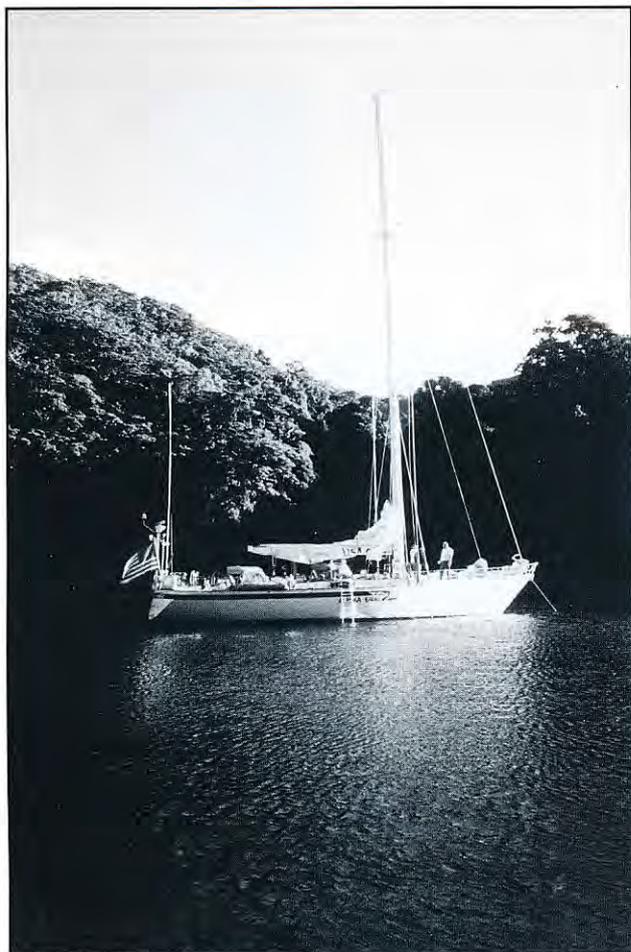
Within minutes *Alaska Eagle* was smoking down the channel, doing a steady 12 knots. Spray from the bow turned red and green, reflected by the glow of our running lights. With our anchorage five miles ahead, we hung on, roaring through the dark. Limitless stone walls forced John to follow Milford's winding design. The wind direction backed, putting us by the lee, in danger of jibing.

To keep the mainsail from sweeping across the deck, John steered to starboard, edging us closer to the south wall, just under Mitre Peak (5,560 feet). Now the radar showed us just 50 yards off, with still no reading on the depthsounder. Calling out "By the lee, by the lee" to our 10 person crew, I stated the obvious. *Alaska Eagle's* experienced hands were already crouched low, safe from the 24-foot 500-pound boom. We were now close enough to see a black wall of rock rushing past.

With no room to head up and no hoped-for windshift, John yelled "Jibing!" Doug and Charles wound away on the grinder. Andrew tailed at the Lewmar 90 drum, slowly reeling in *Alaska Eagle's* mainsheet. The boat spun to port. In an instant the mainsail crashed across the deck, allowing us to escape from the cliff. The jibe broke the tension on deck and everyone stood to take in the shapes and sounds of Milford. Nearby Stirling Falls thundered, dumping tons of water 500 feet into the Sound. Just above Milford's jagged ridges, the Southern Cross tilted through the top of *Alaska Eagle's* rigging.

The wind died to a whisper as we crept into Harrison Cove, where we moored under a 2,000-foot vertical cliff ribboned with a dozen waterfalls. It rained all night and, as we slept, the soft rushing from the cliff grew steadily louder until the storm front passed at dawn."

While in Milford Sound the crew sampled fresh crayfish, must NZ beer



At anchor in Stevens Harbour.

in the pub and some strenuous walks included a climb to Gertrude Saddle on a day of crystal clarity; the walk was voted by our Californian visitors to be an outstandingly beautiful experience. *Alaska Eagle* then moved on southwards.

Skipper's Diary Quote –

"We are exploring near the bottom of New Zealand's South Island on the west coast, facing Australia. In the past week we have explored half of the dozen sounds which spread along this coast, from Milford Sound to Puysegur Point. The northern Sounds, from Milford to Doubtful, are spectacular Fjords rivaling Norway, Southern Chile or the upper reaches of Southeast Alaska.

Further south, to the bottom of the South Island, Breaksea, Dusky, Chalke, and Preservation Sounds are great bays containing dozens of wooded islands not unlike the west coast of Canada. It would take years to explore all this spectacular cruising area. Yet we have not seen a single cruising sailboat.

While ideal for small boat cruising, the area is remote without a single place to get provisions or repairs. Unlike Chile or Alaska, each Sound is isolated from the other, requiring an offshore passage of 20 to 50 miles to reach the next. Even in the Austral summer, these passages can be extremely rough.

Puysegur Point at Preservation Inlet, is the windiest place in New Zealand, with a mean wind velocity of 33 knots. Wind speeds of 50 knots, driven by unrelenting low pressure systems of the Southern Ocean, are common.

Throughout *Alaska Eagle's* travels in the Pacific, whether north or south, Captain James Cook has lead the way. In search of a southern continent, Cook explored and charted much of the South Island on several voyages between 1770 and 1775. In Dusky Sound, we anchored off Pickersgill Harbour, where in 1773 Cook set up an observatory and spent a few weeks victualling *Resolution* (including brewing 240 gallons of spruce beer).

From Dusky we got underway for a 20-mile sail south to Chalky Inlet. By

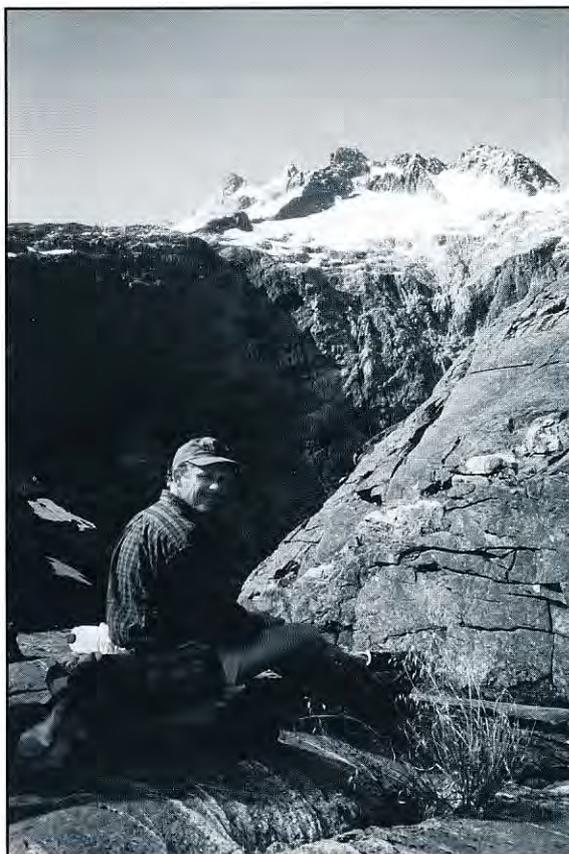
the time we were a mile offshore, we had two reefs in and staysail up, beating into a 30-knot southeaster. The wind steadily built to 40. With 45 apparent over the deck, it was too much even with three reefs in, so our team of "big guys", Andrew, Charles, Doug, Tim and Gerry, set the storm trysail. Bruce Griffen, our Kiwi cook, steered *Alaska Eagle* into the gale. The rest of us hid behind the dodgers and gave encouragement. When you're putting up a storm trysail on a 65-foot, 80,000 pound boat, it's important to have a half-dozen strong guys who relish a good romp on deck."

Alaska Eagle had left Dusky Sound early that afternoon but it was not until 2200 hours that she crept through the narrow entrance of North Point in Chalky Inlet to anchor close to "*Stella*"³ in perfect shelter.

During the next few days, in a period of unusually perfect weather, the crew – walked out to Puysegur Point Light – visited Oban for the worst lunch ever – then visited all the ports on the east side of Stewart Island for a series of fresh oyster dinners voted the best ever. New Zealand was said to be experiencing El Nino weather, so while the far north suffered cyclones the far south enjoyed rare spells of perfect conditions.

The temptation to linger had to be overcome when only two days were left to reach Wellington on schedule. At the right time, 30 knot westerlies appeared to take A-E across Foveaux Strait and as far as Nugget Point where, at 0200 on a dark night with a tense Andrew Hollings at the wheel, the watch logged 15 knots at times in the 40 knot gusts.

At 0230 on 17 February the crew made fast in Chaffers Marina and toasted the end of a great cruise with the skipper's famous planters punch.



Skipper Brad Avery on Gertrude Saddle.

After 150,000 miles in the Pacific *Alaska Eagle* in 1998 is headed to Europe (via Mexico, Panama Canal, Caribbean, Azores, England) on a voyage designed to improve offshore cruising skills. In the year 1999, *Alaska Eagle* will be sailing from California to New Zealand visiting most of the Pacific's beautiful coral islands. Sailed in legs of 10 to 30 days the trip offers coastal island and ocean passage making experiences.

RPNYC members would be eligible as crew-trainees. If interested contact John Hollings, (04) 479-7456 for a brochure, and more information.

1 Eagle is the ex Flyer, winner of the 1977-78 Whitbread Round the World Race. Donated to OCC's Sailing Program in 1982 the vessel is a 65 foot aluminium sloop displacing 80,000 pounds. At the time of this cruise she was on a 14-month, 14-leg sail training voyage from California to New Zealand and return.

