

the **Rip**

APRIL 1999

NO 1
FIRST
ARTICLE
By BILL & BRUCE

RentWorks Business House Yacht Race

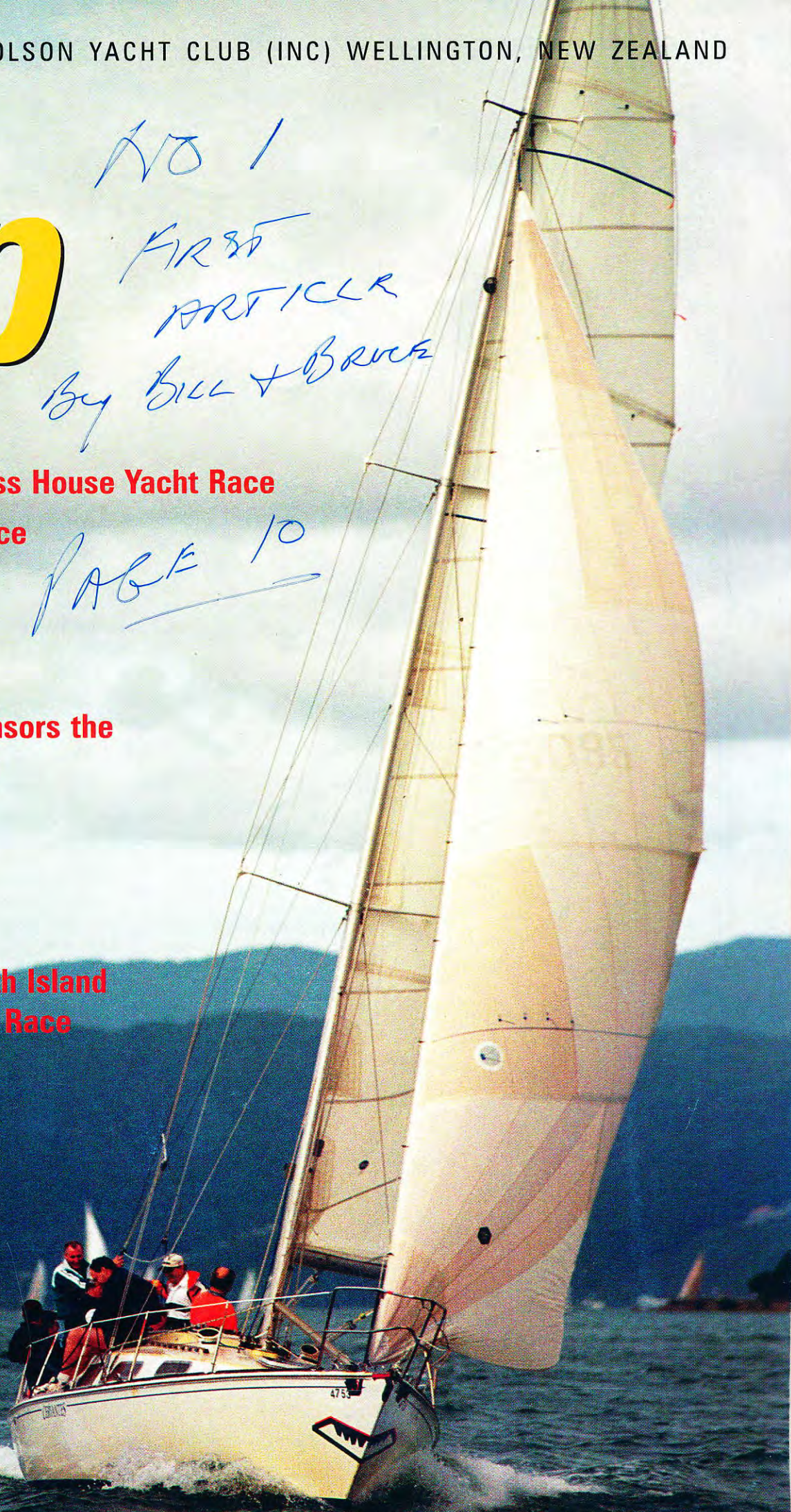
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the Rip

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APRIL 1999



COVER PHOTO:

"Cervantes" finishing with the honours in 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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The opinions expressed in this Journal are those of the individual author and not necessarily those of the RPNYC.

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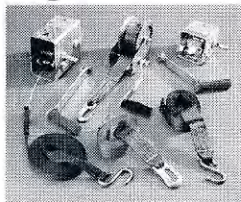
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Cookes
Rope



What a great year to be Commodore! This is probably the best season I can remember, sailing every harbour race in shorts and yes, it is Wellington!

What a great year to be Commodore! This is probably the best season I can remember, sailing every harbour race in shorts and yes, it is Wellington!

This great weather plus a great big push from your Executive and Staff has seen our major objective, 'FUN & PARTICIPATION', achieved.

Sailing has continued to see numbers rising, particularly in the cruising fleets with a lot of people just enjoying being out on the water.

The annual Wellington to Nelson yacht race was marred by the death of Alan Shapleski, our friend and crew member on our yacht *Ask For Me*. We had had the most fantastic ride down through the Strait, aided by some Pink Floyd on the stereo, and, at Stephens Island, were very happy to be up with *Chain Reaction* and ahead of *Not Guilty* and the Young 11's when the spinnaker pole end let go. It was during the retrieval of the gennaker that Al suffered what turned out to be an 'acute coronary'.

That down wind ride was probably the best we ever had with the Mumm 30 peaking at 26.6 knots on the GPS. Al, being a down hill junky, died doing what he loved most - just far too young.

My heartfelt thanks to our crew, Graeme Carter, Simon Wickham and Helen Walters, who were amazing. Al would be proud. Also a very special thank you to the incredibly skillful Westpac Life Flight Trust Crew. A

more professional team it would be hard to find. And thank you to Pete McKenzie and the crew of 42nd Street who pulled out of their race to stand by in most uncomfortable conditions until we got underway some three hours later and sailed with us all the way to Nelson.

Our condolences go to Jenny, Oliver, Gemma and Luke. We look forward to seeing you sailing again soon.

We have had so much more activity with new events. Thanks to the initiation of Steve Hogg the RPNYC hosted the first centreboard regatta for over 25 years. The 'R' Class Leander Trophy was a great spectacle and made successful by the skillful management of Paul Cudby, Gavin Goddard and Race Officer Ken Burt.

That same weekend, (Club Weekend), saw the 'Two Handed Around the North Island' fleet coming into Wellington for the first time. What a fantastic spectacle the departure was. Two handed spinnaker antic's! It was tiring just watching! Being passed by *Bartercard/Hydroflow* when we were in the launch doing eighteen knots was something to see.

The Mount Gay Rum Races on Fridays have been so successful they have started to interfere with the performance on Saturdays - thanks to Bill Walsh, Peter Hibbard and the Glengarry Crew.

The RentWorks Business House Race was once again a fantastic day. 27 boats, 250 people, 300 dolphins and 150 dozen Heineken... ..now that's a formula for success.

The RPNYC had another first by hosting the Wellington Power Boat Regatta prize giving. It is good to be forging closer relationships with the other codes with whom we share the



The Commodore onboard super-yacht "Seljm" - who says being Commodore is all hard work?

Harbour. (The Wardroom Crew reckon that the only difference is that the Yachties drink rum and the Petrol Heads drink bourbon).

Now that the Academy relocation is almost complete and Penny has had a holiday, attentions are turned to the upgrading of the foyer and the Noel Manthel Boardroom. Members will notice improvements very shortly.

Next is the upgrading of the Wardroom, which is already trading about 20% above the same period last year. Regulars will have met our new Bar Manager, Peter James. Already he has started to make his influence felt with very positive comments from Members. But wait, he has only just begun!!!



murray bridge

Many of you will already know Pete. He has sailed on many yachts over the years, *Kidnapper*, *Instinct*, *Red Herring*, *Putting It Right* and *Ask For Me* are some that come to mind. He is a professional manager in the hospitality industry and we are fortunate to have his skills at the Club.

At the recent Special General Meeting, a number of issues that were raised at the last AGM were resolved. The recognition of the Corporate Members by giving four Senior Members the ability to vote and hold office is, I believe, a major step forward. It also means that people such as the two preceding Commodores and myself are not having to pay twice so we can hold Office and vote. Other changes have been explained in your recent subscription notice.

The planning is underway for many events next season, particularly the 'RPNYC MILLENIUM CELEBRATION'. This is envisaged to be a 'black tie' function that will run all night, with the fireworks display being the largest ever seen in Wellington. The difficulties of staffing on this night will mean that expenses will be high, but we will only hold this party every 1000 years.

The Club is in good heart financially too. All the development at the Academy, the proposed work in the foyer and the boardroom will

have all been achieved without having to draw-down on the bank loan. This is mainly due to the fundraising abilities and good management from the Club, CEO Mike Piper, and the project management skills of Penny Kerr. Thank you both for your continued efforts.

With the summer season coming to a close I will be heading off to participate in the Asia Pacific Championships for Magic 25's again before doing those chores around home before the Mount Gay Winter series gets underway. I hope everyone else is noticing how quickly time passes as one gets older!

I look forward to seeing you all at the AGM.



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"Just Another" Summer Season Nearly Over.

As the summer season draws to a close, the words "just another" simply do not apply. "Busy, busy, busy" is a far more accurate description. Personally, it has been very satisfying to continue assisting to steer RPNYC toward a more Cosmopolitan role in the Yachting sense.

In the process of building on the positive achievements of recent months, it is timely to mention that, from time to time, criticism is levelled at both myself and the Sailing Committee, much of it after a few drinks in the Wardroom. My message is clear (and the same as I wrote in this column in the early 90's), grunt up and get involved, or let me and the Sailing Committee get on with the business of running your races.

Back to the positive, the mix of recent and upcoming events has been as varied as it has been exciting, ranging from club events, to the Leander Trophy, Round the North Island Two Handed and the proposed May/June Sport Boat Regatta. There is no doubt that the Club is not only "geared up for" but is

benefiting from its involvement in such a broad range of events.

As we continue to target the alternative events, I am keen to keep streamlining a number of processes which have previously attracted far too much energy and time. With new volunteers on the Race Management Teams and greater reliance upon objective, performance based computer handicapping, hours of volunteer time will be freed up to assist with such events.

As I see it, our limitation will always be in this vital area of committed volunteers, so once again the call goes up – if you want to have a positive input and see your club advance, put your hand up! We may be OK now, but there are plenty of projects coming up.

By now you may be wondering, "what is in it for me"? Good question, and the correct answers are:

- If you want to have the opportunity to compete in exciting boats, different to those you normally sail, then plenty!
- If you want to see on-the-water activity of



paul cudby




any and all types, then plenty!

- If you want to have your usual championship racing, then no less than before!

If it sounds too good to be true, I can assure you that all it takes is energy and planning. That energy and planning is being applied to ensure a broader range of activity around the club. I am pleased by the responsible approach being taken by the Cruising Division in developing their section of the programme for next season and look forward to positive input from those prepared to take the time to write.

It has been a hectic few months, but well worth the effort. Thank you to the staff, members and volunteers who have been involved in making this season happen. Thank you for the offers of assistance for coming events. Thank you to the boats and crews who have so well enthusiastically supported our busy programme.

Happy Mount Gay Rum Winter Series. 

The Weather . . . just the best

What can I say, we all have been saying the same thing! The weather, the sailing the Christmas and Easter cruising in the Sounds, the fishing and the Cruising Division Autumn racing have all been just the best we could ask for.

The Cruising Division fleet is getting bigger each race with yachts moving up from 1st and 2nd Divisions to have a good time in the Cruising Division. It's good to see the move, also the good old timers out there showing the rest of us a thing or two or just their stern. Keep it up Pat and Phil.

I was talking to another older campaigner who sailed on a yacht in Race 6 and he enjoyed it so much he said he should buy a cruising yacht and join in the fun.

One of the highlights for me in 1999 would have to be the Club picnic on Somes Island, which we called "Jazz on Somes". With the help of our Rear Commodore Chris Pettit and the House Committee (who arranged a very good jazz trio that played it just right), our host Richard Anderson, the manager of Somes Island Matiu made us all very welcome and gave the RPNYC team a large private lawn and the use of two houses, tables, chairs and a big kitchen full of pots,

pans, cutlery and crockery.

Richard gave a very interesting talk about the history of the island from Maori occupants over 500 years ago, through to a later period when a ship arrived from England in 1872 with immigrants and flying the dreaded yellow flag. They had smallpox onboard and they were off-loaded on to Somes Island, making it a quarantine island. During the first and second world wars prisoners of war were interned there. Richard also talked about the bird and sea life around the island and told us of the tuatara that have been put back on Somes last year. We were lucky to see one of them.

