

FILE COPY

the
Rip

NOVEMBER 1999

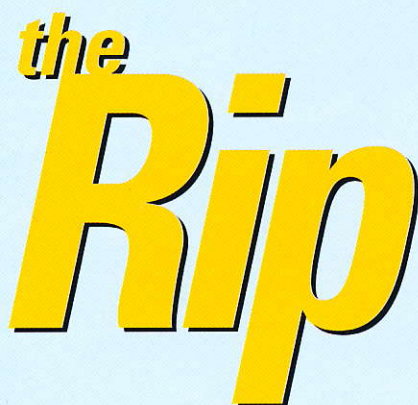


Opening Day 117th Season



**Yachting Life
of Bryan Coleman**

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



Advertising Rates

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

Black & White Advertisements

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

Spot Colour

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

Full Colour

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

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

Contact Dimitra Burns on (04) 384 8700 for bookings & enquiries

the Rip

ISSN 1171-1779

Vol. 17 NO. 2

NOVEMBER 1999



COVER PHOTO:

"Starlight Express"

PHOTO BY CHRIS COAD PHOTOGRAPHY

the Rip

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

Editorial Team
KIRSTY CALLAGHAN,
MIKE PIPER,
DIMITRA BURNS

All correspondence should be directed to:
The RIP, P O Box 9674, Wellington

Advertising
DIMITRA BURNS

Layout/Typesetting
CLOUDY BAY PUBLISHING
3 Jellyman Place, Blenheim

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

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

contents

Commodore's Report	3
Vice Commodore's Report	5
Cruising Captain's Report	5
Rear Commodore's Report	6
Club Manager's Report	6
Sailing Academy Report	7
LINE 7 Port Nicholson Regatta 1999	8
Sydney - Hobart the cruisy way	10
What Type of EPIRB do you have?	12
Like Dollars for Water	13
BT Global Challenge Update	14
Navigational Lights	16
Yachting Life of Bryan Coleman	17
1999 Champagne Breakfast	20
1999 Mt Gay Winter Series	21
Opening Day 117 th Season (two articles)	22
The girls laid the buoys/ Ross Telford 70 years young	24
Sportsboats	26
ORC Club	31
Pressure builds Diamonds	33
Club Memories	34
All At Sea	38
The Blue Ensign - Maintaining Tradition	40
From The Courts	42
Calendar of Events (November 1999 - February 2000)	Insert



ROYAL PORT NICHOLSON YACHT CLUB (INC)

Officers for Season 1999/2000

Patron: His Excellency The Rt Hon Sir Michael Hardie Boys, GNZM, GCMG
Governor-General of New Zealand

President: Alan D Martin

Office Hours

Monday - Friday 9.00 am - 5.00 pm
Saturday 9.00 am - 12.00 pm
Saturdays between Sept (Opening Day) and April
(Commodore's Trophy Race)
Phone: 384-8700 Fax: 385-1603
Email: mike.piper@rpnyc.org.nz
Web Site: www.e-media.co.nz/wp1/rpnyc/

Wardroom Hours

Wednesday, Thursday 4.00 pm onwards
Friday 12 noon - 11.00 pm
Saturday 9.00 am - 10.00 pm
Sunday 9.00 am - 8.00 pm
Public Holidays 4.00 pm - 8.00 pm
Phone: 384-3091

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

Keelers Restaurant Hours

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

RPNYC Sailing Academy

Phone: 382-8152
Coach M Boswell: (H) 389-2218, 025-289-0815
Facsimile: 382-8631

Executive Committee

		Work Telephone
Commodore:	M Bridge	472-8100
Vice Commodore:	P Cudby	499-6022
Rear Commodore:	Belinda Greer	025 403-634
Honorary Treasurer:	T Chamberlain	025 837-177
Cruising Captain:	P Edwards	387-7009
Honorary Racing Secretary:	Scott Atkinson	496-0489
Honorary House Secretary:	Cheryl Ferguson	025 570-805
Committee Members:	Ken Burt	238-9554
	John Field	495-6920
	David Hannah	498-7915
YNZ Delegate:	Arthur Stewart	384-5747
KORC Delegate:	G Hargreaves	(04) 902-4296
WYA Delegate:	K Burt	237-2811

Staff

General Manager:	M Piper	384-8700 (H) 475-4298
Assistant Manager:	D Burns	384-8700 (H) 387 8083
Sailing Administrator:	K Callaghan	384-8700 (H) 970-6606
Slipmaster:	J Ower	(H) 388-1924
TE ARO Boatmaster	R Telford	(H) 388-8695 025 456-413



**GEORGE
JANIS**
HAIRDRESSING

**For Excellence in Hair
in three locations**

THE GRAND ARCADE
WILLIS ST
PH 473 5333

BNZ SHOPPING CENTRE
WILLIS ST
PH 472 1111

QUEENS WHARF
RETAIL CENTRE
PH 499 4005

Enquire about FREE car parking when
making your appointment

GRETA POINT BOATBUILDERS

DIVISION OF GRETA POINT HOLDINGS LTD

**Builders of Quality Timber
Yachts & Launches
Full Slipping
& Repair Facility**

Contact

Peter Hanns
025 438 246

Andrew Kellow
025 247 7651

**GRETA POINT
BOATBUILDERS**

Greta Point Marina, Evans Bay, Wellington
Phone (04) 386-3580 Fax (04) 386-1399

The last Opening Day of the millenium was held in very traditional Wellington weather (fresh) but that did not dampen any of the enthusiasm and some intereting 'action' and wonderfully orchestrated manoeuvres executed during the Opening Race.

The Hon. Richard Prebble, MP for Wellington Central, regaled us with his sailing experiences before officially opening the new season. It soon became clear why Richard has foregone sailing for politics.

The large attendance of Dignitaries, Vice Presidents, Commodores of our sister clubs and fellow club members was much appreciated and shows the club is in very good heart.

A very special thanks must go to President Alan and Shirley Martin for again hosting our formal guests for luncheon on the day. Their unceasing efforts for the club are an inspiration to us all.

Pip, Alistair, Mark and the Keelers crew put on an outstanding meal very professionally presented in a very short period of time. Members should sample the fine fare before Christmas. (I can personally recommend it).

The House Committee, very ably lead by Cheryl Fergusson, did a terrific job with the organisation. Fantastic to see the large enthusiastic team involvement, thank you.

Members visiting the club will have noticed the dramatic change to the foyer. This was very skillfully facilitated, once again, by Penny Kerr with the work being carried out by club member Peter Sandford's company, Freear Philip.

With the very kind donation from Noel Manthel the Boardroom was upgraded by the same team at the same time with a fantastic result.

By the time you are reading this the deck outside the Wardroom will have been approved for extension along to the end of the building as the first stage of redeveloping the entire facility. With Pete James and his crew providing such a wonderful environment in the ward-

room it is no wonder that revenues are running about 70% ahead of the same period last year. Congratulations.

Past Commodore Arthur Stewart was nominated by RPNYC and seconded by the RNZYS for a position on the Board of Yachting New Zealand and was successful in his bid (of course). This will see a new level of involvement and representation which, along with Arthur's experience, will see a much needed to move forward in a positive manner. Thanks Arthur for your continued support.

What a busy period of sailing coming up ! Apart from all the normal races we have three major events before the end of the century. Firstly we have the EDS Corporate Yacht Race, which is a major fundraiser for the Sailing Academy. It is receiving very strong continued support and will be a great event again.

Secondly, we have the inaugural LINE 7 Port Nicholson Regatta. This event is unparalleled in New Zealand not only with the amount of sponsorship but also by running an event to promote the racing of sportboats. We have several premium racers coming from all over the country to compete and are envisaging the largest event of its type since the big regattas of the 70's.

Thirdly, this is followed by the The Grand Heineken Cook Strait Classic, which is being used as a fundraiser for the Life Flight Trust and will give our visitors an opportunity to visit the Marlborough Sounds. They will of course be sworn to secrecy never to tell of its beauty and tranquility.

With all these events going on Vice Commodore Paul Cudby and his Sailing Committee are stretched to the limit but with his usual inimitable style and pro-



murray bridge



fessionalism the cracks are not showing. Thanks team.

And, like any successful organisation, it simply could not run without the enthusiastic and professional staff. We are very lucky to have the crew that we do. Thanks Mike, Kirsty and Dimitra for your efforts. Although often unseen by many members, they are seen by the Executive and are very much appreciated.

Finally, both Stella and I would like to wish everyone a very merry Christmas and an incredibly successful new millenium.



With **XMAS** Approaching

Are you Looking to Buy
Something Different

?

why not buy that
special someone
Club Regalia

Line 7 Shirts (short sleeves)	\$75
Line 7 Shirts (long sleeves)	\$90
Silk Ties	\$50
Caps	\$20



*All enquires are welcome
at the Club Office
Ph 04 384 8700*

"Chaffers Marina" Berth



16 Metres - B Pier



Finance Available
to approved purchaser



Transferred owner
motivated to sell his new boat
needs a berth

Serious Offers Invited



Ted Jewett
M/T 025 422 553

P & A BALLINGER ELECTRICAL

for ALL your
ELECTRICAL
requirements



Registered Electrician
Mobile 025 451 655
Home 04 388 3281

CHARTER LINK MARLBOROUGH Yacht & Launch Charters

For short weekend breaks or
that promised holiday

Boats ranging from 29-36ft

*RPNYC Sailing Academy's choice
for their DAY SKIPPER courses*

For more information
Telephone 0800 TO CHARTER
(0800 862 427)

P O Box 292, Picton
Fax 03 573-6904



Darroch Darroch Ltd

Valuation?

An independent valuation is a true valuation.
Darroch Ltd is New Zealand's largest
independent valuation practice offering
nationwide advice on property, research,
plant and equipment to New Zealand's
leading companies and Government
Departments.

Call today for more information on the
services we provide.

Auckland	0-9-309 3040
Wellington	0-4-384 5747
Christchurch	0-3-365 7713
Dunedin	0-3-479 2233

"Founding corporate Members of the
Royal Port Nicholson Yacht Club"

Farewell friend. You have set the benchmark.

Each time I am asked to write a column for the Rip, I ask the question - what will be both relevant, and beneficial to you. This issue, the focus has been easy to identify, but difficult to put into words. This issue marks the passing of Bryan Coleman.

Over the past 20 years or so, I have benefited by being part of Bryan's crew. We raced hard, set records, won races, lost races, sank a boat, and enjoyed a drink or two. Throughout this time, Bryan quietly showed his skill as a leader, a yachtsman and a sportsman. With Bryan, these qualities were a natural part of his makeup. Happy to spend time chatting to any and all. Equal to and equally at ease with Coutts and Cayard as Smith and Jones.

As an administrator, Bryan's counsel to me was invaluable. "What do you think is fair Cuddles?" was often his question to me when I was faced with a difficult decision.

Bryan's obsession for preparation, absolute competitive spirit, and sailing skills were clearly key factors to his many sailing successes. His innate sense of fairness and respect for his competitors underscored his sportsmanship.

To me, his sportsmanship and sense of fair play are key memories. Anyone can win a yacht race - not everyone can do it graciously. And in defeat, few would make a point of congratulating the victor - Bryan would. Seldom would Bryan directly criticise, but if he did you could expect the criticism to be well founded.



paul cudby

If he identified a problem, his approach generally included a suggested solution. I believe that Bryan clearly understood that he controlled his own destiny and results. No matter what cards were dealt in a yacht race (or other situation for that matter) he would make the best of them.

I respect the qualities Bryan possessed as being the qualities of a true champion. He carried those across his business, family and sporting life.

Thank you for setting the standard. I hope that each, in our own way, will make the effort to follow the example you set. Farewell friend. You have set the benchmark.



Welcome In The New Centenary

The turnover of the year 2000 is about to happen, this will be a double event with New Year's eve celebrations, then the witnessing of the sun rising for the first time to welcome in the new centenary. Summer holidays for many of us will be on our boats cruising in the Marlborough Sounds.

The Club has received a Draft Document called "Navigational Safety - Tory Channel". This discussion document, by a group of 12 organisations that have an interest in the marine activities in the area of Tory Channel and Queen Charlotte Sounds, have identified safety issues regarding navigation in Tory Channel.

From growing public anxiety about the steady increase in the number, size and speed of ferries using the area, a number of safety issues were brought to MAS's attention in May 1999. The document touched on many items of concern, such as:

- Is a maximum speed of 35 knots appropriate for a large commercial ship between Dieffenback Point and

Heaphy Point.

- Should there be a ban on large ships overtaking each other within the Tory Channel area. (*To name but two.*)

When entering Tory Channel entrance from both directions, you are required to give a 10 minute warning on VHF Channel 16. Whether the warning is heard or not, the entrance should be navigated with caution (this is outlined in RPNYC Almanac page 46).

With ever increasing shipping in Cook Strait and the Sounds you cannot take it for granted that you will be seen by them.

I have travelled on a bridge of a ship with modern electronic radar, and we found it hard to pick up a yacht at sea. On this trip there was only one officer on duty, the ship was on auto and he left the bridge to get a cup of tea!

It is your responsibility to look out for and after your vessel and crew, so keep a good look out. Keep out of the way and assume they are unable to see you.

The new yachting season has got off to a good start with the renaming of Cruising Division to President's Division. We

cruising captain's report



peter edwards

also have two new course marks, 16 and 18, giving more course options.

The President's Division program has a Spring and Summer series along with At Home Series Combined Divisions this giving plenty of racing.

We have the Veteran's Race on Sunday 20th February at 1300 hours. All divisions please diary this date and arrange a Veteran to sail your yacht. Note the Veteran helming your yacht in the race is different to a Club Veteran. Check details on "Appendix E" page 98 RPNYC Almanac.

I would like to see a large fleet on the water for this occasion. At time of writing we have not had a final confirmation of the new mooring and location in Tory Channel. I am hoping to have this confirmed and layed before Christmas, and I will keep you all advised.

I take this opportunity to wish you all good sailing, fishing and a happy and safe Christmas and New Year.



...Our Club is your distraction...

In these busy times all members need a place to go where they feel welcome - so come on down to the club and enjoy the ambience of the Wardroom and tranquillity of Clyde Quay Boat Harbour.

I wish to thank Chris Pettit and the previous House Committee for their efforts and success in rekindling the "club spirit" which is definitely alive and well. This, together with Colette Kraus' past attention to detail in documenting the role and work of the Rear Commodore and House Committee have, I believe, made the transition for the all new incoming House Committee much easier than it might otherwise have been.

While many members now regularly frequent the Wardroom on Friday nights, Sunday brunches and race days (and any other times there is an excuse!!) I am mindful that the club premises and its sea of faces may be daunting to less regular and new members. Our aim is to extend that spirit of camaraderie to

others including new members, families and Academy graduates who make the effort to come to the club.

The challenge, for this House Committee then is to build on that "spirit" by ensuring that everyone participating in Club activities and social events feels sufficiently comfortable and relaxed that they have **FUN!** In this respect, it is hoped that all members, families and visitors are made welcome at upcoming events including the New Member/Academy graduate nights, Rum Race Series (Fridays) and **LINE 7 Port Nicholson Regatta** (Friday 10th to Sunday 12th December inclusive) and having had fun to **remember**, in one way or another, those occasions with admiration or pride!?

If social events in the past are anything to go by it is not difficult to have fun. The House Committee is committed to ensuring that members not only participate but also make themselves known to other/new members who bring



belinda greer



enthusiasm and fresh ideas and continue to foster the "spirit" amongst us. When did you last introduce yourself to a new face at the Club?

Finally, I personally wish to acknowledge the support the new House Committee has to date received from the Commodore, Executive, Club Management, Academy and Members. The House Committee, which is a large one, has already shown both commitment and responsibility for which I am grateful. If any member wishes to be more involved in the social calendar your assistance would be greatly appreciated. Aside from the regular events, the **LINE 7 Port Nicholson Regatta** (dates above) and **Millennium Mardi Gras** function (31st December 1999) are large events and we can ensure their success if we have your input. We look forward to a great year.



club manager's report

Wardroom

Peter James and his team are doing a great job in the Wardroom and the place has never been so busy. Try them for breakfast before you go sailing and bring the family along - they will be impressed.

As many of you will already know, membership cards are required to be shown when purchasing goods in the Wardroom to obtain the members' pricing (approximately a 20% discount on regular prices).

Please assist the Wardroom staff by having your card ready when you make your purchase.

EDS Race

With the America's Cup on, this year's EDS Corporate Yacht Race on 27th November will be very popular. Our Patron, Sir Michael Hardie Boys is our Guest of Honour and will be sailing in the race. Let's show him how we can

put a big fleet together for the race.

Once again thanks to Lynette Elliot and her team from EDS for their fantastic support.

Smoke Alarms

We now have smoke alarms installed which will provide another safety feature for the Clubhouse. These alarms are connected directly to the Fire Brigade.

Clyde Quay Boat Harbour

The Club has not heard, at time of going to print, from the Wellington City Council as to their intentions concerning the Clyde Quay Boat Harbour. We understand the Council is meeting in early November but at this stage we have no definite proposal to show members.

Wellington City & Sea Museum

The long awaited opening of this museum takes place on 27th November.



mike piper

Although this is the same day as the EDS Corporate Yacht Race (and the Election) if you have the opportunity to participate in the sail past at approximately 1000 hours, please do so and show your support for this worthwhile city amenity. Notices concerning this event will be posted in the Clubhouse.

Blind Sailing

I have been approached by members of the Blind Sailing Association to see if there are some skippers who would be willing to accommodate some vision impaired sailors on their yachts. Please contact me if you can help.



Academy Goes From Strength to Strength

Strength to Strength

This is the best way to describe the Academy at the moment with our continuing growth. The record months we had at the end of last summer had the flow on effect of a successful winter and sees us start this season with over twice the enrolments compared to the same time last year. We are now in the process of converting the workshop area into doubling as an additional teaching space due to there being, at times, four different courses all running at the same time.

Coastguard Courses Prove Popular

The launch of the Coastguard Boatmaster and VHF courses over the winter went exceptionally well and unfortunately several people missed out. But, we have now managed to fit in an additional Boatmaster course starting on 9th November. At this stage there are still places available but no doubt they will not last long. The VHF course also had capacity numbers with the result that some 23 people now hold a VHF licence. Both courses had had very positive feedback.

Latest Instructors

It is always great to get new blood in the instructing team and with the demand for courses we are extremely pleased to have Simon Wickham and Nicki Murray join the Academy team. Both have already started instructing after spending the last six months going through the training and qualification process.

The Challenge of the Boat Sponsors

Sybase has challenged EDS to what is promised to be the first in a series of

inter sponsor battles using the Academy training boats. The first challenge will be occurring on the 15th November, and there is even talk of a practice session! One gets the feeling there will be a demand for a rematch by one of the competitors immediately afterwards, there is even a trophy that is at stake, which will be presented at the end of the season. It's great to see our sponsors really using their sponsorship. We will keep you posted on the outcome.