2 Ed Note – The title is a skipper's whimsy in use on board *Alaska Eagle* only.

3 NZ Government Lighthouse steamer in the 19th century, now grounded permanently in North Port's innermost cove.





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New Zealand National Keelboat Championship

Champion of Champions – 30 October – 1 November 1998

By Joe Porebski

How many sports are there where club-level participants can compete against professionals? You cannot arrive at the Miramar Golf Club and expect to play Tiger Woods. Thus the opportunity to sail against not one, but three teams from Team New Zealand was too good to refuse.

So what, we were beaten. We still forced Tom Dodson into the Committee Boat in the last 10 seconds of Race 6, and led Hamish Pepper and Cameron Appleton, Team New Zealand skippers, around the course, which made it all worthwhile.

How often can one be in a position to say, "Team New Zealand are now around the mark, they are going to gybe to cover us?" That is the sort of comment



Joe Porebski and his crew training for the champs.

one would hear Peter Montgomery make on television, in this instance it was said by Edmund Tam, our Tactician, while racing.

The sailing was indeed so competitive that most finishes were closer than most of our Club starts.

This year saw a record 19 entries. One team withdrew at the last moment, which upset the Royal Akarana Yacht Club. As pointed out by Molly Macalister, the space could have been filled ten times over.

The regatta was conducted by a boat draw, and the teams were split into morning and afternoon racing, with three races Friday morning and three races Saturday afternoon, with 10 boats and 19 crews. Group A was split again five and five and raced Group B five and four, so that you raced three quarters of the fleet.

Gybing in 25 knots on an MRX with no life lines can prove difficult. Paul McCredie ended up in the water, but was rescued by the Police boat after less than a minute, and certainly well before we could pull the kite down and sail back.

Finals were held on Sunday, the Minors in the Morning and Majors in the afternoon.

I would like to thank you all for the opportunity to represent our Club at the best Keelboat Regatta of the Year, (excluding our own, of course).

This year's RPNYC team was: Peter Hanns, Paul McCredie, Jamie McCarthy, Neil Dickson, Joe Porebski, Edmund Tam.

The team did the Club proud, we sailed our best, and it was unfortunate that the result did not reflect the effort, fun and opportunity of sailing against the best yachties in the world.



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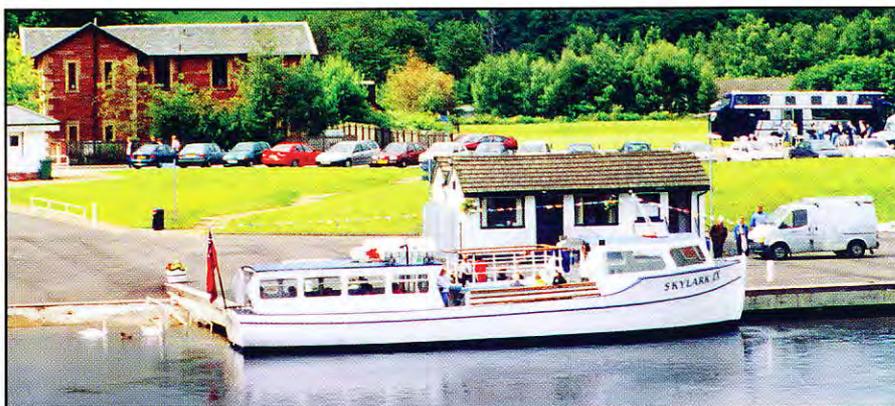
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Motor Vessel "Skylark IX"

By Jim Cottle

During my visit to the U.K. I stopped off at a Board & Breakfast at a small village called Balloch at the southern end of Loch Lomond. Several charter boats operate from here doing cruises on the Loch. The one that appeared to me was a vintage launch called the *Skylark IX* and as it turned out this vessel had a very interesting history.

Many of the Dunkirk ships have moved far from the scene of their wartime exploits, but none farther north than *Skylark IX*, who began life in 1928 at Bolson's yard in Poole, Dorset. Her precise part in "Operation Dynamo" was unrecorded until, one day in 1987, Charles Fairman, touring in Scotland saw a notice advertising cruises on Loch Lomond in a boat called *Skylark IX*. He became interested and recognised her as the ship he commanded in Poole when he was a Petty Officer, RNVR, in 1941. He had



During "Operation Dynamo" The *Skylark IX* evacuated between five and six hundred British soldiers. Vice Admiral Ramsay had 848 skippers working for him and they evacuated a total of 338,226 men from Dunkirk to Britain. No-one expected more than 45,000. Unfortunately my father-in-law was not taken off and spent the war as a P.O.W. being captured by German's in France. I met him when I was in London just before his 94th birthday.

NAME: *Skylark IX*

TYPE:	Motor Vessel	BEAM:	14 ft 6ins
LENGTH:	50ft	DRAFT:	3ft
DISPLACEMENT:	30 tons	HULL CONSTR:	Carvel Pitch pine on elm
ENGINES:	Ulster HRWG	YEAR BUILT:	1927
BUILT BY:	J. Bolson, Poole		

first seen her the previous year, first at Dunkirk and later in Ramsgate harbour, whilst ferrying a yacht around to Felixstowe.

At Poole, *Skylark IX* served as a shallow water minesweeper and was engaged in placing anti-invasion obstacles around the harbour. At one time she erected decoys on Brownseas Island, consisting of wooden sheds filled with coal and sprayed with oil. They were set alight when German bombers flew over, looking for the Admiralty Armaments depot at Holton Heath.

After the war, *Skylark IX* gradually worked her way north, via Morecambe and Burntisland to Loch Lomond, where Sweeney's Cruises operate her now. She has been modernised and made a more comfortable little ship to cruise in, with an enclosed foredeck and covered rear saloon.

John Sweeny gives *Skylark IX's* services free, to Dunkirk Veterans once a year, for their reunion on Loch Lomond. In the presence of the Lord Lieutenant of Dunbartonshire, Brig. A.S. Pearson CB, DSO, OBE, MC, TD, reputedly the most highly decorated officer in World War II, wreaths are scattered on the

loch. Veterans remember those who did not return from Dunkirk with *Skylark IX* and her fellow rescuers in "Operation Dynamo" during those nine fateful days of 1940. ⚓



Jim Cottle on *Skylark IX*.

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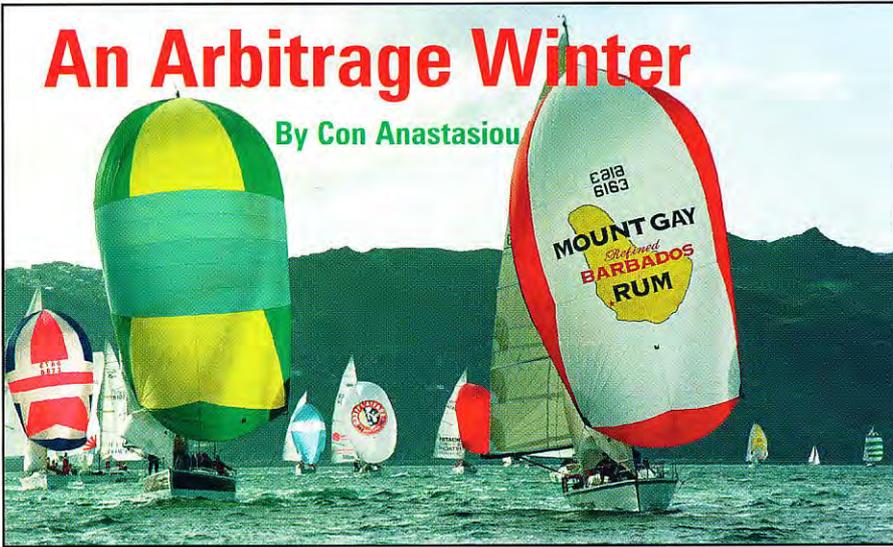
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An Arbitrage Winter

By Con Anastasiou



It was a dark and stormy night...

This is the way most stories begin. Pleasantly, it was not the story of the Winter Series.

Arbitrage, which had been in retirement mode for personal reasons, had succeeded in securing a young, vigorous and fine looking crew to contest the Mount Gay Winter Series.

The catalyst was the noted yachtsman and rigger extraordinaire Martin Harris. Martin, using tactics which included persuasion, temptation, cajoling and threat, managed to construct a crew of impressive proportions.

He was successful in enlisting the services of the tactical guru and Sailing Academy Coach Mike Boswell. Penny Kerr managed the sharp end with her usual skill and finesse for two of the races until she was called away overseas to attend to more important matters.

Campbell Morris was a tower of strength, both at the mast and on the bow, and displayed an agility which was dazzling to the eye. Jeff Meyer took time out from the big boat circuit to deliver his skills in the middle of the boat. Andy Kellow, boat builder to the stars, trimmed with exceptional skill and expertise.

Craig Moffat played a yachting symphony on the keyboards and managed the string section with the deftness required to ease both pain and tension. Michelle Crawford was part of the afterguard and showed constant

perseverance and determination.

Martin Harris, subtly and expertly trimmed the main into a fine driving instrument while I drove.

As with all effective campaigns this one needed an infrastructure which involved not only people but also training. For this we looked to the Coach.

Training sessions began in semi darkness with the ritual scraping of the ice from the winches and the other fixtures and fittings. Moorings were slipped and a likely spot selected in the middle of the Harbour. There followed tack after tack, jibes, conventional sets, poleless sets and ruthless, on the water analysis.

As the sun started to creep up into the grey sky *Arbitrage* would made her way back to the mooring, in preparation for the physical training. This involved a three mile swim into the Harbour, a five mile run around the bays and 500 press

ups. Well, it wasn't quite like that but the training certainly paid dividends.

In the first race *Arbitrage* succeeded in getting line honours. In the ensuing racing *Arbitrage* was always well placed at the finish.

