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COVER PHOTO:

Maranui heeling over with a relaxed crew, which led from start to finish, during the RentWorks Race.

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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ROYAL PORT NICHOLSON YACHT CLUB

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Well, the AGM has just finished, I have my Commodore's Pennant in hand and am heading toward the bar for a rum and coke, when Mike Piper starts to give me the first list of instructions which includes, "you must do your first Commodore's Report for 'The RIP' by tomorrow", so here goes ...



murray bridge



I would like to thank all of the members who supported both myself and the Team who have been elected to office for the forthcoming year. It is a privilege and indeed a proud moment for us all. I think that over the last year we had become very conscious of the fact that several areas of the Club were operating almost independently of each other. We believe that a 'team approach' will be far more effective in overcoming the communications problem.

If Members wish to know any information, please do not hesitate to call me, Club Manager Mike Piper or any of the Executive. We would all prefer that you had the correct information upon which to base your constructive comments.

Under the Chairmanship of Paul Spackman, Graham Lloyd-Jones, Rob Tomkies, Belinda Greer and I have been developing a 'strategic plan' for the incoming Executive. We have been looking at all areas of the Club and asking Members to outline their various issues, requirements, expectations and desires.

This has been most interesting as it has basically shown that most areas are working satisfactorily, though still with opportunity to improve. However, two areas that require special attention are the sailing programme and the Wardroom. It would appear that Members' requirements in relation to both these areas have changed over recent times and that we need to change to meet those requirements. If anyone has any constructive ideas or views on these particular areas, please communicate these to either myself or the Executive.

Those of you who attended the AGM would have seen Tony Chamberlain's comprehensive presentation on the Sailing Academy. Tony showed how the Academy has operated over the past years and what it has brought to the Club by way of funds and Members.

Tony also detailed how the Academy shift will work and how it will benefit the Club. We are very fortunate to have a coach of Mike Boswell's calibre who, along with his

crew, run our Academy.

Paul Cudby is back as Vice Commodore, after a period of thought provoking R&R. He has already been working with our outgoing Vice, Charles Clark and Racing Secretary, Gavin Goddard on several new developments for the Sailing Programme.

In relation to the programme, the recent Skippers' and Crews' meeting was not particularly conclusive on any points - could I please ask that anyone who has constructive ideas or opinions talk to Paul, Gavin or myself.

We are also fortunate to have Chris Pettit as our new Rear Commodore. He has a tough standard to match, following on from Colette Kraus. However he, along with Carmel Sheehan as House Secretary, had the benefit of working with Colette over the past year or so. I know that Chris and his Team are already working on enhancing our social life, so get ready.

As indicated earlier, it is this Team's desire to have all aspects of the Club working together, which can't be better illustrated than by having Peter Edwards back as our Cruising Captain. I have known Peter for a very long time now and am personally delighted to have his experience and also his enthusiasm to develop and integrate the cruising members into the Club as a whole.

Retaining most of the existing key players, (Alan Martin as President, Tony Chamberlain as Treasurer, Ken Burt and Penny Kerr along with our immediate past Commodore Arthur Stewart), on the Executive will see a continuity that will complement the new Flag Officers.

It is always unfortunate in any Club election that we cannot get everyone on-board. However, this Team is keen to co-opt expertise from within the Club when required.

To this end, I would like to thank Hugh Poole, who immediately after the election offered his assistance. It is people like Hugh, who have a wealth of experience to draw on, who are invaluable to the Club.

As probably everyone is now aware, Keelers Restaurant has had a change of shareholders.

Anne and Robyn have been strong supporters of the Club over the last eleven years, not only with the quality of their restaurant, but in the substantial number of new members they brought in as well. Our Corporates will all miss your professionalism and we thank you both for your support. As you are both retaining your memberships we will no doubt be seeing you around the Club, on our side of the counter.

Our new Keelers team of Jason Roberts and Mark Wilson is not totally unfamiliar to us. Jason was a previous chef at Keelers working with Mark who was the founder when the Club was redeveloped. Mark had remained a shareholder throughout Anne and Robyn's time at Keelers.

Jason left Keelers to go with Mark and his team to start Shed 5, which they later left to take over the Dockside, which they still run. That combination, together with new maitre'd, Janine Hall and her crew, mean our future is in good hands.

During the last year I served on both the Executive and the Sailing Committee. During that time I came to understand and appreciate the workload our office has to deal with. This has been done professionally and with enthusiasm and I am looking forward to working closely with Mike, Dimitra and Lyn.

I must acknowledge the Directors of RentWorks who have given me enormous support, not just with time and moral support, but also financially. The latter has come in two forms, Corporate Membership and also sponsorship of what is now the 'The RentWorks Business House Yacht Race'.

Finally, I look forward to the challenge ahead and reiterate that for the Club to develop we must all work together constructively.

TEAMWORK

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Keeping together is progress.
Working together is success."**

Henry Ford

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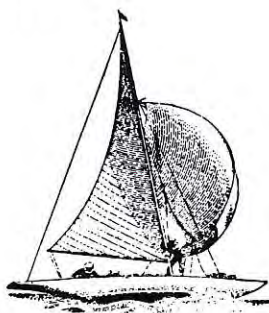
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Look Out Ahead!



paul cudby



With the 1997/1998 summer season now record, it is a good time to congratulate those honoured at prize giving and to look forward to the next 12 months.

As this article goes to print, assuming the weather has been clement, we should be well into the Mount Gay Rum Winter Series. This perennial favourite is recognised as being one of the premier events on Wellington Harbour and I suspect that this year will be no exception. In wishing luck to the competitors who will be involved in this event, it is timely to focus on the spectator and support side of our on-the-water programme.

As usual, this year's event will be centred around Point Jerningham. This provides a tremendous opportunity for both on-shore and on-the-water spectators. Perhaps one of the best kept secrets in the club is the "picnic" atmosphere that often develops at Point Jerningham, with the almost inevitable retirement to the wardroom post racing. For those involved in this "culture" your continued support of such events as the Mount Gay Rum Winter Series is most

welcome. It is an outing which I suggest you encourage friends, family and other club members to participate in. Those lucky enough to watch from on the water should remember the great opportunity such a perspective offers friends, clients and sponsors. Participation (in your preferred form) is the key.

Looking forward to the 1998/1999 summer season, the sailing committee are now hard at work developing and refining the programme. Our thanks go to the previous sailing committee and the work carried out in the background by a number of members in polling the support of various racing groups for specific aspects of the proposed programme.

Whilst still incomplete, it is clear that the demand has been for a much more conservative programme this year and I am confident that the finished product will reflect that demand. As important as the sailing programme are those events ancillary to the racing. I refer once again to the opportunities to participate as on or off-the-water spectators, as well as in race

management or in other logistical roles.

Touching on the spectator participation angle, it is very much the policy of the newly elected committee that the programme have a broader appeal than simply to the competitors. I encourage all boat owners who may not be actively involved in the sailing to keep in touch with either Peter Edwards (Cruising Captain) or myself for advice on up-coming events.

As the season progresses I look forward to gauging your reaction to the initiatives which will be taken by all of the Club's committees. Many of these initiatives will be aimed at increasing your opportunity for participation and fostering the club spirit.

In conclusion, I wish all members well in their endeavours for the 1998/1999 season and look forward to spending time with as many of you as is possible over the next 12 months.



This year's sailing programme

immediate past cruising captain's report



paul spackman



This year's sailing programme, which is being put together early, is aimed at concentrating on Saturday races. For the Inshore Series, the plan is to sail the Cruising Division from the Club House, rather than get tied up in the other division races when they sail from Point Jerningham. The start times will be standardised to 1300 hours.

Last season, we introduced the Classic Cup races and more reaching type courses. They seem to have been well received by those taking part. The Classic Cup races have been retained for the new season and are open to all yachts, irrespective of division, and will be offered when the Sprints are on. It is planned to add a few more reaching type

courses for this coming season.

There has always been a lack of decent mooring buoys around the harbour. Last year, there was a concerted effort to change that and several people have been involved in placing buoys at convenient locations. With the help of Ross Telford, two new buoys were laid last year just north of Somes Island and in Kau Bay. Taking into account the one to the south of Somes Island, this brought to three the mooring buoys in the harbour.

Although the two around Somes Island disappeared before Christmas they have now been replaced, thanks to the generosity of the Wharf Police. So we again have three in the harbour, marked as being for RPNYC and LBYC

members. One is located in Kau Bay, one at the southern end of Somes Island under the light house, and the third is just north of the west wharf at the northern end of Somes Island. Hopefully they will stay there.

Other buoys are planned for Worser Bay, Ward Island and Days Bay, in due course.

By the time you read this, there will be a new Cruising Captain. Thank you for your support over the last season. I hope that we have made some progress in making cruising sailing more fun and relevant.



Shakey takes the Helm

As a newcomer to the Rear Commodore position, I would like to take this opportunity to introduce myself. My name is Chris Pettit, or Shakey, as some of you possibly know me. Either way, if you have any suggestions regarding what you would like to see happening at the club, I would be very pleased to hear from you.

As a team, I believe the Executive, individual committees and the club staff, as one combined unit, will launch the Royal Port Nicholson Yacht Club into the new millennium. However, it's not only these people who are responsible for pulling the club together - more importantly, it is you, the club members.

My challenge this year is to gain the old club spirit back again and to create a club atmosphere where members feel a sense of belonging and pride. It's up to all of you to work with us, and be part of making those changes.

I would like to take this opportunity to thank Colette Kraus, on behalf of the

club and its members, for the wonderful job done last year with the House Committee. Colette built good foundations and a frame to work from and I know I can count on her and last year's team (Deb Taylor, Edmund Tam, Paul Barker and Shelly Moir) for extra support when required.

The Committee this year is very lucky to retain Carmel Sheehan as House Secretary, and we are very pleased to welcome Janet Gibb, Leslie Hamilton and Jerry Booth to the House Committee. I believe the team's combination of drive, commitment and enthusiasm will make the up-and-coming season one to remember.

This season the House Committee hopes to focus on a Club social programme that will increase members' participation in social events. However, this will only work with the support of you all. The only way we can expect to exceed our reputation, and retain our yacht club as the number one yacht club



chris pettit



in Wellington, is to have more people involved in events, both on and off the water. So let's work as a Club, and create an environment to encourage this.

This year we will be trying out a few new ideas as well as expanding on the old, classic and favourite events, so keep an eye on the Club Notice Board and book yourself in for an exciting, non-stop season.

The next major event is the annual Champagne Breakfast, once arrangements are finalised we will let you know about them.