It was explained to us what the Department of Conservation is doing to maintain the island with little funding. One of their concerns is the north wharf. This requires some repairs and maintenance and there is no money to carry this work out. It has been suggested that it would be cheaper to demolish the wharf. This would be very disappointing, after all the years we have not had access to the island and when it is opened up to the public it is going to be hard to land people from launches and yachts onto the island without a wharf. The south wharf is

cruising captain's report



peter edwards




the commercial wharf used by commercial boats and the East by West ferry who are getting a larger and faster ferry. We all must get behind Richard and DOC and save the north wharf for the long term future and pleasure boating and visiting the island.

We were given a guided tour of the main quarantine building and other interesting areas. The band was picked up from the wharf on the tractor and delivered back after.

The Department of Conservation has laid two good moorings for public use, just to the north of the northern wharf and have a large red and small yellow buoy on each of them. The RPNYC/LBYC mooring has a small orange buoy and is located off the end of the wharf.

I take this opportunity to thank Hayden Boulton on behalf of all who attended Jazz on Somes. You did a good job with Te Aro ferrying us all to and from the launches and yachts. It all added to making it a superb day.

I would suggest we arrange to hold the picnic on Somes again. 

...The Wardroom Has Been Buzzing...



chris pettit

Well, what a great season for sailing! Paul Cudby could not have asked for a kinder La Nina to be bestowed on a very full club-racing calendar. As a result of this the Wardroom has been buzzing and the last Friday in the month has become very popular for skippers looking for crew, and crew looking for boats.

Since the last RIP was published, we have had a number of annual and new functions down in the Club. "The Nighty before Christmas Party" was very much a success with Marty Harris as Father Christmas and Mel Hargreaves as his trusty Christmas Fairy *see Christmas*

montage. The Children's Christmas Party with Peter Edwards was likened to a hurricane moving through the Club at full speed. It disappeared as suddenly with parents running around after sugar filled children chasing balloons heading for Sydney.

In February Peter James took over managing the Bar and he came on-board with flying colours on one of our busiest weekends. Peter has definitely taken the bull by the horns and, once again, I feel the Wardroom is rekindling the old club spirit we have been seeking.

Club Weekend at the end of February

was a major event for the Club as we hosted the R Class Nationals, Leander Trophy and the SSANZ Round the North Island Two-Handed Yacht Race. The Race Committee and the Wardroom burned the candles at both ends over this period ensuring successful events. It was just a shame that the weekend blew out some of the Club races, but everyone enjoyed meeting and socialising with the visitors.

The Somes Island Picnic has been resurrected from the archives by Peter

Continued on page 8

Well here we are almost at the end of another season which has been highlighted by superb weather and excellent sailing.

Wardroom

As many of you will know, our Bar Manager Lyn Rogers has left the Club after many years and our new Bar Manager is Peter James who, until his appointment, was a regular crew member on *Ask for Me*.

Peter has had extensive experience owning and managing a wide range of hotels and bars and his knowledge and experience will be invaluable in promotion and developing the range of services available in the Wardroom.



Peter James.

Peter is looking forward to meeting all our members, so make yourself known to him on your next visit.

The Club is planning to refurbish the Wardroom this year and I will let you know the plan for this important facility as it firms up.

Slipway

Although the slipway is still available for use, full use of this facility is restricted by the Wellington Regional Council and has been limited to cleaning and painting, as long as no antifoul or paint is released into the harbour. We are working on a solution to this problem, but in the meantime extra care must be taken to ensure no pollution is caused by work on yachts while slipped.

End of Financial Year

What looks to be a good year financially has just finished and subscription notices have been sent out to all members. Please keep your invoice on top of your "to pay" file so we can avoid the time and expense of sending statements, etc. There will be lots happening at the Club this year, with events built around the America's Cup and the start of the millennium year.

club manager's report



mike piper

Year 2000

What are you doing on the 31st December 1999? There are some plans to have a big party at the Club to celebrate the New Year and tickets will be limited to 200. Everything will be expensive to organise e.g. bands, caterers, etc. so although the evening won't be cheap, it will be a night and dawn to remember. If you are going to be in Wellington and would like to drink champagne and enjoy great entertainment, fireworks and good food with terrific people, then please send in the Indication of Interest form as soon as possible.

Sponsors & Corporate Members

My thanks to our sponsors this season and welcome to our new corporate member, Fuji Xerox.

Fuji Xerox has provided the Club with new photocopying equipment and the Academy with a new photocopier/fax. This is greatly appreciated and will help improve our printing capabilities.



The suggestion is, 'to become a better specialist, diversify your skills by sailing in other positions'.



mike boswell, coach



Record months at the Academy

Thanks no doubt to the great summer weather and our new location we have just finished our best months ever. Courses have been running every night of the week and all day over Saturday and Sunday. Additionally we have had a growing number of companies using the boats for team building, and at times the lecture rooms during the day. Congratulations to Sybase who took the *Sybase* yacht out every Friday for the Mount Gay Rum races except one when the Academy had to use the boat for a course.

A HUGE thanks to our small team of Instructors who have been stretched to make this all possible.

New Instructor

We are pleased to now have the services of Gordon McDougall as an instructor. Gordie is an extremely experienced sailor who is well known to many members and it is great to have him as part of the instructing team. He will complete the final stages in the qualification and training process over the winter months although he is already doing well in this new role.

Sail Faster Seminar Series

At this stage there will be two sessions that will look at the set up and trimming of both the Mainsail and Headsail. Richard Bouzaid, in association with Linton Sails, will look at Mainsails on the 23 June and Port Nich Sails will address Headsails on 7 July, both in the Wardroom starting at 7.00pm.

Coastguard Courses

The Academy is now offering a number of Coastguard courses over the winter months.

The best known of these is probably the Boatmaster and the next course is scheduled for 12 July. Also on offer is the new Marine VHF Operator

Qualification, which is the minimum standard now for anyone to legally operate a fixed or hand-held VHF radio. This course is scheduled for 29 August.

Coach's Comment – Skill Diversity

In keelboat sailing you tend to become a specialist in certain jobs which can often result in people spending literally years only sailing in one or two positions. This has some down sides that stem from a decrease in understanding of the "big picture" and how their role fits into it. More specifically, an understanding of how an individual's role can assist others on the crew complete their own tasks is often lacking. We all know sailing is a team sport and that there are a number of positions that interact very closely together such as helm and main or keyboards and bow. How often though, do we swap roles for a day?

One of the key reasons the majority of Academy courses are non-position specific is so individuals gain an understanding of ALL roles on the boat and how they interact. This is not only important at an introductory level. A keyboard person who has spent time on the bow fighting a halyard that has not been completely let off back at keyboards tends to be more able to anticipate what a bow person will

require. The mainsheet hand who has spent time on the helm will be better able to have a feel for what is required on main trim, rather than needing to be told. Even where the roles do not interact so closely, swapping positions will assist in understanding the challenges that other members of your team face. A bow person will realise why the person helming gets a little stressed trying to steer when a large amount of time is taken up on the bow to drop a kite. Conversely the helmsperson will understand that at times it is not easy up on the sharp end. I wonder how many skippers have tried to do bow for a race in the last few years?

The suggestion is, 'to become a better specialist, diversify your skills by sailing in other positions'.

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Port Nick Sailors at Kawau Island

by James Tucker

This year's RPNYC team for the Royal New Zealand Yacht Squadron Youth Week was Tina Coleman (bow), Damon Jolliffe (main) and James Tucker (helm). The Youth Week is held on Kawau Island, an hour north of Auckland, and is sailed in 10 identical Elliot 5.9 metre yachts.

Each boat is represented by a yacht club from around the country.

The emphasis is on race training, with three days of training followed by 6 windward/leeward races on the fourth day, and a round-Kawau race on the fifth.

Unfortunately, the Wellington wind followed us to Auckland and only 3 of the 5 days were deemed (by an Auckland!) sailable due to 25+ knots.

The first two days were spent tuning the boats and numerous kite drills, and the last day was spent racing in 15-25 knots. Unfortunately the kites were only allowed to be used in one race due to the strong breeze, which was to Wellington's disadvantage as our crew work had become top notch. For the six races, our results were 2, 2, 1, 5, 4, 4. The last race for the series, between Wellington and

an Auckland boat, was lost by around 1 metre. Several of the other teams had a big advantage over us by having sailed together before in racing teams. The Keri Keri team which finished third are the Australasian teams racing champs so we felt we did well.

The week is very good value and anyone given the opportunity to attend should jump.

We would like to thank Port Nick for generously paying our entry fee for the week and we flew the flag high for the Club.



Cont. from Rear Commodore's Report - P6

Edwards and instantly became a success story when the Jazz band struck up their first notes. This social event is a must on next year's calendar. A special thanks to all the boat owners who volunteered to ferry people to and from Somes.

Plans for a Wellington Boating Club

Winter Ball are under way with a great response from several clubs wanting to take part in putting this event together. So keep an eye out for the fliers, for this, and many more social events to come.

I'd like to thank everyone on the House Committee for his or her fine

efforts and continued support. We still have opportunities for more people with drive and commitment who are looking to give something back to the Club. So please call me or talk to anyone in the House Committee. I look forward to seeing you in the Wardroom.



To the Editor,

Dear Editor,

The information booklet published by Broadcast Communications Limited contains errors. The latitude and

longitude of Durville and Farewell Maritime Radio are reversed. The position given for Wellington places the Mt. Kau Kau tower approximately 30 nautical miles off the Wairarapa Coast. It is unlikely that these errors constitute

a navigation hazard as few would use VHF frequencies for Radio Direction Finding, but it is useful to know where the service is located to assess the likely coverage area.

Yours sincerely, Ray Smith



"1999 Sailing Faster Seminar Series"

What:

"Mainsail",

An in depth look at the "Mainsail", both set-up and trim.

Who:

By Richard Bouzaid

Where:

Wardroom

When:

23 June, 7.00pm to 8.30pm

In association with Doyle Bouzaid and Linton Sails.

What:

"Headsail",

The "Headsail", both set-up and trim.

Who:

By Port Nicholson Sails

Where:

Wardroom

When:

7 July, 7.00pm to 8.30pm



What can it be? (Jim Cottle's granddaughter)

On Sunday 20 December, 51 children converged in the Wardroom to celebrate Christmas. While they were waiting for the

Club Christmas Parties

by Carmel Sheehan


entertainment to arrive, "The Wiggles" video entertained some and others appeared to be more entertained by chasing balloons around the Wardroom.

"Nigel The Magician" entertained the children with many tricks and made various objects disappear then reappear with a flick of a wand. The big guy arrived in true style. Father Christmas



Happy, happy, happy!

(Peter Edwards) and his assistant (Colette) were escorted on Te Aro by Ross Telford. Father Christmas gave out the presents, there were some anxious faces near the end when the sack was nearly empty and their name hadn't been called out... no! Father Christmas hadn't forgotten anyone.

A feast followed with the children eating all their favourite foods. After five minutes there wasn't much left - these children have very healthy appetites - strong yachties for the future!! By mid afternoon, the children were content to go home with a present, loot bag full of goodies and a balloon in hand. 



Below: Older kids having fun.





60 Years of Marriage – No Joke

Courtesy of Wellington Cook Strait News

dance and hit it off straight away.

Eileen was just 20 when they married and Frank 24.

Not long after their marriage, Frank was called up to the army to work as an electrician for the airforce.

Eileen was "manpowered" into the war effort along with hundreds of other New Zealand women and girls to keep the nation running without menfolk.

She engineered it so that she got appointments near her husband and followed him all over the country before he was posted overseas.

Frank returned safe and sound and the couple had two boys and a girl.

Although Eileen was orphaned quite young (her mother died when she was four and her father when she was 13), Frank's mother helped her with the children.

She says yachting has made them a close family. "I was warned never to marry a yachtie..."

"Cos they're always broke!" interjects Frank.

"But it's worked out," she finishes.

"I think yachting kept us all together – now the grandchildren are into it."

They have regular family get-togethers at the Royal Port Nicholson Yacht Club where Frank has been a member for 61 years and Eileen a member for 41 years.

But marriage isn't all plain-sailing, they say.

"It takes tolerance and a bit of give and take," says Eileen.



Eileen and Frank Ballinger celebrated their diamond wedding anniversary on April 1.

Within 12 hours of moving into the house Eileen Ballinger built with her husband, Frank, she moved out again.

That was 52 years ago and the Ballingers still live in the same house, at the bottom of hundreds of steps carved into a cliff overlooking Evans Bay.