There were many memorable moments including Martin's secondment to spinnaker trimmer one very light day which enabled *Arbitrage* to come back from an indifferent start into serious contention.

Then there was the moment that almost drove Mike Boswell into ecstasy. It was one of the breezier days with a start line well biased to the shore. *Arbitrage* started on starboard in a position which



Looking good on 'Arbitrage'.

exercised the courage of the steerer. With the first tack onto port, *Arbitrage* cleared the fleet. It is seldom that I have seen Mike Boswell display the unbridled pleasure that he showed at that moment.

All in all it was a particularly well managed and entertaining series and we were delighted to be able to get our nose in front at the end of the day.

It was with relish and appreciation that we received the winners prize and disposed of its contents.

Close racing.



Champagne Breakfast 1998

Article by Mandy Pettit & Leslie Hamilton



Guest speaker, Rob Hamill "Let me tell you the quickest way to row across the Atlantic".

This year, instead of ending the year with a bang, we started the 1998/99 Season with another outstandingly successful Champagne Breakfast, memorable for some but certainly not all.

The day started for a few with a timely reminder of how not to start a function - knee deep in alcohol resulting from choosing a venue that has witnessed a



President Alan & Shirley Martin.

major all night function! Boosted with complimentary caffeine from Keelers the committee trudged on to prepare the venue for the fantastic turn out of 182 enthusiastic and PUNCTUAL club members. Stalling tactics were used to

prime the audience and provided the extra time needed to put the finishing touches upstairs. There was slight confusion at one stage as to who really deserved the corsages but didn't the chicks look good!

It didn't take much persuasion to move the troops upstairs and Con Anastasiou as the MC welcomed one and all. Con did a wonderful job, providing wit and repartee reminiscent of his style of yesteryear. Con is to speaking as Moet is



Crew of 'Distraction'.

The awards for the year were presented to:

- Colette Kraus - Outstanding contribution to the club
- Annie Carrad - Outstanding contribution to the club
- Pauline Edwards - Outstanding contribution to the club
- Ken Burt - Outstanding contribution to the club
- Pauline Edwards - Outstanding contribution to the club
- Scott Atkinson - Notable feats of seamanship
- Kim McMorran - Outstanding supporter of his sponsor and the Sailing Academy graduates
- Belinda Greer & Crew of *Distraction* - Personality of the year
- Boat of the Year - *Chain Reaction*

to champagne. He created the perfect atmosphere for fun and laughter where the conversation, food and alcohol flowed.

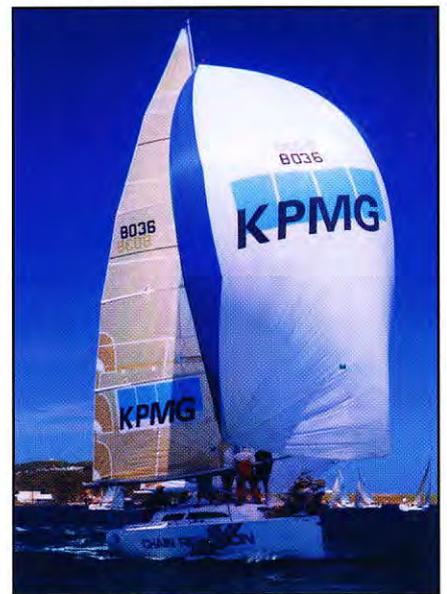
After breakfast we were introduced to the speaker of the day, Rob Hamill - what a treat that turned out

to be. It's not often you see this type of audience captivated for a solid hour. Rob took us on a wonderful journey of his rowing career, climaxing with his very courageous and outstanding race win of the two handed crossing of the Atlantic.

Some of the specific details were enlightening, to say the least, with no imagination required. Can you believe it, he wants to do it again!

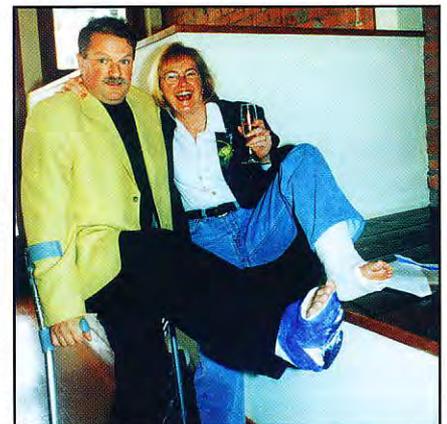
The after match function at the club was like an offshore race - what goes off shore stays off shore!

A hearty thanks to all the sponsors, without whom these events could not



Boat of the Year 'Chain Reaction'.

take place: Clive & Penny for the generous donation of the flowers; John Moody for the Heineken; Montana for the Bubbles. We would also like to thank *The Grand* for the venue



Mike Bennett and Mandy Pettit putting their best feet forward.

THE 17th CLASSIC COASTAL –

Andiamo Heads North

By **Brendon Hogg**

Undertaking the Auckland to Russell Lindauer Coastal Classic yacht race is more like a circumnavigation of the North Island when you attempt it from Wellington. This year *Andiamo* and her crew made the long trek to Auckland for the race.

This type of race is a good opportunity for a boat like *Andiamo* to get amongst some of New Zealand's big boats and have some good racing,

lining up against well-known names such as *Antaeus*, *Thunder*, *Hydroflow* and *Starlight Express*, not to mention those wickedly fast cats *Afterburner*, *Formula 40* and *Split Enz*.

Start of the race off Davenport was a spectacular downwind rounding North Head. It was an interesting melee of large and small vessels, mono and cat. Having *Afterburner* cruise the start line at 20 knots with a huge vortex of spray to leeward was really cool to watch.

The start was a gusty 15 to 20 knots and pushed the fleet quickly round North Head into a straight line tight reach to Cape Brett. There was a bit of excitement at North Head, with *Hydroflow* and *Jesse James* both broaching at the head of the fleet and causing consternation for some boat owners as they charged towards them.

Around North head the big boats were flying, *Antaeus* doing something like 18 knots to lead the big six out into the Tiri Channel. Out came the jib tops and gennekers and any one of the big six were looking like having a record breaking run to Russell. The next time we saw Sniffy and co. was in the Duke for a rum.

It was interesting to note that all the top boats now use gennekers as a matter



photo courtesy of Boating New Zealand, much thanks

of course. With the advances in design and technology achieved through the Whitbread and America's Cup sail programmes the use of single luff kites is now the norm rather than the exception. It will be exciting to see this technology feed through in to our own duck pond.

The next few hours on *Andiamo* were a mixture of majestic landscapes of the Hen and Chickens and Sail Rock, mixed in with gear changes and, now and then, a Sneaky special (panni de la carne y legumes with a drizzle of Sneaky's special dressing was particularly delightful).

A memorable moment during this stage was being passed by Malcolm Smith in a 28 ft cat called *Te Kooti*, which was doing something like 20 knots to our nine. It is not uncommon for the larger cats to do 30 knots.

As we headed for Cape Brett the breeze slowly died, as did record chances for the fat cats. By the time we were threading the needle of Cape Brett (we were just making the tide gate in about 5 knots of air), our navigator was preparing to unravel the mysteries of the Bay of Islands by night. *Afterburner* had already missed the record by 36 minutes four

hours earlier and the kids on *Antaeus* were plying Uncle Sniffy and Uncle Arthur with some much needed medicine.

Andiamo ghosted into Russell to a rapturous welcome from the support crew on the *Selina Louise* at midnight. With six hours till sun up, an already enriching experience was about to get a whole lot more enriching.

Port Nick was well represented throughout the 240 odd boat fleet, the high proportion of Wellingtonian's on the winning boat *Antaeus* of particular note.

Team *Andiamo* consisted of Tails, Gadg, Bimbo, Love Slave, Sneaky, Senator, Damon, Shaky, Chunky, Wisssser, Dodgy and myself. Other club members who lurked amongst the 2,500 people at the Duke of Marlborough were Malcolm Smith, Lesley Hamilton, Janet Gibb, Noel Coen, Graham Perry, Sniffy, Arthur Stewart, Fiona Stewart. Also thanks to the *Selina Louise* support crew of Hui, Jan, Mary, Rosaline, Rose, Mandy, Rachel, Elizabeth, Sarah and Captain Stan for making the effort, (I believe it wasn't easy on them but it was much appreciated by all. My apologies to those names I missed and congratulations to all who made the trip.



A Veteran Member Does The Big O.E.

By Jim Cottle

Late last year I finished my full time career with Epiglass and decided it was an opportunity to visit the United Kingdom and catch up with a bit of family history, visit my in-laws and also renew contact with people involved in the last BT Challenge.

After a month in London, seeing the sights and becoming established at the "volunteer" pub which was my local at Bexley Heath, I decided it was time to move around the Island and also visit Scotland and Wales.

I was lucky enough to buy a 1.8L Nissan - Datsun Stanza Hatchback vintage 1987 off my brother in-law's mechanic for 150 pounds. This Japanese masterpiece took me from the English Channel in the south to John 'O Groats in the very north of Scotland.



HMS Victory.

My first run in the car was down to Portsmouth to the historic navy dockyard. This is where Captain Cook returned from his circumnavigation of the world in 1775 and where Admiral Nelson prepared for the Battle of Trafalgar in 1805. There is a lot to see here, the Royal Navy Museum and the historic ships - *Mary Rose*, *HMS Victory* and *HMS Warrior*. We settled for the *HMS Victory* and saw where Nelson was shot, and learnt that the saying a "square meal" came from the square wooden plates the sailors used. Another quote of "being on the fiddle" came from the upstand or fiddle around these plates and

to hold more food some of the sailors increased the height of the fiddle. Also I found the mast pond very interesting where masts were left floating to be repaired and then collected. This was linked to the harbour by a tunnel and was excavated in 1665. The first record of a dockyard being at Portsmouth was in 1194 when King Richard I ordered it to be built and granted the town's first charter.