I look forward to being part of the team. We will make it happen, but we need your input, your support, and a little of your time. At the end of the day this club is for you, and depends on you. So let's make it happen. I look forward to seeing you at the Champagne Breakfast.



club manager's report

AGM Relaxed Affair

AGM

This year's Annual General Meeting was a relaxed affair with everyone eagerly awaiting the results of the inaugural postal ballot for Commodore and Committee positions. After some controversy over the various resumes sent with the voting papers, I was almost anticipating a poor percentage of returned ballots. However, over 50% of eligible members voted, which indicates a healthy and positive interest in Club Affairs from our members. I would like to thank Gary Smith, General Manager of the Miramar Golf Club, for acting as our Returning Officer for the election of officers.

BT Global Challenge

We have received notification that, following a very successful event in

1996/97, Wellington will again host the BT Global Challenge when it returns in 2000/01. I will keep you informed as to the development of these plans and hope to run a regular feature in "The RIP" as we build up to their arrival in just a couple of years.

Sailing Academy Relocation

This is a very exciting time for the Academy and Club but we need your assistance to make this project a successful one. I don't want to labour the point, but if you can help, please let me know.

My thanks to those people who have already offered their assistance (or have already assisted). These include the Executive, Con Anastasiou, Peter Dale,



mike piper

Ross Barcham, Stan Moore, Glen Stanley, Ron Cowley, Dale Adams, Brian Cardiff, Tony Wilson and Brendon Hogg. In particular I would like to acknowledge the huge amount of work Penny Kerr has contributed to date.

Subscriptions

These were confirmed at the AGM and have not changed from last year, apart from the removal of intermediate members as a category. This means the Junior membership fee will also apply if the junior is a bona fide student up to the age of 23.



Academy Relocation major focus



mike boswell, coach



Academy Relocation

This has obviously been a major focus for us for some time and we are putting in a huge effort to make it all worthwhile when we are able to move into our new premises later in the year. See separate reports elsewhere in the RIP.

New Instructors

We are pleased to announce that Ian Lovegrove has recently joined the instructing team to specialise in our two cruising courses. Ian has extensive knowledge and instructing experience from having previously run his own sailing school and working at numerous other schools overseas.

With the number of courses and activities still growing, we are always interested in enthusiastic and experienced yachties who are keen to put something back into the sport by training to become an Instructor. Anyone interested should contact the Academy now so as to benefit from our in-house training programme over the winter, in time to start teaching in the summer.



New Intensive Course

Following a successful Easter course that was booked out well in advance, we have decided to add an intensive option for those people wanting to do an Introductory course. Compressed to run over two weekends, with full days on the water, the course will enable expeditions to the other side of the harbour for lunch at Days Bay or on Somes Island.

April School Holiday Courses

Three courses ran over this school break, with two for the 8-13 year-olds in Optimists and a new course to cater for the 14-18 year-old youths in Sunbursts.



Both trialled a new format which worked well and will therefore be repeated during both the October and December breaks. You are most welcome to call us now and indicate your interest in these courses and we will then send you the enrolment forms nearer the date.

Business Plan Review

The annual update of our Business Plan is currently being completed so if anyone wishes to have some input it would be most welcome.

EDS Race Date Set

Mark 28th November in your diaries now!

Coach's Comment – Playing the Fleet

With the winter series underway by the time you read this, I thought it appropriate to touch on a tactical aspect of racing in large fleets. I guess large is a relative term but in Port Nich terms the combining of all divisions for the winter series produces our largest fleet racing opportunity. This increase in fleet size requires some differences in strategy from sailing in the smaller divisional fleets that are the norm throughout the year. The one I wish to comment on is what I term "playing the fleet".

In essence you need to place more emphasis on what the rest of the competitors are doing rather than simply sailing your own race. This does not simply mean copying or following, but at times this is exactly what presents your best option for success, biding your time until the opportunity presents itself to make your gains.

For most boats, but specifically those of similar performance, there are some useful rules of thumb that can be used.

"Stay in phase" (with the fleet rather than necessarily shifts), which means that you want to have a very good reason for spending any length of time on the opposite tack to that of all your opposition.

"Chip away", while with the larger number of boats there exists an opportunity for larger gains, this also presents the risk of larger losses. It is therefore prudent to be conservative and let your opposition take those risks. For example if you favour the right hand side, try to stay to the right of the fleet rather than simply hitting the starboard layline early. You will still make your gain if you accurately assess that the right is favoured but, if by chance you are not smarter or as lucky as all those opposition boats, you are not out of the boat race completely.

For many boats in our racing it will be a good strategy to tactically avoid engaging with some boats. For the larger yachts, getting away clean off the line to make use of their extra speed will normally be more important than trying to win 'the' spot that the smaller, more manoeuvrable yachts may compete for. The smaller boats will likewise need to try and avoid top mark approaches that require them to come in under the blanket of wind of all the big boat kites.

Remember, the overall goal is to win the war rather than all the numerous battles along the way. Enjoy the racing.

RPNYC Sailing Academy Relocation

The Old Clubhouse Transformation

by Penny Kerr

Some of you may have heard by now that the RPNYC Sailing Academy is in need of a new location. Present accommodation at the Overseas Passenger Terminal is no longer available rent free (however we are very grateful to Lambton Harbour Management for their past support).

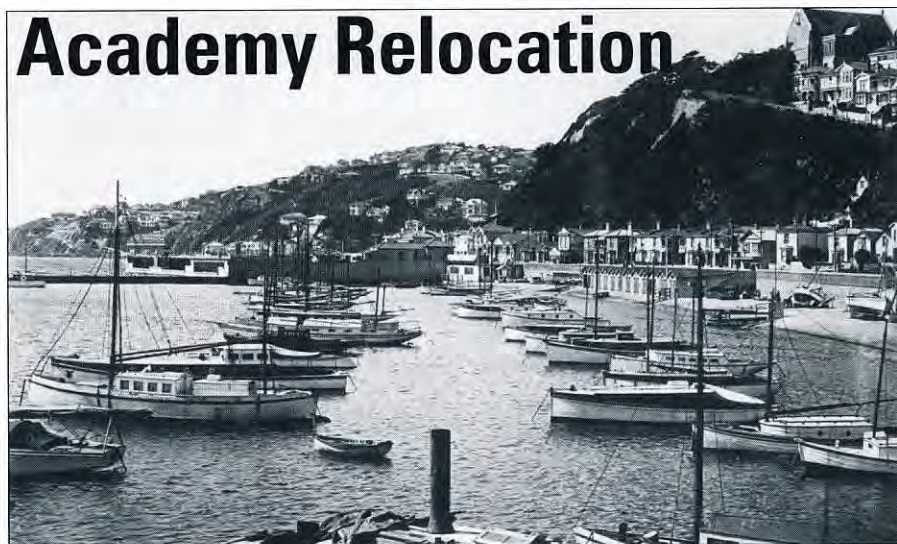
After much discussion and review of many options, we have identified that the best option is to renovate the RPNYC "Old Clubhouse". The Old Clubhouse is located to the west of the Freyberg Pool, within the Clyde Quay Boat Harbour. For the past 40 years or so it has been used for gear lockers and workshop space.

According to our centennial book, it was built in 1919, not long after World War 1, using donated timber and club labour. By the 1930s the Old Clubhouse had been extended and partially rebuilt after a fire, and then from 1942 to late 1944 it was requisitioned and used by the Americans. RPNYC remained there until 1958 when they relocated to their present accommodation in the "New Clubhouse".

Due to its history, the Old Clubhouse is certainly a very fitting new home for the Sailing Academy. This corner of the Clyde Quay Boat Harbour will once again start humming with a stream of keen yachties.

Although adapting a run down building that's nearly 80 years old into an efficient and functional teaching space takes a bit of time and thought, we are well down the track of planning the spaces and getting into the detail. The plan shown, next page, is where we've got to "thus far", but there's still a bit of tweaking to do as we work out ventilation, lighting, and heating requirements.

One of the big changes you'll notice



Clyde Quay Marina in 1922 with the Old Clubhouse in the centre.

is a new set of steps from Oriental Parade down to the waterfront. The shed between the Old Clubhouse and the Coene Shed is being pulled down to make room for the steps, which will provide public access to this corner - presently only accessible from the Freyberg Pool carpark or by scrambling over the slipway.

Here goes the broken record bit - and you're likely to hear this several more times ... there are several ways we intend to keep costs down, all of which involve our members, so please let us know if you can assist in any way, particularly in relation to:

1. Donated Materials

We're on the look out for materials, and would appreciate any donations. You may have items left over from your own building project or, if you're a hoarder, this might be the very opportunity you've been waiting for to clear out a shed or a garage. Perhaps you're in the trade and have some discontinued lines or bits and pieces we could use. Please contact Ken Burt or Mike Piper and let them know what you have available - if it's something we need, we'll arrange to pick it up.

I hasten to add that cash donations are also very gratefully received.

2. Working Bee

There are areas of work that can be masterfully done through Working Bees using voluntary club labour. These include demolition, simple carpentry

and painting. Ken Burt will be co-ordinating these events, so please contact him if you can assist.

3. Fund-raising

We're planning some fund-raising events to help pay for the project. More details later.

Some aspects of the building renovation project will be contracted out and, as always, we prefer to use club members. If you would like to be considered for the project, please send a fax to Mike Piper registering your interest and forwarding contact details.

When the 1998/99 season starts, the RPNYC Sailing Academy will be in a new home. This promises to be a fun winter project to be involved in, so please give us a call and let us know how you can assist.

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Hm: 388 2984 Fax: 237 8959

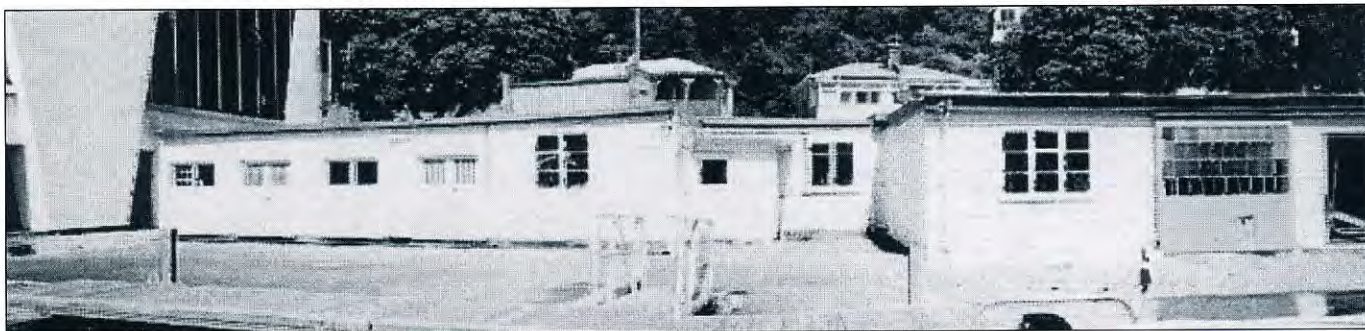
Mike Piper Wk: 384-8700

Hm: 475-4298 Fax: 385-1603

Financial Aspects of the Relocation

At the AGM our Treasurer, Tony Chamberlain, gave a presentation setting out the steps taken by the Executive in determining the necessary relocation for the Academy.