Eileen came back after giving birth to their first child, and the Ballingers celebrated their 60th wedding anniversary on April 1.

"Yes, they said we were April Fools, but we proved them wrong," says Frank, smiling fondly at his bride.

The couple met at a Saturday night

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Club Memories

by Bill Brambleby
& Bruce Askew



'Xarifa' and 'Thetis' - 1882.

At various times over the past 10 years the subject of "Looking Through the Club's Artifacts" was discussed and raised by some Club Officers and members. Eventually Mike Piper made the suggestion of officially doing so, and passed us the key to history.

The door to one of the Coene Shed cubicles was duly opened and there it all lay before us. It was during the early stages of rummaging through dozens of boxes containing committee reports, letters and photos that we realised the immensity of the task before us.

We have, to date, conducted a cursory inspection of the records and other material that is in storage on the Club premises. This consists of correspondence, account books, receipts, registers, order book copies, photographs (black & white and colour), framed pictures, scrap books, publications, cartoons, banners, etc.

It appears that the more recent, that is post 1950 years, is fairly complete and in reasonable chronological order. As this covers events within memory of a large portion of the membership, it seems more appropriate that our attention should be applied to the early material.

Our first efforts have been to sift through black & white photographs of the earlier yachts, events, group photos, personalities, etc. - the object being to identify and put appropriate dates to these photographs and then choose the best representatives. Some will need a degree of restoration. This material will

eventually be permanently available in some form, probably in catalogued scrap books.

To add interest to these mountings/displays, it has been suggested that each photo be accompanied with a general appropriate comment; e.g. a yacht could have its dimensions, builder, construction technique, sail maker, various owners etc. Much of this is recorded in early registers, and there may be worthwhile anecdotes to mention. An early ex-Commodore remarked in print "What! Cross the Straits on the Rona? I would rather sail on an axe!" (For those who do not know the Rona, he was referring to the lack of beam). There must be many other such comments among the piles of papers that await inspection.

Since commencing this exercise other useful information and articles have been made known to us by members, past and present. This suggests that there could be a wealth of material out there that would be of interest to the Club and future members. It would all be welcome, even as a short term loan for duplication.

No material will be discarded. That which is not used in the generally-available form will be returned to a store after proper recording. Some of the apparently more valuable items will be

copied for general display, with the originals available on request. Some material may be more appropriate in the new *Museum of Wellington, City and Sea*, from which we have received an expression interest in any items we do not require to keep. Even so, copies can be made and passed on.

The proper recording and preparing of materials available for display appears to be a dimensionless task; the degree of effectiveness and thoroughness seem to be directly in proportion to the effort and skills available and applied. At present we have only perused the material and begun on a very elementary aspect, that is sorting out some photographs. The project can be divided into many units with sub-sections e.g. The Academy; The 1950 Lyttleton Race; The Harbour Patrol (during the last war); The Sanders Cup Years; The Early Motor Launch Races; Commodores; The Boat Harbour; The Clubhouse; as well as the more recent happenings. There is about 40kg of coloured photographs to sort through! We have, to date, passed all the Sanders Cup material to Hugh Poole and the list of our historical collection of trophies to Alistair Macalister for their editing or comment as appropriate.

A side issue. It appears that Ross Telford is the most frequently photographed Club member, followed by John Moody and Brian Cardiff. Perhaps this is in proportion to the amount of work that they have done, and continue to do for the Club. If you are knowledgeable about the past history of the Club and interested in helping with this project, please contact either Bruce Askew on 388-7615 or Bill Brambleby on 388-9740.



'Atlanta' with her old gaff rig.

Lindauer Sail Wellington Regatta

by Leslie Hamilton

It was an early start for the RPNYC yachts participating in the prestigious Lindauer Sail Wellington Regatta - an event that has many core Club regulars, committed to be there for the racing, of course, not the established reputation! A gusty breeze welcomed the fleet with the first race getting away on time. Drizzle hung around for most of the day with sudden gusts resulting in some interesting spinnaker work (need we say more as I know we were accountable at one stage). The Magic 25 revelling in the winds saw their spinnaker dissolve, however they were back amongst it next day. *Driving Force* gave a wake up call to the committee boat when they managed to squeeze in front of the anchor chain with only centimetres to spare!

The tally at the end of the first day was level pegging with both *Driving Force* and *Nedax Backchat* logging a first and second on handicap.

Sunday was overcast and grey with little or no wind to speak of, causing a half-hour delay to the start. *Driving Force* managed to entertain in usual style with the odd rendition of a ditty or two lead by the inimitable 'Shakes'. The wind arriving brought with it an exciting first start. *Max Headroom* and *Nedax Backchat* had a close encounter with each other and the committee boat, with *Max Headroom* attempting to dislodge the buoy. A couple



Winners - "Driving Force", Brett Bennett.



Line Honours and 2nd Overall, "Nedax Backchat" skipper Tony Phillips.

of other boats managed to have their own wee chat and *Red Rum* and *Shibbeen* discussed the issue later on as well. Most races saw the RPNYC boats of *Arbitrage*, *Nedax Backchat*, *Magic 25* and *Ask for Me* battling at the front of the fleet, with *Max Headroom* and *Driving Force* vying with each other in the middle of the fleet and the 88's *Red Rum* and *Shibbeen* following closely. The final results:

Keelers Lindauer Sail Wellington Regatta-Handicap

- | | |
|-------------------|---------------|
| 1. Driving Force | Brett Bennett |
| 2. Nedax Backchat | Tony Phillips |
| 3. Ask for Me | Gavin Goddard |

Keelers Lindauer Sail Wellington Regatta-Line

- | | |
|-------------------|----------------|
| 1. Nedax Backchat | Tony Phillips |
| 2. Arbitrage | Con Anastasiou |
| 3. Ask for Me | Gavin Goddard |

Keelers Rum Regatta-Handicap

- | | |
|------------------|---------------|
| 1. Allante | Alan Scott |
| 2. Windscreamer | Rick Reves |
| 3. Driving Force | Brett Bennett |



Great Style!



Bugger!

Keelers Rum Regatta-Line

- | | |
|-------------------|----------------|
| 1. Nedax Backchat | Tony Phillips |
| 2. Arbitrage | Con Anastasiou |
| 3. Ask for Me | Gavin Goddard |

Our thanks go to Lowry Bay for hosting another successful event. It is unfortunate that *Driving Force* won't be able to defend the title for a third year but the team will!



Third "Ask for Me", Gavin Goddard skipper.



The Musical Classic

by Terry Christie

Perhaps someone might be able to explain to me how come boats that share the name of a music group seem to dominate the annual Cook Strait Classic. Maybe our handicappers have been music fans. Last year, of course, it was *Nirvana* and this year it was *Enya*. Perhaps we'll change the name of *Charisma II* to something more melodic like *Rolling Stone* or *Deep Forest*.

It was great to see another big fleet turn up, especially the boats from Picton. Good also to see a 1020 from Picton enabling us to repeat last year's rum bet.

The weather too was pretty kind, a good robust northerly to begin with for a nice kite run out of the harbour and a fast reach across. At this stage of the season we had Gisborne very much in our minds and we saw this event as a chance to get the crew used to a long period of rail sitting. Craig, the youngest crew member introduced a sponge rubber innovation on the toe rail which proved highly popular.

It's fair to say we didn't have high hopes when the race started. With our handicap and a relatively stiff breeze, plus

very little on the wind work, we just couldn't see ourselves holding on to the big boats. And so it proved. Apart from *Enya* and *Max Headroom* it was a big boat event. *Andiamo*, *Reckless*, *Flying Boat* all relished the conditions with *Cervantes*, too, showing that water line length is hard overcome in conditions like that. Mind you I did note that *Cervantes*, this year, stayed well left through the Tory Channel entrance after last year's trauma!

There's really not much you can say about the race although it did get a bit interesting inside Tory. The wind, course, started to die as the afternoon progressed and by the time we arrived a lottery was developing. The placement of the finish line did add a little more than usual interest with a few boats slipping past on the outside of the finish boat to record DNF's. A few more, including *Max Headroom*, were noticed doing a quick change of direction to make the line. Our slowness through the entrance cost us plenty although we did manage to be the first 1020 home. Unfortunately commitments called us straight home so we missed the after match function. By all accounts the

traditional Picton hospitality was great as it usually is.

The Cook Strait Classic is a great event mostly because big numbers of boats (48 this year) take the opportunity to participate. To see the fleet, with kites up, heading out toward the harbour entrance really is worth looking at. We also have the opportunity to have races within the race and I'd like to know just how many bottles of rum change hands at the conclusion. And while we might have a grumble at times about how some boats seem to get favourable treatment in the end it doesn't seem to dampen the enjoyment. Personally I think it's great that boats like *Enya* get to take out a major trophy because more participation and more enjoyment in our racing is what we would all like to see happen.

Results

- 1st Enya
- 2nd Andiamo
- 3rd Max Headroom
- 4th Reckless
- 5th Rhumbline
- 6th Flying Boat
- 7th Seeker I
- 8th Gale Force
- 9th Cervantes
- 10th Young Nicholson





Mt Gay Friday Night Rum Series

by Mike Piper

What a summer! Last year the Mt Gay Friday Night Rum Series was run on just 6 races with an average fleet of 4 yachts. This year, not one race was missed out of a total of 16 races, and we had an average fleet of 15 yachts, with 21 entering on the last race of the season!!

The series is a great way for skippers to take a few friends sailing and then enjoy a meal and a few drinks in the Wardroom.

Regular entrants included *Breakfast*, *Ask for Me*, *Distraction*, *Chain Reaction*, *Young Nicholson* and *Sybase*.

All in all a series eagerly looked forward to, and a great success. Many thanks to Mt Gay Rum for their fine product, and to all the skippers for making the effort to get out there in time.



The Noel Manthel Room

by Mike Piper

The Club enjoyed a visit recently from our oldest member, and life member, Noel Manthel OBE, who has made a very generous donation to the Club celebrating his involvement with the Club since 1936.

This donation will be used to renovate the Boardroom, which will be known in the future as the "Noel Manthel Room".

The Noel Manthel Room is an important part of the Club, being regularly used by our Corporate Members and other members who enjoy the fine ambiance, excellent equipment and good catering from Keelers Restaurant. Any enquiries concerning use of the Noel Manthel Room should be directed to the office.

Many thanks go to Noel and Roger Manthel for their generosity and support.



Roger Manthel, Noel Manthel, Mike Piper & Murray Bridge outside the "Noel Manthel Boardroom".

1999 SSANZ Round The North Island Two-Handed Yacht Race

by Sarah Ell



... and they're off

The seventh SSANZ Round the North Island two-handed yacht race has been universally acclaimed as a success by organisers and competitors alike. A strong total of 23 official entries were received, although only 20 boats started the first leg from Auckland to Mangonui, due to the late withdrawals of *Atom Ant*, *Protocol* and *Revs*.

The glamour boat of the event was expected to be *Hydroflow/Bartercard*, sailed by her owner Ron Brittain and crew Wayne Mills. This 16m Greg Elliott design followed another Elliott design around the track in 1996 – the sloop *Primo* – but for the 1999 event, her closest competitors for line honours were the three 12 Murray Ross designs entered (four, before the withdrawal of *Revs*), and the Brett Bakewell-White designed IMS40 *Time to Burn* (Rob Bassett and Richard Bouzaid). Bouzaid's former Whitbread skipper, Ross Field of Yamaha, had entered the Ross 40 *Pretty Boy Floyd* under the sponsorship of Line 7 and *ABN Amro*.

Perhaps the bravest entrant in the race was Chris Sayer, who once again entered his 6.5m Mini Transat yacht *Navman* (formerly *Essentially*). Sayer sailed the

Round the North Island race with Rob Neely, but this September plans to attempt the Mini Trans-Atlantic race in the yacht, alone. He described the SSANZ event as an essential part of his build-up to the Atlantic crossing.

Although *Protocol*, a Farr 11.6, was to travel from Napier to compete in the race, her withdrawal meant that the only non-Auckland entry was *42nd Street*, sailed by Wellington businessman Peter McKenzie and sailmaker Neale Dickson.

For the first time since its inauguration in 1977, the Round the North Island race would truly live up to its name. Instead of calling in at Queen Charlotte Sound in the South Island, this year the second leg would run instead from Mangonui in Northland to Wellington, then from Wellington to Napier, and on to Auckland. While this change barely altered the length of the course, race organisers felt the race would be more visible if it called at the capital city – not to mention wanting to make the most of the hospitality offered by the Royal Port Nicholson Yacht Club.

The race got off to a slow start off Devonport Wharf, at 2.00pm on Sunday,

February 21. A promising westerly wind had evaporated in the heat of the day, replaced by a light headwind by the time of the start.

