

FILE COPY

# the *Rip*

NOVEMBER 2000



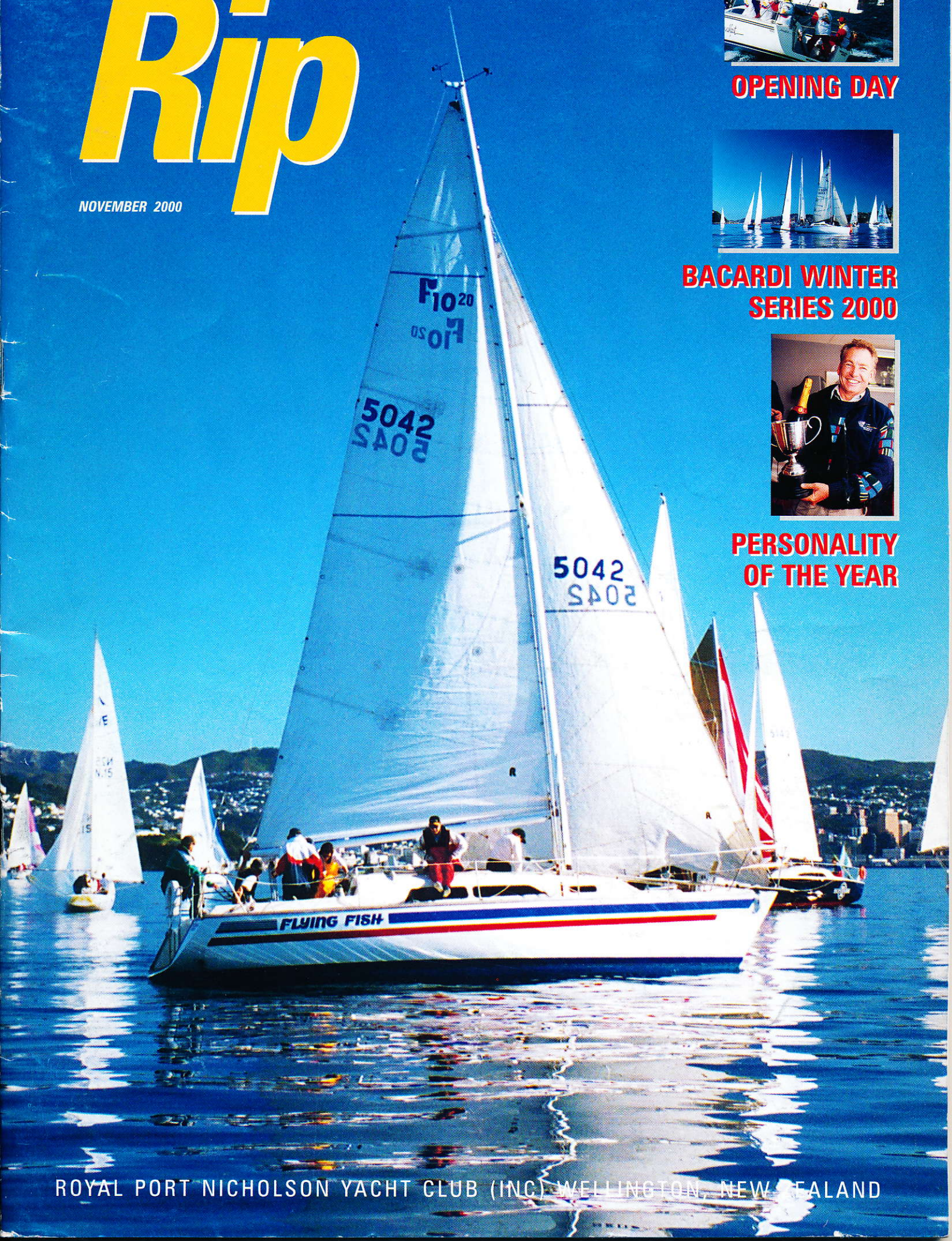
**OPENING DAY**



**BACARDI WINTER  
SERIES 2000**



**PERSONALITY  
OF THE YEAR**



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





# EMC CORPORATE YACHT RACE 2000

*Wellington Harbour - Saturday 25 November 2000*

*EMC<sup>2</sup>, the world's leading provider of enterprise storage systems, software and service  
is proud to support the business highlight of the capital's yachting season  
EMC CORPORATE YACHT RACE.*

*All proceeds go to the Royal Port Nicholson Yacht Club Sailing Academy,  
providing Wellingtonians with an introduction to sailing.*

*If your firm or organisation would like to take part  
contact Mike Piper, RPNYC on*