On Board Instruction

There have been a number of crews making use of this service over the winter to upskill themselves, which is good to see. Special mention must be made of the good ship *Slinky Malinky*. This has been purchased by a group of graduates including our esteemed Treasurer who, after appearing in the last RIP as the new owner of the Launch *Josephine*, has gone to extreme lengths to see his name in print again.

Worser Bay Courses

Our partnership with Worser Bay Boating Club to administer and deliver their Learn to Sail programme takes yet another step forward this season with no fewer than ten instructors being used in this summer's expanded programme. Of the ten instructors, six are new junior instructors, who will be needed to support the extensive sail training activities now being undertaken at the club. There are only a limited number of places left on the dinghy courses with the 8-13 year Optimist courses almost totally full. If your keen to try your hand in an Adult Sunburst course then give Lyn a call at the Academy to get an enrolment form.



mike boswell, coach



Coach's Comment - The Kiss Principle

Forgetting the "Keep it Simple Stupid" rule on the racetrack is the cause of many boats problems. Take the start, rather than try for the ultimate start, just be on the line with speed at the gun, near the right end. At the top mark try and avoid a tack gybe-set manoeuvre and give your foredeck crew plenty of time to set up and maybe go for a simple bearaway and then gybe (especially effective when using a separation 1a mark, or in light air). When you come to the drop, try and avoid the drop then gybe approach. While this has some definite tactical advantages it is a higher risk move that can be costly if not completed correctly.

Along with boathandling area's, sailors often tend to make tactical and rule situations more difficult than they actually are. Sailing a yacht race, when analysed is most of the time quite simple. The players themselves are the ones who complicate it in their minds and then the actions they choose. "Don't call a play beyond the capability of the players" is a saying I often use when weighing up the reward from a tactical manoeuvre against the ability of the crew to perform it. So unless you, as a crew, are prepared to get your boathandling skills high enough to push into a spot that requires you to successfully complete that tricky move at a mark, then don't try it. "Keep it Simple Stupid" and you will avoid looking stupid as a result.



EDS

Promoting and Developing Sailing in Wellington

SYBASE

LINE 7 Port Nicholson Regatta 1999



Preface

The Royal Port Nicholson Yacht Club has decided to establish an annual signature event for the Club and the Wellington region. This regatta, based on the Wellington Harbour, will become one of the premier New Zealand yachting regattas for both keelboats and sportboats.

Two years ago the Royal Port Nicholson Yacht Club and Rentworks Limited combined to hold a Business House Yacht Race to raise funds to promote and develop significant sailing events for the benefit of the Club and the Wellington region.

Due to the success of the Business House races, and other yachting events, the Royal Port Nicholson Yacht Club has been able to secure LINE 7 as the major sponsor for this regatta, which offers a combined total prize pool of \$30,000. Custom Fleet are the sponsors of the sportboat section of the regatta.

The RPNYC has built an excellent reputation for yachting events, which are both professionally managed and fun to participate in. Some recent examples include the BT Global Challenge, SSANZ Two Handed Round the North Island race, National R Class Championships, EDS Corporate Yacht Race to name but a few.

We expect that in the first year the Regatta will attract entries from Wellington, Nelson, Picton and Christchurch in the south to Auckland, Tauranga, Gisborne and Napier. The following weekend event, the annual Cook Strait Classic, will provide an excellent opportunity to reposition the yachts in the Marlborough Sounds for the Christmas holiday period.

The **LINE 7 Port Nicholson Regatta** will be the largest regatta held outside the Auckland region, both in terms of number of entrants and prize pool, and will become a feature event on the New

Zealand yachting calendar.

The Regatta

The **LINE 7 Port Nicholson Regatta** is programmed for Saturday 11th and Sunday 12th December 1999, with an invitation race on Friday 10th December providing a good opportunity to meet your competitors both on and off the water!

The Regatta is open to all ORC Club registered keelboats and to sportboats. For Keelboats the racing will consist of 5 races over two days - Saturday 11th and Sunday 12th December 1999. It is an open division regatta with all results decided using Yachting New Zealand's new ORC Club handicapping system.

The Regatta has a separate section for Sportboats, which has been sponsored by Custom Fleet. The Custom Fleet Sportboat section will race up to 8 races under open handicap.

Royal Port Nicholson Yacht Club will be working closely with Yachting New Zealand to assist in the implementation of ORC Club handicapping for this significant new event.

ORC Club handicap, endorsed by Yachting New Zealand, gives the most accurate, fairest possible, simplified handicapping for fleets of widely differing designs and ages. Its administration is central, free from local influences and the responsibilities of local administration.

There will be an entry fee of \$250 for keelboats, which will include the annual ORC Club subscription, and \$150 for sportboats.

The **LINE 7 Port Nicholson Regatta** has been established to promote competitive and fun sailing in the region and we expect to attract a keelboat fleet in excess of 70 boats in the first year, building to over of 100 boats by the year 2001. With the interest shown to date from the sportboat owners, we could expect as many as 25 of this exciting new

style of boat coming to Wellington to compete in the regatta.

This means that approximately 600-1000 yacht crew and support staff will be involved in the Regatta.

The RPNYC is committing extensive resources, both volunteer and professional, to the organisation and promotion of the Regatta, which is to become an annual event.

The regatta organising committee has arranged accommodation discounts with a number of local hotels to help make the regatta more affordable for the competitors and their families.

FREE berths are available at Chaffers Marina for boats coming from out of the area, along with the usual marina facilities, and space is available for sportboats to be kept either in the marina or at the trailer park.

The Club, along with new Bar Manager Pete James, has introduced the Yacht Club Café producing a new style of Wardroom menu. Already a very popular place for Sunday brunch the Yacht Club Café will be on hand all weekend providing individual meals - breakfast, lunch and BBQ diners, or a complete 'Weekend Meal Deal'.

Prizegiving is scheduled for Sunday afternoon and with the large prize pool offered, for both keelboats and sportboats, this could be as exciting and tense as the racing itself.

First prize for the overall regatta in the keelboat section has a prize of cash and/or product to the value of \$6,000, \$3,000 for 2nd, \$2,000 for 3rd, \$1,000 for 4th and \$500 for 5th giving this regatta a substantial prize pool! Each individual race also carries a prize of cash and/or product to the value of \$600 for 1st, \$300 for 2nd and \$200 for 3rd. WAIT - because there is more!! 21 SPOT PRIZES also so there will be lots of

'winners'.

The Custom Fleet Sportboat section also has prizes for both the overall regatta winner and each individual race. First overall winner in the Custom Fleet Sportboat section wins the 1st prize of cash and/or product to the value of \$2,000, 2nd prize is to the value of \$750 and 3rd prize to the value of \$250. PLUS 16 spot prizes so there will be lots of 'winners' in this section too.

With the interest shown to date from Auckland to Christchurch, and with the programme (sailing AND social) planned for the weekend this promises to be a very exciting weekend of sailing and certainly one not to be missed!!!

Regatta Timing

The regatta has been timed to coincide with other major events being run around the central North Island region.

We anticipate a number of out-of-towners to come early and compete in the *EDS Corporate Yacht Race*. Apart from an excellent days racing there are some excellent spot prizes up for grabs

including an overseas trip for two, a double nights accommodation at the Wharekauhau Estate, plus many more excellent prizes.

The weekend following the **LINE 7 Port Nicholson Regatta** is **The Grand Heineken Cook Strait Classic** which regularly attracts a large number of entrants (70+).

The **Wellington - Gisborne Steinlager Ocean Race** starts from Wellington on 26th December and there is of course the annual Waikawa Regatta (**Fisher's Fine Arts Millennium Regatta**) in early January 2000.

Combining these 5 major yachting events there is in excess of **\$80,000** in prizes available so why not come and compete in these other events also!!

- **Two weeks prior** to the regatta (27th November) - EDS Corporate Yacht Race

- **One week after** the regatta (18th December) - The Grand Heineken Cook Strait Classic (anticipated entries 70+)

- **December 26th** -Wellington -

Gisborne Steinlager Ocean Classic

- **07th - 09th January** - *Fisher's Fine Arts Millennium Regatta* (Waikawa)

Sponsorship

Our thanks go to all our sponsors which include:

- **LINE 7** - Major sponsor
- **Custom Fleet** - sponsoring the sportboat section
- Glengarry - hosting the invitation race
- Heineken
- Barton Marine Ltd
- Yachting New Zealand
- Lambton Harbour Management
- Chaffers Marina

For further details on the regatta or other events Royal Port Nicholson Yacht Club is running please contact the Club.

Manager - Mike Piper
Events - Kirsty Callaghan
Telephone: (04) 384 8700
Fax: (04) 385 1603

Email: events@rpnyc.org.nz



*Your friendly local
sailmaker with a
world of experience*

Agents for Doyle Bouzaid sails

Chaffers Marina
PO Box 14594
Wellington



Phone 384 8447 Fax 384 8011 email: lintonsails@clear.net.nz

Sydney - Hobart

the cruisy way

BY JOHN AND BARBARA TUCKER

It would be nice to pretend we've joined the big league now! Like Lindsay English and the *Whispers* guys or Andrew Taylor and the *Andiamo* team. When they took off for Sydney in '94 and '96 we felt quite privileged that two of our five boys, Ben and Josh, were part of their action. And like most Port Nick members we were disgusted at the lack of media recognition for their top class performances.

Actually it was the Port Nick bulletin board that set us off in a similar direction. Not a very big notice but big enough to capture the imagination. "Join the Sydney Hobart Classic Boat Voyage" it read. Just the inspiration we needed to escape what was fast becoming a city-bound rut.

New Zealand Maid is no flash racer but with 40 odd thousand miles under her keel including general handicap honours in the '91 Napier-Chathams race, she's quick enough for our kind of voyaging. The Chaffers crowd will have noticed our whole tribe raking and recaulking deck seams as the marina emptied out for summer cruising. Our Sydney deadline was 25th January and the strategy of zipping across the Straits early for a Nelson clearance paid off. We were two days and 400 miles clear of the Farewell Spit in a perfect 30 knot sou'easter before the southerly storm warning for Cook was downgraded to gale. The fearsome Tasman crossing was a seven and a half day doddle really, with a BBQ and swim for the halfway party, and 36 hours of 25 knot easterlies to blow us straight into Sydney heads. Thank heavens for La Nina (even though there were two cyclones heading south from Queensland).

We don't know who was most

surprised that we were delegated a defacto celebrity status on arrival. We were immediately given a nicely printed sign outlining our past participation in Tall Ships events, Bounty movie (the Mel Gibson one), Mururoa flotilla etc. And our guest status at the Australian National Maritime Museum was topped by a place in the "Historic Fleet" parade for the Australia day celebrations rather to Peter Bradley's bemusement (and our disguised delight) as he circled our parade in *Phantom of the Straits*!

The Harris Sydney Hobart Classic was conceived as a "cruise in company" but as the small flotilla gathered for the January 26th start there was plenty of surreptitious eyeing up of sail areas and waterline lengths. The media sailpast saw some tense skippers and snappy crew-work as the inevitable "chivalrous rivalry" took over.

Fleet flagship *Windeward Bound*, a 75 foot Tasmanian brigantine, was a sight to behold but not up to the speed of the smaller classics. And the biggest entrant,

the mind-boggling 140 foot ex minesweeper *Curlew* never really made the grade - always somewhere behind nursing engine problems and chimney fires!

Before we left, Tails (alias Andrew Taylor) had lent us his charts and it was now rather fun to compare our track with *Whispers* and *Andiamo* as we romped south on the first leg to Jervis Bay. With a 25 knot nor'easter and the 2 knot East Australian Current behind us, watching the GPS range between 10 and 12 knots consistently was a buzz that lasted most of the cruise.

New Zealand Maid and the 46 foot Muir cutter *Wild Wave* were so perfectly matched in size and speed that we crossed gybes within 60 metres after seven hours of hard sailing. *Wild Wave* is a legend among old timers having taken line honours in the '53 Sydney - Hobart, only to be disqualified for a start-line infringement, and is sister-ship to the even more famous *Waltzing Matilda*. Together we pulled in to the



New Zealand Maid.

huge natural harbour of Jervis Bay for a quiet night, and rose next morning to watch *Windeward Bound* drop anchor - a pattern which was to follow for much of the twelve day cruise.

Windeward Bound was a GREAT party boat though! Six of her crew had won a highly publicised nationwide "trip of a lifetime" competition and were being filmed for a documentary commissioned by sponsors Harris Coffee. Skipper Ross Berkmann did a great job of juggling the interests of sponsors, film crew and charter passengers around the important function of maintaining dialogue and full social contact with the other crews.

When the big brigantine set off for Eden in a light southerly two afternoons later, the smaller classics ducked into the fishing port of Ulladulla for fish and chips, beer and a night's sleep. *Roma*, a 54 foot Melbourne cutter, was having mechanical problems and welcomed the moral support at this unscheduled stopover. Eden, when we regrouped on the next evening turned out to be a substantial fishing port with plenty of history especially in whaling. The last stop before Bass Strait, Eden had hosted dozens of crippled yachts four weeks earlier as they struggled in to lick their wounds during the tragic '98 Sydney-Hobart race. Our schedule had arranged a party with the Twofold Bay Yacht Club but our dilly-dallying had fouled that one. No worries - Bass Strait now beckoned and with a 25-30 knot nor'easter forecast we were straining at the leash.

We've done Bass Strait three times this year now, but that 41 hour broad reach south was the one we'll always prefer to remember. Nothing like *Whispers* and *Andiamo* who (Josh tells us) smoked it at 25 odd knots under kites. But flying seven sails at 12 knots across the ground was very respectable for a 21 tonne gaff rigger in full cruising trim. Despite dumping most of our canvas for a six hour moonlit dawdle alongside *Windeward Bound* we still sailed into Wineglass Bay nearly an hour ahead of the next comer.

Names of those legendary Tasmanian landmarks and anchorages roll off the

tongue easily now, but ticking each one off was part of the magic of the cruise for us. Maria Island (where some of us choose to deviate into despite the schedule), Cape Pillar, Port Arthur (the famous penal colony where we all had reduced entry fees), Cape Raoul, Bruny Island, D'Entrecasteaux Channel and of course the Derwent River. From mere names on a chart they each become something real and spectacular for us.

It was a fitting end to the cruise that Tasmania turned on one of its famous sou'westers. This one was solid Wellington-standard breeze - 55 knots gusting 70 - enough to fill two pages of the Hobart Mercury the next day with damage headlines. Rossco, as flagship skipper, had the unenviable task of deciding how long to delay our last 25 mile leg into Hobart. With two TV crews and the State Deputy Premier waiting, we delayed four hours at Bruny Island before all agreeing to set out up the Derwent in driving rain, under dramatically reduced canvas. Bare poles, in fact, for *Windeward Bound* which still remained heeled to over 20 degrees. Determined to show off as true Wellingtonians, we set four tiny lowers on *New Zealand Maid*, reefed to the lowest aspect only a gaffer can achieve. This was the first time we've set our ridiculously tiny storm jib, and the second time in twenty years we've seen fit to reef the stays (the first time being in a Southern Ocean southerly, 500 miles east of the Chatham). But what a way to end a great cruise, literally smoking up the Derwent flinging out sheets of horizontal spray as squall after squall hit our decimated little flotilla.

We love Hobart. Constitution Dock, under the lifting bridge is even more central than Chaffers and half the price. After the media speeches and piazzaz, the fifty-odd crew members scrubbed up for an unexpected evening at Muirs - the four course meal and ample wine courtesy of the sponsors. For us aboard the *Maid* though there remained a little unfinished business. By now firm friends with the *Wild Wave* crew, we could see the Royal Hobart Regatta would be an ideal platform to test our relative superiority

with the round-the-buoys challenge.

New Zealand Maid in fact was expected to leave that day for the isolated SW coast in the related Port Davey World Heritage Cruise with another eight boats (an excellent event but another story), but naturally we had to put our priorities in order! The Vintage/Classic yacht race was one of the primo events of the regatta and had attracted some 40 entries in two divisions, marconi and gaff. Little did the organisers suspect that this was primarily a private race between us and the *Wild Wave* boys. And what a race! The locals naturally had expectations for Peter and his lads, being a legend in those waters, but the *Maid* was a wild card.

Flying the Port Nick pennant and seven sails, we took the lead by the first mark and held it for the next four, eventually taking the gun for our division a mere nine seconds behind *Wild Wave's* marconi division honours and a full two minutes ahead of the third comer.

Would we do it again? Having just returned to Sydney for a reunion party (and a Herreshoff Rally) we're already seriously considering this, as are our mates on the *Wave*. But though the Aussies are really great it would be nice to have a bit of Kiwi company. For the record, the organisers have opened up the event next January to any foreign flagged cruising boat, though Australians must enter "classic" boats (no definition given). The route is, after all, a classic voyage. The entry fee (AU\$150) isn't too bad for the company, and you get a nice little plaque for the bulkhead. Anyone interested could contact Tony Richardson on his email (tony.richardson@tassie.net.au) or check out the web at www.classicboatcruise.com.au.

And as for the big leaguers ex *Andiamo/Whispers*, if you guys want to get in touch we're there too (nzmaid@hotmail.com). Still having a ball over the Tasman and still flying that red/ blue/black pennant at the spreaders!



What Type Of EPIRB *do you have?*

An EPIRB is an Emergency Position Indicating Radio Beacon, a compact, buoyant self-contained radio transmitter. When activated, it continuously emits a distinctive radio signal for a minimum of 48 hours.

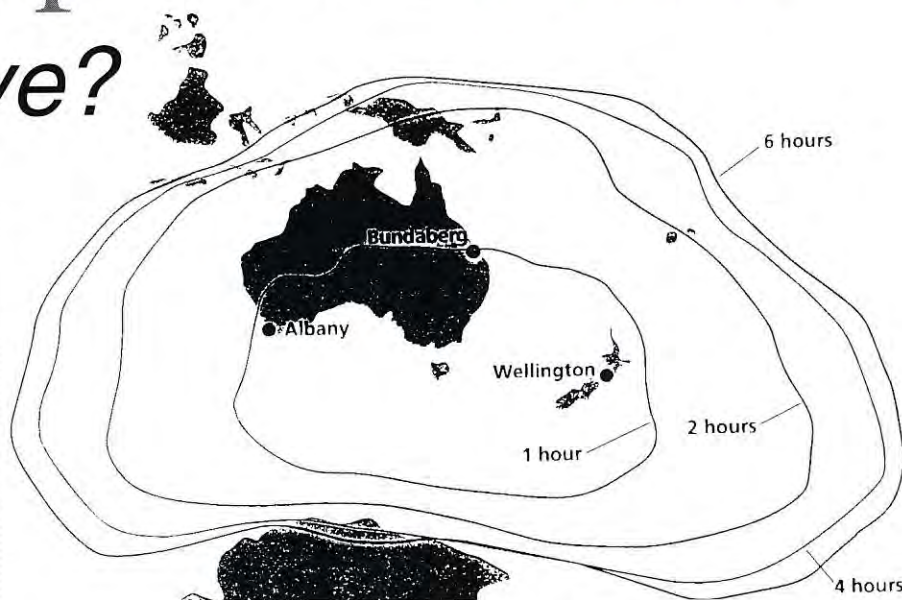
This signal picked up by a satellite or an aircraft and is relayed to the appropriate search and rescue organisations.