Most of the fleet got away, if slowly – except Line 7 *ABN Amro*, which fouled the start mark. Field and his crew Rodney Keenan first had to disentangle the mark's warp from around the yacht's rudder, then do several penalty turns to exonerate themselves, before carrying on for Mangonui.

The fleet were aiming to beat *Primo's* 1996 record of 13 hours, 9 minutes, 6 seconds for the leg – and pick up a \$20,000 prize put up by CRC for the first yacht to better it. Unfortunately, light winds all the way up the Northland coast meant that *Hydroflow/Batercard* didn't cross the finish line until 9.04am the next day, in a time of just over 19 hours.

However, their winning margin on the water of 1 hour, 46 minutes over *Time to Burn* meant Brittain and Mills took out general handicap honours on the leg. Field and Keenan's fortunes improved slightly after their disastrous start, with Line 7 *ABM Amro* beating fellow Ross 40 *Burnard* (Hamish and Angus Small) across the finish line by just 39 seconds,

after 21 hours at sea. However, it was *Burnard*, formerly known as *Jesse James*, which came second on general handicap.

Winning the leg on PHRF was the newest boat in the fleet, the 10.6m Ian Vickers design *Valium* (Colin Clark and Craig Smith). *Valium* also picked up third overall on general handicap, and first in division three. The general handicap winner of division two was *Love A Luck IV* (Peter Lory and Bob Graham), another Greg Elliott design.

All 20 boats made it to Mangonui by around 5.00pm on the Monday, so a restart was called for 4.00pm on Tuesday, February 23. This time the start was clean, with a short period on the wind in a light northeasterly before sheets were eased for a reach up to North Cape and across to Cape Reinga.

Once around the top of New Zealand, the yachts were on an all-out wild ride to Wellington. Boosted by a fresh east to northeasterly, the leaders of the fleet were south of the Raglan Harbour, but well out to sea, after just 26 hours at sea. While *Hydroflow/Batercard* had pulled out to a slight lead, she was being chased hard by the pack of Ross 40s and *Time to Burn*. *Berocca Satellite Spy* (Craig Torckler and Steve Ashley) had dropped back a little, but *Burnard*, *Time to Burn* and *Line 7 ABN Amro* were neck and neck.

However, after an extremely quick ride down the west coast, the fun all came to an end about 50 miles from Wellington.

The leading yachts came to a virtual halt in very light breezes off the Kapiti coast, and drifted into Wellington after dark on Thursday, February 25.

A combination of skill and luck saw *Hydroflow/Batercard* wriggle away from her pursuers, to cross the line at 8.31pm, with *Line 7 ABN Amro* a further 5 hours behind, with *Berocca Satellite Spy* another 2 hours back. This lead was enough to give *Hydroflow* the win on general handicap again, but this time the smaller boats, coming in on a bit more breeze, picked up the minor placings: Lambert 10.6 *Tenacite II* (Rupert King and Anthony Robinson) was second, and modified Ross 930 *Malpractice* (Tony Harold and Bill Kidman) third. *Malpractice* had had a scorcher on a run down the west coast, finishing seventh over the line, less than 4 minutes behind the 12m *Love A Luck*.

Wellington's weather turned on its worst for the inaugural stopover. Just as the last boats finished on the Friday



Overall winner "*Hydroflow/Batercard*".

afternoon, a northeasterly storm arrived, with winds at times exceeding 60 knots. With all the yachts safely in port, all the competitors could do was watch the horizontal rain and enjoy the hospitality of the Royal Port Nicholson Yacht Club. A brief respite on Saturday afternoon saw the R class, also visiting Wellington for the weekend, get in some racing, but when the weather still hadn't cleared by Sunday morning, race organisers decided to delay the proposed restart from Sunday afternoon to Monday morning.

The wind had swung around to the southeast and moderated for the restart at 10.00am Monday March 1, but conditions were still fresh, and spectators were treated to an exciting downwind start. Several boats broached while attempting to gybe, while others opted for the drop-it-and-tack gennaker gybing approach.

The leaders of the fleet had a quick ride up the Wairarapa coast, but no-one was expecting to be as quick as *Hydroflow/Batercard*. The big Elliott reported in just north of Castlepoint at the 6.00pm sched on Monday, then by 5.45am the next day she was in Napier, getting race officials out of bed much earlier than



they expected – and laughing all the way to another general handicap win. The breeze had died behind her, and once again her pursuers drifted across the line, well astern. *Line 7 ABN Amro* made it across at 10.15am, then *Time to Burn* at 10.33am. Behind them, *Berocca Satellite Spy* sat within metres of the finish line, watching as *Burnard* and *Love A Luck* crept up behind her in the fickle breeze. These three yachts eventually finished within 90 seconds of each other.

Malpractice was again the star of the leg, finishing just 10 minutes further back. This result gave her second on general handicap for the leg, and put her into second overall on corrected time.

Once the first boats were in, it was a long wait for the rest of the fleet. The

backmarker, the 10m *Nimble* sailed by her designer John Lidgard and Kent Forsyth, finally crossed the finish line just before 9.00pm after a frustrating day becalmed off Cape Kidnappers.

The fleet spent a very enjoyable day in Napier, with many of the crews enjoying a wine trail before restart was called for 10.00am on Thursday, March 4. While most of the yachts had not spent the standard 48 hours in port, race organisers were keen to get the fleet underway earlier, to avoid potentially unpleasant wind and tide conditions at East Cape, and the sailors were keen to get home for the weekend.

The fleet started under spinnaker in a very light breeze, and had sailed no more than a few hundred metres before they

were becalmed. When the breeze returned, it was on the nose, and it stayed that way, and strengthened, all the way to East Cape.

The fresh on-the-wind conditions, the first of the race, soon made their mark on the fleet. Waterline length quickly made the difference, with the larger yachts making a jump as they rounded the Cape and started the fast reach across the Bay of Plenty. By the 6.00pm sched on Friday March 5, *Hydroflow/Batercard* was beyond White Island, while a number of yachts were yet to reach East Cape, still struggling in a 20 knot northerly.

While the race had been free of major gear failure and injury so far, the rough conditions started to put a strain on boats and bodies. *Berocca Satellite Spy* started taking on water around a faulty rudder bearing, and Bob Graham on *Love A Luck* suffered bruising around the ribs after falling over down below. Neither incident was serious, however, and both

yachts continued to race.

Once again, *Hydroflow/Batercard* confounded race organisers by slipping into port earlier than expected. She crossed the finish line at 6.08am on Saturday March 6 – again just before the wind started to die out in the Hauraki Gulf. This time, *Time to Burn* was almost 8 hours behind her, ensuring yet another line and general handicap win.

The progressively lightening winds saw the rest of the fleet dribble in overnight on Saturday and on Sunday morning. The last yacht, Ross 930 *Pepe* (Paul Meyer and Ross Harold), hammered by the on-the-wind work to East Cape, didn't finish until 11.06am on Monday March 8.

The drawn-out finish of the last leg favoured the bigger boats on handicap. *Hydroflow/Batercard* and *Time to Burn* took out the top two spots, followed by Chico 40 *Raffles* (Rod Carr and Michael Richardson) and Farr 11.6 *Coppelia* (Robert Croft and Neil Hilder).

The big boats filled the top five spots on general handicap – *Hydroflow/Batercard*, *Time to Burn*, *Line 7 ABN Amro*, *Berocca Satellite Spy*, then *Burnard*. The first of the small boats was *Valium*, which finished sixth overall.

Unfortunately for *Malpractice*, her last leg finish position of fourteenth on corrected time dropped her out of the running for the general handicap prizes, but she still managed to finish third on PHRF. *Hydroflow/Batercard* and *Time to Burn* took the top places again, with *Raffles* and *Coppelia* filling up the top five.

In summary, organisers and competitors alike felt the race was one of the best. One of Ron Brittain's first comments after finishing the event was that he would be a definite starter for the next running of the race.

The close competition, challenging racing, and friendly atmosphere of the race has always attracted both serious sailors and those who mostly want to challenge themselves. The 1999 event was no exception.



BT Global Challenge Update

By Justine Maddock

Preparations are going well for three Royal Port Nicholson members who will be competing in the 2000/2001 BT Global Challenge round the world yacht race. It is interesting to note that all three Kiwi females competing in this race belong to the RPNYC. (Justine Maddock, Helen Couling and Sharon Dickie)

Both Justine and Helen have now completed three stages of their four-stage training and are feeling good about their progress so far. Sharon is very close to completing her assessment sail in the UK. The four levels of instruction spread over three years building up to the Race start are Induction, Continuation, Assessment and Placement Sails. Each course builds on the knowledge of the Crew Volunteer, introducing the yacht and safe sailing, revisiting lessons learnt and pushing on knowledge, skill and confidence. The training is aimed to ensure the Crew Volunteers sail safely and well, prior to individuals joining



Justine and Helen in Sydney after their training.

their Race Skipper in the year 2,000.

The continuation and assessment training for Justine and Helen was done in Sydney. What a great harbour to sail on! The assessment training is designed to simulate a real racing environment, so we were split into two watches. This was a reasonable passage of 7 days with the opportunity to helm under a big kite, experience 15 foot swells to windward and seasickness.

Sailing and RPNYC has become a large chunk of Helen's life as she focus's towards September 2000 and race start. She often thinks about this race and the opportunity it has given her to learn to sail and become

involved with people at the PRNYC. Helen values the friendships she has developed and considers it a privilege to sail on the various yachts. She would like to say 'thank you' to all of the skippers who have provided sailing opportunities for her. She considers these opportunities the best preparation and training for the race.

The next stage of training for us all is placement training, which is scheduled to happen between September and November this year. After this training the teams for the race are put together. Teams will be announced at the London Boat Show in January. I guess this is when the real work begins!

As always we are all trying very hard to raise the 24,850 pounds that is necessary to secure our berth. This money is payable three times a year so we are well past the half way mark. We are always looking at opportunities for sponsorship and ideas for fundraising. If anyone is interested in helping us with ideas then please contact us.

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Justine at the helm during continuation training with skipper Dave Tomkinson keeping a close eye on what is happening.



"Josephine" - built 1901 and still afloat! Skipped by Hon. Treasurer, Tony Chamberlain and crewed by Mike Piper.

Right from our first conversation Ken Papps from Synergy International said his team were not content to be just guests but wanted to sail the boat themselves and take full ownership of the day.

our favour then - the course, the head start and the last minute notice of "no spinnakers" - all we had to hope for was the wind staying above 12 knots. It was a pleasant change to have an uncontested timed run to start us off, the Hare before



Winners Synergy International on "Cervantes".

The Mark Foy start gave *Cervantes* a lead-in with only two boats to overtake, but also the knowledge that all the faster boats and the more experienced skippers were somewhere behind looking for that opportunity to overtake. All looked in

the Hounds, and the most eager hound was *Driving Force* slowly edging in her 3-minute lag. There we noted some boats looked like they were more interested in taking out their competitors physically rather than tactically.



A great party thanks to Heineken.

To confuse the fleet, the second mark was further north than expected (the normal Somes mark went AWOL), so the first boats out had to go hunting, which unfortunately for us meant a distance-losing tack. The next leg down to Barton's

was custom-ordered for *Cervantes*; the course was picked to curve around the island, the sails set and the *Sybase* team were picked as the boat to overtake.

The bulk of the fleet was jockeying for position behind us and also looked to be gaining. Another reaching leg to Falcon Shoal and one last boat to overtake, *Rapier* with Datamine Ltd,

The 1999 Business



though it wasn't until we were past Ward Island that we started making ground. We were spending too much time watching the antics of the largest school of dolphins we had ever seen in the harbour. *Rapier* and *Cervantes* then set up for the on-the-wind leg to clear Point Halswell. This was our most nerve-racking time as we were sailing very

slow, trying to hold the layline without throwing a tack.

Homeward bound saw *Cervantes* in front and no immediate challengers, but not in the bag. The wind was easing into the range that better suits the 88's and 1020's. Still we go there,



The "McLeod Family" wins the Best Dressed Crew.

RentWorks House Race

by Scott Atkinson



"Rapier" with "Datamine" aboard. Skipper is the Cruising Captain Peter Edwards.



"Andiamo" wins Fastest Time with new sponsor Fuji Xerox.

so out with the sponsors products and pose for Chris Coad, then do it again because he didn't like our enthusiasm.

The end result was one very happy group from Synergy with a better result than expected and more than enough

Left: "Cervantes" winning.

prizes to keep the evening rolling along.

Thanks should go to RentWorks and Heineken for their support of this superb event.



Bertie enjoying himself.



Scott Atkinson, Murray Bridge and Ken Papps.