He began by reviewing the financial performance of the Academy since its inception, highlighting key points such



Top: The Old Club House today with Hargie's Shed in the centre and East Coene Shed at left.
Bottom: How the new RPNYC Sailing Academy will look.

as their consistent financial performance, incorporating positive revenue growth from activities and their contribution of cash to the Club through depreciation. Tony also observed that the Academy is the most important source of new members for the Club, and is a very visible flagship of the Club, particularly to non-members.

Tony gave a brief budget summary, stating the \$85,000 cost of refurbishing the old Clubhouse would be financed by drawing on the existing term loan back to its original limit of \$20,000, fundraising

of \$22,000 and applying the \$43,000 cash generated over the past five years from Academy depreciation.

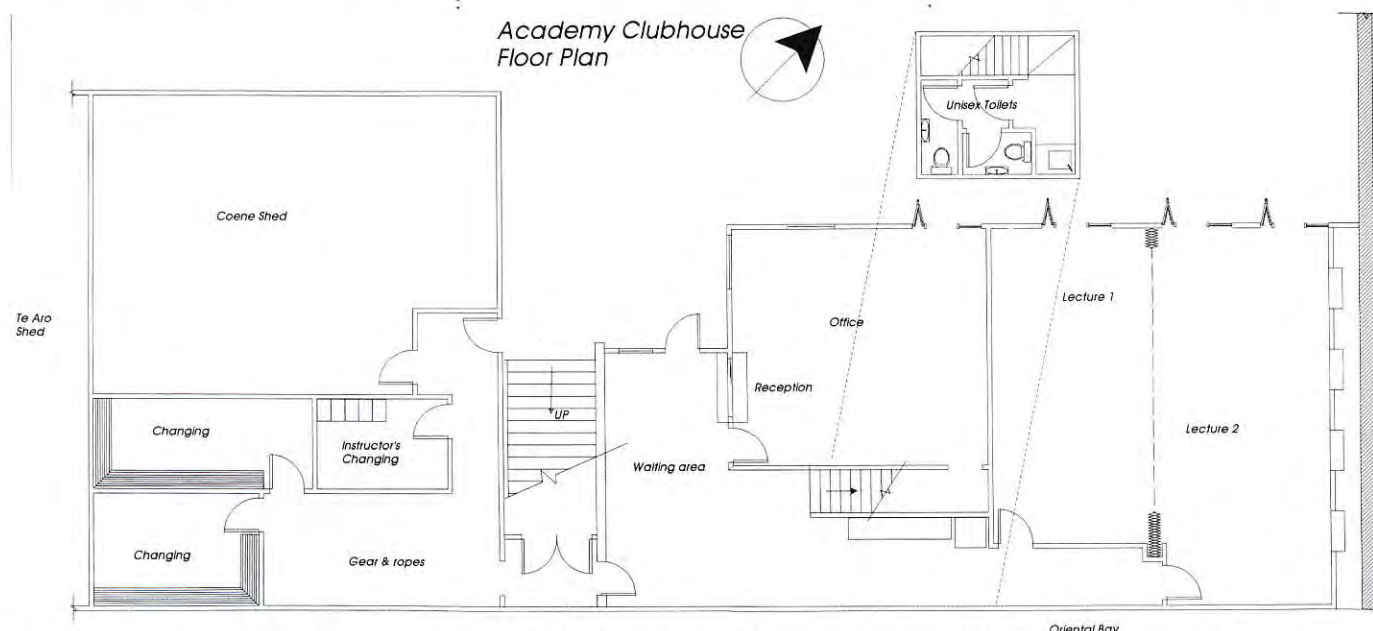
Tony explained the Club's normal operating budget would be sufficient to cover this capital expenditure this financial year and the Executive would be monitoring the costs closely.

Finally, Tony summarised by stressing the following positive aspects of the relocation:

- Restores a club facility (in desperate need of maintenance).
- Enhances the capability of the

Academy – both financial and operating.

- Identifies the Academy with the Club – for sponsors and members.
- Raises the Academy profile – members, visitors, public.
- Positions the Academy as a long term 'partner'.
- Provides a 'new' club facility – opportunities for shared use.
- Is an appropriate re-investment of Academy generated funds.
- Is an appropriate 'thank you' to Academy management & staff.



The floor plan, incorporating two lecture rooms. The Coene Shed will be used as a workshop and storage for the Academy and Club.



Close racing between Chain Reaction and Flying Boat crews.

by Shaun Sheldrake

For the first time since I've been involved with the club we now have a true club champion. For the 1997/98 season this is the Chain Reaction team, skippered by Bryan Coleman.

The Champion of Champions was decided on 25 April, when Bryan and crew won the Champion of Champions regatta. The idea behind the event was to put the best crews from each division against one another in one-design yachts. Farr 1020's were seen as the fairest yachts to be used, based on the fact that a number of competitors would be sailing a yacht larger than normal and a number would also be sailing a yacht smaller than normal. The other positive component in the use of the Farr 1020 fleet is, of course, the owners. They were very receptive to the idea and particularly helpful. The yachts used were:

<i>Charisma</i>	Arthur Stewart & Terry Christie
<i>Distraction</i>	Belinda Greer
<i>Joint Effort</i>	Rupert Wilson
<i>Max Headroom</i>	Ken Burt & Jilly Campbell-Board

A huge thank you must be mentioned here, as without their support there would be no way of running an event of this nature.

Saturday 25th dawned with a light southerly and overcast skies. The wind was forecast to increase but only to 15 knots, just the kind of weather prediction to keep a regatta co-ordinator relaxed, with nine races scheduled for the day. The briefing and boat draw took place at 8.00am, with *Joint Effort*, the first boat out of the hat, going to the *Max Headroom* crew. Racing was due to start at 9.30am, so competitors made a quick exit from the club, keen to familiarise themselves with their drawn yachts.

Race 1 saw the first and second divisions up against each other for the first time, the first division teams showing an ability to adapt to the different

style of yachts very quickly. Mike Calkoen and his *Flying Boat* crew took the victory sailing *Charisma*, closely followed by the *Chain Reaction* crew sailing *Max Headroom*, with third and fourth being taken by Terry Christie and Ken Burt's teams respectively.

The Young 88 crew was unable to participate, so race 2 had only three competitors, as did five other races during the day. Race 2 saw a clean start by the *Charisma* crew, who led this race from start to finish with the *Max Headroom* crew never far behind. This was our first look at the *Maranui* crew being skippered by John Hayes. Comment was heard after the race to suggest that spinnakers were going to work against their philosophy of a fun day out on the water.



Maranui crew had a fun relaxing day. Note the legs over the side!

Race 3 seemed to be sewn up well and truly with a commanding display from the *Flying Boat* crew. That was until the last mark rounding, when *Chain Reaction*'s crew elected a gybe-set and sailed in pressure all the way to the finish, winning by about half a boat length.

Maranui's crew were heard asking where all the beer was kept on board these Farr 1020s, a question that seemed to go unanswered all day.

Race 4 saw the *Chain Reaction* crew working very hard to exert some dominance over the *Flying Boat* crew, which they managed to achieve at the cost of *Charisma*'s crew sailing off into the distance and winning by half a leg.

By Race 5 the sunshine was beginning to appear, along with a slight increase in the breeze, which was up to 15 knots. *Max Headroom*'s crew started to show the signs of pressure at the mid-point of the regatta, allowing the *Charisma* crew to sail away with another victory.



Is that Bertie forward of the mast?

Race 6 was another close fought battle between the first division crews - that was until Mike mistook the bottom mark. He was last seen in that race attempting to sail upwind with the spinnaker still at full hoist.

Race 7 gave us the greatest number of position changes during the day, the *Flying Boat* crew moving from fourth around mark one up to second by the



Even spectators couldn't resist getting in on the action. Spot the past and present on the rail.

mid-point of the next beat. Terry Christie's experimenting with the tiller at the bottom mark aided this. I think it was decided that tillers provide more control when pointing in a horizontal direction rather than vertical.

Race 8 had *Charisma* giving a near perfect display of crew work yet again, and completing a very successful day's sailing for themselves with another victory. This meant that, going into Race 9, *Chain Reaction*'s crew needed to win the final race to finish on equal points with

Charisma's crew. The start was another close fought battle between Bryan and Mike, but within two minutes *Chain Reaction* had rolled over *Flying Boat*'s crew and established a lead that was extended throughout the race.

The final points showed both *Chain Reaction*'s crew and *Charisma*'s crew on 9 points, *Chain Reaction*

winning the regatta by countback. Congratulations must go to Bryan and his crew as very deserving Champion of Champions for the 1997/98 season.

The event was well received by all the competitors, and is scheduled as the method of establishing next season's Champion. I have some ideas on how to improve the event for next year and will be passing these on to the Sailing Committee. The results that need to be achieved to qualify for invitation to the 1999 Champion of Champions will be published in the upcoming Almanac. We look forward to seeing more familiar faces at next year's event.



Last race of the day and *Chain Reaction* clinches the series.

1998 Young 88 Nationals

by Brendon Hogg



The 1998 Young 88 nationals, recently held in the waters off Bucklands Beach Yacht Club, marked the fifth year in a row that our crew has made the trip to Auckland.

Our attendance this year was made possible through a grant from the Club and our crew wishes to thank them for their support.

This year produced a good fleet of 24 boats, for which no less than 30 new sails had been made. Despite all the murmurings of declining boat numbers, this regatta continues to buck the suggested trend and the fleet produced excellent close racing over the weekend.

Congratulations to the other club members who appeared among the fleet and showed real form, with Sniffy on *Najinsky* (leading the regatta after day one) and Brett Linton flying the flag on *Babe*. While it's stating the obvious to say that having members competing beyond our own stretch of water benefit personally, it's also important to recognise the benefit to the Club as a whole. But basically it's also a lot of fun.

After breaking our mast in last year's regatta we returned to use the same boat, *Kunjar*, with a new, stiffened mast. This regatta was the first outing for the boat since the breakage and, needless to say, we struggled to get the boat to produce last year's pace. A light weather contest

compounded our problems. The net result was that we suffered severely from going slow and low. You can't help but wonder what it would be like to get one of our top Young 88's up to Auckland to do this regatta (not that I'm blaming the boat).