There are several different types of satellite compatible EPIRB:

- 121/243 MHz EPIRB operating on the COSPAS/SARSAT polar orbiting satellites (note that some of the earlier versions of this EPIRB were not satellite compatible and could only be detected by aircraft flying overhead).
- 406 MHz EPIRB also operating on the COSPAS/SARSAT polar orbiting satellites.
- 1.66 GHz EPIRB operating via the Inmarsat geostationary satellites.

The signal from an activated EPIRB is relayed from the satellite to a land terminal. For the COSPAS/SARSAT system, this is called a Local User Terminal (LUT), and for Inmarsat, a Land Earth Station is used. LUTs are sited at Wellington, New Zealand and Albany and Bundaberg, Australia. There is a Land Earth Station at Perth, Australia. The messages are then relayed to the appropriate Search and Rescue authorities.

The coverage areas vary for the different EPIRB systems. There is global coverage for the 406MHz EPIRB, while the 1.66 GHz lacks coverage only in polar regions. The 121/243 MHz EPIRB however, is much more limited in coverage. The following map shows the coverage area and average detection time for this type of EPIRB.



Sea State and Swell

The sea state is directly related to the local wind speed as opposed to swell which is related to the wind some distance away from the area where the swell is encountered.

The heights of both sea and swell refer to the average from the trough to crest of the highest one-third of the waves present. Occasional waves may reach much higher, about one in an hundred is likely to reach half as high again; and one in a thousand almost twice the quoted averages.

The following terms are used to describe **SEA STATE**:

Wind Speed (knots)	Sea State	Mean Wave Height (metres)	Probable Maximum Wave Height (metres)*
<4	Calm	<0.2	0.3
4-10	Smooth	0.5	1.0
11-16	Slight	1.0	1.5
17-21	Moderate	2.0	2.5
22-27	Rough	3.0	4.0
28-33	Very Rough	4.0	5.5
34-40	High	5.5	7.5
41-55	Very High	8.0	12.5
>55	Phenomenal	13.0	>16

* The extreme height may be greater.

Many swells are generated a considerable distance away and may be from another storm modified by local conditions. As a result swell forecasting is more difficult than sea state forecasting. Forecasts are generally given in numerical values but descriptive terms may also be used. The following descriptive terms are applied specifically to **SWELL**:

LENGTH Descriptive Term	Distance from Crest to Crest (metres)	HEIGHT Descriptive Term	Average Height from Trough to Crest of well formed Swell Waves (metres)
Short swell	0-100	Low swell	0-2
Average swell	100-200	Moderate swell	2-4
Long swell	Over 200	Heavy swell	Over 4

EXTRACT FROM NEW ZEALAND
NAUTICAL ALMANAC 1999.

LIKE DOLLARS FOR WATER

BY TONY CHAMBERLAIN

It seems a long time since I first ventured to sea in a Sunburst. Totally untutored, the early voyages were interesting adventures. 'Onshore' or 'offshore' were simple wind types that defined the day's sailing risk. Time 'in the water' and the number of family members that were prepared to crew were reasonable measures of sailing competency. Those ten consecutive years of Christmas family holidays on the beach at Totoranu in Abel Tasman National Park seem a distant learning experience but undoubtedly formed the beginning of a latent interest in sailing. This annual 'sailing' experience became somewhat more focused as the family Sunburst was traded for a less forgiving Laser and, as the children grew, a 'room for two' Phase II - now a member of the Evans Bay training fleet. The second boat in those days was an out-boarded inflatable rigged for fishing and often involved in rescuing board sailors who had less understanding of the wind types I had learned to respect.

The end of a career in chartered accountancy, a move to consultancy in Wellington (a city that has been adopted as home) and the frequenting of a certain harbour-side restaurant, were strangely connected factors in my decision to contest the election for 'Hon Treas' at the RPNYC in 1995. Nominated by my erstwhile professional colleague Andrew Dinsdale, and supported by the wide network of 'Keeler's business sailors', a decision to get more involved in this city's sailing community was realised.

The journey back to two boat status began with the casual mention to Murray Bridge of my intention to invest in a yacht. Just how that transpired into the purchase of a 1901 pilot launch under restoration I am not quite sure! However, the day that *Josephine* left Kim McMorran's shed and the safety of the crane stops then, with the aid of four bilge pumps, motored rather precariously to the Clyde Quay slip for

a week long refloating operation, was the beginning of another learning experience - the fundamental principle of boat ownership - deep pockets!

The next step in the sailing trek was to begin with a long overdue sampling of a club facility that, as Treasurer I have had the privilege of critiquing, supporting, and defending over the last five years - the Sailing Academy. A telephone call (plea) from Sally Brown to join her and Alan Williamson in a sailing course was the beginning of a four course meal of training. Sally (our course organiser) persuaded us through the Introductory Sailing Course (Intro) and into the Next Tack and Skippers courses with the final course (Intro-Plus) only recently completed. (Her programme also included the Boatmaster and VHF Radio courses - still to come?)

Well, I have only one word for the Academy - magnifique! As a club member and now as a graduate, I feel really proud to be associated with such a professional organisation. The range of courses we participated in introduced us to nearly all the coaches and I think that this club is extremely lucky to enjoy the commitment and capabilities of Mike Boswell's Academy team. To Lyn, Phil (boat-broker and coach), Gerry (primary instructor), Gordy, Ian (cruising advisor), Nicky, Shaun (protest advisor), Robbie and Boz - supporters, instructors, coaches and friends - a big thank you!

The next move - purchasing a fibreglass hole in the ocean - can be blamed in part on the Academy relocation. The club bar was just the place for course enthusiasm to grow to visions of sailing successes. Belinda Greer is also to blame for demonstrating the possibility - setting the challenge for graduate crews to follow her obvious success and continue their learning by competing on the water in their own right. The Intro-99 Syndicate (Tony, Sally and Alan) was formed (in principle at least) during our



Treasurer - cum - boatowner Tony Chamberlain (centre) and co-owners and crew of "Slinky Malinky".

first sailing course with the challenge to own a boat and assemble a graduate crew before the end of the course (just six weeks!). After some advice the hunt for a Young 88 was on! Perhaps the more difficult task was selecting another five graduates.

Well to cut a longer story short, John Thompson's *Slinky Malinky* is now graduate owned, graduate crewed and ready to sail the winter series on time and (at that stage) within budget. With Mark (and Cindy) Gordon (who joined the owners group), Lisa Buchan, Justine Maddock, Fiona McLean, and Kate Wylde in the team nine new sailors ventured carefully into the club's racing scene.

The first race in the Spring series was another milestone for the *Slinky Malinky* team. Coachless for the first time, and sailing conservatively, we achieved our first race placing (3rd in Division II). The training continues with entries in all the spring series races (I mean ALL!), the club regatta and our first offshore race The Grand Heneiken Cook Strait Classic.

Back to two boats (or 1.25 actually) again and asking why I hadn't done it sooner.



BT Global Challenge Update

BY JUSTINE MADDOCK

It is becoming very exciting for everyone involved in preparation for the start of the BT Global Challenge 2000-2001. This time next year we will be on our way having completed the first leg and started the second. Most of us have been preparing for this race for over two years now and we are finally on the home straight.

Both Helen and myself will travel to the United Kingdom in October to complete the final stage of our training for the race – placement training. This stage of the training will focus and build on skills we have already learnt from previous training sessions. Placement training focuses on identifying each person's skills and which positions they would be most suited for when assigned to a race boat. Placement training is being run in the United Kingdom from September through to the end of November.

During December a lot of work will go into putting the teams together. The teams are put together based on identical crews for each boat. Each team will have a similar mix of skills, men versus women and age groups. At the end of December the boat sponsors will get together and draw their crew.

The team crews and which boat they have been allocated to will be announced at the London Boat Show on the 8th January 2000. It is at this time that everything will become a reality and the really hard work begins. We will all meet our sponsors and then start the building



Helen & Justine in their new BT gear at the yacht club.

of the team.

The race start date is the 10th September 2000 which is now under a year away. You can expect to start seeing the boats arrive in Wellington from about the 7th January 2001 onwards.

Crew Volunteer News – Justine Maddock

I have spent a lot of time at the Sailing Academy over the last few months and have been having a great time. I completed the Boatmaster course in August and recommend it to anyone who intends to spend a lot of time on the water. It covers everything you need to know if you intend to go off shore but also covers the basics of being on the water.

I have also been fortunate enough to join the crew of *Slinky Malinky*... what a great group of people! We have been building our skills as a team with the help of the Sailing Academy and look forward to the upcoming racing series.

Helen Couling

Over winter Helen had the opportunity to be part of the crew delivering an Auckland yacht *Touchdown* back to Auckland from Fiji after the Auckland – Denarau race. This was Helen's first real blue water sail.

The journey took 10 days and was most enjoyable. The weather was fairly mild

so they were able to enjoy a midwinter swim halfway home. Helen did not find this a comfortable experience but felt she had to do it. Helen knows that this sail was completely different to life on board a BT Global Challenge yacht but appreciated the opportunity to gain some blue water experience.

Helen will also be doing her placement training in the United Kingdom in October. When she returns she is looking forward to another great summer season at the club, especially to hone up on those racing skills. The RPNYC has a lot planned for the next year and as Helen is on the House Committee she is going to be very busy.

Sharon Dickie

We have not heard from Sharon for a little while but understand she is doing very well. She has completed her placement training and hopefully we will hear some more from her in the next issue of the RIP.

Website

The BT Global Challenge web site has recently gone through significant changes and now includes a profile on each crew volunteer. This site will be updated now on a regular basis. If you want to know more about the race and the people involved visit the site at btchallenge.com.



Placement sail is the final assessment to gauge what position we would be best suited to on the boat and how well we interact with others. Yet again the trainers come out and the early morning swims begin. As we run along the Plymouth foreshore and up Queen Anne's Battery at 6am on a Friday morning every 'bootcamp' movie I have ever seen plays in my mind. I don't think the pain actually starts until much later in the day. At that time of the morning all you can focus on is not tripping over the cobbles!

In placement sail the objective is to learn in detail about the workings of the boat. There is no night sailing mainly because us 'office bound softies' cannot quickly adjust to a watch system in 4-5 days and we generally end up too tired to learn anything. Instead we anchor up for the night, have crew lectures and run an anchor watch. The last duty, anchor watch, manifests itself as each person getting up for one hour during the night and do a 'just to keep you busy' task, such as bread making or ship inventory lists and of course watching the anchor! If right about now you're questioning how often we will be on anchor watch during the race, don't worry we asked the same question.

Friday and Saturday 'blew like the clappers' as they say. A storm front rolled in on Thursday evening and we bashed around with winds up to Force 9 and seas that would technically be termed as 'confused' and not so technically termed as BIG! Considering myself quite fit and strong it is astounding how heavy the boat can be to helm in such conditions, and yes every time I come to such a finding or conclusion I do think 'and this isn't even the real thing'.

Sunday decided to let up a little - enough for us to get out the spinnakers and fly along in much more civilised conditions. For the three days we had, of course, been continuously practicing reef in, reef out, sail up, sail down and numerous 'Man over board' drills. We have become accustomed to such routines, however the intensity of them

became clear on Monday.

Monday was the 'Placement Round the Cans Challenge'. It is a race against all other placement crews, scoring points for navigating and rounding various buoys and lighthouses and, while doing so, completing the following tasks every hour:

- Change both headsails (no sails could be left on deck, and every sail had to be flaked and packed within the hour)
- Two reefs in the main - Two reefs out of the main


Every person must helm for exactly half an hour

For additional bonus points, at sometime during the day we had to take the main down to the third reef, hoist the trysail, set up the emergency tiller and use it for 15 minutes. 10 press-ups would be ordered for doing something wrong, as in my case of being 1 minute early on the helm. Crossing the finishing line early or late would result in losing 50 points for every minute...important when you consider the wind strength.

We started with about 20 knots and by the end of the day were down to almost none. In the five and a half hours we had completed 10 sail changes, 13 reefs in the main, 10 reefs out of the main, successfully hoisted the trysail and used the emergency tiller. We rounded numerous buoys only to be left stranded out from the finishing line and be twenty minutes late! All this topped off (of course) with another run and a swim!

However, never to be broken by such activities we hauled the skipper out for a night on the town in Plymouth - always guaranteed entertainment! Result - a crew that looks like death the next morning and who are still always required to complete the final task of cleaning the boat from top to bottom. There's just nothing quite like having ones head inside a small space, with little fresh air and detergent fumes after such a night out! Why don't we learn?

This was my last sail training with the larger group. Come 8th January 2000 we will be allocated into our own crews. Most of our training will now be completed out of Southampton with a

couple of deliveries from Plymouth. The final skipper assessment is now complete and we are expecting news of who the 12 race skippers are at anytime. As you'd guess, we all have our own preferences. Time, as you'd imagine is just flying now. With less than a year to go everything I do is in some way related to the race. Next time I write I expect I will be able to tell you all about how the announcement in January went and what my own fate will be. BT are planning a huge event, which I imagine will, for each of us, be an extremely nerve-racking and emotional experience. 

CROSSING COOK STRAIT?

Would you like to help someone achieve an adventure with a difference? The adventure is to walk around as much of the coastline of New Zealand as is reasonably possible. The difference is to do it without the use of any machine power at all. That means **not** using the ferry to cross Cook Strait. I'm not even going to think of swimming, so that leaves going by yacht, canoe or kayak. Of the three, I'd prefer the yacht - wouldn't you? So, if any yachtie out there would get a buzz out of being part of this mad venture, please drop a line to:

Colleen Foster
40a St Lukes Road
Mt Albert, Auckland
Phone: 09-846 6281

PS. Someone suggested I add a few personal details about why I'm doing this. Well, I'm 62 and have a physical disability - so I figure a book about achieving the seemingly impossible could be at least amusing, and might even sell a few copies. I'm leaving from Cape Reinga, Te Rerengawairua, in early December, and will (maybe) reach the Wellington area some time in February.

NAVIGATIONAL LIGHTS

Extracts from the MSA pamphlet 'Be Safe, Be Seen!'

THE LAW

Maritime Rule Part 22 - Collision Prevention requires that all boats carry the correct lighting.

Correct lighting must be displayed between sunset and sunrise and at other times of reduced visibility such as rain, fog and haze.

SAILING BOATS



All boats under way by sail must show:

- Red port and green starboard sidelights and a stern light.

Sailing boats

less than 12 metres long **may** opt to:

- Combine port, starboard and stern lights into a tricolour lantern displayed at or near, the top of the mast, or;
- Show a red all round light and a green all round light on the mast, with the red one higher up. (If red and green all round lights are used they must be in addition to port and starboard side lights, but **NOT** with the tricolour lantern).

Sailing or rowing boats less than 7 metres long may:

- Show the lights for a sailing boat or carry a white torch to indicate their position to boats, either by displaying the light or shining it on the sails.

MOTOR SAILING



A yacht that is under power must show the same lights as a power driven vessel.

It **must not** show the lighting for a yacht under sail.

All powerboats underway must show:

- Red port and green starboard sidelights; white masthead light; white stern light.

Powerboats less than 12 metres long may opt to:

- Show an all round white light instead, and port and starboard side lights, or;
- Move the white all round light or masthead light to either side of the boat's centre line. (If this option is taken, the boat's side lights must be combined into one lantern and lined up along the same fore and aft line as the masthead or white all round light).

BOATS AT ANCHOR



A boat at anchor must show a white all round light.

DEFINITIONS

1. Under Way

Under way simply means that the boat is not at anchor, aground, or tied up alongside a wharf. For example, boats under way can be motoring, sailing, motor-sailing, being rowed or even stopped and drifting.

2. Sailing

This means that the boat is under way by sail and the engine is not being used.

For more information on this and other aspects of boating safety, the MSA recommends Coastguard Education courses.

For more information on these courses call the toll-free number: **0800 408 090.**

For further enquiries please contact the MSA on Telephone **0508 225522**, or write to PO Box 27 006, Wellington.



THANKS
ANNIE AND PAULINE
- BY VICE-COMMODORE

We enjoy the labour of many volunteers. All too often we forget to thank these people, who, in giving their time so freely, allow us to go about our yacht racing without a second thought as to who may be making it possible. Alas, two of our valued volunteers have decided to move on:

Annie Carrad - previous Rear Commodore, first woman flag officer of RPNYC and a long time member of our number one Race Management team. And, Pauline Edwards - Absolute rock, leader of our number one Race Management team and regular crew on womens races. Involved in club activity since the 1970's.

We owe you a debt of gratitude. Your efforts and commitment assisted in both the development of our club racing and the esteem with which our club is held both nationally and internationally.

Royal Port Nicholson Yacht Club
says
Thank You.

"Yachting Life of Bryan Coleman"

(Abridged contributions from Murray Sleeth and Gavin Goddard's obituary speeches.)

"...Bryan sailed P's and others but it was not until we both had Javelins in the late 60's that we got to know each other.

Bryan started out in Javelins with a boat called *Palomino* which was a John Spencer design that he built himself and I think was launched about 1967. His regular crew was Peter Cairney and while they did OK they did not set the bay on fire.

In 1970 Bryan designed and built a new Javelin called *Topaz*. Now that might not seem such a big thing but back in those days it was very unusual for someone to design his own boat - remember he was only 20!

This boat was an immediate success and was the top non Auckland boat finishing 3rd in the 1971 South Pacific Championships held in Lyttleton. The contest was won by Jock Bilger and Murray Ross so that gives some idea of the standard.

It was after this contest that Peter Cairney stopped sailing to further his medical studies, and I recruited Bryan as my helmsman.

Topaz became the dominant Javelin in New Zealand and won the national contest in 1971 and then the Sanders Cup Inter-provincial Contest in 1972 and 1973.

She really only had two hiccups. When we shipped *Topaz* to Suva to contest the 1971 South Pacific's, although we were the favourites, we were third behind two Australian boats. The first hiccup was being beaten by Australians and that was bad enough, but when the winner was a 16 year old Australian girl it made last years rugby losses look like a walk in the park!