Results over ...

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Synergy International

2nd Place
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Microsoft New Zealand Limited

3rd Place
CHARISMA II
Darroch Ltd

4th Place
RAPIER
Datamine Limited

Other placings were:

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6 NOT GUILTY	Krone Communications
7 MONTEGO BAY III	Charta Packaging Ltd
8 DRIVING FORCE	RentWorks Limited
9 YOUNG NICHOLSON	Price Waterhouse Coopers
10 CHAIN REACTION	Hillary Commission
11 NEDAX BACKCHAT	Renaissance Limited
12 ASK FOR ME	RentWorks Limited
13 CHAMELEON	Renaissance Limited
14 SYBASE	Sybase (NZ) Limited
15 GALE FORCE	EDS (New Zealand) Limited
16 ANDIAMO	Fuji Xerox NZ Limited
17 DISTRACTION	Microsoft New Zealand Limited
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The Virtual Marina

1999 R-Class Skiff

Leander Trophy

by Shaun Sheldrake

Wednesday February 24th was a really enjoyable day for both the Wellington R-Class Squadron and the Royal Port Nicholson Yacht Club. That evening, the out of town competitors arrived from Auckland and Christchurch to compete in the first National Championship event held at the club in 25 years. It was a chance to relax, knowing that the months of hard work in organising the event were about to pay off. Murray Bridge (commodore) was on hand to welcome each of the crews as they arrived. Thankfully an extension to the regular bar hours had been obtained for the duration of the contest.

This year's contest was shaping up to be a fabulous event for a number of reasons.

1. Great support from the sponsors, primarily The Virtual Marina.
2. 28 yachts entered, the largest fleet in recent history.
3. 6 new Woof hulls in the fleet, one to be launched at the contest.
4. The rigging area was right in front of Te Papa.



5. The host club has fabulous facilities.

As with all good contests (from the writer's point of view), nothing was scheduled too early in the morning. The briefing kicked off at 10.30am where we all had a chance to meet William Hamilton - the man behind The Virtual Marina. He gave what had to be the shortest speech from a sponsor I've ever heard, amounting to "Look up www.themarina.co.nz when you get a chance, now go and enjoy your racing." The rigging, tuning and launching complete, everybody lined up at 11.30am for the start of the invitation race. This race was to be a sign of things to come - *C-Tech* (Alex Vallings & Andrew Meikeljohn) 1st, *Design Source* (Paul McIntosh & Ken Fyfe) 2nd, *Chemical Weapon* (Sean Milner & Steve McIntosh) 3rd. Both *C-Tech* and *Chemical Weapon* are

yachts built by Alex off the new Woof mould. As the racing unfolded every race was to be won by one of the Woof design yachts.

The Point Jerningham start box, located at the mouth of Evans Bay, was chosen to start the racing for two reasons: It creates a challenging course area with shifting breezes and choppy water; and the location creates a great spectacle for the general public. The course area and the rigging area both did wonderful things for the profile of R-Class Skiff sailing in Wellington.

After lunch, the first two races of The Leander Trophy were held and both showed the strength of the Canterbury R-Class Squadron. The results of Race 1 saw Cantabrians (or expat Cantabrians) sailing on all the yachts in the top three - *Chemical Weapon* 1st, *Design Source* 2nd, and *Acid Rock* (Daniel Leitch & Jason Griffen) 3rd. Race 2 was also sailed in light conditions, with just enough chop to make it difficult to maintain boatspeed. This was the first of many races where the top local boat *Stagecoach*, sailed by Stephen Hogg and Neill Wood (the L.A.D.S) would feature in the top three. *C-Tech* 1st, *Stagecoach* 2nd, and *Acid Rock* 3rd.

That evening, a BBQ was enjoyed by the fleet in the Port Nic Wardroom. Big screen video footage of the days' racing created great amusement as the performance of each yacht was analysed! Another opportunity to have a laugh at ourselves was created by Paul Cudby



with an AudioVisual display of what he saw during the day. Both were on show each evening.

The forecast for Friday said northerly winds rising to 25knots which pleased the heavier crews in the fleet. It would not change the results in the top five significantly though as the guys who could make their yachts go fast in the lighter conditions also had fabulous boat-handling in the breeze. The first two races of the day were back to back, with the breeze building throughout the day to the forecast 25knots. Race 3 saw *C-Tech* winning again, with *Design Source* 2nd, and *Stagecoach* 3rd. During Race 4 the breeze started to take its toll with a number of boats having to withdraw due to gear failure. The winning was done by *Check 2000* (Greg Roake & Fraser Brown), with *Dimension Polyant* (Tim Bartlett & Brett Gray) 2nd, and *Stagecoach* 3rd. During the lunch break those who were able to repair the morning's damage did so, with the majority of the fleet relaxed and prepared for the high paced race that number 5 was to be. Tim Bartlett came out and showed exactly why he is called 'The Guru', winning in style with an excellent display in the yacht he only launched the day before. Greg and Fraser held off the ever present Alex and Andy to secure 2nd.

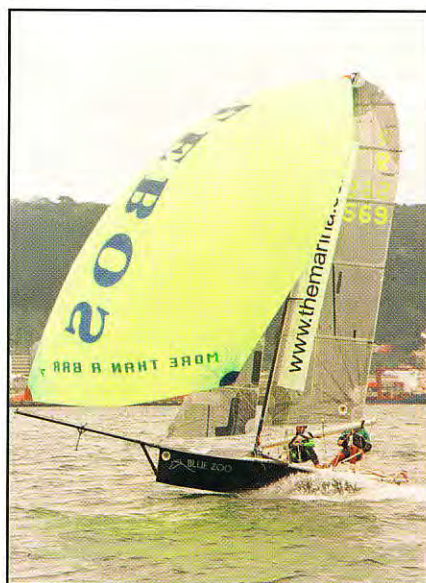
The weather turned for the worse during the night on Friday. The yachts were all tied down to whatever could be found; each other, bus tyres, or even the occasional car. Reports have our resident security guard herding runaway trailers at 3am as the wind gusted in excess of 50knots. Thankfully the trailers were all empty.

Racing on Saturday morning was abandoned due to the weather, but a southerly change in the early afternoon meant it was still possible to race the Stable Handcrafts SuperCup. There were only 10 yachts who decided to compete, the remaining competitors adding to the spectator gallery formed along Evans Bay Parade. At the completion of five races, three yachts were all tied on equal points, so a race between these three was needed to find the winner. It was no



surprise to see *C-Tech*, *Design Source* and *Stagecoach* line up to race. *Design Source* was the winner, with Paul having secured the services of brother Steve for the afternoon, *Stagecoach* 2nd and *C-Tech* 3rd.

As Sunday dawned we all became very thankful that we had



managed to complete the required five races to create a series for the Leander Trophy as the breeze was back with vengeance. So, as it turned out, there was to be no more racing (well on the water anyway) in the 1999 Leander Trophy. The yachts were packed up and lunch was back at Port Nic. Having such a well sponsored regatta meant that there was still plenty of excitement to be had. Every yacht received a prize pack but obviously the major prizes went to the winners. The points separating positions 6th through 2nd were all very close. There was of course a healthy gap between 1st and 2nd showing how consistently Alex and Andy had sailed *C-Tech*. There was of course a lot of discussion about the new Woof hull, and

the new yachts took five of the top six placings. Paul and Ken secured 2nd in *Design Source*, 3rd was Tim and Brett in *Dimension Polyant*, 4th was Sean and Steve in *Chemical Weapon*, and 5th were the local lads Steve and Neill in *Stagecoach*.

Obviously not being able to sail all the programmed races was a disappointment, but all agreed that, regardless, the regatta lived up to its expectations. The regatta also coincided with the arrival of the Two-Handed Round the North Island boats to their Wellington stopover.

Hosting the event at the Royal Port Nicholson Yacht Club was a huge success, so much so that planning is already underway for an allcomers Skiff-fest. The regatta sponsors were all very happy with the level of exposure that their brands and the event received. So I must sign off with a huge thankyou to all who were involved. If it wasn't for the organisers, the volunteers, the club, the sponsors, and most importantly the competitors, it would not have been the great event it was!



Punga Cove Race

by Mike Piper



A friend of mine arrived from Sydney and had not been to the Sounds so we hitched a ride to Punga Cove with Dennis O'Neil on *Shalimar*, the official finishing boat.

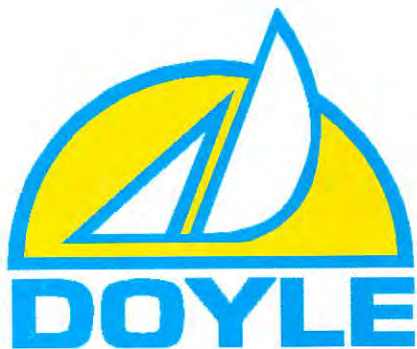
We set off on Friday afternoon in a blustery northerly; our ride was a little uncomfortable but we reckoned the 9 or so yachts in the race wouldn't get much better. So it turned out, with lumpy seas all the way to Kapiti Island and a good 30 knots of wind to keep them awake.

After a good run across from Kapiti the yachts lost all wind and drifted up Queen Charlotte Sound and Endeavour Inlet, to Punga Cove. Several yachts had close finishes – especially *Max Headroom* and *Charisma II* almost crossing together on the line.

Andiamo was first across the line just before 10.00am and the rest of the fleet drifted in over the next couple of hours. Winner on handicap went to *Gucci*, with *Max Headroom* second and *Charisma II* third.

Meanwhile back at Punga, Denis, Bob and I had an excellent meal on the deck at Punga Cove Restaurant and had a tour of the "Pacific Sunrise", which boasts wonderful ambiance and accommodation.

All the crews agreed that Punga Cove was a great place to finish the race and we should do the same next year, hopefully with the Cruising Division going across on the Saturday to join the excellent party on the beach.



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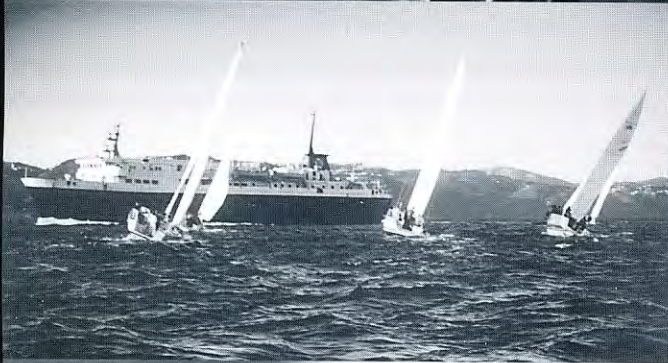
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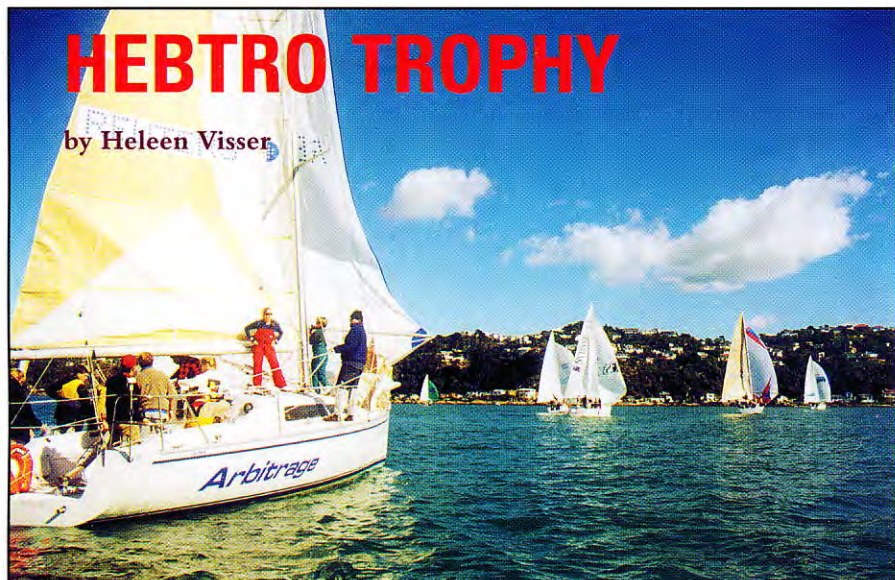
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Sunday	4 July	Race Day 2
Sunday	18 July	Race Day 3
Sunday	1 August	Race Day 4
Sunday	15 August	Race Day 5
Sunday	29 August	Reserve Day

Details to be advised by separate Notice of Race and Sailing Instructions

STOP PRESS STOP PRESS STOP PRESS

HEBTRO TROPHY

by Heleen Visser



fundraising money go, you might wonder? Every year, Worser Bay runs a 'schools week' which provides 10 schools, and up to 300 children with the opportunity to give sailing a go. We subsidise children's Learn to Sail courses, bought and maintain a fleet of 10 plastic Optimists, purchased a

Where would we be without you...