After Portsmouth my next visit was across country to visit Paul Couett, wife Tracey and son Charlie at Happisburgh on the east coast of Norfolk. Paul was crew on the *Courtauld's International BT Challenge* yacht when it stopped over

at Wellington. Paul and his wife both voted Wellington as the best stopover during the race and I was able to deliver the two bottles of Cloudy Bay wine that I had carefully nursed in my hand luggage all the way to England. Paul and Tracey have a home which was once the "Old Swan Inn" and was built in 1701. This has an annexe which is a self contained flat and is within walking distance to a nice old pub called Pebbles. Paul and Tracey would welcome



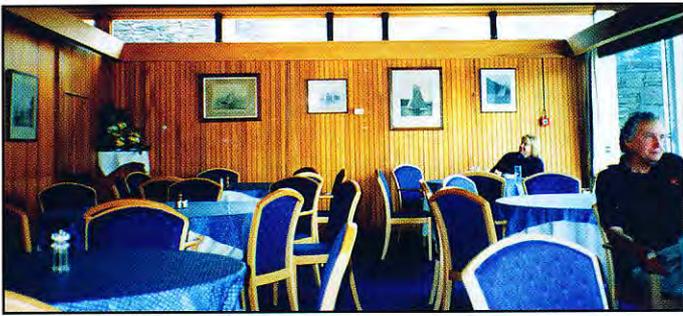
The Royal Windermere Yacht Club.

any Port Nich members if they wanted to stay there.

On Saturday the 1st of August I arrived in the Lake District and decided to do a cruise on Lake Windermere. Leaving from Lakeside, I travelled by vintage motor vessel term to bowness - on - Windermere. After a stroll around the town I spotted the Royal Windermere Yacht Club and decided to use my introduction card which our Manager, Mike Piper, had given me. The first person I met was John Atkinson the Sailing Secretary, he made me very welcome and introduced me to David Ginsberg the Commodore and Chas Ingham the Vice Commodore. I was invited to lunch in the dining room with a beautiful view over the lake and was given a bit of background on the Club. The two main classes of yacht raced here are the Flying Fifteen and the



'Windemere' one design class racing in light airs.



The dining room at Royal Windermere Yacht Club.

Windermere Class Design Yacht with two crew and no spinnaker and uses a poled out headsail off the wind.

The Flying Fifteens do well in the heavier breeze while the Windermere's come into their own in light air. On Saturday I was at the Club, the racing was being used as a fundraiser for the Lifeboat Institute and my hosts invited me to the barbeque and disco that night. At the end of my visit I was presented with the Royal Windermere Yacht Club burgee and left the Club feeling very impressed by the hospitality of the Flag Officers and the friendliness of the Club Members - a real highlight of my trip.

While I was in Wales I decided to visit Simon Butterworth who was foreman for Mike Muir Boatbuilders at Greta

south to Southampton to meet up with Boris & Tricia Webber. Boris was the skipper of Courtaulds International during the last BT Challenge. Boris and Tricia live at Locksheath near Southampton Water and since the Challenge Boris has been doing market survey work for Courtaulds in South Africa his home country. Tricia teaches at a school for difficult children. Boris took me on a tour of Ocean Village at Southampton where I went on-board the prototype of the new design for the BT Global Challenge starting in the year 2000. These yachts are longer and have higher freeboard



Simon Butterworth with his mother & a staff member at the Pwlllehi Marine Centre.

Point when he was here in New Zealand.

Simon's family operate a yacht chandlery and two boat yards on each side of the marina at Pwlllehi in north Wales. The marina is about twice the size of Chaffers and both boatyards are kept very busy. I spent a couple of very pleasant evenings with Simon and his wife Jane and they send their regards to

next race - one of the skippers could be a lady who at the moment is skippering one of the old yachts renamed *The Isle of Man*. Also there is a strong possibility one of the yachts in the next Challenge will be sailed by a crew made up of Australians and New Zealanders. Another interesting vessel at the village was the Cable and Wireless sponsored

all their New Zealand friends. Once again the hospitality was great, but I couldn't quite learn the language.

After leaving Wales I headed

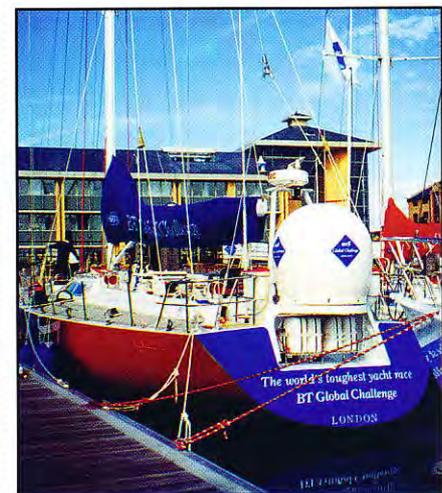


Pwlllehi Boat Yard.



than the yachts in the last race. If any Club Members are interested the Challenge has a website, it is: <http://www.btchallenge.com>.

I also met some of the crews preparing for the



Above : New BT Challenge Yacht.

around the world power boat. This unusual craft was built by Vospers and



Above and Right: 'Cable & Wireless', around the world power boat.

did the trip in 74 days, 20 hours and 58 minutes calling at the following ports: Gibraltar, Monte Carlo, Port Said, Singapore, Hong Kong, Yokohama, Honolulu, San Francisco, Panama, Kingston, Miami, New York, Gibraltar, Lisbon, London.

Vospers are now working on a project to build one of these unusual power boats for the British Navy.

My next port of call was Plymouth where the new BT Challenge yachts are being constructed at the huge British Navy dockyard at Devonport. I was met at the gates by Sally Kiff and taken on a great tour of the areas where the new yachts are being constructed. What

components. Another eye opener was that, as in the last race, all the decks are constructed of 316 stainless steel. Sally shouted me a nice lunch at the Navy Canteen and then I caught up with Gara Hampton who I got to know during the Wellington stopover, as one of his jobs was re-antifouling the Challenge fleet.

My final call was on Andrew Roberts

impressed me the most was the high standard of construction and the accuracy of the laser cut steel

who I would term as Chay Blyth's right hand man. Andrew is responsible for all the Challenge yachts and has a small team around him who keep the Challenge ticking over, he is right on site and keeps in touch with all progress on the construction of each yacht. Before I left his office he presented me with a book called "Only Wind & Water" which gives a great account of the last race and contains some really interesting race results and all the crew lists.

Leaving Portsmouth I made my way back to London. Leaving my trusty car as a donation to my nephew and his wife, I boarded the Air New Zealand jumbo at Heathrow and headed home.



ENZA, Sir Peter Blake's record breaking Cat at Hamble Point, UK.

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EDS Corporate Race

Sunshine and Sailors, Champagne and Steinlager!

By Marg Bryant



EDS aboard 'EDS'.

Wellington, Saturday, 28 November 1998: a day of plenty - of sunshine and sailors, of champagne and Steinlager - and even a sailing celebrity! Sir Peter Blake marked the start of the EDS Corporate Race, Wellington's premier annual yachting event, with the usual corporate enthusiasm, attracting record entry numbers. Some 47 yachts were split into two starts on the water and created a spectacular sight on Wellington Harbour.



"It's always so windy in Auckland!".

The weatherman was in top form (well, it was only a *slightly* chilly South Easterly breeze) and when all else is said and done, that was what really counted for a great day.

Not an office desk in sight as the corporate high flyers of Wellington took on some watery weekend overtime (although a few mobile phones made it onboard). It was a hive of activity around Chaffers Marina as corporate guests arrived and found their way to their allocated boats. A flutter of flags as corporate banners were raised to lay claim to their challenge for the day - only two or three crew on board each boat so these office boys and girls had their work cut out for them!

One of the corporate guests was heard saying they didn't tack enough this year - he seemed to prefer the stronger winds and action of last year's race. But there certainly seemed to be enough action this year, even if it wasn't high seas! Firstly, there was the GP

husband of the skipper of a certain all women's crew - sailing on an opposition boat no less - who was literally whacked on the top of the head by a rapidly wayward sheet. Said sailor was promptly removed by the 'rubber boat' and spent the duration of the race at the After Hours Surgery getting stitched up. This was before the race even started!

And then it was *Nedax Backchat's* turn for drama, with two very close encounters with boats on either side squeezing them between a rock (*Simply Red*) and a hard place (*Young Nicholson*), and a guest nearly lost overboard. Well



EDS Director of Marketing & Communications presents the EDS Trophy to 'Marangi' skipper Carl Jackson and Courier Post.

this was a corporate race, so let's just say it was good management that avoided two collisions but simply good luck that avoided a 'man overboard' practice!

But seriously folks, there was some great sailing out there, and it was a sight to behold. The race was run and the race was won and for that it was Marangi's big day. *Marangi*, with Courier Post on-



The Radio Network aboard 'Medium Dry'.

board, was ably organised by owner Carl Jackson and helmsman Lindsay England. As Lindsay said "we don't often go sailing in an easterly". *Andiamo* - surprise!! surprise! with Fuji Xerox as sponsors again, cleaned up fastest time. *Frederick*, with KPMG, won best dressed crew and *Max Headroom*, with Tower Retirement Investment Ltd, after their escapades won the Steinlager Award for Best Crew Performance.