The regatta was sailed in light conditions over two days and consisted

You can't help but wonder what it would be like to get one of our top Young 88's up to Auckland to do this regatta.

of eight races. Day 1 was sailed under Eastern Beach and consisted of four long races in light, shifty conditions from the south. Given our speed problems, the shifty weather compensated a little for our lack of speed and we managed to stay in touch with the fleet through some good tactics up the middle, though we

Coming up to the top mark. Second day, eventually got run down from both sides. *Najinsky* produced two wins and looked the boat to beat. It was a close race at the top with as many as five boats within striking distance of the title.

Day 2 again had light winds ranging from 0 to 5 knots this time from the north. The first race was a drifter and over half the fleet didn't finish inside the 20 minutes allowed after the first boat. We missed out from finishing what was looking like our best result by about a boat length. After a long wait, a steady three to five knot breeze arrived and racing continued. Unfortunately for us it was pretty steady breeze and became a boat speed day. Needless to say we didn't have the pace.

At the top end of the fleet pace had also decided the winner, with *Split Decision* coming through to win the regatta.



Who cares where you come - as long as you look "cool". (L to R: Boz, Bubble and Brendon)



Close class racing in Light Ice Women's Series

Strong winds plagued the pre-Christmas women's racing, with a decision eventually made to combine the Spring and Autumn series'. 1998 brought calmer winds and this time 10 races got away.

As the crews got more familiar with their boat and teams, the racing got more aggressive and exciting. One evening saw a number of boats in the protest room

after a hair-raising buoy rounding!

Enthused by the more exciting racing, Lion Breweries in January agreed to sponsor the Women's Series with their product "Light Ice". It was fantastic to again have a sponsor for the series following the excellent sponsorship from George Janis and Redken over the last few years. A big thanks to Lion Breweries and we hope they will be

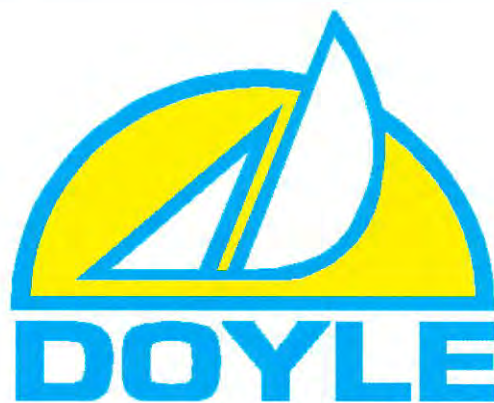
Light Ice Women's Series

by Deborah Kemp

happy to sponsor the series again in 1998.

Congratulations go to the crew of *Max Headroom* who won the 1997-1998's Light Ice Women's Series. Congratulations also to *Charisma II* who came second, and *Heartbeat* for coming third. I think all crews, however, can be happy with their performance given the breadth of boats that received prizes for top placings each night.

During the three years of women's racing that I have participated in, it has been great to see the increase in crew skill and confidence. With a growing number of female boat owners, or part-owners, and a strong fleet of Farr 1020s and Young 88s, the 1998-99 series promises to bring yet another year of exciting women's racing.



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1998 InterPacific Yacht Challenge

By Shaun Sheldrake



The InterPacific Yacht Challenge is an international invitation event, in which RPNYC has competed for the last three years.

Bucklands Beach Yacht Club always puts in a fantastic effort to the organisation of this regatta, with Line 7 as the primary sponsor and each team having an individual sponsor as well.

Mid-February proved to be a difficult time for people to commit to a week off work. However, I compete on an annual basis in what I believe to be the most enjoyable regatta of the year.

The regatta is sailed in the MRX fleet and contains a tremendous variety of different styles of racing. Our search for seven team members was wide and varied this year, with our final crew members only being finalised days before departing. Our team consisting of Colette Kraus, Gerry Booth, Jeremy Lane, Stephen Wilson, Robbie Greer, Chris Main (local BBYC member) and myself.

This year there were eight teams competing, three from Australia, one from Japan, one from Canada, and three from New Zealand.

Teams started to assemble on the Sunday evening. We chose to do the same as it gave us a chance to acquaint ourselves with our seventh crew member, Chris.

Our accommodation for the week, as

in previous years, was on Lyndsay & Rita Graves's launch Donzello, where we settled in and prepared for the following day.

Monday's schedule comprised practice in the morning and two invitation races in the afternoon. The second of these is dedicated as a sponsors' event, and each team has its individual sponsor on board.

Our sponsor this year was Mark Woodley from Half Moon Bay Catering, the company that runs the Bucklands Beach Yacht Club restaurant. Mark became such an integral part of our team during the week that he now sports an RPNYC polo shirt emblazoned with "8th MAN".

The two races on Monday showed us that some more practice was required, so we stayed on the water for an extra

hour or so after the other teams had returned to shore.

Bucklands Beach likes to keep the social side to this regatta just as busy as the racing and Monday night was no exception. The evening kicked off the regatta with the opening ceremony followed by a live jazz band.

Tuesday saw the first day of serious racing, in a format of four races over Olympic or Windward/Leeward courses, each race being an hour and a half in duration. The Bucklands Beach (BBYC) team showed how well prepared they were for the regatta, coming through the day with four victories.

The fleet was not so decisive for placings from second through to fifth, and at the end of the day's racing there



Great sailing conditions prevailed all week.

were only five points separation. Our performances steadily improved during the day, with our result card reading 5, 4, 4, and 3, putting us fourth overall.

We knew that Wednesday would be one of the toughest days, with 10 Sprint races scheduled for the day, and race officer John McLennan on duty. Anybody who's sailed under him would know that does mean 10.

We began the day's racing the best way possible with a win in race 1. However it proved to be difficult to maintain this sort of form against the quality fleet. Starting proved to be one of the biggest challenges of the day, and I think I needed to apologise to the rest of the crew for six out of the ten starts. Thankfully they all made me look good with some excellent work.

Our score card read 1, 3, 3, 6, 4, 6, 4, 3, 2, 6 at the end of the day, giving us third for the day and third overall. BBYC showed their dominance again, finishing first for the day, followed by Royal Prince Alfred (RPAYC) from Australia.

All scheduled racing was completed, so Wednesday night promised to be a large one. Celtic band Twisty Willow were organised to play and Thursday was a lay day. Most of the RPNYC team were last seen climbing into a taxi van with a bunch of very social Australians, heading for the "big smoke" which of course proved to be a flop compared to Courtney Place on any night of the week.

After a restful Thursday, we were eager to tackle the Match Racing on Friday, Saturday, and Sunday. A double "round robin" was scheduled to be sailed over the three days, giving all teams 14 races each. Having played around with how we were sailing the boats, we were now confident that the most effective combinations had been decided on.

Throughout the regatta Bucklands Beach Yacht Club had ensured that their sponsors were well catered for, with launches being available to the sponsors. Our 8th Man had been a very noticeable presence aboard these throughout the week, until the end of racing each day when he would join us for the sail back in to shore.

The three days saw some very close



Looks like the Mutton-Birds have taken effect! Back row left to right: Chris, Colette, Gerry, Lyndsay. Front row left to right: Stephen, Mark, Robbie, Shaun, Jeremy.

racing, and some fantastic displays of boat handling. RPYNC finished the Match Racing section with 10 wins and 4 losses, leaving us in that third position with which we had become so familiar. Likewise the positions in front of us did not change, with BBYC taking the victory and RPAYC second.

Our goal at the beginning of the week was third, so naturally we finished the event very happily. It would be good to see the RPNYC team improve on that result next year, a feat that would be very achievable with a little more planning and a lot more training.

I'm very keen to be involved again next year, as are a number of the above-mentioned crew, so to that end you could say the planning has already begun.

Thanks must go to the club for giving us

the opportunity to compete, to Lyndsay & Rita for the accommodation, and to our 8th Man Mark Woodley, who worked tirelessly to ensure we all had a fantastic week.

See you all next year!

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The Commodore's Cocktail Function

By Carmel Sheehan

The Commodore's Masked Cocktail function was held in the Wardroom on Friday 17 April. Only those of us prepared to cover our identity with a mask were granted entry to this colourful event. Some of the more colourful included feathers, glitter, clown faces and bird beaks - who was that person behind

the distorted face with frizzy hair?

Anyone who had conveniently forgotten their mask was assisted, with the House Committee's mask supply which was very popular. It's funny how people were still identifiable with a mask on, Shelley Moir!

All cocktails had been given names of



Chris Coad

This is what happens when you drink too much orange juice!

the various crew positions e.g. Trimmers tantrum (rum and coke), Helmsman handicap (Harvey Wall Banger), Commodore's Excuse (non-alcoholic punch). A great number of drinks



Chris Coad

above: Shirley and Alan Martin with Keith Leadbetter in his fine plumage.

right: Phantoms of the Wardroom.

below: Frank and Eileen Ballinger - taking a breather from the dance floor.



Chris Coad



Chris Coad

appeared to go down nicely.

'Grumpy Old Men' (I'm talking about the band) had the members dancing through the night, with many masked singers joining in for some of the older numbers such as "Ten Guitars".

A night enjoyed by all - seeing out the rather quiet sailing season in style!



Chris Coad

Young 88 Challenge

by Mark Williams

Auckland goes head-to-head with Wellington

Wellington turned on predictably unpredictable weather for the third annual **Young 88 Auckland/Wellington Challenge** on 21-22 February.

The competition, comprising four teams from each city, was restricted to one day, due to 50 knot nor-westerly on the Saturday. The eight crews spent a frustrating day waiting for the forecast drop in pressure to arrive, before the day's racing was abandoned. Sunday's weather proved to be a complete reversal!

The result of the two previous challenges put Auckland as hot favourites to walk away with the trophy. In 1997 Auckland claimed a clean sweep, finishing first and second in each of the seven races run. With seasoned professionals such as Ross Field (pictured) on the Auckland team it was expected that Wellington would have to fight hard for a victory.

And fight they did! Six races were completed, with four won by Wellington's Brett Bennett on board *Driving Force*. The series win went to

Wellington on 93 points with Auckland on 119.

Racing as a team was the clear differentiator for Wellington this year. Brett said that his crew's success could in part be attributed to the other Wellington crews who let him through

several times and blocked Auckland boats.

Back at Royal Port Nicholson Yacht Club, talk immediately started about Wellington crews making the trip north to defend the title. Wellington looks forward to the invitation.