At the same time that we were campaigning *Topaz* Bryan and Geoff Harwood started building *Aztec* - a 40ft Sequoia type keeler designed by John Spencer.

She was built in an old shed at the back of the Coleman house in Otaki Street and



Aztec.



Chain Reaction.

it may surprise most people to learn that the original theory was to take it on a world cruise.

That's right, Bryan Coleman, 22 years old, sailor extraordinaire, is building a keeler to go cruising. Now if he wanted to go cruising he should have given in to his motorboat cravings and built a launch.

However he didn't and *Aztec* was launched in November 1973 and it's no surprise it didn't go cruising.

Looking back to some extent I regret that boat. I think it created more hangovers for more people than it had a

right to!!

Aztec's first proper sail was the 1973 Cook Strait race. We were not eligible to enter as she did not have enough safety gear but we went anyway. At one stage we had over 7 miles (taken off the support launches radar) on the fleet and when she beat the infamous *Whispers II* into Tory channel by 20 minutes it was definitely a night to remember.

That began Bryan's affair with *Aztec* and it was enhanced when he bought out Geoff Hardwood's share a couple of years later. I would not call it a love affair but she certainly became a dominant part of his life and I don't think *Chain Reaction* was quite able to replace her.

Aztec did so many races that it is hard to identify her best. She did all the Offshore series out of Wellington as well as the Whangarei-Noumea race in 1976 and the Auckland-Suva in 1977.

Perhaps its now time to dispel a second myth about Bryan....that one about how he didn't really drink.....

After the finish of the 1977 Suva race we were all in the bar enjoying a few pleasant ales when for some reason I fell out the window and went to sleep.

When I awoke, a short time later, there were none of the crew left in the bar so I decided to return to *Aztec*.

The funny thing was that as I wandered along I came across yachties who also had my problem of being a little tired and having a quiet nap.

You can imagine my delight when I got to the jetty to find Bryan lying helpless at the end and trying very hard to turn the very dirty Suva water technicolour. Must have been something he ate?!

Unfortunately as you will all be aware *Aztec* sunk during the 1988 Gisborne race and it displayed Bryan's true colours and feelings for her when he refused to leave her and virtually had to be dragged into the life-raft by the crew.

It was said that *Aztec* hit something to cause her to sink. Quite frankly I do not

believe that. I think she said you have bashed enough out of me, I need a rest and I am having one. But don't worry she is still out there doing every Gisborne race even if it is only on part of the Wairarapa Coast.

But in its short time it did a lot and I thought it might be interesting to see how many people are here who sailed or had a drink on her. *(Those who had sailed or had a drink on Aztec stood up and it would have been at least 2/3 church).*

Even though it is now nearly 12 years ago, the number of people she touched is astounding.

The stories about her are endless and I am going to make no attempt to try and repeat them here but I will mention the "Golden River", "Cabin Boys", "Tape" as well as to mention Brooksy's sadness at not being able to be here though I see another early stalwart, Tony Keegan has made it from Australia.

Now during this period I have talked about, Bryan had several jobs.

The first was with the Ministry of Jerks as a draughtsman. While he was there he built *Aztec* and, as he was also still racing *Topaz*, time was a little short and there were not enough hours in the day.

But Bryan was very dedicated and if he did not average at least one sick day a week he felt he was letting the boat down!

There was also a new type of graphite paint on the market. The idea was that the graphite wore off as the boat moved and therefore reduced water resistance. The only problem was it was very expensive.

But Bryan worked out a solution. Each night, at the MOW, he would go around all the draughting tables and collect the shavings from the pencil sharpeners. He then mixed this lead with undercoat and created his own brand of graphite paint - and it worked very well!

The only problem was when there was not enough lead in the sharpeners for the amount of paint he wanted to mix. But again the solution was simple, he just kept sharpening pencils until he had



Bryan displaying some of the rewards for his excellence in sailing.



enough!!

His next job was as a boat builder and he must have enjoyed it as he stayed long enough to build one cabin on a yacht (6 -8 weeks) before joining Epiglass as a Sales Rep. He lasted a few years there before joining Edwards Mitre 10, which you have already heard about.

I also have to say something about Bryan's fishing. We all know he was competitive, and had ability in his yachting and golf, and didn't give up easily, but with his fishing it sometimes went to extremes.

I can only remember one time in nearly thirty years when someone on the boat caught a bigger fish than Bryan and although we didn't count I doubt there were many occasions when anybody caught more than he did.

But perhaps his strongest drive was for filleting. He detested the slightest amount of waste and always liked to do all the filleting. On those times

(obviously quite often) when it was impractical for him to fillet the lot, and somebody else got to help. We were all very nervous as he would be keeping a motherly eye on us to ensure we got every last bit.

Now you can't know a guy for as long and spend as much time with him as I have without him being annoying at times and I very much remember one of the last times.

It was on Hebtro Trophy day last year when prominent skippers, including Bryan, were taken out to steer the R class boats, and some other unfortunates (me) had to be the crew.

There I was out on the trapeze wire when I noticed Bryan also out on the wire. Now you might not think much of that, but the boat had the spinnaker up and we were twin wiring.

And again you might not think much of that, but it was 1998 and Bryan was 48 going on 49 and there he was twin wiring with the kite on!

And the reason I was annoyed was that in 1972 when we sailed an R class in a national contest and he was only about 23 then, he refused to twin wire with the kite on - and there he is doing it 25 years later in a fun

race!

However, all said and done, Bryan has been a good mate to me over the years and I am extremely sad that he will not be here to go on those geriatric midweek fishing trips we had planned.

But whatever you and I are missing it is insignificant compared to the loss to Mandy, Tina and Helen especially, as well as Joan and Gary.

Mandy and Tina, your father was a special man, who had a lot of friends, and those friends are also your friends...."

BY MURRAY SLEETH



"...Bryan joined the RPNYC in 1973 and has been an active and admired member ever since, having been able to earn the respect and admiration of his fellow yachties with his skill and dedication and his sense of fair sportsmanship. Bryan has given time to the Club on Sailing Committee and as

Vice Commodore in 1977-78 and again 1978-79.

Bryan has competed in a number of prestigious International events including sailing *Whispers of Wellington* with Geoff Stag in 1975 in the Admirals Cup Trials, Whangarei - Noumea race in 1976 on *Aztec*, skippered Barnacle Bill in 1977 for the Southern Cross Cup, Auckland - Suva race in 1977 on *Aztex*, crewed on *Koamaru* in 1979 for the Southern Cross Cup, crewed on *Nero* for the 1979 Auckland - Suva race, crewed on *Pacific Sundance* in 1984 for the Clipper Cup ...and no doubt there are more still.

Bryan's latest yacht *Chain Reaction* was launched in 1991 and has won 43 series, 25 cups and still holds two race records - one of which is the 1997 Akaroa Race which was a testament to his seamanship.

These results were gained in fully crewed and two-handed events with an excellence that competitors were forced to rise to, or quit. But Bryan never quit!

Three months ago *Chain Reaction* won the Hebtro Trophy at Worsley Bay. He wasn't going to be there, but he turned up as we were about to cast off.

Six weeks ago Bryan sailed *Chain Reaction* in the first Mount Gay Winter Series and won.

His passion for his and Helen's yacht was unlimited. From time to time if she was involved in a prang Bryan didn't show anger - it was more a deep hurt.

On *Chain* the family cruised the Sounds at Christmas - well shortly after Christmas depending on which Offshore race started on Boxing Day. The cruising is interrupted for a few days early in the New Year when the race crew arrived to



Bryan - totally wired!



Topaz.

meet the boat at Waikawa, strip her down to race mode for the annual Waikawa Regatta and take over. Just a small break in the holiday!

Tina joined the crew about 5 years ago to join her dad sailing and it has been a privilege to see her grow and learn. But it wasn't always easy for her - dad was very competitive.

I'm sorry Tina, but one of my favourite memories was a Brothers Island race where we had tide with us and just (perhaps?) a little over-canvased, Brett was chundering (again!) and you slept soundly in the quarter berth with your hearing aides turned off!

Bryan attracted good people to his crew. They grew with his guidance and sometimes tolerance and I think all who sailed with him kept in touch at some level and certainly all respected him.

I have many good memories of sailing with Bryan and over the past few weeks and days many have flooded back

(probably not all accurate) of Offshore races, Harbour series, Sprints, Two-Handed races and deliveries.

Wild rides in the Harbour seem to blur which is occasionally how they also ended! Wild rides offshore, always on the edge but always getting there safely. Quieter races offshore were sailed with intelligence and cunning and as the results have shown they were rewarded.

I was fortunate to sail many two-handed races with Bryan. We started out cautiously but very quickly were sailing as if we had a full crew on board - nothing was too much effort to gain the advantage. We didn't talk or argue much - we didn't have the breath! I'd have sore muscles for days afterwards but Bryan never admitted to any.

One of my favourite memories is a two-handed Brother's Island race, running back to Karori Rock in 35 knots with a full size bag up. Flying Boat and Nedax were near us. We knew the last to take the bag off would gain the advantage. The discussion on board went...

"How are we going to get this off?"

"Don't worry, I've got it sorted, you just steer the boat"....

Thanks to the trust we had in each other we knew we would sort something out! I only knew vaguely how I was going to get it down but **what a ride!!**

We sailed our last two-handed race together just before Christmas with the usual intensity.

Bryan....thank you for your sportsmanship and especially thank you for your friendship...."

BY GAVIN GODDARD



1999 Champagne Breakfast

BY MIKE PIPER

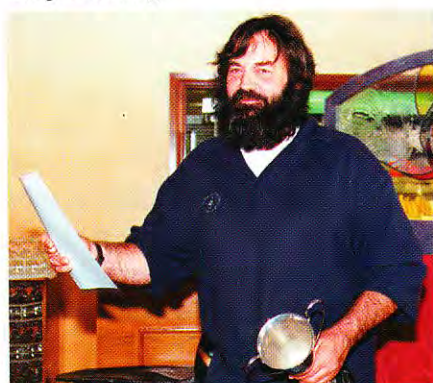


I don't think there are more ardent supporters of the Royal Port Nicholson Yacht Club than Club President Alan Martin and his better half Shirley (is there anything I can do to help) Martin, and this year they were very popular recipients of the RPNYC's prestigious Briscoe Mills Cup for "Personality of the Year" Award.

It took Alan and Shirley some time to click that they were about to receive this Award but the surprise on their faces was a delight to see and the standing ovation



Bridget Suckling.



"42nd Street" skipper Pete McKenzie receives the Technos Titan Trophy for the Boat of the Year.



from the large crowd said it all.

This year's Champagne Breakfast was a huge success, organised superbly by the House Committee, at Shed 5 on Queen's Wharf. A blast from the past, Don Suckling was Master of Ceremonies and his daughter, professional sailor Bridget Suckling was the Guest Speaker, making the day a family affair.

Bridget gave an inspirational and energetic talk obviously reflecting her love of yachting. Both Don and she acknowledged how her start in yachting was assisted by the support given by the A.D. Martin Scholarship Fund which was very appropriate in the circumstances.

Another popular awardee was 42nd Street as "Boat of the Year" acknowledging the support given by 42nd Street and her crew to Ask for Me during the Nelson Race earlier this year.

Honours awards went to Mike Piper, Peter James, Penny Kerr, Chris Coad, Arthur Parsons, Peter Prenderville and Graeme Lloyd-Jones.

The final award was the "Turtle Award" and the popular winner of this



Alan and Shirley Martin deserving recipients of Personality of the Year.



"Andiamo" crew enjoying the annual Champagne Breakfast.



was Te Aro for reasons outlined elsewhere in "The RIP".

Many thanks to Heineken once again for their support of the Champagne Breakfast.





Peri Banu winner of the 1998-99 Mt Gay Winter Series.

1999

Mt Gay Winter Series

BY MIKE PIPER

Mt Gay Rum..... what a drop! And it tastes even better after a great day's sailing in the Mt Gay Winter Series.

This year's series was another close event, with excellent fleets and very close racing. Going into the last race of the series any one of four or five yachts could have won, with *Peri Banu* finally prevailing from *Higher Ground*, *Distraction* and *Medium Dry* (equal 3rd), *Nedax Backchat* (5th), *Erazer* (6th), *Breakfast* (7th), *Ask for Me* (8th), *Innovator II* (9th) and *Arbitrage* (10th).

As usual Peter Hibbard, representing Mt Gay and Glengarrys, was on hand to

congratulate the winners with lots of Mt Gay and other prizes. Unfortunately we won't be seeing Peter as often as we have because he has now moved to Auckland.

Peter has provided a great deal of support to the Club and his humour at the various Mt Gay Prizegivings will be missed.

Another event occurred during the final race of the Mt Gay Winter Series where *Te Aro* was involved in a collision and was immobilised. Many thanks to the Wharf Police for understanding Doughy's bad language and towing *Te Aro* back to the RPNYC.

RESULTS

- | | |
|-------------------|----------------|
| 1 ST | PERI BANU |
| 2 ND | HIGHER GROUND |
| 3 RD = | DISTRACTION |
| 3 RD = | MEDIUM DRY |
| 5 TH | NEDAX BACKCHAT |
| 6 TH | ERAZER |
| 7 TH | BREAKFAST |
| 8 TH | ASK FOR ME |
| 9 TH | INNOVATOR II |
| 10 TH | ARBITRAGE |



"Doughy" having bladder problems!



I've been sailing NOT

BY CHERYL FERGUSON



When the Honourable Richard Prebble, invited guests and members arrived for the 117th Opening of the Season at the Royal Port Nicholson Yacht Club on Saturday 25th September 1999, they breezed into the club with the assistance of 40 gusting 50 knot winds to where they were warmly welcomed by

Alan and Shirley Martin and the Executive of the Club. This definitely was the time to hold on to the railings and view the newly designed foyer of the club.

The Honourable Richard Prebble, member of Parliament for Wellington Central, had accepted the challenge to

open the 117th season of the Club. Before exposing him to the Wardroom he was briefed by the Commodore and Chief Executive in the Boardroom. From there he was escorted along a route lined with TS Amokura Sea Cadets to the Wardroom where many guests and members awaited him and his address. He very ably shared with us the sailing experiences that he had not had!!

After the welcoming speeches, the deck of the Club, adorned with flags eagerly fluttering in the keen breeze, was where

Mr Prebble had to perform his next duty. At the due time he ceremoniously broke the flag to signify the opening of the 117th season of the RPNYC. However, his sense of relief that all had gone well was short-lived as he jumped several feet into the air and thought he had been shot when the one-gun salute was fired from the Start Box.

Now with the official ceremony completed, the guests leisurely made their way to Keelers Restaurant where they were treated to an exceptional lunch hosted by Alan and Shirley Martin while those sailing queued for an exceptional pie from Pete's before enduring the afternoon's race.

With the keen northerly wind, there were enough variables for all crews to reflect on the afternoon's race with colourful memories in one form or another. Many guests had the opportunity to view the race from one of several launches on the water. Those on *Shalimar* witnessed at close quarters the demise of *Flying Boat* when she lost her mast.

Back at the club house, and after a gourmet BBQ meal exquisitely prepared by Pete and the House Committee, everyone was quiet for a short time while the results were announced: *Andiamo* 1st; *Max Headroom* 2nd; and *Arbitrage* 3rd.

As the evening progressed, the Funkatron Band entertained those who danced the night away.



Left to Right: Commodore Murray Bridge, Vice Commodore Paul Cudby and The Hon. Richard Prebble perform the official opening ceremony.



The Hon. Richard Prebble starting the 117th Season Opening Day Race. Right to Left: Leah Kermode, Megan Kensington and Dale Adams supervising.



Alister Macalister in a tie - we just had to get a photo!



President Alan Martin relaxing on 'Shalimar' after hosting the President's Luncheon.

Rutherford & Bond Opening Day Race

BY PETER SANDFORD

For several weeks we had removed most of the cruising gear and assorted 'stuff' that just arrives on the boat over the winter season. *Andiamo* had several voyages to the Sounds over winter and the collection of non essential items weighed many kilos which would be of no use at 1400 hours, Saturday 25th September for the RPNYC Rutherford & Bond Opening Day Race.

The morning of the race was reasonably fresh and we left the dock fully crewed for a practice at 1000 hrs. I was still wanting to get the generator and microwave out but Andrew Taylor drew the line and refused permission for this plan.

After a brief practice, to check that we remembered the ropes, we returned to the yacht club in time for the official opening, the obligatory pie and a beer to celebrate the 117th Season and then out on to the race track.

The renowned Wellington breeze paid a visit keeping all the crews awake and the start line was interesting and noisy with 29 boats all looking for a good start. Our mast man "The Love Slave" (Dave Henderson) had to miss this start on doctor's orders so Gadge (Greg Wilson) was volunteered while Noodle (Damon Jolliffe) carried on at the front narrow bit.

Without the recognised navigator, Senator Moir who was doing an OE somewhere, we still got a reasonable

start and flew along to Jerningham with Legs (Leslie Hamilton) and Hippo (Kelvin Weir, Who?) dealing to the main and traveller as we turned for Ngauranga. The boat felt good and we had the usual discussion about which bag should be used. Just as we decided on the big bag, (of course) "someone" changed their mind and in any event we enjoyed a great kite ride while Chunky (Andrew Spencer) made another call to use some of the budget on new clutches.

Bimbo (Geoffrey Meyer) always calls for the big bag and he had his hands full while Sneaky (Peter Sandford) assisted trimming of the pole, with Andrew Taylor giving helpful advice from the rear. We all thought the helmsman just steered the boat!

After a quick 55 minutes around the race track we heard the gun as we crossed the line and with three sponsors representatives on board, Curly, Alex Ayres and Rick Splinter from Fuji Xerox, we celebrated as we tidied the boat. Back to the bar to listen the results

and great news to learn we took out the race by only 21 seconds on corrected time from *Max Headroom* with *Arbitrage* (3rd) a further 10 seconds behind. Andrew filled the Waddilove Trophy at least three times as he toured the bar in celebration.

Commiserations of course go to Mike Calkoen and his *Flying Boat* crew who lost their mast - we hope they are back in the action soon and also congratulations to the fleet and the club for a great day.



Brisk winds on Opening Day.



Big Gust!

The girls laid the buoys.....

It was one of those absolutely positively gloriously sunny Wellington days....you know the type...we seem to be having quite a few of them lately!!

Under Doughy's expert guidance a boat full of buoys are about to be laid by the girls! Sporting their crisp new tackle they were all made ready and moused by Tina. Heavy blocks of concrete were shackled to the buoys by Kirsty, then we all sat in the sun, waited for the tide to rise and *Madison* to arrive. The blocks and buoys were then moved onto the boat, destroying the trolley in the



process, ready for their final destination for the season - the seabed.

First stop Ngaraunga then off to Korokoro, Sommes, Bartons and then back down Evans Bay to drop off the final mark.