Chaffers Marina was like Grand Central Station as yachts trickled back to base and corporate guests and crews settled on the boats to enjoy a drink or two ... or three ... in the now peaceful waters and brilliant sunshine. The wind only lasted as long as the race needed it, then the evening turned into tranquil



Best performed EDS crew on 'Blurred Image'.

perfection for the party to follow.

And so to the prizegiving in a packed party room atop the Overseas Terminal. Aside from the usual bundle of speeches there were



Winners of Fastest Time 'Andiamo' with Fuji Xerox.

congratulations to all from Sir Peter and some light entertainment from Simon Swampy Marsh. The big announcement was from EDS - a fantastic \$60,000+

raised from the EDS Corporate Race day for the RPNYC Sailing Academy, and a renewal

of their commitment to sponsor the race again in 1999. Great news for the Sailing Academy, with Sir Peter having just officially opened their new premises that morning.

With the official bits out of the way it was time for a BBQ dinner and some serious partying - there were those that spent the evening on the balcony enjoying the view, and then there were those who boogied on down to the band inside. A great day for all concerned and huge thanks must go to all who played a part in organising the day - staff and

members. But of course, the biggest thanks and point of appreciation must go to the sponsors who make the day possible.

The support of EDS has ensured that this event remains a premier Wellington yachting event and raises the profile of yachting in Wellington. It also gets all those corporate bodies away from their laptops and cellphones and on to the water alongside yachties from all walks of life for one common day of fun.



Who's teaching who?

Thanks a million EDS; special thanks to Sir Peter Blake and thanks also to our other key sponsors, Glengarry Hancocks Limited for *Mt Gay Rum* and *Piper-Heidsieck* and Lion Breweries with *Steinlager*. Thanks also for those superb spot prizes, a mystery weekend for two to Australia from Air New Zealand Business Travel Centre, a Mystery Weekend for two from Ansett Express, an overnight stay at the luxurious Wharekauhau Country Estate and an air conditioner from Carrier. It was your day but you made it our day. See you same time, same place, next year!



1998 EDS CORPORATE YACHT RACE RESULTS

The Winner of the EDS Trophy
MARANGI
Courier Post

The Glengarry Award for the Fastest Yacht
ANDIAMO
Fuji Xerox NZ Limited

**The Steinlager Award
for the Most Seaman Like Crew**
MAX HEADROOM
Tower Retirement Investment Limited

RPNYC Award for the Best Dressed Crew
FREDERICK
KPMG

HANDICAP PLACINGS

1 MARANGI	Courier Post
2 DRIVING FORCE	Silicon Graphics Limited
3 ANDIAMO	Fuji Xerox NZ Limited
4 BLURRED IMAGE	EDS (New Zealand) Ltd
5 CHARISMAIL	Darroch Ltd
6 EDS	EDS (New Zealand) Ltd
7 RHUMBLINE	Pencarrow Funds Management
8 SYBASE	Sybase (New Zealand) Limited
9 DISTRACTION	EDS (New Zealand) Ltd
10 NOT GUILTY	Leasetec NZ Limited
11 MONTEGO BAY III	Opus International Consultants
12 YOUNG NICHOLSON	Glengarry Hancocks Ltd
13 MAX HEADROOM	Tower Retirement Invstmnt Ltd
14 HEARTBEAT	Mainzeal Limited
15 FLYING BOAT	NCR (New Zealand) Ltd
16 CHAIN REACTION	KPMG
17 LEGACY II	Rentworks Limited
18 RAPIER	Ericsson Communications

19 RED HERRING II
20 PERIDOT
21 MEDIUM DRY
22 FREDERICK
23 FLYING CIRCUS
24 MARANUI
25 NEDAX BACKCHAT
26 ARBITRAGE
27 TORTIMONY
28 JOINT EFFORT
29 ASK FOR ME
30 ENDLESS
31 42ND STREET
32 RECKLESS
33 BREAKFAST
34 CHAMELEON
35 SIMPLY RED
36 CERVANTES
37 MOONSHINE EXPRESS
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RPNYC Sailing Academy Opening

By Mike Piper



Marvellous day and great crowd.

It's been a momentous year for the RPNYC Sailing Academy. They celebrated their fifth birthday (ask Mike Boswell about that one!) and then, after months of planning and hard work, Sir Peter Blake performed the Official Opening on the morning of the EDS Corporate Yacht Race, Saturday, 28 November 1998.

As many will know, Executive Member, Penny Kerr has been the driving force behind the successful relocation of the Sailing Academy. Penny cajoled thousands of dollars worth of goods and services from members and non-members and then spent countless hours painting and organising.

The Lottery Grants Board, Community Trust of Wellington and one of the Academy's greatest supporters, Shirley and Alan Martin, all provided the hard cash to make this project possible.

The Club is extremely grateful for this support.

The Opening Ceremony in good Port Nick tradition took two days. This comprised Friday night drinks and barbeque to thank all those supporters, volunteers and workers and to show interested members what a great facility it is. Then the Official Opening doing the ribbon thing, speeches by Commodore, Murray Bridge, Ex-Commodore, Con Anastasiou, Coach, Mike Boswell, MC, Swampy Marsh and, of course, Sir Peter Blake. The theme of their speeches

was the importance of providing an opportunity for sailors of all levels to continue to improve their skills. Sir



Sir Peter Blake providing some humour.

Peter also commented that the Academy is unique in New Zealand and a facility of which we should all be very proud.



Coach Mike Boswell, Sir Peter Blake and President Alan Martin.



Sir Peter Blake doing the honours.

Thursday evenings for the past six weeks have seen a small cluster of keen sailors out on the harbour in the challenge of the all women crews, the Spring Women's Twilight Series. Most of the boats were generously on loan to the women for the series, and most carried an official onboard coach who is permitted to provide only verbal instruction.

A feisty crew on *Charisma II*, lead by skipper Carmel Sheehan, has taken out the Series, but there was only half a point in the final result. *Medium Dry* were right behind in 2nd place, but the *Charisma* team are still coming to terms with how handicapping can destroy some great line honour placings!

Six boats challenged for the series, with four of the field continuing the same battle for Farr 10/20 supremacy that we see on regular Saturday races. Aside from *Charisma II* and *Medium Dry* other competitors were *Max Headroom*, *Gucci*,

"All it takes is... ... Charisma!?!"

By Marg Bryant



Winner of Women's Twilight Series 'Charisma II'.

Cervantes and RPNYC's regular all women's crew of *Distraction*.

With just two regular *Charisma* crew, the winning mix of women from three other regular boats has forged an enthusiastic team who claim their secret to success is permanently committed crew with an attitude that they're there to have fun as well as win! And fun is exactly what they had! Their onboard coach is Mal from *Flying Boat* and skipper Carmel assured handicap setter Bertie that Mal talks but doesn't touch (!?) - but seriously, Mal taught the crew a lot about sailing in those six weeks.

So the battle lines have been drawn and the Summer Women's Twilight series sets sail in early February on a 10 week challenge for the Kirkwood Cup. These women's series' are a great opportunity for increasing sailing skills and confidence, and given the dominance of women grads from the Sailing Academy may nurture

some great sailors for RPNYC in the future. Look out chaps!



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BT Global Challenge 2000

By Justine Maddock



Well, the BT Global Challenge is coming back to Wellington again. This time we will have nine Kivis hoping to complete the race from start to finish. Among this number are four crew volunteers from Wellington, Sharon Dickie, Helen Couling, Gavyn McFayden and myself, Justine Maddock.

We will be giving you an update to the race in each issue of the RIP from now until the start of the race, including a brief update from each of the Wellington crew volunteers as they prepare for the start of the race in September 2000.

The Race

The Challenge 2000 Race is a matched yacht race around the world against the prevailing winds and currents, stopping at a number of ports of call en route before returning to Great Britain. The yachts competing will all be a new 72 ft design especially commissioned by the race organisers from Rob Humphreys. There will be between 10 and 15 yachts competing.

The race, which will again be sponsored by British Telecom-munications (BT) and will be called the BT Global Challenge, is scheduled to start in September 2000 and will last ten months. It is open to people between the ages of 21 and 60 at the time of the race, irrespective of present sailing experience.

Route

Departing Southampton, 3 September 2000, Boston, Rio de Janeiro, Wellington, Sydney, Cape Town, La Rochelle arriving back in Southampton on or about 23 June 2001.

Selection of Crew Members

All crew members are volunteers, many of whom have never sailed before. Selection of the right people is critical to the safety and success of the race. Applications from volunteers to take part in the first two races were dealt with on a strict 'first come' basis, however interest for the year 2000 race attracted a large number of people of the same

age group and sex. Because of this, acceptance for this race was based on a selection assessment by Sir Chay Blyth.

The Training

Crew volunteers have been issued with Training Manuals produced by the race organisers which are studied in association with recommended Almanacs and Yachtsman's Handbooks.

The training consists of four levels of instruction, spread over three years, building up to the race start - induction sails, continuation sails, assessment sails and placement sails.

Training for the New Zealand based crew started in May in Southampton. This was supposed to be a very intense 10 day introduction to the Challenge Business way of life. I am not sure if it was a good or bad thing, but this training session turned out to be more of a holiday than first anticipated. We all arrived in Southampton prepared for a very intense 10 days with mostly winter sailing gear. However we were treated to a very calm English Channel with little or no wind and plenty of sun. There was only one day of decent sailing where the wind reached a force five.

The second phase of training for New Zealand based crew will take place in December - 10 days in Sydney.

Training for the English based crew, of which Sharon Dickie is one, has been a little easier as they have had access to the boats for both training and corporate entertaining.

Training for the race is also dependant on crew volunteers getting as much time on the water as possible.