*Ph: (04) 384-8700, Fax: (04) 385-1603 or Email: [office@rpnyc.org.nz](mailto:office@rpnyc.org.nz)*



**RPNYC**

**EMC<sup>2</sup>**  
where information lives





# the Rip

ISSN 1171-1779

Vol. 18 NO. 2

November 2000



COVER PHOTO:

"Flying Fish"

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,  
DALE ADAMS  
MIKE PIPER

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

**Advertising**  
DALE ADAMS

**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	2
Vice Commodore's Report	2
Cruising Captain's Report	3
Rear Commodore's Report	3
Chief Executive's Report	4
Club Profile - Cruising Captain Graham Rowe	5
Corporate Profile - EMC <sup>2</sup>	6
Sailing Academy Report	7
LINE 7 Port Nicholson Regatta	11
Hamilton Island Race Week Regatta 2000	12
Pretty Bay Floyd goes to Hamilton Island	15
Women's National Keelboat Championship 2000	18
Opening Day	20
Farr 1020 Nationals 2000	22
Bacardi Winter 2000	24
Demystifying the Magic	26
Sailing the Winds of Paradise - A 'Betty' Perspective	29
BT Global Challenge Update 2000/2001	33
Champagne Brunch 2000@WARDROOM.RPNYC	34
The Interclub Cup - Heretaunga Te Aro Challenge Cup	36



### ROYAL PORT NICHOLSON YACHT CLUB (INC)

#### Officers for Season 2000/2001

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  
Saturdays between Sept (Opening Day) and April  
(Commodore's Trophy Race)

Phone: 384-8700 Fax: 385-1603

Email: office@rpnyc.org.nz

Web Site: www.rpnyc.org.nz

#### Wardroom Hours

Wednesday & Thursday 1.00 pm - 8.00 pm  
Friday 12 noon - 11.00 pm

Saturday 9.00 am - close

Sunday & Public Holidays midday - close

Phone: 384-3091

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

#### Keelers Restaurant Hours

Monday - Friday: Lunch only

Reservations recommended, Phone: 385-6963

(Other times by arrangement)

#### RPNYC Sailing Academy

Phone: 382-8152

Coach Mike Boswell: (H) 972-8894, 025-289-0815

Facsimile: 382-8631

Email: sailing.academy@rpnyc.org.nz

#### Executive Committee

	Work Telephone
<b>Commodore:</b> Murray Bridge	472-8100
<b>Vice Commodore:</b> Paul Cudby	499-6022
<b>Rear Commodore:</b> Cheryl Ferguson	471-9443
<b>Honorary Treasurer:</b> Tony Chamberlain	025 837-177
<b>Cruising Captain:</b> Graham Rowe	235-7600
<b>Honorary Racing Secretary:</b> Scott Atkinson	496-0489
<b>Honorary House Secretary:</b> Anna Ward	025 787-724
<b>Committee Members:</b> Ken Burt	238-9554
John Field	495-6920
Stephen Moir	381-1416
Arthur Stewart	384-5747
Paul Cudby	499-6022

**YNZ Delegate:**

**WYA Delegate:**

#### Staff

<b>General Manager:</b>	Mike Piper	384-8700 (H) 475-4298
<b>Office Manager:</b>	Linda McCartney	384-8700 (H) 388 7370
<b>Event Co-ordinator:</b>	Kirsty Callaghan	384-8700 (H) 972-6606
<b>Academy Administrator</b>	Lyn Porteous	382-8152 (H) 970-7117
<b>Slipmaster:</b>	Jim Ower	(H) 388-1924
<b>Te Aro Boatmaster</b>	Ross Telford	(H) 388-8695 025 456-413



**Here we are at the start of another season and Huey seems to have given to us an indication of old fashioned North Westerlies.**

The inaugural Ambassadors Regatta on Opening Day was an unprecedented success. The format, with all of the Ambassadors who wanted to sail caused a rethink of how we ran our traditional lunchtime function. This year the Opening Day function, yet again, hosted by President Alan and Shirley Martin, was a brunch which enabled the Ambassadors and other dignitaries time to mingle with the members prior to the formal opening. My good friend Carlos Appelgren, Ambassador of Chile, opened this inaugural event and donated and presented trophies. With most Ambassadors racing on this particularly windy day "adventure" and "occasion" was assured. During the course of the race, antics on the water just showed how crews could go to sleep during a one-month layover. Our Academy is assured of unlimited training opportunities if the Opening Day was anything to go by!