Thank you very much to the wonderful Port Nic sailing fleet who once again ventured out on a recent Sunday to support Worser Bay's Hebtro Trophy day. A phenomenal \$20,000 was raised in support of children's sailing.

Jan Shearer (Olympic 470 Silver medallist) and husband Murray Jones (Team NZ and man who goes up the mast) were magnificent sailing celebrities. Great to see that our heroes



coaching boat and provide regular coaching on Saturday and Sunday mornings. All done, of course, with professional coaches from the RPNYC Sailing Academy.

From Team Worser Bay, thank you for your support. We hope to see you again next year.



Murray Jones and Jan Shearer.

are such lovely, ordinary people. Murray Jones, ably assisted by Grant Walker (of Lotto, Telebingo and the Breeze fame), sailed *Chain Reaction* to a convincing win. Meanwhile Jan Shearer added some spice to the *Distraction* girls.

Where does the



Left to right: Jamie McDowell, Grant Walker, Nigel Lloyd (Commodore WBBC) and Murray Jones.

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OFFSHORE COACHING

by Mike Boswell

A hectic period over December and January saw me complete 28 days of contract coaching on behalf of the Club. As reported in the last Rip this was mainly in Australia at various places with a few different groups of both youth and senior elite sailors, but also included attending the Youth Worlds in South Africa.

With four separate groups and some big days, there was always going to be good and bad periods so I'm sticking to the highlight which was a Gold medal by our boys double handed crew at the Youth Worlds. Matthew Davies and Kevin Borrows of Murray's Bay in Auckland were a well-prepared team who had the right attitude towards the event from day one. Despite there not actually even being a 420 class yacht in New Zealand and the fact they had to

beat the current European and Open World Champions these guys were not fazed. They had chartered an Australian boat for training at home and competed in the Sail Sydney regatta in December to get the race preparation just before the Worlds. From the beginning it was clear they had the speed to do well in the regatta, especially if the wind was up, now all they had to do was sail consistently well.

The Youth Worlds is a long regatta, which is broken in the middle, and it is important to maintain focus throughout. The whole of the Kiwi team did a good job of balancing the excitement of competing; with only NZL on your sail; being in a foreign country and even New Years eve thrown, without forgetting the fact that they were there representing the country at a World Championship.

Despite the large number of extremely talented young sailors from New Zealand who have competed in this event over the years, this is the first time we have won this double handed class since 1980 when Chris Dickson claimed the title. So the win has been a long time coming.

The whole team of six young sailors was an excellent group of young people and it was extremely pleasing to see two of the six from Wellington with Stacey Cree having also participated in the Academy's Youth Week.

Unfortunately I was unable to attend the medal ceremony as I was already on a plane to Melbourne to support our senior sailors at the Olympic Laser class World Championships before heading back to Wellington's awesome summer.



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Club Weekend – Weather Or Not

by Paul Cudby

Club Weekend promised to be a gala event for the club, and this reporter was certainly not disappointed. With the R Class Skiff Squadron racing their Leander Trophy (Nationals) and the Two Handed Around The North Island Fleet in town, there was no shortage of bodies waiting to join us for the festivities.

Friday arrived, the weekend forecast was “iffy”, and we had R Class Skiffs all over the harbour in extreme conditions for the type of boat. The Mount Gay Rum Race was well supported with the fleet boosted by the inclusion of *Hydraflow*, the Elliott 53 which had only been in town for 20 hours following its leg win on the Two Handed Race.

Superb start to the weekend! Wet and happy yachties doing what they do best, having a drink and telling big wave stories. Need I elaborate?

The weather (and a few fuzzy heads) had the say on Saturday morning, with gusts exceeding 60 knots putting paid to any ideas of a Single Handed Race. The Wardroom was full of souls scarcely believing the forecast for the Norwest Screamer to drop, and a beaut little Southerly to replace it for the Crews Race in the afternoon.

And so it happened; buckets of rain

heralded the Southerly, unfortunately a little too late for the Keelboats – crews watched as the start sequence cracked off with usual precision for a fleet

totalling nil boats. A real shame, but never mind, the Skiffs were off to do some Super Cup racing in Evans Bay (ahem – Skiffs when it is too “windy” for keelboats). Thanks for the show, R Class Squadron!

Saturday night threatened. The Wardroom refilled and Keelers started with the meals, Big Screen Sport gave way to unparalleled revelry as the out-of-towners and club members boogied the night away to a superb band. Again, need I elaborate?

Sunday morning. Phew we made it this far! Weather is a bit touch and go, but we are sailing keelboats after all. So away goes the His and Hers fleet. Big gusts in Evans Bay with some boats reporting 50+ knots. Congratulations to the hardy souls that completed the course. Fine effort. A real race of attrition.



Bugger!

Sunday afternoon and the scene has become confused. Its too tough for Skiffs and the phones have been hot with calls from Keelboats wanting to know if the Veterans race is on. Its not! Congratulations weather, you win – this time.

I said earlier that I was not disappointed with Club Weekend. Sure, we lost two of the four programmed races due to weather, but we saw some excellent skills from those who chose to race the His and Hers and superb skills in reading the weather from the Skiff Teams involved in the Super Cup on Saturday afternoon.

We had a rare chance to have a closeup look at some superb machinery in action, and to share time with a couple of very diverse but equally interesting groups in the Wardroom. Thanks Port Nic – a great weekend.



Academy now delivering Coastguard Courses

Excerpt from the NZ Coastguard, VHF Policy Committee Newsletter

“Last year NZCG Education Service took over the responsibility for issuing recreational Marine VHF call signs, attending to any amendments to records, plus providing and maintaining the national database. Also we became responsible for preparing a new Marine VHF education course, MVOQ. (Marine VHF Operators Qualification). The main difference between this and the Ministry of Commerce Restricted Radio Operators Certificate course is ours does not have any SSB/HF content. Instead there is reference to DSC, Digital Selective Calling.”

The Academy is now accredited to deliver NZ Coastguard courses and will be running the above **VHF course** on Sunday 29 August from 1-5pm. The cost is \$45 with the optional exam fee an extra \$18. Any enquires related to call signs should be directed to Coastguard on 0800 40 80 90.

Two **Boatmaster courses** are scheduled over the winter months. The first runs 12 July – 23 August and the second 30 August – 11 October, both are on Monday and Wednesday evenings from 6.00pm to 8.30pm. The course fee is \$150 but essential charts and texts will cost between \$70 and \$80 and the optional exam an extra \$50.

If interested in either the Boatmaster or VHF courses call the Academy on 382 8152 to be sent an enrolment form.it.

WELLINGTON'S WATERFRONT REGATTA



Saturday 13th March saw Wellington Harbour afloat with the 111 yachts that participated in the 10th Anniversary Wellington's Waterfront Regatta. The regatta is organised and run by the Wellington Yachting Association in conjunction with Lambton Harbour Management Limited.

"Russell Morrison, Secretary of the Wellington Yachting Association, must take most of the credit for pulling the regatta together" says Perry Walker, Events and Public Relations Manager for Lambton Harbour Management Limited. "I must admit to being a bit

of an ignoramus when it comes to things nautical, so Russell's knowledge and assistance has been invaluable".

"Of course, a lot of other people have contributed to the smooth running of the regatta over the years; race officials, handicappers, the providers of rescue boats, etc. They, too, deserve a vote of thanks."

Lambton Harbour Management Limited's investment in the regatta over this 10 year period has been in excess of \$150,000. "The regatta has been a great way for the company to support the local yachting community. The

event is inclusive; all local boating clubs are invited to participate; indeed each club receives a pro-rata payment per entry from club members. We also like the fact that provision is made for races across all classes, from Optimists through to Keelers" says Perry.

"While the sight of all those boats on the harbour is really something to behold and that is of some benefit to the wider Wellington community, we do see a need to widen the appeal and impact of the event. For instance, there is the opportunity to include some land-based activities; winch grinding competitions, a small-scale boating expo, a beginner's guide to sailing, promotional opportunities for boating clubs, etc."

"Accordingly, we are looking to a much-enhanced regatta in the year 2000 and will be holding discussions with the WYA and other interested parties with that objective very much in mind" says Perry.

In the meantime, Perry would be pleased to hear from anybody with any ideas or feedback about the regatta. He can be contacted on (04) 495-7826.



Lambton Harbour Regatta –

A Slightly Max Headroom Perspective

by Jilly Campbell-Board

Saturday dawned with wind and rain. Rain? We don't do rain, not this summer! But there we were, ALL our wet weather gear on, out sailing in a blustery breeze that changed force depending on which part of the harbour you happened to be on. The smaller class yachts, sailing in the inner harbour, had a light 10-15 knot breeze but, unfortunately, with a somewhat shortened course area due to shipping lanes. Consequently their races were brief but fast.

Meanwhile out in the Evans Bay/Ngauranga area of the harbour, the keeler yachts prepared for two races, all-in starts, that is combined Cruising and 2nd and 1st divisions all starting at the same time. After a short delay at the start while the race officials got the correct coloured outer mark laid and with wind strengths of 25-30 knots, the boats lined up for the first start at Point Jerningham. With a decreasing wind, the yachts progressed up the bay with the perpetual dilemma of which headsail to stick with. Should we or shouldn't we?

The first kite run from Shoal Pile to Ngauranga proved

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to be an exciting fast run. *Distraction*'s kite did a very uniform peel down the tapes that slowed their progress. *Max Headroom* managed to maintain a lead over the other Farr 1020's while *Driving Force* was leading the 2nd Div with a significant and increasing gap and kept crossing tacks with *Max Headroom*!

The short beat up to the finish at Point Jerningham saw *Andiamo* taking line honours for the 1st Div, *Not Guilty* in second place with *Structural Analysis* third. *Driving Force* crossed the line ahead of *Max Headroom* by 7 seconds and took line honours for the 2nd Div by nearly 3.5 minutes, followed by *Red Rum* and *Shibbeen*.

Nestled in the sheltered inner harbour the early finishers waited for the rest of the fleet to finish. The search for light relief amused some during the waiting period. Phil Weeks, on his new toy, had to resort to very serious manoeuvring skills, to borrow a gas light for the ever necessary stress/excitement reliever!

Race 2 started in similar conditions except the variance in wind strength around the track was more pronounced. The breeze dropped out during this race and necessitated a number of sail changes.

The inner end was still favoured and a similar progression of yachts lead the fleet up to the first mark. *Distraction* was somewhat penalised by the loss of the large kite and also damaged their second, smaller kite.

The run to Ngauranga included a wing mark at Halswell. A flat run to Halswell from Shoal Pile became a tight kite

reach to Ngauranga with a number of yachts, carrying their bigger kites, struggling to keep up the track.

Driving Force once again had a significant lead on the rest of the 2nd Division. The beat to the finish saw *Andiamo* again take out line for 1st Division with *Not Guilty* and *Ask For Me* following behind. *Driving Force* took line in the 2nd Div for the second time, this time by nearly 5 minutes, with *Red Rum* and *Manhattan* following.

Max Headroom's crew was once more delighted to be the first Farr 1020 home, even if only by 29 seconds! Maybe rain is not so bad after all!

The combined results for the WYA regatta from the two races may have left some a little confused. The WYA policy is that yachts that win the line honour prizes are not awarded a handicap prize. This was particularly evident with *Driving Force* in Division 2, as they had taken out line honours, but were not awarded their 2nd equal handicap placing. The handicap results otherwise rewarded consistency of performance in both races.

The RPNYC Wardroom was packed for the prize giving, as all competitors in each class of yacht out on the water, for the entire regatta, awaited the results. Gary Ward of Newstalk ZB MC'd for us, with much light-hearted relief, through this lengthy event.

From a keeler yacht point of view, we were thrilled at how many other classes of yachts were out there with us - doing it in the rain!



Keeler Yacht Results

LINE RESULTS			
Division 1		Division 2	
Race 1	Race 2	Race 1	Race 2
Andiamo	Andiamo	Driving Force	Driving Force

HANDICAP RESULTS			
	Race 1	Race 2	Overall
Division 1	Points	Points	Points
Max Headroom	3	4	7
Ask For Me	7	1	8
Cervantes	2	6	8
Andiamo	6	3	9
Charisma II	4	5	9
Distraction	1	8	9
Not Guilty	9	2	11
Structural Analysis	5	9	14
Peridot	8	7	15
Division 2			
Galiano	2	1	3
Bobby Shafto	4	3	7
Driving Force	3	4	7
Red Rum	1	7	8
Frid	5	5	10
Manhattan	8	2	10
Rapier	6	6	12
Maranui	7	9	16
Shibbeen	9	8	17

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The decks on the yachts taking part in the 1998 Steinlager Ocean Race Series were hardly dry before entries were rolling in for the 1999 extravaganza.