GPS bearings were taken for all the

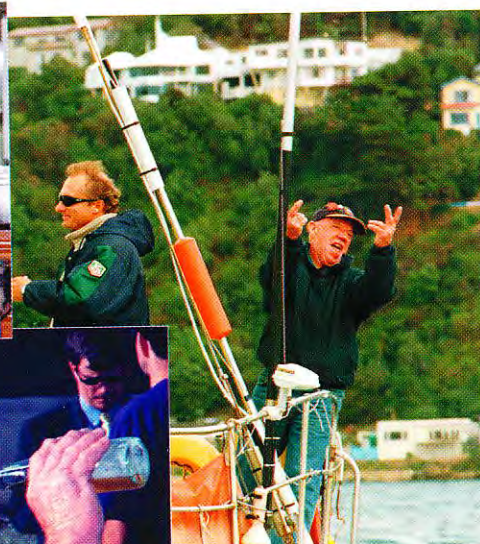
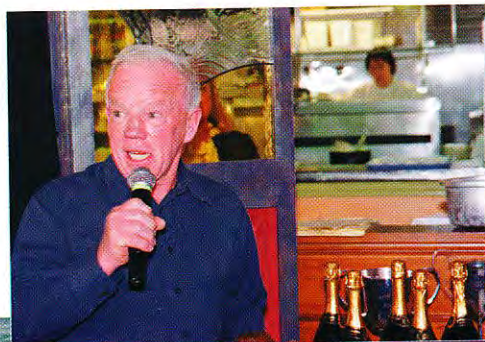
marks to pass onto the Harbour master. Off to RPNYC to drop off the extra crew then it was back to Evans Bay to refuel *Madison*.

A beautiful day for a big job. Many thanks to Phil Robinson for his assistance and the use of *Madison* for the day. ⚓

Ross Telford 70 Years Young

Boatmaster, Ross Telford recently celebrated his 70th Birthday and to acknowledge this "The RIP" has dug into the archives to find some photos showing Ross and his wide range of talents provided uncomplainingly.

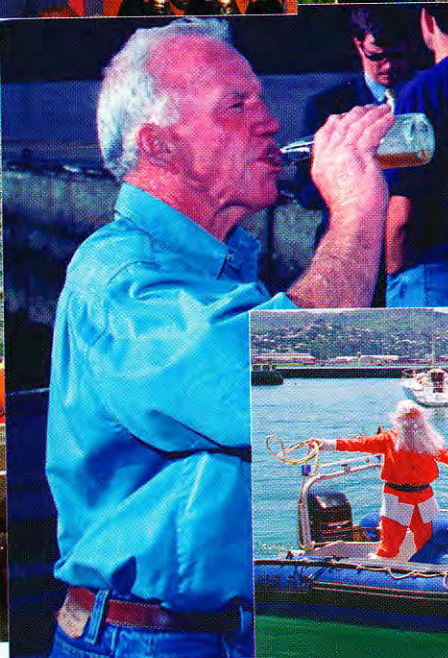
Thanks but I don't drink!.....this stuff.



Auditioning for "Lord of the Rings".



I can join the Coastguard now!



Medicinal purposes only.



Ho, ho, ho.



**Don't delay - This
is no ordinary
development**

TE PANGU BAY MARINA APARTMENTS MARLBOROUGH SOUNDS

Imagine a truly magnificent setting in a tranquil bay with unsurpassed views. Eleven apartments in a landscaped seaside garden with swimming pool, games room and your own exclusive deep water marina berth.

Te Pangu Bay Marina Apartments can act as your retreat, as a home away from home, or as a managed income-producing investment. Unit titled, fully furnished and managed to your requirements, this fantastic concept embraces varying lifestyles.

**Studio,
Two-bedroom
and Luxury
Apartments
from \$245,000.
Colour brochures
available.**

Jewetts
Auctioneers & Estate Agents
MREINZ

Ted Jewett

**Tel: (04) 388 8788
Mob: (025) 422 553**

McMORRAN

Boat Building



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

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

BOAT BUILDING : PAINTING : MARINE MAINTENANCE

Young Nicholson

and
Crew

would like to thank
Glengarry Hancocks Ltd

for their
sponsorship

GLENGARRY

Sportsboats

Contributions from

Duthie Lidgard, Charles Clark & Steve Thompson

I have been requested to provide an article for "The RIP", in an attempt to explain what a sportboat is, where it came from and where it's going.

I began my involvement with sportboats, first as an observer and now as a total convert. I am also commercially involved in sportboats. I will try not to let this cloud my comments but the comments will certainly come from my perspective.

We use words like keel yacht, trailer yacht etc, based on how this "boat" is defined according to YNZ Safety Regulations. This has always been the reference. These safety regulations have grown and in some respects have been overtaken by the changes in how some people wish to go sailing. This has indeed happened with the sportboat. We can't be classified as anything. We don't have bunks and toilets - so we're not keel yachts. We don't have headroom and other niceties - so we're not trailer yachts.

We have had sportboats in New Zealand for many years. The Young Rocket 31's spring to mind as one of the first good examples but there are several examples when one thinks hard, from trailer yachts to quite large keel boats such as *Thunder*.

How I would begin to define a sportboat is they are boats that are more performance orientated than cruising orientated. The first word "sport" perhaps being a reference to the racing/performance "sport" side rather than the leisure/lifestyle "cruising" side.

As owners strove to go faster and faster and as we all ran out of time to go cruising, there was obviously some reluctance to spend thousands of dollars to put an interior into the boat, if it was rarely if ever used. You only did it because you had to, or you didn't comply

with YNZ regulations which meant you couldn't then get a safety certificate and then you couldn't race.

I would have described a sportboat at that time, as one that did not fit within conventional yacht racing. They tried prods, longer poles, asymmetric spinnakers, had really deep keels with bulbs, etc. These boats caused grief to yacht clubs, handicappers and competitors and some managed to get themselves quite unpopular.

The cycle continued - boats more and more racing orientated and a larger and larger group that just wanted to go racing. Only recently it seems, in New Zealand, most people have suddenly become too busy to go cruising and this push to racing only has seen an explosion in day racing boats. Etchells are a good example but also a resurgence in Flying Fifteens, M Class, even IA's and certainly skiffs.

There was also a group, closely associated with keelers, that wanted this sort of boat (a day racer) but still wanted to race keeler type courses and events. This is when the sportboat proper began to gain its foothold in New Zealand.

In the last decade, I would say that this move to the sportboat has been faster overseas. I think in many respects, some of the super fast, fun boats that came out of New Zealand instilled the "sportboat" philosophy into people overseas, long before it got a foothold here - perhaps because of our lazy, slow, Pacific lifestyle. This lifestyle has now changed in most places in New Zealand. With longer working hours and less time for leisure, cruising regularly is happening less and less. We want fun, exciting action and adventure activities to



Magic 25 - Enigma

stimulate us on our time off. To us, (a sportboat freak) plodding around on a lead mine with my legs over the side does not offer that satisfaction.

The overseas boom in the sportboat was evident with boats like the Melges 24 (something like 300 of them) and the introduction of day racing boats from companies like J boats and Beneteau.

At first, the one design aspect was king. One design has always been strong overseas but this change to really high performance, no compromise racing boats, opened up a whole new market. These boats also went pretty much exclusively to retractable prods and asymmetric spinnakers. Of course there are always those that think they can do better, so this boom in the one design sportboat has also started a boom in the custom one-off sportboat. This is a healthy trend and stimulates not only market activity but also development. Those of us with one design sportboats of course want to protect and hold our position so this also leads to some healthy competition. -

Each sector of course expounds their own philosophy. Those of us with one design sportboat's say things like "we don't care if we're not the fastest, at least we all race fairly against each other and skill will win the day". The one-offs point to their innovation and fancy gimmicks. I believe the sportboat has been slow to

take off in New Zealand. There is still too large a group that want to race and occasionally cruise, so the concept doesn't suit as many as it could. At this point those racer/cruisers are still large enough in number to influence clubs, making them reluctant to either recognise these sportboats as an acceptable means of sailing or influence clubs not to allow them to race by not providing correct divisions for them to race against like boats. Change is happening here, but slowly.

I don't need to remind you about New Zealand's attitude to things that are better or different. The tall poppy syndrome is something we will have to live with for a good few years yet I fear.

I think it is also because New Zealand still has to get it's head around what a sportboat really is and accept it as a very competitive, fun, action, exciting, adventure way to go sailing.

There is still a misconception about how most sportboats want to go racing. Because they came to New Zealand in the same explosion as the day racing boats like the Etchells, some think we only want to do courses like them - windward leeward sprint style. While we like to do these to hone our skills, most that I know prefer to do the traditional keelboat courses. Because we're so fast, we usually get round the track with the 40 footers and if the course has a decent reach or run, ye ha, we have a ball. The good sportboats do go to windward OK but there is no doubt they are mostly designed to fly downwind.

Personally, I gave up trying to compromise, racing and cruising in the same boat, long ago. I gave up mainly because of handicap systems and due to the fact that even a good dual-purpose boat, is not fantastic at either racing, or cruising. The answer to me was to go shares with a group in a sportboat, go racing in our racing-only boat and buy a launch - which I have to admit is a very good way to go cruising, especially if

you have limited time. I've now got the best of both worlds.

Lidgard Boats

Phone: (09) 416 9158

email: lidgard.boats@xtra.co.nz

BY DUTHIE LIDGARD



Stormy1 is a Thompson 650 and our new toy. She is meant to delight and provide fun. Well anyone who is silly enough to believe that when the little boat is struck down by a 40 knot gust which came out of nowhere one sunny



Mustard Cutter 1.

Wellington winter's day will believe anything. Thank goodness for short memories.

Our introduction to *Stormy1* ex *Pria Pisim*, was on a gentle Auckland harbour in the first race of the Squadron winter series. We started off Westhaven and blasted off on a close reach to North Head then out to a buoy off Cheltenham and back, burning off all the Young 88s and Ross 930s on the way and rapidly catching the next division of larger boats. This was real FUN.

Like sports cars sportboats are in touch with their surroundings. A sports car has excellent road holding, precise

steering, responsive engine, high performance tyres and high technology construction. A sportboat is the same. They accentuate the experience of sailing demanding total concentration to get them to perform their best and oh so rewarding when they do.

The design allows for the boat to transmit more feel and texture both in wind variation, strength and pressure and sea conditions. This allows the crew to react to changes with trim adjustments that will enhance the performance of the boat.

The Thompson 650 is built upside down of 12mm cedar strip with e glass both sides. The hull is then turned right way up and the semi ring frames of foam core are set in place with all the structural members linked into the main bulkhead.

All is then glassed, with chainplates and gudgeons constructed of carbon fibre and epoxy. The keel is framed in stainless steel with a 380 kg bulb on the bottom that is raised and lowered by a 10:1 winch. The rudder is cedar core and e glass.

Prod and mast are made from a carbon fibre which is very light and stiff. The mast is made up of 3 pieces epoxied together. All rigging is stainless rod with two spreaders and jumpers to keep the mast in place in all weathers so far so good!

We carry a large wardrobe of sails built by Stormy's previous owner Phil Haughton of Doyle Bouzaid. There are three mainsails. The practise main, ex Etchells 22, with a deep reef allows us to comfortably handle 35 knots of Wellington wind. When the main is reefed the sailplan transforms into an easily handled masthead rig. The Clear Advantage mainsail has plenty of shape and is used in winds up to 20 knots.

The most impressive sail is the "Cuban" fibre mainsail. It is built of the same cloth as used in 1993 by the winner of the America's Cup America Cubed. This sail is as light as a feather and

appears to be stretch free, has great shape, is very powerful and the fastest of the three.

Three genoas are used a very light, full and powerful #1 made of kevlar mylar laminate. A Heavy #1 made of Clear Advantage laminate with kevlar reinforcing, and the smallest genoa is a spectra laminate and is used from 22 knots up.

Three gennakers are used an enormous blue masthead creature, a smaller white masthead and a blue three-quarter hoist complete the complement.

We are still learning and feeling our way with sail choice. It appears that the Cuban main is faster than the Clear main in all conditions although we are not brave enough to use it unreefed in over 25 knots. The genoas are easier to use and fall into three distinct wind ranges: up to 10 knots; 10 to 20 knots; and 20 knots up. Likewise the gennakers but here the course is more important. With a straight windward leeward we are able to carry the masthead in up to 20 knots. However we are soon overpowered if we have to come up onto a reach, then its down to the three-quarter hoist or just a genoa.

On an untypical Wellington day of 15 to 20 knots we would find that the T650 is tacking to windward at 38 to 40 degrees to the wind travelling at 5.2 to 5.7 knots if she is in the slot. There is no problem recognising this, as she will tell you as soon as you get there with an extra 0.5 knots. Gusts are weathered by luffing and only releasing the traveller if we are truly overpowered. The fine bow sections make her foot to windward very quickly, slicing through the waves rather than slamming and stopping, which makes me unpopular with the forward crew.

Once around the windward mark with carbon fibre prod out and gennaker hoisted she rapidly climbs on the plane at 8 knots and accelerates with every gust from there on. Once a downwind pattern is established we watch for the gusts and we time our gybes to keep in the wind pattern. The stronger it blows the deeper we can sail with faster and better vmg.



Pria Prism (Renamed Stormy I).

This all happens very quickly. In the Winter Series the Race Committee set us such short courses that we were making the downhill run in under 7 minutes - hardly time to draw breath let alone recognise a pattern!

In heavy air the faster we plane (and I am talking 14 to 16 knots and faster) the easier *Stormy I* is to steer. It then becomes a case of watching the waves and using each one to accelerate the boat. Trim is important and we would have only the gennaker trimmer and skipper on the rail while the other two are in the boat keeping her level.

Gybing is really a piece of cake. Two sheets on the clew and all you need to do is release the windward sheet until it is forward of the forestay, at which stage the skipper has the boat headed straight downwind, then pull in the new leeward sheet. This is usually handled by two crew-one releasing and one trimming on the new sheet. The genoa is then reset on the new gybe.

The take down is accomplished by heading the boat straight downwind. The gennaker is pulled in to windward clew first, then the tack line is released and when the foot is controlled the halyard is released. At that stage the boat can be gybed and a true kiwi drop performed sliding the gennaker into its bag down the new weather side of the genoa all ready

for the next hoist.

Are we enjoying our sportboat? Yes, although on a stiff learning curve. We have "flashes of brilliance" followed by a calamity, usually caused by our determination to sail the boat in all winds up to 30-35 knots. I consider it unwise and definitely **not fun** sailing sportboats in more wind than that!

At present the biggest challenge is sorting the gear to withstand Wellington's strong wind conditions. My Monday pilgrimage to Barton Marine and consultation with Mike Calkoen has produced, thicker, stronger and faster gear and it will continue until we have sorted *Stormy I* completely.

We use the practise main and we reef it - really is more fun that way.

We have replaced the ratchet blocks on the genoa with small Anderson winches which are especially useful to take the shock loading when the gennaker fills on a new gybe. We have changed all halyards from 4mm to 6mm spectra, changed the mainsheet from 6mm spectra to 8mm polyprop, changed the cam cleats from plastic Ronstan to alloy Harken.... Believe it or not this prevents the gennaker halyard slipping through the cleat and dropping under the bow when the boat is travelling in excess of 16 knots down the bay in a white squall. Practise has shown that it is much more **fun** to continue at 16 knots than to round up and drop the crew in the drink.

A new command is to be heard across the water. "HOLD ON" signals the imminent round up or broach usually caused by some piece of Auckland gear meeting its Wellington nemesis. However the cry will be used less frequently in the future as both the gear and the crew become more experienced.

Speaking of which the boat is quite safe. *Stormy I* has positive buoyancy under the cockpit floor. In any breeze we all wear flotation vests and when she wipes out the keel bulb comes to the surface and will not lift out unlike our previous trailer yacht *Stormrider*, which required a crew to go out onto the centreboard to pop her back up again to

prevent her capsizing. The entry into the cabin is high enough to be clear of the water when she is heeled over with the spreaders in the water. The trick is to stay on the high side, analyse the situation and command the crew, all while keeping dry during these moments of chaos.

What do we need for the future?

- More sportboats on the water. Bring out those old Elliot 6.5s and fit prods to them, recut the sails and get out there and enjoy the fun. Or better still get 4 keen sailors together each borrow or beg \$7,000 and buy or build a sportboat. They come on the market at around the \$25,000 mark but be quick as they do sell quickly. Designs to note are Elliot 650, and 7m Sports, Thompson 650, & 750, Dibley 650, Ross 8m, Magic 25's.
- More suitable facilities to launch the boats. A crane in a sheltered corner of the boat harbour or Chaffers with a pontoon. Evans Bay launching ramp is really the pits - very exposed, no pontoons and far too gradual a slipway with a drop off at low tide. If anything will put me off sportboating it is the Evans Bay ramp.

Sportboats have brought me back in touch with the essence of sailing - the exhilaration, concentration, reaction, thrills and **fun** of sailing a truly high performance yacht at a cost, which is eminently affordable. To experience the same thrills in a 36 footer would cost ten times as much. This is why the sportboats are catching on both here and overseas.

Get a sportboat now and come and have **fun**.

PS. The name "Pria Pisim" had to go and Stormy 1 reminds us of that other radically fast trailer yacht "Stormrider" that we inherited from Terry Christie.

PSS. Anyone wanting an introduction to Sportboats call me on 234 1280 or 025 484 591 for a sail.



Maverick.

What is a Sportboat?

I have asked a number of people in the yachting fraternity "what is a sportboat" and received many very different replies. It seems that there is no consensus on this subject so I will try in this article to define a sportboat.

First lets try and define a sportboat. Of prime importance is the fun aspect. To have fun the boats should have really good performance and be safe. They need to be portable to be able to race at different venues throughout a country. Because of the diversity of the sportboats in existence they need to be categorized so that the handicapper has a reasonable shot at getting it right.

One of the more contentious issues is the use of trapezes on these boats. A trapeze creates a boat that can be quite different in performance from the ballasted boat as they tend to perform better in a breeze than their ballasted cousins and are therefore difficult to handicap.

In time we may see separate divisions for these two different types of boats.

The other often-contentious issue is the use of hiking straps. Most sportboats use hiking straps to help the performance of the boat. I believe that this type of sailing should be encouraged as it is very

safe, secure and comfortable to sail. While it certainly can be a little tiring there are not many that can flat hike for too long.

I have listed a number of musts for a sportboat.