Left: 72ft prototype of the boat to be used in the Year 2000 Race, on its maiden voyage from Southampton to Plymouth.

Wellington Stopover

The race is due into Wellington between the 7 January 2001 - 18 February 2001. Accommodation in ports is provided on the boat ... private accommodation is at the crew volunteer's own expense. If you are interested in providing accommodation for crew volunteers while the race is in Wellington please contact Justine Maddock either by email or phone.

Email Justine@toshiba.co.nz

Phone Home: 499-8200

Phone Work: 237-7702

Some Crew Volunteer Profiles

Sharon Dickie

Sharon is a mainlander, originally born and raised in Christchurch but currently living in Scotland. In 1993 Sharon moved to Wellington. Following an Introduction course she became a member of the RPNYC with her initiation being with *Heaven & Hell* and also sailed on *Driving Force* with the women's crew for a short time. *Heaven & Hell's* involvement with the last race can be held responsible for Sharon applying for the race (Mandy, Shakes & Leslie are also somewhat to blame!) when they became 'Boat Buddies' to the *Nuclear Electric* crew. Sharon moved to the UK in June 1997 to take up a position with NCR and to make the most of training for the race.

Sharon provides us with some insight into her 2nd phase of training - continuation training.

Long runs, cold swims, no sleep and a sight-seeing trip up the 89 foot mast were all the pleasures rumoured for the continuation training that I undertook in September.

Continuation is the second phase of training for the BT Global Challenge 2000 Race. It's a time for the crew members to really begin honing their boat skills, learning the mechanical workings of the boat, learning to trim the sails, **continuous** man-over-board drills and, of course, learning the all important facts about living within a confined space with 17 other crew members.

The first night always means a sleepless night for me as I adjust to all the noises onboard and, more importantly, find out whether my cabin mate snores. This time the answer, luckily, was no. However, unluckily the crew member in the opposite cabin made up for this ten-fold! During this training we work watches during the night hours beginning at 1800 hours, four hours on and four hours off. Continuous tacking, gybing, reefing and sail changes happen around the clock with numerous man-over-board drills dropped in for good measure, all of this making the boat extremely noisy. The exhaustion you feel after just five days of continuation training means even carrying your bag on the last day is a huge exercise in itself.

Since writing this piece Sharon has now completed her delivery sail on the new boat ... this is what she had to say.

Wow, what a weekend ... I think these conditions are about as close as it will get to the real thing. We were meant to sail the boat from London to Plymouth but ended up in Southampton.

Sailing down the Thames was a great buzz for me, but as soon as we hit the sea things got really rough. Force 9's the whole way, gusting upwards. Most people were sea sick including me, which in a really strange way I am thrilled about. It seems to me people get hit one of two ways, either they are incapacitated or they can be sick and get on with it ... this time I was pleased to be the latter. Because of this sickness in the last 48 hours there were only four crew volunteers that could do any work so we had little, if any sleep. But that's what it's all about...right?

As Martin (the skipper) said, the boats will just keep going and going but we, unfortunately, can't. Fitness and stamina are so important at making it that bit easier. The new boat performed fantastically and is quite different from the Challenge 67's.

Justine Maddock

Justine is a born and bred Wellingtonian and very proud of it. Justine had never been on a sail boat until the BT Global Challenge Fleet visited Wellington in January 1997. Justine is a Corporate Account Manager with

Toshiba and was involved with hosting the Toshiba crew for the 1996-97 Challenge in Wellington. It was during this time that Justine realised that most of the people participating in this race were ordinary people that wanted the Challenge of a lifetime. Justine thought that if she was to contemplate participating in something so wild then the year 2000 was a great year to do it.

Justine decided earlier this year that she better get a move on and start learning how to sail. She enrolled in the Sailing Academy Intro course and started learning to sail. Since doing this course Justine has completed the Intro Plus course and has sailed on several boats in the Wellington area, including *Chameleon* in the Relling Cup at Mana. She has also completed her Introduction to the BT Global Challenge sailing training which involved two weeks sailing in the United Kingdom. Justine is currently doing the women's series with the RPNYC on board *Driving Force*.

Justine's biggest challenge preparing for the race is juggling her time between her family (husband and son), a career, fundraising, training and developing a lifestyle block.

Helen Couling

Helen is also a mainlander is 36 and single and has also signed up for the adventure of a lifetime. Helen admits to knowing nothing about the race until the 96/97 race stopped over in Wellington. Helen spent most of her lunch hours talking to the crews about their adventures and when she was offered the opportunity to take part in the 2000 race she jumped at it. She did not know what she was letting herself in for but knew that this sort of opportunity only happens once. The Challenge for her isn't the race itself but the raising of the money necessary to ensure she is at the start line and that she will be pushed to the limits of her physical and mental abilities.

Most of her sporting life has been focused around badminton, cycling and multisports, competing at various levels. She has also dabbled in a few of the adrenaline sports, bungee jumping, parachuting, bridge swinging and white water rafting. Sailing is



Sharon Dickie (left) and Justine Maddock on board a training yacht in Southampton. a very new sport to her.

Helen's keeler sailing started when she signed up to do an Intro course at the RPNYC Sailing Academy then followed by the Intro Plus course. After completing this training she spent 7 months in the UK where she was able to spend free time racing and cruising with friends.

Helen undertook her first Challenge Training in the United Kingdom in the cold of a Plymouth November, living and breathing sailing for 4 days and then again in May for 13 days. During this time she gained a very good appreciation of what it is going to be like living with 17 others on a small 72 foot steel boat.

Helen has spent the last summer and winter sailing on various yachts within Wellington competing in the RPNYC series races. Recently she was given the opportunity to undertake the delivery of *Andiamo* from Wellington to Auckland.

She is loving every minute she is able to get out sailing but has not yet found her niche on board. She has, however, decided that the wet pointy end of the boat is not for her. One thing Helen has learnt is that "the more she knows, the more she needs to know". This is daunting but she cannot wait till the race start day but also appreciates there is still a lot of work to be done before then.

If you are able to offer time on the water to any of the Wellington based people, please contact Justine for contact details of each of these people.



Port Nicholson Sails/ Customfleet Regatta

November 14 & 15 1998

By Paul Cudby



The Winner 'Driving Force'.

"Oh my gosh, will you look at that!", a spectator was heard to exclaim as the Port Nicholson Sails/Customfleet keelboat fleet started Race 1. Truly, it was a sight for sore eyes as forty keelboats scrambled for every advantage in the quest for the title of Regatta Champion 1998.

Sport Boats

But we are a little ahead of ourselves. A little earlier, midday to be precise, a fleet of Sport Boats including local and visiting Thompson 6.5's, Magic 25 and Elliott 7.0 started their Regatta. Theirs was destined to become a hard fought contest over five races.

Races 1 & 2 were sailed in winds exceeding the high end of the design range of this fleet. Nevertheless, the crews hung on, hung out and finished day 1 with the Thompsons', *Pria Prism* and *Armageddon* taking the high ground across the finishing line and *Magic 103* taking handicap honours for both races. *Maverick* hung in for a great third place on handicap in race 2.

Day 1 had been planned with four races in mind, however, common sense prevailed, tomorrow was another day.

Following an early briefing, the Sport Boat fleet motored to the start line. So it was to be a weekend of contrast, soon enough a 10 knot southerly built. Races 3, 4 & 5 became quick fire affairs, on courses redesigned at the briefing that morning. Ever improving *Maverick* surprised all with consistent second placings in races 3 & 5, but was over the line on race 4, game over in this

competition.

Again the Thompsons were fast, but the Magic team were coming to grips with the event and notched up line honours in race 4.

Much had been made of the relative performance of the Thompson versus the Magic. From our vantage point, both designs were capable of tremendous bursts of acceleration, and delightful turns of speed. We may have to wait for next year's regatta to find out which boat really is quicker.

Watching this fleet, being included in our regatta format for the first time, one suspects that this type of racing is going to become increasingly popular. Thanks for the show and particular thanks to

Steve Thompson, designer of the T6.5's, for getting the boats here and sailing in the regatta.

Keelboats

Now, where were we earlier? Ah yes, Evans Bay jam packed with keelboats. Forty boats, a lot of disturbed wind and plenty of passing lanes, this was to be the story of the day. Two races with long legs and little regard being given to prior reputations.

Andiamo secured successive line honours, albeit with *Chain Reaction* snapping on her heels in race 1. As the day progressed, *Peridot*, *Flying Boat*, *Max Headroom*, *Gucci*, *Ask For Me*, *Driving Force* and *Chain Reaction* secured top seven placings in race 1. *Charisma II* and *Andiamo* pushed into the top seven for race 2.

The scene was set, the computer had taken over handicap adjustment and day two was sailed in lighter breeze and on shorter courses. Race 3 saw *Schizo*, *Red Rum*, *Young Gun*, *Windscreamer* and *High Risk* featuring, while race 4 included *Nedax Backchat* in that favoured top seven grouping.

Wishing to take nothing away from the fleet or the teams on *Schizo* (regatta 3rd) and *Chain Reaction* (regatta 2nd), it became a case of, "To the victor the spoils". *Driving Force* won the regatta in convincing fashion. Convincing because her handicap (at 8.8 metres length) in the final race was higher than many 10 and 11metre boats, and she still won. Convincing because the team sailed consistently well, with a winning attitude. Congratulations.

Thanks for a great spectacle. What a weekend, what a regatta!

"Regatta - *n*. Event consisting of rowing or yacht races (Italian)." So says the Pocket Oxford Dictionary.

One suspects they meant, "Regatta - *n*. A yachting spectacle of extraordinary proportion, typically run by RPNYC with Port Nicholson Sails and Customfleet as the sponsors and advertisers (Italian)."