It's been another highly successful series for the Gisborne Yacht Club, with 14 yachts racing from Wellington and seven from Auckland.

Several from the Auckland end pulled in the final weeks building up to the

Boxing Day start, with some even withdrawing on the morning. Most out because the weather was not looking good for a decent crack at the \$20,000 bonus for the record.

Gisborne yacht *Pacific Sundance*, a Farr 40, guided by co-owner Brian Shanks and tactician Mike McCormick, powered its way home to take both line and IMS honours from Auckland, while *Andiamo*

showed her class once again successfully defending her title from Wellington under the watchful eye of owner Andrew Taylor.

Planning is already well underway for the 1999 series, which has been identified as a key millennium event for the first city in the world to greet the new day. For more information check out the website on

"www.gisborne.co.nz/ocean-race98".

Results

AUCKLAND TO GISBORNE,

Line honours: *Pacific Sundance* (Brian Shanks & Joe Martin) 1

IMS: *Pacific Sundance* (Brian Shanks & Joe Martin) 1
Ottway III (Erle Ottway) 2

PHRF: *Impact* (Kevin Kelly) 1
Copellia (Robert Croft) 2
Pacific Sundance (Brian Shanks & Joe Martin) 3
Ottway III (Erle Ottway) 4

WELLINGTON TO GISBORNE,

Line honours: *Andiamo* (Andrew Taylor) 1.

IMS: *Charisma II* (Terry Christie & Arthur Stewart) 1
Max Headroom (Ken Burt) 2
Andiamo (Andrew Taylor) 3

PHRF: *Charisma II* (Terry Christie & Arthur Stewart) 1
EZ Street (Brian Lund) 2
Max Headroom (Ken Burt) 3
Andiamo (Andrew Taylor) 4.

HARVEST CIDER CLASSIC,

Line honours: *Andiamo* (Andrew Taylor) 1

IMS: *Charisma II* (Terry Christie & Arthur Stewart) 1
Ottway III (Erle Ottway) 2

Blizzard (John Miller) 3
PHRF: *Solveg* (Don Dalton) 1
Copellia (Robert Croft) 2
Charisma II (Terry Christie & Arthur Stewart) 3

TATAPOURI BLACK HEART RUM BAY RACE,

Line honours: *Andiamo* (Andrew Taylor) 1

IMS: *Charisma II* (Terry Christie & Arthur Stewart) 1
Max Headroom (Ken Burt) 2
Ottway III (Erle Ottway) 3

PHRF: *Charisma II* (Terry Christie & Arthur Stewart) 1
Max Headroom (Ken Burt) 2
Gucci (B & C Dewhurst) 3

For further information contact: Race Organiser, Erle Tucker, Phone: 06-868 5941 (home), 06-867-9519 (work)



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Royal Port Nicholson Yacht Club (Inc)

Racing Administrator

Lyn Porteous will shortly be working at the Sailing Academy full time and the Club wishes to employ a person interested in yachting and associated activities to become the new Racing Administrator.

It is envisaged this role will be approximately 25-35 hours per week and will include other responsibilities including: Communication; Event Management and some Accounts work.

The ideal person will have some flexibility to work Saturdays as required, must be a self starter and have a positive approach to the role.

If you are interested -

Contact:

Mike Piper
WN 384 8700

SITUATION VACANT RPNYC SITUATION VACANT RPNYC SITUATIONS VACANT

From The Courts

by Pat Millar

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

- *DISTRACTION* v
MEDIUM DRY
- *RACE COMMITTEE* v
INNOVATOR II
ENYA
RED RUM
NEDAX BACKCHAT
STRUCTURAL ANALYSIS
- *CERVANTES* v
GUCCI
DISTRACTION
CHARISMA II
EDS
DRIVING FORCE
- *MEDIUM DRY* v
CERVANTES
MAX HEADROOM
- *MAX HEADROOM REQUEST*
FOR REDRESS

The details of the cases are as follows:

Distraction V Medium Dry

This protest was in respect of one of the Autumn Twilight Women's Series Races. *Distraction* on starboard tack had protested *Medium Dry* on port tack for failure to keep clear in terms of Rule 10.

The decision of the protest committee was that when the boats were approximately two boat lengths apart *Distraction* believing that *Medium Dry* may not give way, decided to bear away with the result that when *Medium Dry* completed her tack she was approximately half boat length clear ahead of *Distraction* forcing *Distraction* to bear away further to avoid contact with *Medium Dry*.

The committee also decided that had *Distraction* not initially altered course by bearing away, *Medium Dry* when she had



completed her tack would have been approximately half boat length to leeward and clear ahead of *Distraction*.

Although *Distraction* had not held her course (Rule 16), there was no contact and no breach of the rules by either boat. The protest was therefore dismissed.



Race Committee v Innovator II, Structural Analysis, Enya, Red Rum, Nedax Backchat

The race committee protested the above boats for failure to submit declarations as provided for in Sailing Instruction 6.1.2 in respect of the races held on 13 February 1999. The committee expressed concern at various aspects surrounding the protest – the probability that it was not lodged within the required time limit – that the protestees had not been informed of the protest as soon as reasonably possible – and more importantly the apparent unfairness of lodging a protest against a representative number of boats under a rule which had been breached by other boats throughout the season with no action being taken.

In the circumstances the committee invited the representative of the race committee to withdraw the protest. That invitation was accepted.



Cervantes v Gucci, Distraction, Charisma II, EDS, Driving Force.

Medium Dry v Cervantes, Max Headroom

These two protests related to the same incident. In the Autumn Twilight

Womens' Series race sailed on 18 February 1999 all boats with the exception of *Cervantes* and *Max Headroom* had sailed course No 30 as printed in the RPNYC Almanac while *Cervantes* and *Max Headroom* had sailed that course but had rounded the marks to port and not to starboard as set out in that course.

The protest by *Cervantes* was declared invalid as no hail (Rule 61.1.a) had been made by *Cervantes* and a delay of five minutes in hoisting the protest flag was not accepted as being at "the first reasonable opportunity".

The protest by *Medium Dry* against *Cervantes* and *Max Headroom* was then heard. *Max Headroom* withdrew by notice in writing and was not represented at the hearing. The circumstances of the case were as follows. The race was started at Point Jerningham and for a period prior to the warning signal the indicator for course No. 60 together with a red flag was displayed. Owing to a change in the wind direction the indicator for course No. 60 was replaced by the indicator for course No. 30 prior to the warning signal and at the same time the red flag was removed.

All boats sailed course No. 30 but *Cervantes* and *Max Headroom* rounded the marks in the wrong direction. *Cervantes* defence was that she had failed to notice the change of course number and the removal of the red flag owing to the difficulty of observing signals at Point Jerningham with the background of the setting sun. That defence failed as she had sailed course No. 30 and not 60 as earlier indicated and also because although the red flag had been hoisted in error in fact it had no effect as the red and green flag indicators of course direction apply only to courses 90 to 97. *Cervantes* was therefore disqualified.



Max Headroom – Request for Redress

Offshore Championship Race No. 6

"Max Headroom requested redress on the following grounds. The TCF's supplied for the race by the handicapper (and agreed by the handicap sub-committee) were arbitrarily changed by the Race Secretary without reference to the Handicapper and prior to race start.

The changes were not sighted by Max Headroom until prior to the race (1 hour). Max Headroom's finishing place on handicap was materially prejudiced and made significantly worse by this action (relegated from 1st place)."

The decision of the committee was that as the handicaps supplied to all competitors as an attachment to the Sailing Instructions were those used in

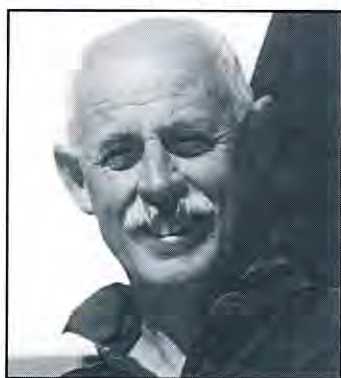
the calculation of the final results there were no grounds for redress.

The Protest Committee also decided that it was beyond its powers to investigate the internal procedures of the Sailing Committee in preparing the Sailing Instructions and determining handicaps.



Obituary

Alan Shapleski



by Paul Hastings

Alan Gordon Shapleski was born 10th November 1946 at Otahuhu. He came of a Polish family who settled in Kimbolton from their native Poland in 1875. Alan was a 'State House Boy', living in Tunis Road, Panmure, in his growing years. He attended Panmure Primary School (then a Catholic school run by Nuns renowned for their strap-wielding prowess). His questioning ways, often in feisty fashion, soon had him regularly in the firing line for "six across the hand". He was the big brother to his twin brothers David and John, and his sister Teresa ("Terry"). He offered them comfort and an example which wasn't always virtuous, but which was readily followed by the twins.

He later attended Sacred Heart College in Glen Innes, where it became evident he had a 'bent' for engineering. He was good with his hands, always keen to repair things, strapdown engines, and read books on physics and engineering. This interest led him into a technical line of study, with the Sciences and Technical Drawing his interests in

Secondary School.

Having passed his School Certificate and University Examinations with reasonable grades, he took up an Engineering Apprenticeship upon leaving College in 1965. He met his future wife Jennifer about this time and by virtue of hard saving, purchased a 'Matchless' 500 motorcycle. He immediately became a bikie, a surfer, ballroom dancer and generally "all-round good guy". Enthusiasm was his middle name.

By the end of his apprenticeship, Alan married Jenny, and they headed-off overseas on their O.E. He worked in the UK for 3 years as an Aircraft Engineer, and for an extended period, they travelled Europe and Africa.

With home calling loud and clear, Alan returned to New Zealand in 1974. He turned to Photography and having worked for a Studio for some months, he then purchased Express Photo Services. Again, by enthusiasm, hard study and practice, he became a well-rounded Photographer specialising in Weddings, Portraits, Passports and Commercial Photography.

With his business partner Rick O'Neill, he opened two retail shops, Capital City Cameras on Lambton Quay and in the Dukes Arcade. As commercial life 'toughened' after the Crash of 1987, he and Rick relinquished their shops and reverted to their own studio work. During this time Rick and Alan rallied an Escort at various meetings.

Alan had a genuine capacity for friendship. He was a tryer, his attitude being "no problem, I can do that". He was always available to help anybody.

He had a delight of reading the English Language (Dennis Norden and Frank Muir's "My Word" on the National Programme at 3.30pm daily was a favourite. He loved the social side of sharing a drink with someone, whether beer or a good wine. He delighted in attending or hosting parties, dinners and barbecues for the social contact they provided.

His attitude to his family Oliver (21), Gemma (18), Luke (17) and Jenny was quite clear. He would do anything for them, and in that climate of love and support, they responded with a closeness to him that would cause envy in some fathers and husbands. Simply put, he does not leave his sons and daughter with a **hard act** to follow – he leaves them with a **good act** to follow.

Alan's love of competitive sailing lead him to spend his last evening until after midnight whistling, singing, showing a mate (not remotely interested) the Nelson race route on a chart, and cooking the sausages for the crew for next day. He was in his element.

Those of you who have seen the recent Sydney-Hobart TV Programme highlighting the difficulties and dangers encountered by those crews will have seen the Roll of Honour at the end of the programme, over which the wives, girlfriends, partners and children of those who died continually stated as a theme "he died doing what he loved". It becomes somewhat trite to repeat that again about Alan.

Perhaps rather, it should be said "he loved what he was doing".

Alan Gordon Shapleski died 23rd January 1999, at sea.