- Self righting at 90 degrees
- Non sinkable
- Lifting keel and rudder for trailering
- Maximum length 8.0 m
- Keel fixed while racing
- Nominated crew weight for a series.
- Nominated crew hiking method i.e. trapeze, hiking straps, no hiking straps
- Basic safety equipment
- Able to motor at hull speed
- Able to sail to weather in 25 knots of wind

The small boat scene in New Zealand (displacement boats under 8.5 m) is mainly a collection of trailerable yachts known here as "trailer sailors". They tend these days to be predominantly older designs and more suited to family sailing. The New Zealand Trailer Yacht Association under the wing of the New Zealand Yachting Federation governs these boats.

Of recent years there have been a few new boats on the scene that fit within the trailer yacht rules but have very little in common with the traditional trailer yacht. For arguments sake lets call these boats "**sportboats**".

These two types of yacht are very diverse in their nature - one being a comfortable boat suitable for family cruising and racing and the other a fun boat strictly for racing. One thing that is certain is that the widening gap between the two types of boat is causing a headache for the racing handicappers as well as creating racing that is very one-sided.

While the Trailer Yacht Association has dabbled in trying to cater for these new boats in New Zealand very little has been done to cater for the new breed of sportboats here.

Australia has seemed to take the bull



by the horns in the sportboat evolution. It is common at their National trailer boat championships to see over 25 very competitive yachts that could all fit within the sportboat category racing.

They have a number of sportboat series throughout the year which are organized by different yacht clubs.

One of the best is the Hamilton Island Regatta at Hamilton Island in August each year. It is very common to see a very diverse bunch of boats racing in the sportboat division. Some are the more traditional trailer yachts, some are the new sportboat breed and there are also a few trapeze boats. This again causes difficulty for the handicapper but it seems to work out all right if there is diversity in the weather.

Australian authorities have tried in the past, and I believe are still trying, to come up with a sportboat rule that regulates the construction, design and racing of sportboats in Australia. This has not been achieved so far, in my opinion, because sportboats are easily built by their owners and everyone seems to want to do their own thing.

As soon as someone comes up with a restrictive rule, that inhibits the design or the fun aspect of sailing these boats, the rule is rejected. The sportboat scene is very healthy in Australia and is growing fast.

The sportboat scene in the USA is different again. Most of the sportboats there are a production boat that sail predominantly as a one design class. However this is changing with the newer 30ft sportboat class creating a lot of interest and some smaller one off boats starting to appear.

Our 8.3 m Viper 830 has done very well in the States to date and is likely to continue to do well as Americans get into the sportboat scene.

There is no formal organization for sportboats in the USA at present but this may change as more boats appear.

My opinion is that there has been an evolution of boats over the last few years and the sportboat has evolved out of necessity for a fun trailerable boat that

is safe to sail. We will see a large growth in the number and diversity of these boats in the next few years and it would be counter-productive for any organizing body to try and come up with a rule that inhibits the development of these boats. For one reason, as explained earlier, it just won't work. The boats will develop around the rule if necessary. I prefer to just make a rule to keep the boats safe and portable with a handicap system to cater for all boats as best we can.

As the boat numbers increase we may find a particular group of boats emerging and that is the time to get the owners and developers together to see if a rule can be made around these boats.

I am of the opinion that it is impossible to create a measurement rule that will accurately measure the speed potential of all sportboats in existence and instead we should try and develop good performance handicap racing based on past results of each boat.

Sportboats are certainly fun to sail and for me it has opened a whole new life of sailing. A large proportion of the sportboat owners are over 40 years of age. This itself is testament to the ease of sailing and the fun aspect of these boats. The asymmetric spinnakers are so easy to sail with it becomes a real pleasure to hoist in a breeze without the fear of broaching or sail handling problems. We have developed boats that are fun to sail, in all winds, with great performance in the light and yet very manageable in a breeze due to the ballast ratios and rig configuration.

I must congratulate the Royal Port Nicholson Yacht Club for its efforts in removing the barriers and promoting sportboats in their club. It certainly is a breath of fresh air and I wish them well.

Thompson Performance Design
PO Box 66090 Beachhaven
Auckland
Phone: (09) 483 3520
Fax: (09) 483 3521
email: info@tboat.co www.tboat.com

BY STEVE THOMPSON



2000 SAFETY Seminar Series



RPNYC
SAILING
ACADEMY

In conjunction with a number of other organisations we are looking to host a series of seminars that focus on a vast range of safety related topics.

While including the traditional areas such as flares and liferafts they will also include some new topics. Wherever possible practical demonstrations will be used. It will also be a good opportunity to find out more about the latest safety equipment now on the market. This series will take place after daylight saving finishes, so it is still a little way off, but keep your eyes and ears open because we will be reminding you closer to the time with more specific information.

While the list of potential topic's is already quite large, if anyone has any specific subjects they would like included, please contact either Graham Rowe on ph 025 524 350 or ring the Academy. We will try to package them into a series that will probably run over three evenings.

ORC Club

- a simplified handicap system

We already have a simple handicapping system. Why change to ORC Club?

ORC Club gives the most accurate, fairest possible simplified handicapping for fleets of widely different types and ages. Its administration is central, free from local influences and responsibilities of local administration. Where appropriate, **ORC Club**-rated yachts may be raced and scored together with **IMS**-rated yachts. The two are fully scoring-compatible and there is no need to divide the local fleet, set up separate divisions or require owners to obtain two different certificates.

ORC Club certificates are valid from fleet to fleet, country to country. It is unnecessary to apply and pay for another rating certificate when racing in a neighbouring region's Club event and no rating change surprises. There are no formulation differences between **ORC Club** and **IMS** to inspire ballast changes, keel changes and sail inventory changes for different events. There is no doubt **ORC**'s International Measurement System (**IMS**) influences even production cruiser design. These yachts will be treated in **ORC Club** events exactly as they would in an **IMS** event regardless of the type of certificate with which they enter the event.

Other simple rules have been spoiled by "rule beaters". How can a cheap and simple system also be accurate and fair across the fleet?

Any handicapping system is a practical compromise struck between producing the most accurate time allowances for all boats on the one hand and, on the other hand, minimising cost and complication of doing so. However, like any developing technology (e.g., computers), over the years quality improves and costs go down. In the case of rating systems, this means that for the same cost, there can today be fewer compromises in quality. This is the case with **ORC Club**.

For the same low cost, yachts can be

raced on a level playing field with fewer owners "buying" their trophies with rule beaters and conversely, fewer owners never having a chance at placing in the top three. For the same low cost, new designs (for which local handicappers have no experience) can enter the racing fleet and be given handicaps which are as fair and accurate at the outset as those for the older designs which have been observed for years.

ORC Club is engineered and crafted with a simple, familiar "user interface", not unlike any number of local handicapping systems, even including the owner declared input of such systems. There, however, the similarity ends... for inside **ORC Club** is the same advanced technology which has made **ORC**'s **IMS** the broadly acknowledged standard of fair and accurate handicapping the world over.

Each yacht's rating certificate under **ORC Club** is directly produced through an advanced computer Velocity Prediction Program (VPP), just as designers now use. In an effort to correct anomalies and plug loopholes for "problem boats", the administrators of many local handicapping systems are now attempting to reference their handicaps to the **ORC VPP** by "borrowing" from **ORC**'s published **IMS** rating data, a procedure which can only result in gross approximations of correct ratings. Now, with **ORC Club**, you can have the real thing with no added complication and very low cost.

I know VPP handicapping by wind velocity makes racing fair, but no one can understand it and computers are required.

Not so with **ORC Club**! With the simple explanation in the **ORC Club** Rule booklet anyone can understand it and estimate their progress aboard the boat at mark roundings. The Race Committee may never see a computer if they choose not to, but **ORC** provides free scoring software to Race Committees to serve a



great many race management functions which go well beyond **Club**'s simple scoring calculation. **ORC Club**'s "Performance Line" scoring requires no more than several quick steps on a hand calculator, whether it is aboard your boat or in the Race Committee office. After a season of **Club**, you can expect your fleet to demand Performance Line for fair racing, but if not, single-number Time-on-Time and single-number Time-on-Distance are also provided on the **Club** certificate.

Will a Measurer have to be hired?

For an owner of one of several thousand production models already measured and recorded in **ORC**'s world database, it will cost nothing to measure — the owner can simply fill out an **ORC Club** application form confirming a few details about the boat, including a handful of simple sail measurements he has taken himself. All the other information will come from **ORC**'s database.

Does this mean one-offs can't race Club?

No — all monohulls can be rated, but more information is required for one-offs. Often additional information will be available from the designer or design data the owner has on hand; displacement, draft and so forth. The rig measurements required can all be taken from the deck, probably by the owner himself. Where the yacht has a rating certificate under another rule, any measurement data may be taken from it. If hull shape information is not available from design specifications, sales brochure, etc., then several hull photographs and a few "hard" measurements are all that is required. The owner will be provided with clear instructions, but he may use a Measurer if preferred.

What about errors in simplified input data?

There are no secrets; The **Club** Rating Certificate (see example) displays in

clear, graphic form most of the data on which the yacht has actually been rated and the data is easily checked. To be fair to owners who supply measured input, with regard to declared input, the **ORC Club** system is specifically designed with a slight statistical bias in the direction of increasing the likelihood that an improvement in input accuracy will result in improvement in rating.

I don't want to strip my boat for racing; can cruising boats get the credit they need for fair racing?

Yes! The VPP and Performance Line scoring will take care of design differences in cruisers, but also you can get full credit for the extra weight of your yacht by having it weighed or having the flotation measured if you believe you have a significant disadvantage. You can also get credit for a true cruising interior, for simplified mast rigging, no backstay adjuster, a roller furling jib and for having no "exotic" sails aboard (i.e., all sails are Dacron/Terelyne/Nylon). The rest is up to you and your crew!

Visit the Offshore Racing Council web site at www/orc.org for more information/queries.

REMEMBER

ORC Club is the handicapping method to be used for the LINE 7 Port Nicholson Regatta.



GODDARD BUILDING

We will design and build your
House, Additions and/or Alterations
KITCHENS & BATHROOMS
Project Management

Call

Gavin 025 422 235

A/hours 04 388 6474

email: godd@paradise.net.nz



FOOT & CO SOLICITORS

Your 1st choice for

- Buying & Selling Property (Residential Commercial)
- Wills, Trust, Family & Civil Disputes
- Business Advice

**Call the Innovators
Foot & Co**

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

Marine Engine Sales Installation

**Diesel
Agencies**
Industrial & Marine

Mechanical and
Electrical repair work

5 Te Puni Street, Petone

Telephone 04 5684572

Pressure builds Diamonds

CONTRIBUTED BY
ON THE WATER REPORTER

With over 170 individual yacht races programmed for this season, one question cries out for an answer - how on earth does it all happen? The process of answering that question takes one into the realm of a special group. The following is a mere snap shot of their world.

Organised chaos is the first impression when observing a race start from inside the start box. Often as not, the Race Officer is multi-tasking, processing information from a number of sources, and making decisions that affect the scores or hundreds of crews on the water.

But the start is the middle of the process for this team. Preparation and results processing demand that the Race Management team will work 2-4 hours longer on race day than any of the

competitors. Why, well let's take a look.

Saturday morning, 11.00am, the Race Management team trickles in to the RPNYC start box. By now, senior team members have checked the weather forecast; it looks like the breeze might drop out, no problem. The programme calls for four divisions today, with two separate start boxes. One division will do two races and five different courses will probably be used, no problem. The phone is ringing with yachties asking questions that are answered in the sailing instructions anyway, no problem. A mark is reported missing, no problem. A couple of members walk in the door and interrupt the briefing without so much as an excuse me, no problem. A handheld VHF set is found to be faulty, no problem.

Now where were we, ah yes, the yacht races. Two course options and a shortened course contingency (for each respective race) emerge from the confusion. The Point Jerningham team heads away, and the scene is set.

At the respective start boxes, signals are prepared, potential starters identified, timekeeping sheets set up, course boards displayed and a myriad of other tasks undertaken. All this while the Race Management team are considering - what if, what if, what if - all those things that could happen. Postponement, recalls, drifting marks, unexpected weather, misunderstood communications. This scenario will run over 170 times this season. The races are started, the races are finished. All done as if by magic.

As we enjoy our post race barbecue and drink, the team are still working to produce the results that you will demand shortly. They do not seek your thanks, and will quietly slip into the wardroom, watch prizegiving and feel satisfied that you have had the opportunity to compete and win.

This snap shot could easily become a full portrait, but would be the size of an epic novel. This observer is satisfied that the individuals involved in organising yacht racing are a special breed. Dedicated, patient and undemanding. Their prime philosophy is that good Race Management should go unnoticed. They understand that errors will be treated unforgivingly by the members nevertheless they continue to give their time and handle the stress and all with a smile.

Thanks Race Management, without your contribution we could not run one, let alone over 170 races. As they say - Pressure Builds Diamonds - and you are the jewels in our crown.



Race Management TEAM

This is your chance to be part of the action in RPNYC. We **URGENTLY** need volunteers to help with race starts both in the Startbox(s) and on **Te Aro**.

No experience necessary, all you need is enthusiasm and an interest in yachts.

We **NEED** help and if help is not readily forthcoming we may have no option but to roster people off boats to assist in the Startbox(s) and on **Te Aro**.

*Anyone interested in helping in this crucial area,
please contact Kirsty at the Club office.*

Phone: 04 384 8700 Fax: 04 385 1603
email: events@rpnyc.org.nz

Club Memories

Some History...

RPNYC

BY BILL BRAMBELBY & BRUCE ASKEW

Looking into the Club's past there have been some very auspicious members. One of many was Jack Barker who as our Commodore wrote the following resume on some of our trophies. Jack was Commodore part of the 1939-40 Season (Wartime) who at that time shared that position with Captain Lever-Naylor. Later Jack was Commodore again in 1947-50 and owned a launch named *Wairiki*, later the yacht *Kotiri* followed by the well known ketch *Vega* shown here on arrival in the Wellington Gisborne Race. Jack presented the trophy known as the Barker Cup in 1938 which was to be raced in annual competition between schooners, ketches and yawls. Note: *Kotiri* was a yawl and *Vega* was a ketch. The cup has since been reallocated as follows:

Barker Cup

- 1977-78 Reallocated for Ship Cove Sect II
- 1980-81 Reallocated for Ship Cove Race Sect III
- 1992-93 Reallocated for Ship Cove Short Offshore (handicap)
- 1997-98 Reallocated for Brothers IMS
- 1996-97 *Peridot*, Charles & Mary Clark
- 1997-98 *Chain Reaction*, Bryan Coleman

The following Club Newsletter was written by Jack Barker in July 1949. It gives an extensive history of the Club's trophies.

The newsletter is followed by an Editorial also written by Jack Barker in December 1949. Jack was Commodore at the time.

I had a very nice note from Vice President Grafton Bothamley wishing the Club every success with the prize-giving Ball, and enclosing a history of some of the old and important cups which were presented at the Ball. The history is a very important one, and I have been trying for some time to have it completed and registered with the Club for all time. I feel also that many of the new members do not know the story, and I think it will be of interest to print it as received.



Vega

From Left to Right: Herb Dixon, Jack Maddever, George Tomkies and Jack Barker.

Mills Cup

E.C.E. Mills (Ted) sailed with his father, E.W. Mills in *Xaripa*. Then he went abroad for many years. On his return he bought *Rainbow* from Pillar Bros. of Auckland when she was passing through Wellington after winning the Canterbury Jubilee Regatta at Lyttelton. *Waitangi* from Wellington was second. Ted Mills had *Rainbow* for about 4 years then went to live in England and left £80 in his will to buy the MILLS CUP and miniatures.

Te Ruru Cup

Was owned by the Te Ruru Yacht Club. During my term as Commodore of Port Nicholson Yacht Club this Club amalgamated with Port Nicholson Yacht Club and the Te Aro Yacht Club. The cup was to retain the name TE RURU. This Club was an off-shoot of Port Nicholson Yacht Club for night cruising, but a few



Kotiri.

Club Memories Continued...

enthusiasts after a season or two wanted racing and the Club then became a rival of Port Nicholson Yacht Club.

Grey Cup

This was given by Jim Grey, whose mother was daughter of E.W. Mills. He owned *Syren* and eventually went to Moera Island, Tahiti, and took *White Heather* from Wellington. He served as Lieutenant R.N.V.R. during 1914-1918.

Jessie Logan Cup

This was a cup won by *Jessie Logan* and resurrected after many years and presented to the Club. *Jessie Logan* was a famous Auckland yacht built in 1880 by Robert Logan. She came to Wellington somewhere around 1895 having been bought by Mr Lloyd Williams, Manager of Sargoods. Davy Howard, an old Tasmanian yachtsman, sailed her, and Jim Speed, Hon. Secretary of Port Nicholson Yacht Club was in the crew. She moored off the Thorndon Yacht Club which was the Headquarters of Port Nicholson Yacht Club. *Jessie* was eventually sold to, if I remember correctly, C.Y. Fell of Nelson. She eventually became a fishing launch at the French Pass, and is now lying on the hard at Picton, still in sound condition.

Turnbull Cup

Mr Alex Turnbull had *Rona* built by Robert Logan, Auckland, in 1893, from plans of J.L. Watson. *Rona* one year won the Wellington Anniversary Regatta 2nd Class race and the prize was £25. Alex Turnbull sent to England for a silver cup costing £25 and this is the TURNBULL CUP. I was in *Rona's* crew at that time. The cup was on his bedroom mantle shelf for many years and when he died his brother, Robert Turnbull, presented it to the Club in memory of Alex H. Turnbull.

Bothamley Cup

When I went to England during 1914-1918 War the Club owed me money and

I told Bill Duncan the Club could have it. Bill, thinking I would go west, went to some Pop Shop and bought the Cup and gave it its name, which would be a memorial. But he guessed wrong because I came back.

Kirkcaldie Cup

This was given by Mrs Sydney Kirkcaldie, whose son owned *Seabird*.

Waterhouse Cup

Waterhouse was an old Wellington yachtsman and a member of the firm of Hadfield and Moorehouse, Barristers. He eventually lived at Paremata.

Moffat Cup

This cup is in memory of Jack Moffat who was an active member of the Arawa Sailing Club and a member of the crew of *Dauntless*. He eventually built *Arawa* and both these boats were 18 footers. Jack took an interest in yachting till the day of his death and was a member of Port Nicholson Yacht Club.

Maxwell Cup

This cup was given by J.P. Maxwell, a Civil Engineer of eminence, who did great work as a Harbour Engineer. He, with Martin Chapman, son of 1st Judge Chapman, owned *Thetis* which broke adrift one Easter gale from her moorings at Thorndon and smashed up at Ngahauranga. *Syrens* first deckhouse came off *Thetis*. Maxwell then bought *Moana* from Auckland and renamed her *Waiwhetu*. This boat is now the black *Viking* of Evans Bay and once owned by Oscar Freyberg, the Governor General's eldest brother, who lost his life during 1914-1918 War.