Ross Field and crew aboard *Heaven n Hell*

Chris Coad



Chris Coad

The RentWorks Business House Yacht Race

Great atmosphere!

by Peter Dale

Being the first boat to start in a Mark Foy Race has all the qualities of a rabbit in the middle of the road. No matter what you do, you are gonna be gunned down sooner or later.

So it was with an air of resigned inevitability, that the Hillary Commission crew on *Maranui* took off on the gun, determined to make the most of it until the fleet mowed us down.

Rounding the White Lady and heading for Somes Island gave us a bit of a fright as there appeared to be nobody chasing us. Our new-to-sailing-crew were persuaded this was due solely to prodigious helmsmanship, and that a win was a certainty.

Rounding the Somes Mark and the following reach to Barton's, however, gave us some palpitations. There they were, screaming down to Somes like a cloud of white locusts. **White** locusts? Wait a minute! No spinnakers! Oh joy.

Kaloo Kalay, we are in with a chance. Everything went quiet as the impact of this sank in. If we played our cards right and goosewinged down to the leading light we might just hold our advantage.

Simon Wickham, an Academy

graduate, took over the downhill leg, boom right out with a very nervous skipper leaning on it. *Maranui* "death-rolled" its way down and held off the nearest boats which tacked their way down.



Chris Coad

Gucci going well with 'The Moving Company' on board.

Any thoughts of Heineken dissipated as we came onto a homeward windward starboard tack, which took us higher than any previous tack in our history of racing at Port Nick.

A past tack saw us alarmed, as we were perilously close to Pt Halswell where a Japanese wedding party thought we were about to join them.

Crossing the bay was a nail biter, as around the point came the whole fleet. "Bearing down" doesn't seem to carry sufficient meaning to describe the next period, as we inched our way across Oriental Bay. I do remember there was a lot of advice and some quite nasty retributions discussed if our ass



Sybase were Best Dressed Crew.

wasn't over the line before anyone elses. We crossed the line with forty feet to spare.

Getting the gun is exhilarating at any time but holding on to a Mark Foy lead is special. We were lions not rabbits. We were, for a day, the gun crew.

Thanks to main sponsors RentWorks (from whom the Hillary Commission leases its computers), Darrochs (who do the Commission's valuation work) and Heineken who have sorely tested the skipper's lifelong commitment to Steinlager. Thanks also to John Hayes and Maranui for a great day out.

Three fine sponsors, and the best yacht club in the country, gave 28 corporate crews a great day on the water. We will be back.



Rob Tomkies happy with 2nd.



'Charta Pakaging' on Not Guilty winners of fastest time.

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RESULTS

1st Place

MARANUI
Hillary Commission

2nd Place

MOONSHINE EXPRESS
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3rd Place

RED HERRING II
Clayton Ford

Other placings were:

4= MAX HEADROOM	Tower Retirement Investment Ltd
4= SHIBBEEN	Sealcorp
6 CHARISMA II	Darroch Limited
7 REVENUE CUTTER	Greig, Davidson, Gallagher & Co.
8 SIMPLY RED	Rentworks Limited
9 LEGACY II	Reuters New Zealand Ltd
10 DISTRACTION	Buddle Findlay
11 FLYING BOAT	EDS (New Zealand) Limited
12 SYBASE	Sybase (NZ) Limited
13 JOINT EFFORT	Anglian Water International
14 NOT GUILTY	Charta Packaging Ltd
15 YOUNG NICHOLSON	Glengarry Hancocks Limited
16 ASK FOR ME	Rentworks Limited
17 THE BUTCHER	DB Breweries
18 STRUCTURAL ANALYSIS	Rentworks Limited
19 CHAIN REACTION	KPMG
20 BREAKFAST	Sealcorp
21 PERIDOT	Barry Jackson Toyota
22 GUCCI	The Moving Company (NZ) Ltd
23 NUKUTERE	Paul Hastings Limited
24 SHALIMAR	Rentworks Limited

The Winner of the Fastest Timed

NOT GUILTY
Charta Packaging Ltd

The Winner of the Best Dressed Crew Award

SYBASE
Sybase (NZ) Limited

End of An Era – “Whispers II” Leaves Town

by Lindsay England

As owner of *Whispers II* for the last 14 years, and having sailed on it for the last 20 years, I can assure you that the middle of June will not be a good time for me. At that time the new owner, Vaughan Wilkinson of Auckland, will be taking *Whispers II* to his home port. Vaughan is a keen “Spencer” man and plans to race regularly out of Auckland.

As Mike Calkoen said to me when I confirmed that the craft had been sold, “I won’t be around when she goes, I can’t stand seeing grown men cry!” There could be some truth in that.

When learning that the boat has been sold, most people have said to me, “end of an era”. And I have to admit it is. Geoff Stagg built the yacht in 1970 as a 21 year old and proceeded to set records and a reputation that I hope has not been diminished since he sold it to Arthur Wyness, with whom I was sailing at that time (on the ill-fated *Sequoiah II*).

After some five years with Arthur (foredeck crew only – they wouldn’t let me near the helm), I said to him one day, while sitting out on the boat doing some chores, “well Arthur, I would like first option to buy *Whispers II* if you every decide to sell it”. Two weeks later I owned the bloody thing – well, the bank and I did and Arthur allowed me to drip-feed a goodly amount.

I have never regretted purchasing *Whispers II*. Well, maybe I did once or twice, like about 200 miles out of Wellington on the return trip from winning the 1988 Tauranga-Brisbane race where we were falling out of, through and under some really awful stuff; or the 1994 Sydney-Hobart; but enough of that because we soon forget the nasty bits and long remember the good parts.

As well as having had the pure joy of sailing a really great boat, I have experienced some wonderful things – principally, the guys that I have sailed with and against!

Almost without exception, *Whispers’* crews over all those years have been great guys, with the big balls necessary to meet the demands of sailing a tough boat, often in tough conditions, particularly offshore where *Whispers* achieved a lot of its success – and some wonderful rides – especially when reaching and running in a fresh breeze.

I recall, as will those who crewed in a Mana-Chetwode race



some time ago when Geoff Stagg came for “a bit of a sail”, how we learned what an “emergency kite drop” meant. It was blowing very hard and we had quite a big kite up, surfing through Cape Jackson, when Staggy sighted an incoming squall that had him shouting for an emergency drop. Not used to that call, we asked “how?” “Just dump the f——g halyard ya dummies!”

Fortunately we did and only just in time. We finished the race 35 minutes behind the much larger Farr designed Cotton Blossom and scooped the prize pool. No time for relaxing though – we had to get Geoff back to Muritai Yacht Club where he was guest of honour for their Jubilee celebrations. It was an easy run home across the Strait under main in a 45 plus knot nor-wester and big seas, with Staggy muttering about us blokes being bloody mad. He can talk!

I am writing this note because Grant Aikman of Capital Marine (who sold the boat) said I should. He reckoned that the boat had been a major competitor in the Club for too many years (27 in total!) for it to just disappear from the scene without some mention being made. As he said “the boat deserves it!”

To those who have sponsored the boat (National Mutual Freedom Card), worked on it (Kim McMorran, Tony Duffy and others), and especially those long term crew members (far too many to mention), who also helped to rebuild/refit it, I say a sincere thank you. I have had a ball.

Another Hebtro Spectacle At Worser Bay

By Heleen Visser

auCTION of some of the signed T-shirts and caps which Chris had brought along.

New to the event this year was the addition of a 12 foot skiff sprint event. Some magic skills were on show, particularly from the R-Class stars of yesteryear. Chris Dickson, too, braved the water (literally), and showed some great skills, as did Academy coach Mike Boswell!

Watching the spectacle was awesome but listening to the Steve Hogg/Brett Linton commentary was ... well, I think you had to be there. Suffice to say that Steve Hogg is passionate about 12 foot skiffs and the adjectives and superlatives were flowing freely. "No guts, no glory" and "The bus is sending it" - being two of Steve's favourites.

All in all, the day was a huge success. Chris Dickson and his partner Sue Riach were really quite special. They were open and friendly, wonderful with the kids, and totally supportive of yachting at the local level. Thanks to them both for giving their time so generously.

Hebtro Race Results

- 1st *Red Herring*
- 2nd *Medium Dry*
- 3rd *Charisma II*



Chris Dickson rallies Colin and crew.



Bryan Coleman gets into the wet stuff.

The recent Hebtro Trophy day at Worser Bay was another great success, with a phenomenal \$18,000 raised in support of junior yachting.

The weather couldn't have been better, Chris Dickson proved to be a great supporter, the kids were buzzing and everybody else just got on with enjoying the day (and the sponsors product!).

A huge thank you must go to all RPNYC members who supported this event - where would our junior sailors be without you?

Chris Dickson was the real star of the show - both on and off the water. Skippering *Red Herring*, he sailed through the fleet in true style. After a Mark Foy start, in which *Red Herring* was one of the last boats to cross the start line, Chris managed to find fifth gear and pick off the other competitors one by one.

Medium Dry held *Red Herring* at bay for some time, but on the second to last leg they too were passed (maybe Alison Bell's bow riding - a la Titanic - slowed them down!).

The final run down to the finish saw *Red Herring* needing to hoist its kite just one more time (with fingers crossed that there wouldn't be a repeat of a previous twist). Spectators held their breaths when the kite didn't emerge immediately after rounding the last mark - and *Medium Dry* was not too far behind. Then, much to Chris Dickson's huge surprise, the KZ7 kite went up. What a way to finish!

Each keelboat carried a celebrity, a couple of sponsors and an Optimist sailor from Worser Bay's successful Sat-

urday morning Optisquad. Josh Junior, one of Worser Bay's youngest Opti sailors, was on board *Red Herring* and was handed the wheel to take the boat over the finish line. According to Josh, Chris Dickson needed his help as the oversized KZ7 spinnaker meant Chris could no longer see where they were going! That is one day Josh is not likely to forget.

And what about the other celebrities? Annette King, Grant Walker, Shaun Plunket, Alison Bell, Ingrid Mole, Graeme Moody, to name but a few, took to the water with a vengeance. Their support was much appreciated. As were the contributions made by Heineken, Lovelocks Sports Bar and The Bristol -

Chris Dickson was the real star of the show- both on and off the water.

our main sponsors. (To the other 20 sponsors, many thanks to you too).

The Hebtro Trophy Race, as many of you will know, is an annual sailing event which sees around 20 of RPNYC's top keelboats racing in Worser Bay. The purpose of the race is to raise funds in support of junior yachting - in the past we have used these funds to buy 10 club

Optimists and a support boat/training boat. Funds are also spent on learn-to-sail programmes for juniors, sailing development programmes and so on. This year, we are in the healthy position of being able to start to put some funds aside for future programmes.