RACE RESULTS



PREMIER OFFSHORE SERIES

Race

1. Brothers Island Wellington

Club	PHRF	IMS
1 st Andiamo	1 st Reckless	1 st Andiamo
2 nd Reckless	2 nd Andiamo	
3 rd 42 nd Street	3 rd 42 nd Street	

4. Nelson

Club	PHRF	IMS
1 st Reckless	1 st Reckless	1 st Chain Reaction
2 nd Andiamo	2 nd Chain Reaction	2 nd Andiamo
3 rd Chain Reaction	3 rd Andiamo	3 rd Charisma II

2. Ship Cove

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

5. Port Underwood

Club	PHRF	IMS
1 st Young Nicholson	1 st Young Nicholson	1 st Charisma II
2 nd Charisma II	2 nd Chain Reaction	2 nd Chain Reaction
3 rd Chain Reaction	3 rd Charisma II	3 rd Young Nicholson

3. Gisborne

Club	PHRF	IMS
1 st Charisma II	1 st Charisma II	1 st Charisma II
2 nd EZ Street	2 nd EZ Street	2 nd Max Headroom
3 rd Max Headroom	3 rd Max Headroom	3 rd Andiamo

6. Punga Cove

Club	PHRF	IMS
1 st Gucci	1 st Max Headroom	1 st Charisma II
2 nd Max Headroom	2 nd Charisma II	2 nd Max Headroom
3 rd Charisma II	3 rd Gucci	3 rd Young Nicholson



SERIES WINNERS

Club	PHRF	IMS
1 st Charisma II	1 st Reckless	1 st Charisma II
2 nd Andiamo	2 nd Charisma II	2 nd Andiamo
3 rd Reckless	3 rd Andiamo	3 rd Max Headroom



SERIES RESULTS

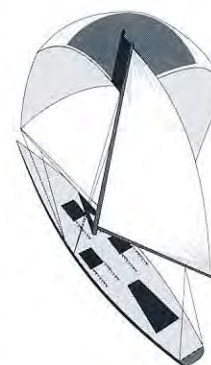
SPRINT CHAMPIONSHIP SERIES WINNERS

DIVISION I – 4 DISCARDS

1 st Young Nicholson	2	7	3	1	8	9	7	2	9	1	16pts
2 nd Max Headroom	9	8	dnc	dnc	1	4	1	3	4	4	17pts
3 rd Charisma II	7	4	2	5	3	5	4	4	2	11	19 pts

DIVISION II

1 st Schizo	6	1	1	2	3	2	1	6	6	6	10pts
2 nd Heartbeat	3	2	2	1	5	3	2	3	3	3	13pts
3 rd Bobby Shafto	4	5	3	6	6	5	5	1	1	1	15pts



AUTUMN TWILIGHT WOMEN'S SERIES – 3 DISCARDS

1 ST Distraction	dnc	3	6	3	1	3	6	1	2	1	5	19pts
2 nd Medium Dry	2	4	1	4	3	1	4	5	1	8	6	20pts
3 rd Max Headroom	1	9	5	5	ret	2	2	3	5	4	3	25 pts



AUTUMN INSHORE CHAMPIONSHIP SERIES



DIVISION I

Race	Club	PHRFIMS
1. 1 st Andiamo	1 st Max Headroom	1 st =Andiamo/
2 nd Max Headroom	2 nd Cervantes	1 st =Charisma II
3 rd Distraction	3 rd Andiamo	3 rd Max Headroom
2. 1 st Andiamo	1 st Not Guilty	1 st Andiamo
2 nd Not Guilty	2 nd Andiamo	2 nd Max Headroom
3 rd Max Headroom	3 rd Ask For Me	3 rd Charisma II
3. 1 st Andiamo	1 st Flying Boat	1 st Andiamo
2 nd Distraction	2 nd Andiamo	2 nd Charisma II
3 rd Gucci	3 rd Cervantes	3 rd Max Headroom
4. 1 st Flying Boat	1 st Flying Boat	1 st Chain Reaction
2 nd Chain Reaction	2 nd Chain Reaction	2 nd Max Headroom
3 rd Charisma II	3 rd Max Headroom	3 rd Charisma II

DIVISION II

Race	Club
1. 1 st Driving Force	
2 nd Red Rum	
3 rd Bobby Shafto	
2. 1 st Driving Force	
2 nd Red Rum	
3 rd Bobby Shafto	
3. 1 st Shibbeen	
2 nd Legacy II	
3 rd Bobby Shafto	
4. 1 st Bobby Shafto	
2 nd Blurred Image	
3 rd Red Rum	

CRUISING DIVISION

Race	Club
1. 1 st Galiano	
2 nd Enya	
3 rd Kelly's Eye	
2. 1 st Innovator II	
2 nd Kelly's Eye	
3 rd Manhattan	
3. 1 st Peri Banu	
2 nd Galiano	
3 rd Maranui	
4. 1 st Frid	
2 nd Peri Banu	
3 rd Peridot	
5. 1 st Peri Banu	
2 nd Frid	
3 rd Manhattan	
6. 1 st Xanadu II	
2 nd Galiano	
3 rd Frid	
7. 1 st PERI BANU	
2 nd Maranui	
3 rd Frid	

SERIES WINNERS

1 st Andiamo	1 st Andiamo	1 st Andiamo
2 nd Max Headroom	2 nd Max Headroom	2 nd Charisma II
3 rd Distraction	3 rd Cervantes	3 rd Max Headroom

SERIES WINNER

1 st Bobby Shafto
2 nd Red Rum
3 rd Shibbeen

SERIES WINNER

1 st Frid
2 nd Galiano
3 rd Peri Banu



MOUNT GAY RUM RACES

Race	1 st	2 nd	3 rd
8	Erazer	Andiamo	Chain Reaction
9	Medium Dry	Heartbeat	Young Nicholson
10	Medium Dry	Charisma II	Arbitrage
11	Chain Reaction	Magic 25	Arbitrage
12	Peri Banu	EDS	Sybase
13	Peridot	Sybase	Blurred Image
14	Breakfast	Sybase	Peri Banu
15	Max Headroom	Breakfast	Ask For Me





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NEW MEMBERS

We welcomed the following new members to the Club over the months December 1998, January, February March 1999.

MEMBER	CATEGORY
D Ashe	Senior
J Brownlie	Senior
R Clausen	Country
S Dixon	Associate
C Honey	Senior
M Jardine	Senior
T Kelly	Senior
J Kensington	Senior
M Kensington	Association
C Love	Senior
N McGregor	Country
T Miller	Country
C Munro	Senior
J Munro	Senior
S Park	Senior
P Quirke	Senior
E Speight	Senior
P Smith	Country
T St. Clair	Senior
G Swan	Junior
H Walters	Associate

NEW BOATS

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

YACHT	OWNER	DESIGN
CARLI	Jeff Kennedy	Clark 39
EL CAPONE	Phill Weeks	Elliott 7
JOSEPHINE	Tony Chamberlain	Launch
KYRENIA	Philip Bratton	Beneteau 390
MAGIC 25 103	Tony Duffy	Magic 25
MARIE CHANTAL	Campbell Morris	
MAVERICK	James Quin	Orams
	Ben Spencer	Elliott 7

INTERESTING WEB SITES TO VISIT

Team NZ Web Page

<http://www.teamnz.org.nz>

Official 2000 America's Cup Page

<http://www.americascup2000.org.nz>

NASNZ Naval Architects (NZ)

<http://www.tickit.com/sailing/design>

Naval Architects (Worldwide)

<http://www.naval-architects.org/>

SNAME

<http://www.sname.org>

Germanischer Lloyd

<http://www.germanlloyd.de/>

Lloyds Register (UK)

<http://www.lr.org/>

Institute of Marine Engineers

<http://www.engc.org.uk/ImarE/>

Yachting New Zealand

<http://www.sailing.org.nz/>

ISAF

<http://www.sailing.org>

US Sailing

<http://www.ussailing.org/>

Institute of Professional Engineers of NZ

<http://www.ipenz.org.nz/>

Industrial Research Limited

<http://www.irl.cri.nz/>

Trade NZ

<http://www.tradenz.govt.nz/>

Nauti-Links Aboard

<http://www.aboard.co.uk/>

The Sailing Source

<http://www.paw.com/sail>

YachtWorld Directory

<http://www.yachtworld.com/byp>

The Starting Point for Sailing on the Internet

<http://www.sailingindex.com/>

Boat Books

<http://www.webworkshop.com/boatbooks/index.html>

HARKEN

<http://www.paw.com/sail/harken/>

NZIA, a national treasure!

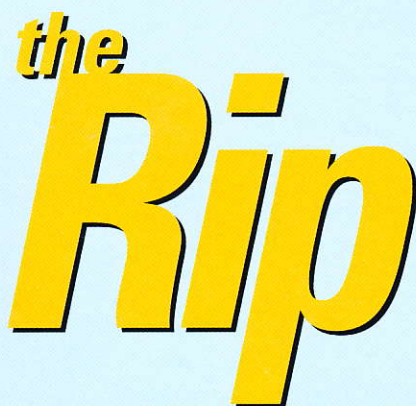
<http://www.powerlink.co.nz/nscme/idalong.htm>

TIC NZ Sailing incl. America's Cup

<http://www.tickit.com/nz/sailing/america1.htm>

Antal Marine Equipment

<http://www.antal.it/>



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

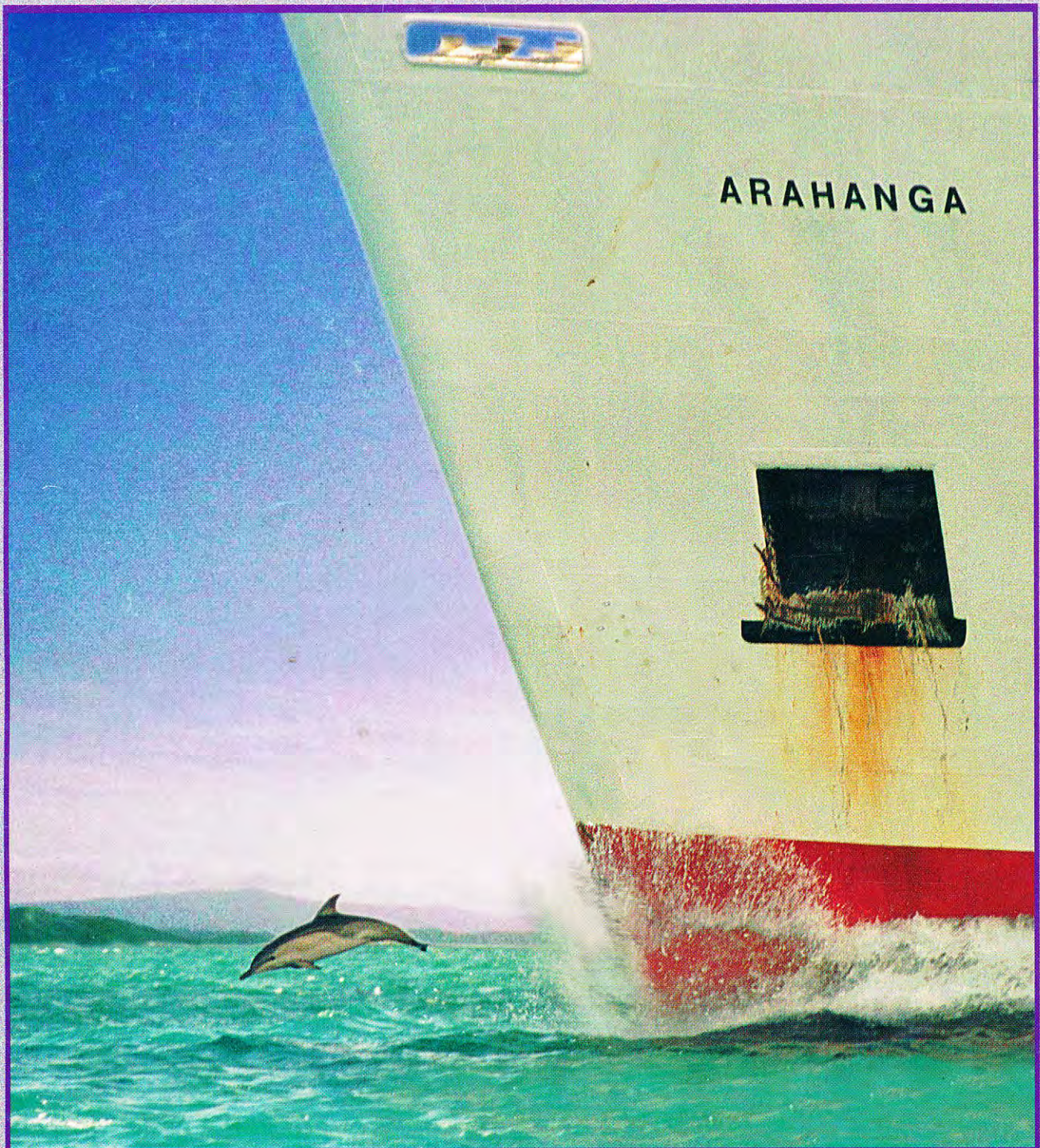
	<i>1 Issue</i>	<i>3 Issues</i>
Quarter Page	\$150.00	\$390.00
Half Page	\$280.00	\$720.00
Full Page	\$560.00	\$1,460.00
Inside Cover	\$620.00	\$1,620.00
Back Cover	\$690.00	\$1,845.00

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

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