Winners are grinners.



Sailors Hit The Slopes

By Shaun Sheldrake

Paul Barker has always liked to spend time with his friends, so he thought that for this year's foray to the snow he would take along 26 of his nearest and dearest. Saturday morning felt more like the start of an offshore race than the beginning of a week of skiing, with the start line being the Ansett terminal at 0645hrs.

The group was made up of a healthy number of Port Nick members, balanced nicely with couples from both Australia and the United Kingdom. With all assembled, and tickets in hand, we were issued with travel packs that included everything from a party hat to a can of G&T. *Andiamo, Flying Boat, Rhumbline* and *Whispers* all managed to negotiate the pre-start area successfully, and embarked on the race proper.

On arriving in Queenstown we were allocated vehicles and accommodation,

demonstrating what a fantastic job Paul had done in organising the trip. The rest of the day was spent provisioning the fridges and cupboards, and ensuring that the ski boots would be comfortable.

Sunday morning dawned, with everybody's enthusiasm level very high. So off we went to Cadrona for the day. Cadrona is a fantastic field for the beginning of a week, plenty of variance in terrain but not too steep as to get into too much trouble. For those who have skied Cadrona, you will know that no day would be complete without a visit



Graham 'Possum Bourne' Perry sums up the week perfectly.

to the hotel - who are we to break such a time-honoured tradition. It is at about this point in writing that the struggle between keeping it informative and fun clashes with the saying, "what goes on tour stays on tour". To get around this, let's just say the nightlife, all week long, was not for the faint of heart or liver.

We awoke Monday morning full of confidence after a great day's skiing on Sunday, so it was time for a trip to Treble Cone. The sun was shining, the view

from the chairlift as spectacular as ever, and a healthy dumping of snow on the upper half of the field.

The chap at the ski shop had gone to some length in telling us how good parabolic skis were, so I decided today was the day to put them to the test. The results read: the skis won by one fabulous crash resulting in lots of visits to the physio for Shaun.

By the time Tuesday rolled around some of the bodies in the group were begging for a rest from the slopes, so it was only a hardy couple of car loads that made the trip back to Treble Cone. I'm sure most of you are aware of how much faster rental vehicles go than the ones we buy for ourselves. Needless to say this theory was fairly well tested when it was proven without doubt, that V8 Land Rover Discoverys do not corner as well as Subaru Legacys. One must give full credit however to the chaps at Land Rover, as when you return the vehicle to its natural position, roof pointing up and wheels pointing down, everything still works, even the electric mirrors, although a small amount of duck tape was required.

Throughout the week we managed to keep up with the pace set by the leaders, however "Big Tuesday" will always be hard to beat. All of us who went have already enrolled for next year, so thanks again to Paul for a fabulous job. I understand the residents of the Queenstown area have been warned also.



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Skiff Corner

By Shaun Sheldrake



Time for a wee hello, and an update from your local R Class Squadron.

We thought a word of thanks to those members who were sailing on Opening Day was in order - you were all very accommodating on the water while we participated in the race. Just for the record, Steve Hogg and Niall Wood sailed *Stagecoach* around the course in the same elapsed time as *Flying Boat*.

The day was used as a test for both the waters and rigging areas that we will use to host the Leander Trophy in February 1999. The Leander Trophy is the silverware awarded to the national champion R Class each year, the upcoming Regatta being the 49th occasion that it has been sailed. RPNYC and ourselves (Wellington R Class Squadron) are jointly hosting the Regatta this summer. The weekend chosen is that of Club Weekend, which should help create a fantastic spectacle.

The team have been doing a fair bit of travelling since Opening Day, with trips to Rotorua at Labour Weekend, Nelson a couple of weeks ago, and the *Stagecoach* team driving to Auckland as I type this. Rotorua Yacht Club hosts a Regatta every Labour weekend which forms the 12 foot Skiff North Island's. A 12 foot Skiff is essentially an R Class with unlimited sail area. This Regatta provides an excellent opportunity for us to sail against the

Aucklanders early in the season, this year showing that we are getting closer.

The trip to Nelson is an annual challenge between Wellington and Canterbury Squadrons for the Ruderman Trophy. Recent history will tell you that

the lads from Canterbury have won the trophy more often than ourselves. This year was to be no different, with the entire weekend's racing racing 0-5 knots. As you can imagine these are not quite the conditions we have our yachts optimised for. If the weekend sounds like a complete loss, do not fear. While we may not have been the leaders on the water, we certainly were off the water.

If you think you would like to give this rather wet variety of sailing a try, just have a chat to Steve Hogg or Shaun Sheldrake next time you see them in the Wardroom, we're

always happy to take budding Skiff sailors out for a blast.

Well, that's about it from the Skiff Corner other than to say we will be back at RPNYC early in 1999 to show you all what we mean by "SENDING"!!



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by Pat Millar

From The Courts

The following Protests or Requests for Redress have been heard since the last issue of The Rip.

- *RECKLESS* Request for Redress
- *BREAKFAST* v *DRIVING FORCE*
- *HEARTBEAT* v *DRIVING FORCE*
- *ARBITRAGE* v *STRUCTURAL ANALYSIS*
- *BREAKFAST* v *MEDIUM DRY*
- *FRISKA* Request for Redress

A protest against *Not Guilty* was lodged by *Distraction* but was withdrawn with the approval of the Protest Committee.

The details of the cases are as follows:

RECKLESS - Request for Redress

Following the reinstatement of *Flying Boat* in the Akaroa Race reported in the last issue, *Reckless* requested redress on the grounds that the Race Committee failed to lodge a protest against *Flying Boat*. The decision of the Protest Committee was that the Race Committee's right to lodge a protest was a discretionary one and there was no mandatory requirement for a Race Committee to lodge a protest. The protest Committee also found that as *Reckless* had witnessed the incident and failed to lodge a protest, she could not claim her finishing position had been materially affected by *no fault of her own*. The Request for Redress was therefore declined.



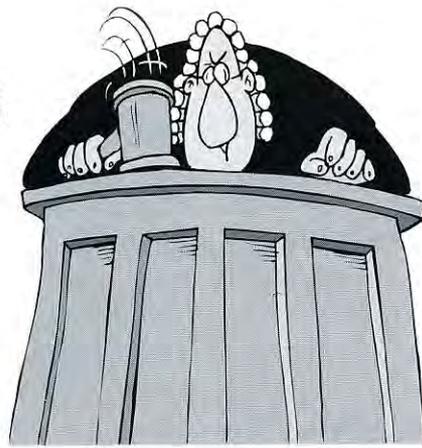
Breakfast* v *Driving Force

Heartbeat* v *Driving Force

Arbitrage* v *Structural Analysis

These three protests resulted from the same set of circumstances.

Mark 1a had been laid in relatively shallow water. The mooring line consisted of approximately 2 metres of chain attached to a floating line which had floated upwards in an arc from the end of the chain to approximately 1 metre from the surface before



descending to the weight at the bottom. *Flying Boat*, the first boat to approach the mark had passed approximately ½ boat length from the mark but had become entangled in the mooring line and had towed the mark for approximately 50 metres from its correct position. *Flying Boat* remained entangled with the mark for some considerable time. The majority of the boats in the fleet, noticing this position, sailed around *Flying Boat* and the mark. *Arbitrage* protested *Structural Analysis* on the grounds *Structural Analysis* had not rounded the mark. *Structural Analysis*' defense was that she had sailed to the position where she expected the mark to be and then turned downwind and that *Flying Boat* towing the mark had crossed in front of her with the result that she had in fact rounded the mark. Witnesses from *Arbitrage* and another boat denied that that had happened. In view of the strong evidence countering *Structural Analysis*' explanation. Although *Flying Boat* had not requested redress the Committee considered she may have been entitled to redress had she requested it. As members of the Committee may have been regarded as interested parties the Committee did not grant redress on its own initiative. The Protest Committee was satisfied that *Structural Analysis* had not rounded the mark and she was accordingly disqualified.

The protest by *Breakfast* & *Heartbeat* against *Driving Force* were also on the grounds that *Driving Force* did not round the mark. The defense of *Driving Force*,

which was accepted by the Protest Committee, was that she was not aware that the mark had become attached to *Flying Boat* and that she genuinely believed no mark had been laid. She had sailed to the position where she had expected the mark to be laid and had then turned downwind and continued on the race. It was agreed that as a result of this manoeuvre, *Driving Force* had gained some distance on both *Heartbeat* & *Breakfast*. The Protest Committee resolved that although *Driving Force* was liable for disqualification having not rounded the mark, there were grounds to grant redress to *Driving Force* and accordingly a further meeting was held one week later to determine the redress. At the later meeting the Protest Committee decided that redress should be given to *Driving Force* by applying a time penalty in lieu of disqualification and her elapsed time was increased by two minutes.



Breakfast* v *Medium Dry

In the last race of the Winter Series through a combination of the manner in which the starting line had been laid and the direction of the wind boats starting at the inner end of the starting line were unable to clear Point Jerningham. *Fine Entry*, *Medium Dry*, *Breakfast*, *Flying Boat* and others were sailing close hauled on starboard tack towards the shore just south of Point Jerningham. *Fine Entry* hailed *Medium Dry* for room to tack and *Medium Dry* likewise hailed *Breakfast* and repeated that hail when no response was received. *Medium Dry* then responded to *Fine Entry*'s call and tacked on to port. *Breakfast* still on starboard then tacked to port in order to avoid a collision with *Medium Dry* and protested *Medium Dry* under rule 10. There was no contact between the boats.