The race was followed by a BBQ, prizegiving and

Background: Nostalgia for Chris Dickson as he steers *Red Herring II* to the finish line.

The "Last Commodore's" Trophy 1998

by Arthur Stewart



Chris Coad

I think it's time this Club instigated the unwritten rule adopted by the Worser Bay Yacht Club in instructing their handicapper when running the celebrated Hebtro Trophy. It seems to me that the Guest of Honour in that race has a better than even chance of winning. So it should be for the Commodore's Trophy.

It should be especially the case if it's his or her last term and they have never been close to the money in the previous two years. I can say the idea of influencing the handicapper crossed my mind but Bertie proved incorruptible. The offer of cigars, Mako, Lite Ice, Stella and rums still could not change *Charisma's* handicap from .845. And *Max Headroom* was racing off .835!

I was forced to revert to less sure ways of winning. I was desperate. A new keeler Number 2, a hull clean on the morning of the race - even the full crew turned up.

The team talk on the way to the start saw me almost pleading with the crew to forget Friday night at the club and the later events in Courtenay Place.

Who was watching Bertie? Who started a minute ahead? Had the foredeck crew set up for a bear away set? Could somebody please keep an eye well ahead for the promised southerly change?

The reach in fluky conditions saw us lose our time on *Max* but take one or was it two 88s who got caught in Oriental Bay

when the southerly change did come. Around the White Lady, a good hoist and a very square run as we noted *Driving Force* roll out (don't even look at them!) and another boat was passed.

The beat up to Falcon Shore Buoy in one of the better breezes of the season saw us round just behind *Max* but we couldn't get the inside position on the run down and rounded a boat length

I can say the idea of influencing the handicapper crossed my mind but Bertie proved incorruptible.

behind.

Confident of our speed on the wind with the new sail, we knew that passing her going uphill wasn't going to be a problem. We would have her comfortably behind us by mark number 9 at the bottom of Evans Bay. Or so the tactician/navigator, also known as the Commodore, advised.

Why was everybody going so low? They seemed to be going back to Jerningham. Oh dear, a belated check of the Almanac (too late) revealed Evans

Charisma II looking cool.


Bay as mark Number 8 not 9.

Thank goodness it was my mistake because:

I like whisky - We have retained a full crew for next season - I own half the boat.

We had lost *Max*, missed getting *Rhumblin'* by a couple of boat lengths and finished sixth. Thanks Ross Telford for the attempt to make me feel good, but a miss is good as a mile. Congratulations to Phil Hartley on *Frid*, Rob Tomkies' *Moonshine Express* and the crew of *Unplugged*.

We had our chances. The task of again trying to win "my" Trophy while in office and repeat this sequence at this point seems incredibly daunting. Even if it were possible.

I thoroughly enjoyed the race (with one exception) as I have the last three years. Thanks for giving me the honour. 



Presentation of the 'Commodore's Trophy' to Phil Hartley of *Frid*.

Chris Coad

Mount Gay Friday Rum Races

by Mike Piper

The inaugural Mount Gay Friday Night Rum Series was very popular and, despite El Nino trying to spoil the fun, we managed to start eight races throughout the season. Thanks must go to those skippers who supported the event and, of course, to the sponsor Mount Gay Rum.

The final night had the best fleet of the series, with eleven yachts arriving at the start line. As you can see from the photo, El Nino took a rest and the breeze was fickle all evening.

The racing was very close, but slow, and the most tension related to whether the crews would make it back to the Club in time for kick off in the Hurricanes v Chiefs game.

As it transpired, the breeze stayed long enough for most of the fleet to finish, although over two hours for a 4.7 nautical mile race showed how slow it was.

The evening and prizegiving back at the Wardroom were a lot of fun, with all crews and members appearing to have a great night.

All in all, the new format for the Friday Night races worked well. I would encourage all skippers to make these races a priority for your friends, sponsors or Academy graduates.



1998 MOUNT GAY WINTER SERIES

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Teamwork - an executive decision

by **Rebecca Sellwood**

Teamwork, a skill at the heart of keelboat sailing, is also a core value that the new club officers intend to encourage throughout the RPNYC.

When they talk about teamwork, the recent appointees aren't just talking about working together within their own team. They want to ensure that all members contribute to the future of the RPNYC and, as a result, that the club is able to meet the expectations of existing and future members well into the new millennium.



1998-1999 Executive Committee

Front row, left to right: Peter Edwards, Paul Cudby, Murray Bridge, Chris Pettit
Back row, left to right: Arthur Stewart, Penny Kerr, Tony Chamberlain, Ken Burt

Commodore Murray Bridge - working with a vision

What makes this season different from previous years is that almost all of the executive officers have come to their roles with a combined vision already in mind and on paper. There is a commitment to the executive team and its objectives right from the word go, with some groups having already met, Commodore Murray Bridge says.

Murray has been a keen sailor since he was a lad at Paremata, where he graduated from Kiwi Ps, through to Zeddies and Rs. Keelboats have been the favourite for the past 20+ years, confirmed by his recent partnership with Alan Martin in the purchase of *Ask for Me*.

The full list of yachts he has sailed on is long, but includes such well-known names as *Crescendo*, *Whispers II*, *Whispers of Wellington*, *Granny Apple*, *Red Herring*, *Pacific Sundance*, *Dollar Equity* and *Putting it Right*.

His sailing credentials include a number of inshore, offshore and blue water races, with his favourite being his time on *Dollar Equity* when New Zealand won the Kenwood Cup.

In addition to successful sailing, Murray is an Associate Director of corporate sponsor RentWorks, a nationwide rental services company, which recently took over one of the two business house races as principal sponsor.

Vice Commodore Paul Cudby - back in familiar territory

Paul Cudby is no stranger to the RPNYC, in fact he is no stranger to the role of Vice Commodore, having been in the position through two seasons from 1993 to 1995. He has held various other positions within the club over the years and is excited about the season ahead.

He says that, while the Vice Commodore's role is primarily to run the racing programme, he is committed to adding value to the rest of the executive and therefore the club as a whole. The end result, he says, will be a yacht club that works for its members.

Like Murray, Paul has been sailing keelboats since the 1970s, and prior to that centreboards. A highlight of his sailing experience will occur this season when he proudly celebrates 20 years with Bryan Coleman and the Chain Reaction/ZZ Top/Aztec crew.

Life isn't all sailing, however. A trained engineer, Paul today brokers commercial property transactions.



1998-1999 Sailing Committee

Front row, left to right: Peter Edwards, Paul Cudby, Gavin Goddard.
Back row, left to right: Neal Dickson, Mike Calkoen, Shaun Sheldrake and, inset, Belinda Greer

**Rear Commodore Chris Pettit -
committed to sailing and the social
side**

Whatever your interest as a club member, you can be pretty confident that you will come across Chris Pettit at some stage. As a member of the House Committee for the past two years, he has been involved in events that range from Club Week to the Wellington stop-over of the round-the-world BT Challenge.

Now the newly elected Rear Commodore, Chris isn't wasting any time. On the night of the AGM, Chris could be found meeting with some of the House Committee to plan the next social event for club members, the annual Champagne Breakfast.

He says a key intention, in bringing together this year's House Committee, has been to ensure that it provides good representation of all club members. As The Rip was going to press more

members were being sought for the House Committee, particularly from the cruising division, so if you're keen to help, let Chris know.

Recruiting people is a familiar topic to Chris - he's been working in the New Zealand and United Kingdom Human Resources industry for some years, recruiting people into the information technology sector.

He's also a keen sailor, competing locally in cruising, Young88 and first divisions, as well as nationally in the Young88 nationals and Telstra Cup series. A highlight of his most recent sailing was the last Sydney to Hobart, when he crewed on *Andiamo*.


**Cruising Captain Peter Edwards
- keen for a cruise**

Whether keen racers or not, most yachties enjoy the more relaxed side of boating. That's the side of sailing that

Peter Edwards is keen to encourage, among the motor and sail fraternity.

Peter wants to develop an innovative cruising programme that will interest tried and true cruisers as well as other boaties who are looking for a change from the typical race day. Additionally, he'd like to increase club member awareness of cruising opportunities in the region.

While Peter has held the title of Cruising Captain before, he says he is filled with energy and enthusiasm to work with the newly-elected team.

A member of the RPNYC for the past 33 years, and owner of *Rapier*, Peter is a well-known face to members. In reflecting on his sailing past, he says his worst and best experiences were in races to Akaroa. One race was a record-breaker and the other left his crew becalmed, finally giving in to the weather. 



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Corporate Members & Sponsors' Night

by **Colette Kraus**

Corporate members and sponsors of the yacht club were treated to a night at Keelers Restaurant on 29 April, in recognition of their value to the Club. About 50 people attended the dinner, with guest speaker, Team New Zealand crew member Tom Schnackenberg, providing some inside-the-team stories. As well as sailing and training, Tom revealed how the technology focus is also a major part of the Team New Zealand campaign.



Colette Kraus, Tom Schnackenberg (Team New Zealand) and Arthur Stewart.

The dinner was organised to show our appreciation for the support given by our sponsors and corporate members. A full list of our sponsors and corporate members is on page 36.



Stuart Fish (Tower Retirement Investment Ltd) and Ken Burt.



Tom Schnackenberg (Team New Zealand), David Speight (FR Partners), Christine Scammell (Hewlett-Packard) and Bob Cattell (Hewlett-Packard).



Wayne Nyberg (Darroch Ltd), Murray Bridge (Commodore), and Stuart Fish (Tower Retirement Investment Ltd)



Shirley Martin, Wayne Nyberg (Darroch Ltd) and Andrew Dinsdale (KPMG).

"Bobby Shafto" Went to Sea, "Bobby Shafto" Lost Her Mast

by Tony Cowdry



Chris Coad

BANG!

One moment it was there, the next it was in the water. The mast fell over the side so fast I didn't even see it go.

Bobby Shafto lost her mast near Falcon Shoal while sailing close hauled in a Northerly of about 30 knots. The stainless steel starboard lower stay snapped at the top swage where the wire entered the crimp, about a millimetre inside the swage. After the wire broke the top of the mast itself broke off below the spreaders and the whole mast, sails and rigging fell over the leeward side. Luckily no one was hurt.

We had been racing in this Autumn's Island Bay Race. Almost last to round Barrett Reef buoy in about 35 knots, the conditions towards Island Bay were looking poor with plenty of white water. The race leaders were on their way home so we decided to withdraw. Like all good crews, we called the club on VHF and advised them we had retired and were on our way back into the harbour.