Carina Cup

This cup was won by *Carina* and given to the Club by James Coutts, her owner. James Coutts was a Nova Scotian who settled in Tasmania. When he came to New Zealand he brought his yacht *Elaine* with him. *Elaine* was rebuilt by Pane and

Roberts, whose yard is where the Royal Port Nicholson Yacht Club's Clubhouse now stands, and was renamed *Carina*.

Harman Cup

This is so named as I believe it was given in memory of Dick Harman. Harman was a retired Royal Navy diver who settled in Wellington and had a shed at Thorndon next to the Thorndon Yacht Club's shed. Dick was a waterman and hired out boats. In those days sailing ships waiting for wool anchored off Thorndon and a waterman had plenty of work. Dick had a ketch which he used to unload explosives from ships, and stored them in the magazine at Magazine Point, or as it is now called, Jerningham. I believe the iron door of the magazine can still be seen just round the Point and at road level - it was there a few years ago. Dick was eventually custodian of the Thorndon Yacht Club shed.

Pet Cup

This was won by *Pet* and after many years was resurrected and presented to the Club. *Pet* is well known and at the time (1886) was owned by Jack Gibbons and Herb Smith who eventually had *Mahina*, now I believe *Romp*, built by Bailey in 1891.



The Barker Cup.
Presented by Jack Barker in 1938.

Club Memories Continued...

It is interesting to note that although this list comprises only about half the cups owned by RPNYC these cups are all over 30 years old and some of them have been in the Club for over 60 years. Thanks to Grafton for your help and assistance. I have a feeling that you may have started the usual argument that happens when one goes back 60 years in any sport.

Both our President and His Worship the Mayor, speaking at the Prize-giving function, stressed in effect the importance and value of this grand old sport of yachting, paying a tribute to our organisation and kindred clubs, for the services they render to the Nation in fostering and keeping alive that spirit of adventure and love for the sea on which our Empire has been founded, and by which it was maintained. Personally, I am convinced that we are not making the best of the wonderful conditions which exist in Wellington so far as yachting is concerned. Not nearly sufficient people around our Harbour are interested in this wonderful sport and youth training, and if called upon to make our contribution to the Navy in future, yachting will have to be taken in much larger doses. To give an idea of the lack of interest of the average Wellingtonian, I must tell you a little story:

.... I am chatting to one of my acquaintances the other day when, quite out of the blue he said "You are a yachtsman, or don't you have something to do with Yacht Clubs, Jack?". I assured him that I thought I could lay claim of being such, and I did have a bit to do with Yacht Clubs. My friend said "Well, it beats me. I don't know what you see or what pleasure you get out of yachting. Every time I walk past the Boat Harbour or round the drive, yachties either seem to be painting, repairing, or working on boats, or, most of all, talking about them. I don't see what anyone can see in owning a boat in Wellington. Where do you go in them? What's the good of them

anyway ...". Outside genuine yachtsmen, I would say my friend was stating the point of view of the average Wellingtonian, or man in the street. However, I soon found an answer for my friend, or several. Having his assurance that next to playing golf, football or any sport for that matter, talking about it was the next best thing, "and incidentally some of us are much better at that", I proceeded to state the case of the yachtsman. During the month of November, right through to the middle of April, yachtsmen have a full time job keeping their craft and gear in trim for competitive racing, with perhaps the exception of Xmas holidays when they go cruising in the Sounds. I refer particularly to sea-going yachts. The racing season is so strenuous that certain long distance races are run on Sundays, and every Saturday afternoon there is racing for every class of yacht. All this adds up to work and more work, and anyone not liking it does not get far in the sport of yachting.

Next we come to the lay-up period, when work really starts in earnest, and while this is spread over a long period, it affords an opportunity also for long discussions on the respective merits of different craft around the hard and creates a fascination which would not be missed by yachtsmen whether they be the owners of a 7 foot dink, a forty foot power yacht or cruiser. The preparation of boats for the sea affords the opportunity of earning lots of new wrinkles and one accumulates a host of knowledge watching the old hands go about their jobs, and by asking their advice which is always readily given. The average yachtsman, especially the old hand, considers himself to be a fully fledged shipwright, and even if he is not, he has no doubt acquired a good deal of knowledge which he is always willing to pass on to the less experienced. Pottering about the hard or slip, in paint be-spattered clothes, doing odd jobs

around the hull, has a particular fascination for both owner and crew. It may not be clean, but it is interesting and healthy and in most cases so different from any work which one does in his normal life that it provides a complete recreation which cannot be had in any other sport. My friend shook his head and went on his way, fully convinced in his mind, that a good round of golf well played at the nineteenth hole was sufficient recreation for him. Perhaps he is right, but having played a lot of golf and done a lot of yachting, I am still convinced that yachting is a wonderful health-giving sport and I will always try to interest the younger fry to follow, and stick to it.

The 31st July represents the end of the financial year of the RPNYC. Any members not having paid their dues, please do so immediately. Any members having cheques or prize-money, please have them cashed before the end of July.

The inter-club football match was played between Heretaunga Club and RPNYC for the Clive Highet Memorial Shield. The match was won by Heretaunga after a very close match.

Bookings for slipping are very heavy. Boat owners should reserve dates as early as possible.

*J.A. Barker
Commodore, RPNYC*

EDITORIAL

WRITTEN BY JACK BARKER
7TH DECEMBER 1949

IT IS WELL KNOWN that the most important factor in the smooth functioning of every day life is a sense of responsibility.

Unfortunately, many people are prepared to accept that this is a vanishing virtue and are prepared also to lay the blame at the doors of our young people

Club Memories Continued...

- at our so-called youths' training in both our schools and home life. It may be true that it isn't held in the high esteem that it used to be, to the great detriment of our general efficiency, but who is doing what to help the situation?

There is nothing that helps to develop this much-cherished quality more strongly and rapidly than yachting, where one cannot afford to slur responsibility with that indolent assumption that no one will be any the wiser. The ominous sea mercilessly exposes and promptly punishes any neglect or lack of appreciation of responsibility and faulty workmanship.

Any defective part in a boat will fail during stress and that is the time when it endangers your boat, your crew and yourself.

One experience of this is enough, after which you will carry out your overhaul of vital parts with a full sense of responsibility and pride of workmanship.

There is no doubt that yachting is a character-building sport and it is very obvious that youngsters following it will develop a sense of responsibility, through their contact with boats, which will stand them in good stead all through life. Without this quality one is not a balanced rounded-off individual and cannot take his place as a good citizen and hold down an important position of trust and responsibility.

It is most unfortunate that the sport of yachting is not one of the sports taught at Primary and Secondary Schools. The introduction to it is left to the parents, who do not always lead their youngsters into a fine health-giving sport and hobby.

Perhaps I am pointing out the obvious, but it is a fact that the youngster automatically works out for himself how to handle not only the boat, but himself, with that firmness of action and thinking, and with great beneficial development of character.

Every child around the age of ten years, after mastering the art of swimming, is ready for a small boat of his own.

Parents should do nothing to dampen this desire, but should assist by joining up their youngsters with a Yacht Club whose function is to take care and give scope to the initiative which is budding forth. The youngsters will soon acquire a strong sense of responsibility towards themselves, their friends and to their own and other people's property.

J.A. Barker

Commodore, RPNYC



DUFFY
Yacht & Rigging Ltd

CHAFFERS MARINA
P.O. Box 12284, Wellington

Specialising
Marine Maintenance
Architectural Rigging
Flagpoles

Supplier for:
Southern Ocean Ropes
Facnor & Profurl Furlers



Tony Duffy 025 458 471
Workshop WN 385 0827
After Hours/Fax WN 475 7577

we're on the pace because we race

Solve your Rubber Stamp
Problems call

P R E S T I G E
R U B B E R S T A M P S

STAMP MANUFACTURERS
PLUS LASER ENGRAVING



24 Hour Service OR Same Day if Required
72 Abel Smith Street, PO Box 9256, Wellington

Telephone (04) 802 5471
Fax (04) 802 5472

Email: stamps@prestigeprint.co.nz
www.prestigeprint.co.nz

All At Sea

CONTRIBUTED BY
ON THE WATER REPORTER

In the excitement of recent yacht races, confusion has reigned over two related issues - how a race is shortened, and how to finish that race once it has been shortened. The gutters have filled with the blood of the innocent, a dark presence has filtered throughout the club, a band of marauding..... Sorry, I digress. A number of small issues have come to the fore recently, and these are covered below.

A Shortened Course

Our Sailing Instruction 16 is clear that a race can be shortened in one of two ways, either:

- 1) Flying Code Flag "S", on or near a mark (and may be accompanied by a periodic sound signal); OR
- 2) By advice on VHF Channel 74

The sailing instruction then goes on to describe what boats should do after being notified of the shortened course. The method of shortening a course is an **either/or** situation and shortening should occur before any boats affected have rounded the mark at which the race is to be shortened.

Why do we have two methods for shortening course? Good question. Having only one RIB, but running up to four courses simultaneously, Murphy's Law dictates that we will need to shorten each race at a different mark. By using VHF to shorten a course, it avoids the club having to purchase another 3 RIB's, and having to increase subs to \$1,100 a year.

What happens if the shortened course is notified after I have gone around the mark? Very good question. The answer lies in a "Request for redress" per rules 60.1 (b) and 62. How could this situation occur? Human error is probably the best answer. In a recent instance where the shortened course mark was hidden from the Race Officer's view by hills, it seems that poor

communication of the fleet position allowed this very situation to occur. As they say, "Poboby's Nerfect".

Finishing

It's just a simple as..... Well, isn't it?

You would think so. However, with a little help from the Laws of Murphy and Sod, the simplest of maneuvers has just become a nightmare. Over recent years, the club has made international headlines, culminating in IYRU Appeal Case 102. "Ah, the old 102 case again" I hear you sigh as you sagely nod your head.

For those with an absolute academic bent, our court journalist Pat Millar has compiled this report:

"For the third time in the last few years there was some misunderstanding as to the correct way to pass through the finishing line when the course has been shortened as in a recent harbour race.

The following is a reproduction of information which appeared in "The RIP" in 1994.

It is clear from the following

diagrams that in this most recent incident the finishing buoy had been so placed that the last of the three diagrams which would have resulted in boats passing the finishing buoy to starboard, applied.

Boats crossing the line from the opposite direction had not finished in accordance with the rules.

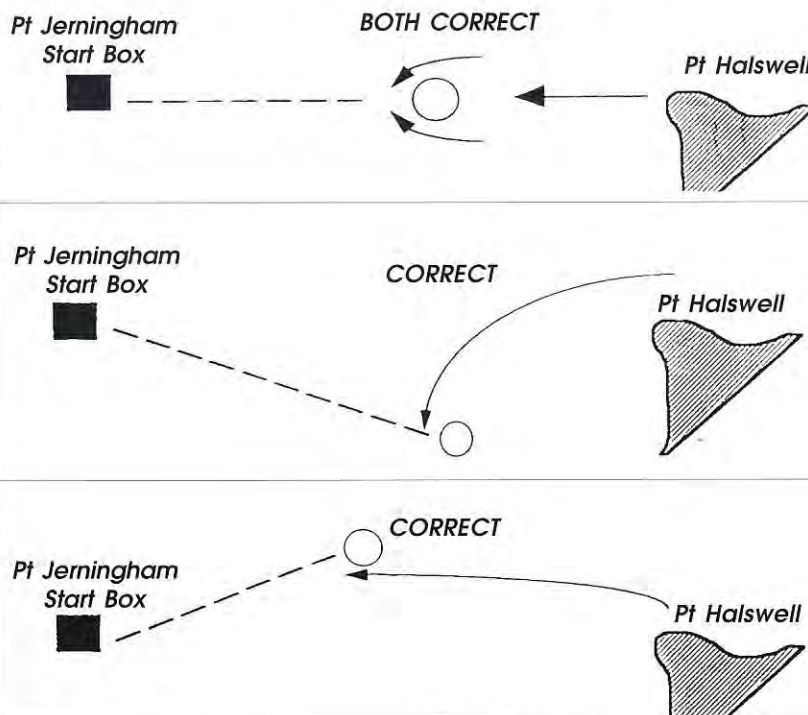
It has been suggested that some boats were given incorrect advice.

Had those boats acting on that advice failed to finish and had been scored accordingly it is unlikely they could have successfully obtained redress, as to succeed in such a claim they would need to show that the error had been made through no fault of their own.

The rules under which the races are conducted are set out in Clause 3 of the Sailing Instructions and the method under which those can be changed is set out in Clause 9. Verbal instructions have no validity unless specified in the sailing instructions.

It is worth noting that at under

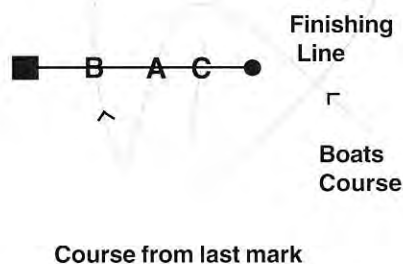
REF: IYRU Appeal Case 102



present rules a boat that crosses the finishing line from the wrong direction cannot unwind and recross from the correct direction without breaking Rule 28.1.

The position is as follows. The diagram shows the course sailed. At position A the boat has not finished as she has not crossed the line in the direction of the course from the last mark.

At position B the boat has finished as she crosses the line in the direction of the course from the last mark but she has not sailed the course as set out in Rule 28.1 as she would fail the string test. The fact that she crosses the line at position C has no relevance as Rule 28.1 specifically states that a boat may not correct a course error after she has finished."



For my part, I have picked up a number of valuable points which will help leave my opposition in a fudge fuddle of ignorance and despair while I hot foot it to a well deserved finishing position. These tips cost me nothing, and are just as likely to win me a race as some flash, expensive new gadget.

DO

- Listen to VHF Channel 74.
- Expect the Race Committee to give all competitors the chance of completing the course (this includes the little boats).
- Be prepared to lodge a Request for Redress if you feel you have grounds under Rule 62.

DON'T

- Take verbal instructions that are not allowed for in the Sailing Instructions
- Above all, read the Sailing Instructions and understand the Racing Rules. Know the rules, before you know you need to know the rules.



Millennium Mardi Gras

It's carnival time at the Royal Port Nicholson Yacht Club
"A great place to watch the fireworks"

The Wardroom Cafe
will be open on 31 December 1999

A "COOK YOUR OWN"
Barbeque with Salads, etc.

will be available, as well as usual
cafe style goodies

(Members and their Guests Only)

Further information available from the Royal Port Nicholson Yacht Club
Office Phone 04-384 8700 or Wardroom Phone 04-384 3091

THE BLUE ENSIGN - MAINTAINING TRADITION

BY HAMISH ROSS

Hamish Ross is the owner and restorer of the class Logan yacht "Little Jim". The expressed views are his own and not necessarily those of the Squadron.

Several years ago, I applied for and received a warrant to fly the Blue Ensign on *Little Jim*. I became curious as to why the warrant was granted by the British Admiralty and the nature of the Admiralty's authority to authorise the flying of the Blue Ensign in New Zealand, given New Zealand is now an independent sovereign state from the United Kingdom. My investigations uncovered many interesting facts, along with a lot of common misconceptions. Alarming, I found that I was prohibited by law from flying my new ensign, notwithstanding I was in possession of a warrant signed by the Second Sea Lord of the British Admiralty.

Whilst the proposal of flying only the New Zealand Flag from members' vessels seems to be attractive to some recent correspondents in "Breeze", such a proposal is novel in New Zealand and also in the United Kingdom from which we have drawn many of our Naval and yachting traditions and where several flags are authorised for use on civilian vessels. New Zealand, like several other Commonwealth countries, has two flags authorised for civilian use at sea - the New Zealand flag and the Marine Flag for New Zealand which has been approved for use since 1899. As the law currently stands, it is an offence under the Ships Registration Act 1992 (carrying a fine of up to \$5,000) for any vessel including a pleasure vessel not to fly either flag! Interestingly, the Act requires a flag must be worn at almost all times, including when at berth, at anchor and at night. This of course conflicts with the flag etiquette of many yacht clubs, including the Squadron. The Act makes no provision for the privileges of the three New Zealand yacht clubs to fly Naval Ensigns and in

fact makes it an offence to fly a foreign flag (which the Blue Ensign of the United Kingdom is in New Zealand).

There is a long established history of significant yacht clubs in the United Kingdom and latterly, the British Commonwealth, having been given authority by Admiralty Warrant for their members to fly Royal Navy Ensigns on specified terms and conditions. The Admiralty practice of issuing warrants to yacht clubs arose early in the nineteenth century shortly after the first yacht clubs were established to encourage sailing. An added benefit was that vessels wearing Naval Ensigns were exempted from continental port dues which would have been otherwise payable as a commercial vessel. Warrants were granted to fly one of the three ensigns then in use by the Royal Navy representing the separate White, Red and Blue Squadrons of the Royal Navy, sometimes with distinguishing devices on the fly of the ensign. With the abandonment of the Squadron system in 1864, the White Ensign became the sole ensign for the Royal Navy, the Red Ensign for the Merchant Fleet, and the Blue Ensign to government service vessels as well as the Royal Naval Reserve.

Since these times, yacht clubs, often when obtaining the right to use the "Royal" prefix, have been granted a warrant by the Admiralty to wear a designated Naval ensign. At present, there are about 32 yacht clubs in the United Kingdom, Australia and New Zealand having a warrant for members to fly from their vessels a Blue Ensign. Fifty-six yacht clubs have a warrant to wear a defaced Blue Ensign (a badge or device appearing on the fly) and 3 are entitled to wear a defaced Red Ensign.

Most members will be aware that

Royal Port Nicholson Yacht Club has a warrant for its members to fly the Blue Ensign, and the Royal Akarana Yacht Club also has a warrant to fly the Blue Ensign defaced with a Naval Crown and a Polynesian voyaging canoe. I am assisting the latter club in obtaining a new warrant for its Ensign which will need to undergo modification. It is anticipated a new ensign will be granted to that Club in time for Millennium celebrations at the end of the year.

Admiralty Warrants to Commonwealth yacht clubs have become problematic as nations become independent, adopt their own flags and establish their own rules regarding the flagging of vessels. Since the Admiralty granted the Squadron a warrant for its members to fly a Blue Ensign, New Zealand has become an independent sovereign nation and the Admiralty of the United Kingdom has ceased to have any authority in New Zealand. The effect is the Squadron's Admiralty Warrant has become of doubtful validity in New Zealand. The New Zealand Flag was, until 1981 when the Flag, Emblems and Names Protection Act was enacted, a defaced Blue Ensign of the United Kingdom necessitating special legislation to designate it New Zealand's national flag.