The decision of the Protest Committee was that *Medium Dry* had

correctly called Breakfast twice and that in those circumstances she was entitled to tack on to port and that Breakfast was likewise required to tack. As there was no contact, the protest was dismissed as it was considered that neither boat had infringed a rule.



FRISKA – Request for Redress

Friska requested redress on the grounds that the decision to allow *Xanadu II* to sail in the Cruising Division resulted in an unrealistic time limit for the Island

Bay race and as a result she had been recorded as **dnf**. The Sailing Instructions had stated that for divisional races, boats would be classified by the Race Committee into Div I, Div II & Cruising Div. The Sailing Instructions also stated that boats finishing more than 90 minutes after the first boat in her division would be scored **dnf**. The Sailing Committee had adopted a policy of allowing boats classified in Div I & II to elect to sail in Cruising Division. The decision of the Protest Committee was

that in allowing boats classified as Div I or Div II to sail in the Cruising Division the Sailing Committee had erred in not realising the effect this would have on the time limit, particularly in regard to longer races such as the Island Bay Race.

The Protest Committee granted redress by determining that the 90-minute time limit would commence after the finishing time of the last boat, which had been classified by the Race



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RACE RESULTS



OPENING DAY

1 st	Andiamo
2 nd	Frid
3 rd	Max Headroom

PAT THOMPSON MEMORIAL TROPHY

1 st	Andiamo
2 nd	Not Guilty
3 rd	Flying Boat

OFFSHORE CHAMPIONSHIP

Race 1 Wgtn - Brothers Is - Wgton

	Handicap	Phrf	Ims
1 st	Andiamo	Reckless	Andiamo
2 nd	Reckless	Andiamo	
3 rd	42 nd Street	42 nd Street	

Race 2 Kapiti - Chetwode - Ship Cove

	HANDICAP	PHRF	IMS
1 st	Moonshine Express	Moonshine Express	Flying Boat
2 nd	Distraction	Reckless	Charisma II
3 rd	Gucci	Flying Boat	Max Headroom

AT HOME

	Race 1	Race 2
1 st	Frid	Rapier
2 nd	Enya	Galiano
3 rd	Innovator II	Friska



MOUNT GAY RUM RACES

	Race 1	Race 2	Race 3
1 st	Max Headroom	Cervantes	Gucci
2 nd	Gucci	Distraction	Cervantes
3 rd	Distraction	Driving Force	Distraction

	Race 4	Race 5	Race 6
1 st	Cervantes	Charisma II	Blurred Image
2 nd	Young Nicholson	Gucci	Ask For Me
3 rd	Ask For Me	Max Headroom	Shamrock

Race 7

1 st	EDS
2 nd	Max Headroom
3 rd	Sybase

WEDNESDAY BRIEFS

	Race 1	Race 2	Race 3	Race 4
1 st	Medium Dry	Chain Reaction	1 st =Driving Force	Flying Boat
2 nd	Heartbeat	Medium Dry	1 st =Heartbeat	Driving Force
3 rd	Chain Reaction	Heartbeat	Medium Dry	Medium Dry



SERIES RESULTS



SPRING WOMEN'S SERIES - 1 DISCARD

Race	1	2	3	4	5	Points	
1	Charisma II	2	3	1	4	3	9
2	Medium Dry	4	1=5	3	1	9.5	
3	Distraction	3	5	2	2	5	12

SPRING TWILIGHT TWO HANDED SERIES - 2 DISCARDS

Race	1	2	3	4	5	6	7	8	9	10	11	Pts	
1	Medium Dry	1	*	*	3	3	1	2	1	3	4	6	14
2	Legacy II	4	*	*	2	2	4	3=3	2	5	4	20.5	
3	Joint Effort	9	*	*	1	1	ocs	1	5	4	2	8	22

SPRING TWILIGHT FULL CREW SERIES - NO DISCARDS

Race	1	2	3	4	5	6	7	8	9	10	11	Pts	
1	Marishka	2	*	*	*	*	1	1	3	1	1	1	10
2	Driving Force	3	*	*	*	*	2=4	2	2	2	3	18.5	
3	Cervantes	Dnc	*	*	*	*	2=5	6	5	4	5	35.5	

SPRING INSHORE CHAMPIONSHIP - 2 DISCARDS

Race	1	2	3	4	5	6	Points	
1	Max Headroom	7	1	2	2	8	6	11
2	Cervantes	1	9	3	1	14	11	14
3	Flying Circus	2	14	15	3	1	8	14

DIVISION I PHRF - 2 DISCARDS

Race	1	2	3	4	5	6	Points	
1	Flying Boat	4	5	2	1	2	3	8
2	Ask For Me	6	1	1	4	3	13	9
3	Chain Reaction	2	10	10	6	1	7	16

DIVISION II - HANDICAP - 2 DISCARDS

Race	1	2	3	4	5	6	Points	
1	Shibbeen	2	2	4	2	7=7	10	
2	Driving Force	5	6	2	7	1	5	13
3	Blurred Image	1	5	7	5	5	4	15

Cruising Division - Handicap - 1 Discard

Race	1	2	3	4	5	Points	
1	Galiano	6	2	2	2	2	8
2	Enya	1	5	4	4	4	13
3	Kelly's Eye	dnf	14	1	3	3	19





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NEW MEMBERS

We welcomed the following new members to the Club over the months June, July August, September, October and November 1998.

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T Arnold	Senior	A Lloyd-Jones	Junior
K Baldwin	Senior	B Lund	Country
C Ballinger	Junior	J MacDonald	Junior
M Ballinger	Junior	D McKay	Senior
J Ballinger	Junior	G McKilliam	Senior
P Bannister	Associate	I Marsden	Country
E Benge	Junior	A Masters	Senior
D Brooke-Taylor	Senior	J Moore	Junior
L Chamberlain	Junior	C Morris	Senior
T Chamberlain	Junior	D Orr	Country
D Chan	Country	J Pacelli	Senior
P Cochrane	Senior	G Page	Senior
J Cody-Matheson	Associate	A Parmar	Senior
G Cody-Matheson	Junior	G Pascoe	Senior
S Cody-Matheson	Junior	B Power	Junior
B Coleman	Senior	C Power	Junior
G Corrigan	Senior	E Power	Junior
B Clark	Senior	M Power	Junior
I Dewhurst	Senior	H Quilter	Associate
M Dickson	Junior	J Quin	Senior
T Dickson	Junior	S Quinn	Senior
R Dorman	Senior	H Rogers	Senior
J Gates	Senior	B Rose	Associate
C George	Senior	M Rose	Senior
J Godwin	Senior	P Shepherd	Senior
A Greer	Junior	S Sherry	Senior
A L Greer	Junior	B Smith	Senior
K Greer	Associate	M Smith	Senior
J Griffiths	Senior	K Symington	Senior
N Hall	Senior	R Thomas	Senior
D Hawtin	Senior	J Tucker	Junior
C Hughes Johnson	Senior	M Waller	Senior
D Keating	Junior	A Ward	Senior
J Kelly	Senior	K Waugh	Senior
C Lee	Senior	K Webster	Senior
V Linton	Senior	G Wicht	Senior
J Little	Senior	S Wickham	Senior
		L Woon	Senior
		S Wyman III	Senior

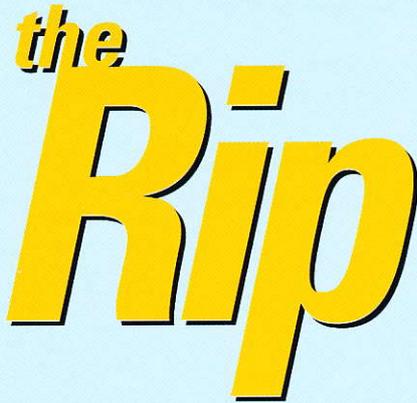
DID YOU KNOW?

That you can visit our website on
www.e-media.co.nz/wp1/rpnyc/
AND
send mail to us via the internet on
mike.piper@rpnyc.org.nz

NEW BOATS

We welcomed the following new boats and new owners to the Club.

YACHT	OWNER	DESIGN
EZ STREET (Ex Elle)	Bruce Lund	Warwick 44
HIGH RISK	David Hawtin	Ross 930
HIGH RISK	Paula Bannister	Ross 930
KELLY'S EYE	Pat Millar	Raven 26
KYRENIA	Phillip Bratton	Beneteau 390
McLEOD	John Moody	Spencer
McLEOD	Peter Rodie	Spencer
NOMOS	Terence Arnold	Catalina 400
TORTIMONY	John Field	Davidson 28



Advertising Rates

With the high circulation of "The Rip" magazine our advertising rates give advertisers good value for money and maximum readership exposure. We invite advertisements from Club members as well as from members of the public.

Black & White Advertisements

	<i>1 Issue</i>	<i>3 Issues</i>
Quarter Page	\$120.00	\$315.00
Half Page	\$230.00	\$585.00
Full Page	\$450.00	\$1,170.00

Spot Colour

	<i>1 Issue</i>	<i>3 Issues</i>
Quarter Page	\$150.00	\$390.00
Half Page	\$280.00	\$720.00
Full Page	\$560.00	\$1,460.00
Inside Cover	\$620.00	\$1,620.00
Back Cover	\$690.00	\$1,845.00

Full Colour

	<i>1 Issue</i>	<i>3 Issues</i>
Quarter Page	\$240.00	\$630.00
Half Page	\$450.00	\$1,170.00
Full Page	\$890.00	\$2,340.00
Inside Cover	\$990.00	\$2,610.00
Back Cover	\$1,090.00	\$2,880.00

*Ask us about prices for inserts
Take advantage of discounts available on a three issue commitment.*

Chris Coad

Photography



Corporate - Advertising - Film Stills

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