About 15 minutes later the mast fell

over the side. Adrienne called the club again and advised them what had happened. Believe it or not, even with our masthead VHF antenna metres underwater the call was heard by numerous other land and sea based stations. We were using a repeater channel so perhaps we didn't need much signal strength to trigger the channel.

Shortly after the mast collapsed, *Special FX II* sailed up and stood by until the Police launch *Lady Elizabeth III* came to our aid. With the arrival of the *Lady Elizabeth*, we took a line from them and they towed us to a mooring buoy off Scorching Bay.

A diver from the launch helped us immensely by undoing the mainsail halyard and genoa halyard shackles. This allowed us to recover both sails. Even with the halyards uncleated the sails could not be lowered (or should it be raised from the deep?) as they were snagged at the break in the mast. We then undid the unbroken stays by withdrawing the cotter pins and rigging pins from the tangs at deck level. The

forestay was released by undoing the turnbuckle at the bow.

With as much of the gear secured on board as possible we left the *Lady Elizabeth* and motored slowly back to our mooring in the Clyde Quay Marina, part of our mast still dragging along in the sea. In the Marina we finished the job of recovering everything. Not even a shackle was lost over the side. That is, of course, if you don't count our lost pride!

It took about three to four hours from the time the mast fell until we were all back ashore, ready to go home. What a day it had been. What did we learn from it all?

It takes a while to sort out what you are going to try and do to recover from the situation.

A hacksaw is of little use. We tried to cut the alloy mast where it was bent just above the deck. The hacksaw jammed almost immediately and the first blade broke with the movement of the mast as the boat rolled.

The most useful tools were a pair of



Chris Cook

pliers to straighten and remove cotter pins, a hammer, screwdriver and punch, again to remove the cotter pins and drive out the rigging pins and an adjustable spanner and screwdriver to undo the turnbuckle on the forestay.

We didn't try our bolt cutters on the wire as removing the pins was done relatively quickly. In any case I was of the opinion that they were unlikely to be very successful. I must test them on shore one of these days with a piece of

rigging to see how well it does work.

If we had been outside the harbour in bigger seas it would have been very difficult to have cut the rigging away.

Stainless steel wire is fickle stuff! The stay which broke was only a few years old. It had replaced an older one which had a broken a strand of wire, again at the top swage. I suspect it was a fatigue failure.

I would like to thank:

The crew of *Bobby Shafto*: Adrienne, Jim, Lisa and Andrew (our graduate that day) for their help;

Warren MacDonald and the crew of *Special FX II* for standing by to see if we needed assistance; and

The crew of the Police Launch *Lady Elizabeth III* for their help while we sorted out the mess sufficiently to allow us to motor home.



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Prizegiving 1998

by Colette Kraus

RPNYC's Annual Prizegiving was held on 23 May 1998. Guest speaker for the night was Richard Nottage, Secretary for Ministry of Foreign Affairs and Trade.



Guest of Honour Richard Nottage.

Richard is also a crew member on the good ship *Maranui*, well known for its relaxed attitude to energy-requiring racing. He gave a very entertaining speech on his introduction to yachting, which took place in a duck pond. On that occasion, Richard and his wife, Heather, spent a not-inconsiderable time in the pond itself.



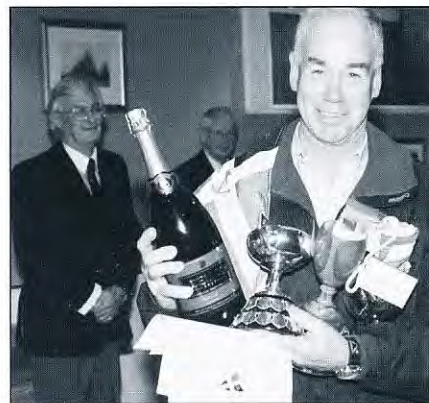
To the Victors . . .

Maranui was also the cruising division boat chosen to represent the division in the Champion of Champions regatta at the end of the season. It had been noted that *Maranui*, after a first, brief attempt, did not fly their spinnaker again during the regatta. Richard defended his crew's position valiantly, stating that they were not used to "plastic boats", and there seemed to be far too much to do in hoisting and dropping the spinnaker.

The prizegiving ceremony went off smoothly, with Gavin Goddard (Sniffy) in charge of distributing the magnums of champagne. The big winner of the night was Bryan Coleman on Chain Reaction, who was presented with a wheelbarrow to help carry away the silver. Vice Commodore Charles Clark noted that Chain Reaction had sailed the most hours on the harbour during the

season, and it showed. A good reminder for us all that you can't replace time on the water.

Although a few series, such as the Offshore series, were not completed due to the weather, cups for individual races were still presented, and *Reckless* and *42nd Street* each walked away with two or three.



"This chardonnay has bubbles in it!"

In second division, *Max Headroom* won their fair share of the trophies, including the EDS trophy for winning the major corporate race of the season. *Driving Force* featured in the Y88 division, and *Heartbeat* took the barrel of Mount Gay Rum away for the winter series in 1997.

At the end of prizegiving, the guests were treated to bites 'n' nibbles, and cups were filled with the traditional tots of rum, to be shared by all. Prizegiving night then continued until the wee, small hours of the morning....



Cruising Division winner *Maranui*



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Lynx With Jersey

Compiled by Jilly Campbell-Board

Robert Ryde set off for a two or three year sojourn on the island of Jersey in May 1997 with Jersey-born partner Colette. A member of RPNYC since 1986, Robert crewed for *Larrikin* in '85-'86, had the 1987 Sydney Hobart under his belt, and went on to *Simply Red* in '89 and *Max Headroom* in the mid '90s.

What do you do on an island surrounded by sea on the other side of the world when you are a yachting? The answer, of course, is join another yacht club and go sailing!

Keelboat sailing in Jersey, however, has one 40 foot problem that we don't have in Wellington. Here are some extracts from Robert's recent letters to explain further:

"Sailing in the Channel Islands is a long and well established sport. We have joined the St Helier Yacht Club (SHYC) which is the main keelboat racing yacht club on the island. You will be pleased to know that an RPNYC burgee adorns the rafters of the SHYC!

SHYC has in the region of 3000 members and a brilliant spot on the harbour with glorious views of the sunset. Of the 3000 members, it seems like only a handful actually sail competitively. There is a strong contingent of powerboat and motor launch owners as well. While the club



An evening photo, at almost high tide, of the entrance to St Helier inner harbour. You may just be able to see, the yachts in the background, yachts racing from St Helier Yacht Club.



This is the same entrance to the St Helier inner harbour at low tide (a 40' - 12m drop in water level..

officers are keen, the race starts are done on a rotation system of competing yachts and our turn is in June or July.

The equally old Royal Channel Islands Yacht Club (Jersey) predominantly organises Hobie races and provides a useful end point on the opposite side of St Aubins Bay (from SHYC) for mid week 'Beer' races. St Catherine's Yacht Club, on the north-east corner of the island, principally organises small boat (Laser, 470, R-Class) sailing.

The greatest influence on sailing here is the tides. Wind, while necessary, does not seem to have the influence on whether a race will be started (or finished) any-

where near as much as in Wellington. With a tidal range of up to 40 feet in spring tides, start times are organised around a period of about 3 hours either side of high tide. This allows yacht owners to either leave the floating marina, leave their cradle or refloat from their hard moorings (yes, they do go aground!).

I sail on *Xarifa*, an X-342 which is a Danish design about 35 feet long. *Xarifa* is a Masthead rig although it is also possible to have the boat rigged with a fractional rig. (There is an X99, slightly smaller, that does extremely well with a fractional rig.) Size and performance-wise she is very similar to a Farr 1020." (reminds him of *Max*, me thinks?)

"Racing is in three divisions - open or 'sports' boats, division 1 and division 2, with the splits for Division 1 and 2 based on handicap. The open division has boats like the Mumm 30 and a class boat known as a Melges 24 - almost like an



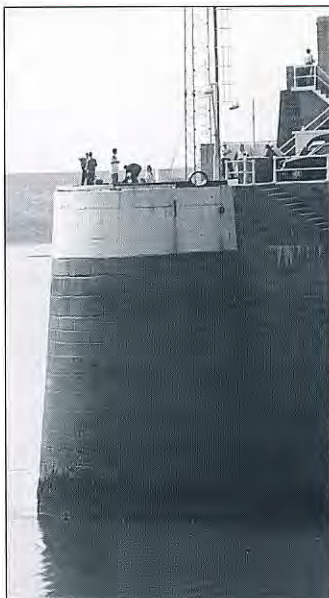
Inside the SHYC highlighting the burgee Rob presented to the yacht club when he joined.

oversize Flying Fifteen but with a liftable keel. The Melges are always hoisted from the harbour and on to trailers at the end of a race.

I have already completed two round-the-island races (about 35 miles - five to seven hours with the tide), and we were first home in one and third or fourth in the other. The tide here is incredible, with a 35-40 foot tidal movement on the Island. This makes getting into and out of moorings very interesting! *Xarifa* is in a floating marina near the centre of town (about 5 minutes walk), but due to the construction this does not mean we can get in and out at all times. There is a sill across the entrance to maintain the water level in the marina. At low tide this means a step of about 3 metres from the outside to get in - not really passable in a yacht ... access is about 2½-3 hours either side of high water, a great incentive to get the race over and done with quickly!!

The older, inner harbours dry out completely - great if you want to clean your boat bottom - not so good for cruising!

My last race (26/4/98) was an offshore event from St Helier to a buoy off the North-West corner of the Minquiers (a reef), 10-12 miles offshore (towards France). We started in about 12-18 knots of SW breeze and made good time to this mark.



One hour before the 40' low tide. In the background is Elizabeth Castle. You can walk to it at low tide.

Rounding it in second place (behind a Mumm 30), we hoisted a kite and headed back to the next marker buoy a half mile off the coast of Jersey about 3 miles west from the start.


After overlaying this leg by about 2.5 miles in decreasing wind (down to 4 knots) we were carried by the tide to a position east of the next mark and found that we could not tack back to it against the incoming tide, which was running at about 3-5 knots. At this point we retired gracefully and watched the rest of the fleet do the same! A little bit disappointing after starting at 9:30 and retiring at 3:30, but, them's the breaks!

Like RPNYC, finding and retaining crew is difficult but the diehards are always there. We have a mixed bag, with 3-4 English, 1 Jerseyman, 1 South African and me on board *Xarifa*.

We are off to Cork in Ireland for a week in July, again for a sailing regatta - will let you know how

we get on."

So, Rob, I guess the sailing doesn't stop wherever you are. It sounds like you have gone rather international with all these regattas!

And if any RPNYC members are planning a trip to the land of the Lynx, join Rob for a beer at St Heliers Yacht Club. There will even be a copy of your Rip waiting for you there! 