When the Ships Registration Act 1992 was enacted, no thought was given by the Ministry of Transport or by Parliament to Ensigns worn by the Squadron, Royal Akarana Yacht Club or Royal Port Nicholson Yacht Club, albeit under doubtful legitimacy. Following submissions I made last year the Act was amended in June this year to permit authorised vessels to fly a flag authorised by the Queen and Governor General. The Act mirrors equivalent legislation in the United Kingdom which protects the rights of United Kingdom yacht clubs to continue to fly Ensigns authorised by Admiralty Warrant. The report of the Select Committee on the amended Bill states:

"The Minister of Transport wrote to the committee on 29th October 1998 requesting that we include an amendment to the Ship Registration Act 1992 in the Statutes Amendment Bill (No. 5). Clause 75B amends the

Act to allow a New Zealand ship to fly a flag other than the "New Zealand national colours" if the Sovereign or Governor General has authorised the ship to use another flag. The practical effect of the clause will be to make it lawful once again for the Royal New Zealand Yacht Squadron, the Royal Port Nicholson Yacht Club and the Royal Akarana Yacht Club members to fly the New Zealand white ensign or modified versions of other Royal ensigns under Royal prerogative. At the moment it is illegal for a New Zealand ship to fly a flag other than the New Zealand flag or the New Zealand red ensign. We consulted with the Returned Services Association on the amendment and received support, and therefore recommend that the bill be amended in accordance with the Minister's wishes."

Unfortunately, the amendment to the Act does not in itself resolve all the issues regarding the Ensigns used by the Squadron. The new warrants are required as the conditions of the present warrant cannot be complied with and because of the doubtful validity of the present Admiralty Warrant.

Blue Ensign Admiralty Warrant

When the Squadron was granted the right for its members to fly the Blue Ensign by the British Admiralty 1902, it was granted on specific terms. Those terms include:

- (a) vessels have to be registered under the English Merchant Shipping Act 1894 (UK). This has not been possible for vessels owned by New Zealanders in New Zealand since at least 1952 and in any event, is now repealed; and
- (b) members flying the Blue Ensign had to be British subjects. Commonwealth citizens (which includes New Zealand citizens) have since 1st January 1983 ceased to be British subjects pursuant to the British Nationality Act 1981 (UK).

Also, the British Admiralty has no lawful authority to grant warrants in New Zealand to Squadron members, particularly in conflict with the Ships Registration Act 1992.

It should also be noted that the Squadron has never had any right or authority to fly the Blue Ensign ashore. Most Admiralty Warrants to yacht clubs do not authorise the flying of an Ensign ashore.

If the Squadron is to continue to maintain a privilege for its members to fly the Blue Ensign on their vessels, it now needs to seek the approval of the Queen or the Governor General. This is proving difficult as the undefaced Blue Ensign is a foreign (in New Zealand terms) British flag. The New Zealand Herald of Arms who represents the Queen in these matters, advises that approval will be granted in either New Zealand or the United Kingdom, without alterations, to make the Blue Ensign a domestic New Zealand Flag, rather than a British flag. Some members will be aware of the changes made to the Police Ensign and the Fire Service Ensign in which the Union Flag in the upper canton was replaced with the New Zealand Flag to specifically address this issue. Discussions as to what revised form of Ensign the Squadron could be granted by the Queen or the Governor General are on-going.

New Zealand Naval Ensign

Members will be aware that the Squadron has a warrant from the Queen permitting vessels which are owned by Flag Officers to fly the New Zealand Naval Ensign. That warrant also has been granted on specific terms. Some of those terms now cannot be complied with by Flag Officers due to the passage of time and new ship registration legislation with the result that the right of Flag Officers to fly the New Zealand Naval Ensign is doubtful. These issues are easily remedied and the New Zealand Herald of Arms, after discussions with the Chief of Naval Staff whom is aware of the issues, has indicated the Squadron is to be invited by the Chief of Naval Staff

to seek a new Royal Warrant for the use of the New Zealand White Ensign to remedy the problems.

Summary

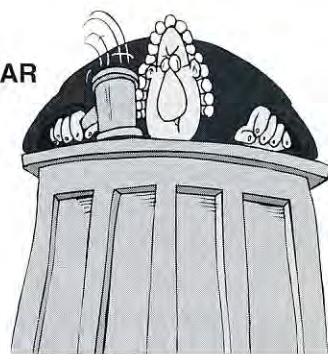
The tradition of members of significant yacht clubs flying an approved Naval Ensign dates from the time of the establishment of the earliest yacht clubs. In the past, the Squadron has had authority for its members to fly a Naval Ensign in common with other eminent yacht clubs in the United Kingdom and the Commonwealth. In my view, the Squadron should preserve and maintain the traditional privilege for its members to fly a unique Ensign. Royal Akarana Yacht Club is actively taking steps to preserve this tradition and its Ensign. It would be a shame if the Squadron accepted the present loss of its special privilege, with the tradition and history it represents, through disinterest or disinclination. While it seems unlikely that consent can be secured to continue to fly the Blue Ensign of the United Kingdom in its current form, the consent of the Queen or the Governor General in accordance with the amended Ships Registration Act 1992 should be sought for a unique new Ensign for the Squadron which meets the Queen's or the Governor General's approval. The rights of those members, such as the recent correspondents in "Breeze" who prefer to fly the New Zealand Flag would remain unaffected whilst allowing the more traditionally minded members to preserve a special and unique tradition.

If anyone has an interest in further pursuing what RPNYC could/should be doing in relation to the Ensign please contact Mike Piper on (04) 384 8700.



From The Courts

BY PAT MILLAR



The following Protests were received in respect of the 1999 Winter Series.

ARBITRAGE v YOUNG NICHOLSON
MEDIUM DRY v BREAKFAST
MAX HEADROOM v ASK FOR ME
DISTRACTION v ERAZER
SLINKY MALINKY v SHIBBEEN
SHIBBEEN v SLINKY MALINKY

The details of the cases are as follows:

Arbitrage v Young Nicholson

The protest by *Arbitrage* against *Young Nicholson* was under Rule 18.2(a) on the grounds that *Young Nicholson* failed to give her room to pass the leeward mark.

The decision of the protest committee was that both boats were running free on the starboard tack towards the leeward mark to be rounded to port and *Young Nicholson* was the outside yacht with *Arbitrage* overlapped inside her when *Young Nicholson* reached the two length zone. Although *Young Nicholson* then broke the overlap by drawing clear ahead she was still required to allow *Arbitrage* room to pass the mark which she failed to do. *Young Nicholson* was therefore disqualified.



Medium Dry v Breakfast

This protest by *Medium Dry* against *Breakfast* was under Rule 18.3(a).

The key issues in the protest were whether *Breakfast* on port tacked on to starboard within the two length zone and whether after *Breakfast*, had completed her tack *Medium Dry* travelling faster on starboard tack was required to sail above close hauled in order to avoid her.

The protest committee decided in the

affirmative on the first question and in the negative in the second and the protest was dismissed.



Max Headroom v Ask for Me

This case was unusual in that there was complete agreement on all matters.

Max Headroom close hauled on starboard tack was approaching *Ask for Me* running free on port tack in approximately 30 knots of wind.

There was contact between the mastheads of the boats and each boat suffered damage to their masthead instruments. *Ask for Me* continued sailing for approximately 250 metres before dropping her spinnaker and taking a 720° penalty turn - she was still a considerable distance from the leeward mark.

The committee needed to consider:

- (1) whether each boat had taken reasonable action to avoid contact and the representative of each boat agreed that the other had done so;
- (2) whether *Ask for Me* had taken her penalty as soon as possible - again unanimous agreement that she had done so; and
- (3) whether serious damage had resulted.

The representative of *Ask for Me* considered it was but the representative of *Max Headroom* the protestee - had not claimed that it was during the course of his evidence and did not press the point when questioned.

The protest committee decided that serious damage had not resulted and the protest was dismissed.



Distraction v Erazer

The situation in this protest was similar to that in the case of *Medium Dry* and

Breakfast and again there was disputed evidence as to whether or not *Erazer* on port had tacked onto starboard inside the two length zone. During the course of presenting evidence the representative of *Erazer* stated that a third boat had witnessed the incident and would confirm that *Erazer* had tacked well outside the two length zone. After each party had summed up and left the protest room the committee phoned the person in charge of the third boat who confirmed the claim made by *Erazer* and agreed that he would attend an adjourned meeting if necessary to give evidence. The parties were then recalled and informed of the position. The protestee was offered an adjournment of the meeting in order for him to have the opportunity of questioning the third party but declined and agreed to accept that evidence.

The protest was therefore dismissed.



Slinky Malinky v Shibbeen *Shibbeen v Slinky Malinky*

This protest and counter protest resulted from contact between the two boats at the conclusion of the following sequence of events:

- (1) *Shibbeen*, *Young Nicholson* and *Slinky Malinky* all on starboard tack rounded Mark 1A with approximately one hull length between each boat.
- (2) *Shibbeen* bore away on starboard tack and hoisted her spinnaker but was unable to gybe onto port immediately owing to the proximity of *Young Nicholson*.
- (3) On reaching Mark 1A *Slinky Malinky* bore away hoisted her spinnaker and sailed approximately three hull lengths downwind before gybing on to port tack.
- (4) By the time *Shibbeen* had also gybed on to port tack the lateral separation

of the boats was approximately seven hull lengths with *Slinky Malinky* being to windward of *Shibbeen*.

- (5) Both boats then maintained steady courses for a considerable distance converging on a fine angle until contact occurred.

Shibbeen protested *Slinky Malinky* under Rule 11 in that the windward boat did not keep clear of the leeward boat.

Slinky Malinky protested *Shibbeen* under Rule 17.1 as *Shibbeen* being the boat that had established an overlap from clear astern within two of her overall lengths of the windward boat had sailed above her proper course.

To reach a decision the protest committee was required to determine the following facts:

- (1) When did *Shibbeen* become overlapped to leeward of *Slinky Malinky*? *Shibbeen* claimed the overlap was established when she gybed on to port but *Slinky Malinky* claimed otherwise.
- (2) *Slinky Malinky* claimed that *Shibbeen* was sailing above her proper course (Rule 17.1 applies) and *Shibbeen* claimed that *Slinky Malinky* was sailing below her proper course (Rule 17.2 applies). The protest committee found that although both boats were sailing on a converging course *Shibbeen* was not sailing above her proper course nor was *Slinky Malinky* sailing below her proper course.
- (3) When *Shibbeen* established her leeward overlap did she initially allow *Slinky Malinky* room to keep clear (Rule 15 applies)? The committee found that she did.

As a result *Slinky Malinky* was

disqualified for breaking Rule 11 as being a windward boat she failed to keep clear of the leeward boat, and for breaking Rule 14 in that she did not avoid contact.

Shibbeen also broke Rule 14 but was not penalised as no damage resulted.

This protest was of interest and probably occurred as a result of the lack of knowledge of the rules shown by the crew of *Slinky Malinky*. When the boats were in close proximity *Shibbeen* called "go up" and *Slinky Malinky* rather unhelpfully replied "read your rule book".

A crewman, in his evidence, advised that he had made that call as he believed *Shibbeen* was sailing above her proper course and was therefore the "burdened" boat. He also confirmed that at the time *Shibbeen* established the overlap to leeward *Slinky Malinky* could have kept clear.

Rule 17.1 does not override Rule 11 but places restrictions on the course that a right of way boat may take.

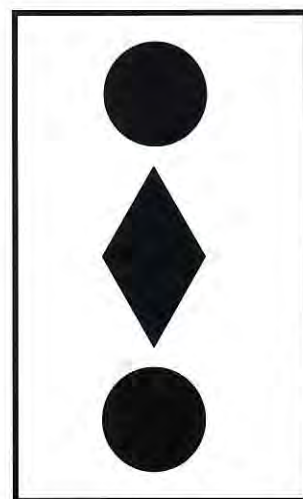
It does not confer right of way status on the windward boat.

When a windward boat considers that another boat, which had established an overlap from clear astern within two of her hull lengths of that windward boat, is sailing above her proper course the windward boat must keep clear unless she is prevented from doing so by the leeward boat. The remedy available to the windward boat in such a case is to protest the leeward boat under Rule 17.1.

In this case it would have been more helpful if the windward boat had replied "you are sailing above a proper course" rather than "read your rule book".



Have you seen these shapes?



Do you know what they mean?

"Vessels Not Under Command or Restricted in Their Ability to Manoeuvre"
Owing to the nature of her work, this vessel is unable to manoeuvre to keep out of the way."

It is important to take note of these shapes and the times you would be most likely to see them on the RPNYC race track.

Te Aro may be displaying these shapes only during the times she is laying, moving or picking up marks in and around the start line.

When *Te Aro* is displaying these shapes other vessels, including boats under sail, are required to keep clear and give way.

The Yacht Club Bar & Café

Fully Licensed Café Hours

Wednesday & Thursday	4.00pm onwards
Friday	12.00noon - 11.00pm
Saturday	9.00am - 10.00pm
Sunday	9.00am to 8.00pm
Public Holidays	4.00pm - 8.00pm



Royal Port Nicholson Yacht Club

103 Oriental Bay, Wellington
 PH WN 384-3091



CORPORATE MEMBERS & SPONSORS

THE ROYAL PORT NICHOLSON YACHT CLUB ACKNOWLEDGES THE SUPPORT OF OUR CORPORATE MEMBERS

COMPUTER ASSOCIATES
COURTAULDS COATINGS
EDS (NEW ZEALAND) LIMITED
FR PARTNERS
FUJI XEROX NZ LIMITED
GLENGARRY HANCOCKS LIMITED
HEWLETT-PACKARD (NZ) LIMITED
HILLARY COMMISSION
MONTANA WINES NZ LIMITED
RENTWORKS LIMITED
SAATCHI & SAATCHI ADVERTISING LIMITED
SIMPSON GRIERSON
TELECOM NEW ZEALAND LIMITED
TOWER INVESTMENT SAVINGS LTD
TRANZ RAIL LIMITED
WESTPAC BANKING CORPORATION

SPONSORS & SUPPORTERS OF THE RPNYC & RPNYC SAILING ACADEMY



EDS (NEW ZEALAND) LTD
CHARTER LINK MARLBOROUGH
CHRIS COAD PHOTOGRAPHY
CUSTOM FLEET NZ LTD
DB BREWERIES
EPIGLASS
FUJI XEROX NZ LIMITED
GLENGARRY HANCOCKS LTD
LION BREWERIES
MUSTO/LINE 7
MONTANA WINES LTD
MOORE WILSONS
PORT OF WELLINGTON
RUTHERFORD & BOND TOYOTA
SYBASE (NZ) LTD
THE GRAND HOTEL

NEW MEMBERS

We welcomed the following new members to the Club over the months April, May, June, July, August, September and October and November 1999.

MEMBER	CATEGORY	MEMBER	CATEGORY
T Adams	Senior	D Marsh	Senior
P Andrews	Senior	D Masters	Senior
M Ashton	Senior	B J Moon	Senior
A Bailey	Senior	L Morgan	Senior
C Bailey	Senior	G Morris	Senior
G Bailey	Senior	P B Nielsen	Senior
T Bennion	Senior	J Neilson	Senior
M Berry	Country	R Newton-King	Senior
M Bonisch	Senior	G Nippell	Country
R Beaumont	Associate	D Norman	Associate
B Calcott	Senior	R Oldham	Senior
A Cathie	Senior	J Richmond	Senior
F Cooke	Senior	C Scott	Senior
M Dacombe-Bird	Associate	J Papps	Junior
K Dallenbach	Associate	K Papps	Senior
U Dallenbach	Senior	J Poole	Senior
N Dimock	Country	B Spencer	Senior
L Fairless	Senior	M Solly	Senior
I Ferguson	Associate	N St Amand	Senior
L Ferguson	Junior	P Sutton	Senior
T Field	Junior	J Thorpe	Senior
L Ford	Senior	J Thwaites	Senior
W Francis	Senior	J Thwaites	Junior
L Geismar	Senior	M Thwaites	Associate
D Green	Senior	Z Thwaites	Junior
C Gordon	Senior	C Tuohy	Senior
M Gordon	Senior	M Upshon	Senior
G Hacche	Senior	C Vause	Junior
N Hill	Country	E Vause	Junior
B Johnson	Senior	K Vause	Associate
S Jones	Senior	P Vause	Senior
W Jones	Senior	M Walmsley	Senior
J Karl	Senior	N Walter	Senior
M Knowles	Senior	H Waterman	Senior
S Langley	Senior	B White	Associate
N Locke	Senior	B Willman	Senior
J Lovatt	Associate	M Williams	Country
I Lovegrove	Senior	A Williamson	Senior
G Maguire	Junior	F Waugh	Senior
K Maguire	Associate	K Wayman	Senior
J Maguire	Junior	J Wedde	Senior
M Maguire	Senior	J Wilson	Senior
S Maguire	Junior		

NEW BOATS

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

YACHT	DESIGN	OWNER
BREAKER BAY	Power Boat	Murray Sleeth
CARIBELLA	Keeler	L Morgan & L Kermode
CARLI	Keeler	Jeff Kennedy
DAU SOKO	Keeler	Risk & Audit Services
EAGLE ROCK	Launch	M Bennett & G Perry
FLOOZIE	Keeler	Peter Vause
FLYING FISH	Keeler	Ken Papps
GLIDING ON	Launch	Graeme Hargreaves
HURRICANE	Keeler	Tony Ray
ILUKA	T. Boat	Peter McLean

YACHT	DESIGN	OWNER
IMPULSIVE	Keeler	R Davis & B Powell
JOSEPHINE	Launch	Tony Chamberlain
MANUIA	Launch	Griff Page
MARIE CHANTAL	Keeler	James Quin
MAVERICK	T. Boat	Ben Spencer
M.V. FELIX	Catamaran	Wal Edwards
NUKUWAI	Keeler	Mark Maguire
SIMPLY RED	Keeler	Scott Atkinson
SLINKY MALINKY	Keeler	Tony Chamberlain
SOUTHERN BELLE	Keeler	Glen Haache
STARLIGHT EXPRESS	Keeler	Starlight Syndicate
STORMY II	T. Boat	Charles Clark
SUNDAZE	Launch	Brian Willman
SUNSHINE EXPRESS	Launch	Don Delbridge
VENDETTA	Keeler	Thomas Reid

Chris Coad

Photography



Corporate, Advertising, Film Stills

Phone (04) 384 5525

Fax (04) 384 2629

Mobile 025 420 005

Email: chrisc@xtra.co.nz



LINE 7 PORT NICHOLSON REGATTA

80000

Saturday 11 December & Sunday 12 December 1999

ORC CLUB KEELBOAT SECTION

5 Race Series, Prize Pool \$25,000

Racing Starts from 10am



CUSTOM FLEET SPORTBOAT SECTION

9 Race Series, Prize Pool \$5,000

Racing Starts from 10am



SUPPORTING SPONSORS



Good viewing from Point Jerningham