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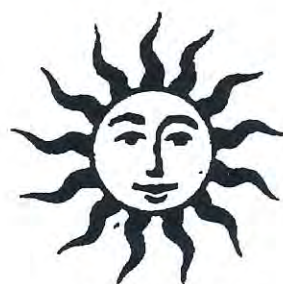
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OVERALL THE SUNNIEST SPOT IN N.Z.

From The Courts

by Pat Millar

There have been three protest hearings since the date of the last issue.

Max Headroom v Red Herring II
Red Herring II Disqualified

Heartbeat v Medium Dry
Medium Dry Disqualified

Heartbeat v Charisma II
Heartbeat v Max Headroom
Charisma II v Heartbeat

These last three protests were in respect of the same incident. *Heartbeat's* against *Max Headroom* was dismissed, the other two protests were withdrawn.

There was also a request for redress made by *Special FX II* as she had stood by *Bobby Shafto* when that boat had been dismasted. Redress was granted by the reduction of the elapsed time of *Special FX II* by 26 minutes although a reduction of 45 minutes had been claimed in the written request.

There was also what amounted to a disqualification without a hearing in respect of the Akaroa Race. This irregularity was later corrected. The boat concerned was *Flying Boat*.

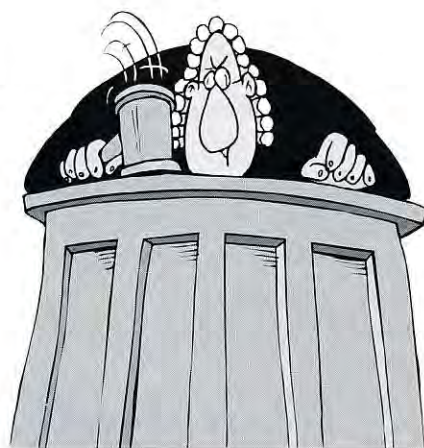


A brief review of the cases follows:

Max Headroom v Red Herring II

I was not a member of the protest committee for that hearing but understand that both boats had been close hauled, with *Max Headroom* on starboard tack and *Red Herring II* on port tack.

Max Headroom claimed that she had been forced to take avoiding action to avoid contact with *Red Herring II*, which *Red Herring II* disputed. I understand that the Protest Committee was satisfied that there was reasonable doubt that *Red Herring II* would have crossed ahead of



Max Headroom if *Max Headroom* had not altered course, and disqualified *Red Herring II* for a breach of Rule 10.



Heartbeat v Medium Dry

This was also a port starboard protest under Rule 10. Both boats were running free towards the finishing line on a converging course, with *Heartbeat* on starboard tack and *Medium Dry* on port tack. *Heartbeat* claimed that she was required to gybe on to port tack to avoid contact with *Medium Dry*, whereas *Medium Dry* claimed that she would have crossed ahead of *Heartbeat* if *Heartbeat* had not altered course.

The Protest Committee was satisfied that there was reasonable doubt that *Medium Dry* could have crossed ahead of *Heartbeat* if *Heartbeat* had not altered course, and disqualified *Medium Dry* for a breach of Rule 10.



Heartbeat v Charisma II **Heartbeat v Max Headroom** **Charisma II v Heartbeat**

These three protests were in respect of the same buoy rounding incident. The protest by *Heartbeat* against *Charisma II* was withdrawn at the commencement of the hearings.

The Protest Committee decided (in hindsight, perhaps unwisely) to hear the protest by *Heartbeat* against *Max Headroom* as a separate issue.

The circumstances can best be

described by quoting the facts found by the committee.

1. *Max Headroom*, *Medium Dry*, *Heartbeat* and *Charisma II* were running free on port tack towards the leeward mark.
2. Some time prior to any of the boats reaching the two length zone all four boats were overlapped with *Max Headroom* being the leeward and outside boat, with *Medium Dry*, *Heartbeat* and *Charisma II* inside and to weather of her in that order.
3. *Max Headroom* drew ahead of the other three boats and was clear ahead of them when she reached the two length zone.

The protest by *Heartbeat* was on the grounds that *Max Headroom* had not allowed sufficient room for *Heartbeat* to allow *Charisma II* to pass the mark inside her. As the committee had found that *Max Headroom*, having been clear ahead, was not required to give room, the protest was dismissed.

Although the evidence showed that *Heartbeat* had rounded the mark inside *Max Headroom*, there was no protest by *Max Headroom* against *Heartbeat* and no evidence that *Heartbeat* had breached any rule in doing so. In fact the written evidence produced by the representative of *Max Headroom* showed that she had made a bad rounding which had allowed room for *Heartbeat* to pass between her and the mark.

It was clear that if there was any breach of a rule it was by *Heartbeat* against *Charisma II* or vice versa.

The hearing of the protest by *Charisma II* against *Heartbeat* was then called and the representative of *Charisma II* requested approval to withdraw the protest. That approval was granted as provided for in Rule 63.1

Race Committee v Flying Boat

Flying Boat was observed to have passed Pt Jerningham light on the wrong side in the race to Akaroa. No protest was lodged by any competitor or by the Race Committee.

The Race Committee scored *Flying*

Boat DNF (did not finish) in the belief that a boat could not have finished if she had not completed the course. In effect, *Flying Boat* had been disqualified without a hearing which is contrary to Rule 63.1.

The Race Committee had misinterpreted the definition of Finish

and Rule 28.1. The definition of Finish is not related to Rule 28.1 and in this case *Flying Boat* had finished although she may have breached Rule 28.1.

The decision was reversed when the Race Committee became aware of their error.

From Barman to Foundryman

You may remember Philip Bush from his time as barman at Keelers Restaurant. Philip left Keelers to study art full-time and is about to assist in a foundry business.

"I did some courses in Bronze Sculpture in my first year, learning The Lost Wax Method. The Artist/Tutor was Jonathan Campbell and when the opportunity arose to work with him at his foundry I could not resist.

Jonathan has a foundry in Belmont regional park established in 1992 and

more recently his gallery in "Iti Papa".

What I find most challenging about working with Jonathan is the variation of his work.

He assists other artists by taking their sculptures through to Bronze. He consults with sporting bodies and companies to create trophies and awards. Furniture, car parts, boat fittings and jewellery can all be made.

Jonathan has recently won acclaim for his sculpture "Peka Peka". At present he is working on a commission for the



Philip Bush

Auckland City Council, preparing for a solo exhibition at "page 90" and planning a trip to London to study the craft further. With so much going on there has been an opening for me to assist with the business and learn hands on from a master."

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- 1st Flying Boat
- 2nd Chain Reaction
- 3rd Structural Analysis

Div II

- Charisma II
- Special FXII
- Max Headroom

Y88 Div

- Driving Force
- Flying Machine
- Red Rum

OFFSHORE SERIES

Club

- 1st Reckless
- 2nd Chain Reaction
- 3rd 42nd Street

PFRF

- Chain Reaction
- Reckless
- 42nd Street

IMS

- Chain Reaction
- Reckless
- Flying Boat

AUTUMN TWILIGHT SERIES

- 1st Driving Force
- 2nd Marishka
- 3rd Slinky Malinky

AUTUMN 2 HANDED SERIES

- 1st Chain Reaction
- 2nd Nedax Backchat
- 3rd Joint Effort

AUTUMN WOMEN'S TWILIGHT

- 1st Max Headroom
- 2nd Charisma II
- 3rd Heartbeat

CRUISING DIVISION CHAMPIONSHIP

- 1st Maranui
- 2nd Frid
- 3rd Revenue Cutter

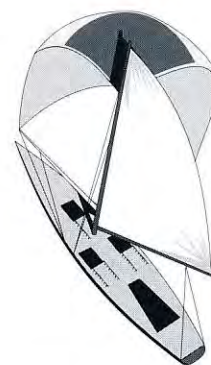


CHAMPION OF CHAMPIONS

- 1st Chain Reaction
- 2nd Charisma II
- 3rd Flying Boat

COMMODORE'S TROPHY

- 1st Frid
- 2nd Moonshine Express
- 3rd Unplugged



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- ✓ Repair service available 7 days a week
- ✓ On board assessment and setup of sails and rig by experienced sail makers
- ✓ Computer aided design
- ✓ Proven performance
- ✓ Competitive Pricing
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Kirsty
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Greg
025 274 3888

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MOORE WILSONS	LION BREWERIES
DB BREWERIES	CUSTOM FLEET NZ LTD
WILKINSON INSURANCE BROKERS	REUTERS NZ LTD

NEW MEMBERS

We welcomed the following new members to the Club over the months February, March, April and May 1998.

MEMBER	CATEGORY	MEMBER	CATEGORY
M Bryant	Senior	L Kemp	Senior
J Buwalda	Senior	F McColl	Senior
R L Collins	Senior	A McConnell	Senior
H Couling	Senior	D McHugo	Senior
M Crawford	Senior	J Maddock	Senior
M Delbet	Senior	L Nielson	Senior
A P Gavin	Senior	K Parsons	Senior
S Hale	Senior	J Roberts	Senior
M Horn	Senior	D Smith	Senior
M Irving	Senior	D G C Smith	Country

DID YOU KNOW?

**That you can visit our website on
www/wp1.co.nz/rpnyc/**

and

**send mail to us via the internet on
mike.piper@rpnyc.org.nz**

TOTAL MARINE SERVICE



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Yanmar Diesel Engines
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Henleys Propellers, Maxwell Winches

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| * Marine Plumbing | * Marine Electronics |
| * Ship Chandlery | * Marine Salvagers |
| * Marine Consultants and Valuers | * Licensed Compass Adjusters |
| * Worldwide Ship, Yacht and Launch Deliveries | * Slipping Facilities |
| * Boat Storage & Launching Ramp | * Boat Sales and Marina Services |
| * 7 Day Call Out Service | |

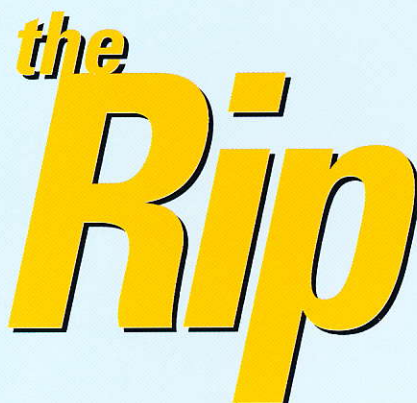
"If it floats we can help, from dinghies to ships and all craft in between"

CAPITAL MARINE SERVICES LIMITED

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

Phone 04 386-3278

Fax 04 386-3246



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

P h o t o g r a p h y



Corporate - Advertising - Film Stills

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New Zealand

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