Following on from the strategic

planning session, our Executive has digested all of the input from 70 plus members and Tony Chamberlain has produced a working document which was presented to a large number of members at the first Flag Officers Forum. I personally believe that there has never been such a consultative process in the history of the Club from which we have now derived Tony's working plan. This is available to anyone who wishes to have a copy. Anyone who receives this plan and takes the time to review will see that we are indeed very fortunate to have someone of Tony's ability involved in this planning process.

The Wardroom conceptual renovation plans have been drawn up with rough costing completed - this will be a fantastic facility and a huge asset for Club participation.

The Club's chase boat has been spec'd and is fully sponsored with the generous support of a Club member. This will be a fantastic new asset to assist with the



murray bridge

ever increasing race programmes.

It is great to see a renewed enthusiasm, on a regional basis, for Wellington yachting. In early September Simon Wickham (Club member and new CEO of Yachting New Zealand) was in Wellington and facilitated a meeting of all the Wellington region's clubs to discuss the future of Wellington yachting. It gives great heart to the region that every club was represented at that meeting. Perhaps this is a first stage of creating Sail Well.

With the emergence of this new season I would like to thank Mike Piper, Kirsty Callaghan, new Office Manager Linda McCarthy, Bosman, Lyn and The team at the Academy, Jamesy and his crew in the Wardroom and Lisa with her Keelers team for all of their hard work. It is their passion and commitment that makes our Club the success it is.



## vice commodore's report



paul cudby

# Bouquets Without Brickbats

In the melee of regular club activity, we often overlook the positive input some members have to our club and on the water activity.

Every year Yachting New Zealand grant honour awards for such contributions. I am proud to say that this year, three of our club members are recognised in the awards. Peter and Ruth McKenzie and Ken Burt will receive these prestigious honours at the Yachting New Zealand AGM being held at the club in mid October.

Peter & Ruth McKenzie (42<sup>nd</sup> Street) have been recognised for their "sympathetic approach (on more than one occasion) toward boats in distress". Their award stems from two instances in particular of standing by to assist, being:

1. Standing by to assist in adverse conditions off Stephens Island after the tragic death of a crewperson on another

boat. On this occasion, Peter and Ruth continued to stand by well past the original incident, and

2. Standing by to assist after a crewperson on another boat dislocated a shoulder during a gybe in Cook Strait.

Given the weather and sea conditions that existed during both these incidents, the cost of their compassion would be somewhere between extreme discomfort and dangerous. In my view, Peter and Ruth don't need a rulebook to understand what needs to be done.

For those of us who do, it's on page 6: PART 1 - FUNDAMENTAL RULES 1.1 Helping Those in Danger. A boat or competitor shall give all possible help to any person or vessel in danger.

Ken Burt has been recognised for his "outstanding contribution to Yachting Administration over many years". Presently a member of the Executive

and Race Director of the Line 7 Port Nicholson Regatta, Ken is presently involved in a variety of special projects and is regularly involved in Race Management at the club.

It feels like Ken has been "hands on" for a good portion of our 117 seasons and I say this in a kind way, because without committed volunteer support like his, we don't go yacht racing. The cost of Ken's commitment is the slings and arrows that public profile attracts. High profile people are easy to "pot-shot" - Ken seems not to care - he just gets on with what he loves to do.

Peter, Ruth and Ken, well done. Well done on being recognised, without having sought recognition. Well done for leading by example. I am proud to be your fellow club member.





After three years of being Cruising Captain, Peter Edwards has stepped down to throw his energies into other matters. Many will have benefited from Peter's sage advice, interesting sailing tips, local knowledge and history of the harbour. But I owe him a personal thanks for the friendship he extended to me when I first joined the Club in 1996 to race *Manhattan* in the Presidents Division. Peter has always been ready to dissect a days racing over a beer and been keen to help newcomers. So on behalf of us all, Peter, a sincere "thanks and well done".

In the last year there has been a wish expressed by some members that there should be an events calendar which allows owners of all boats an opportunity to participate without having to race competitively. Such an event series had to be able to cater for those with large cruising craft as well as those with launches. So with some ideas and help from Dan Roberts (*Dau Soko*), Cooper Giles (*Peri Banu*) and plenty of encouragement from the Sailing Committee we now have the beginnings of a non-competitive events calendar which has been given the name of the Wellington on Water (WOW). It is part of the regular events listed in the Almanac

in the "Programme of Races" section.

The events will run all season from October to May 2001, with some eight events in all (weather permitting) and are timed so that there is minimal clash with the racing calendar. This means that even the Rockstars can join in. All the events are designed to be invitational with each being a little different in nature and can allow large numbers to take part. Whilst most events will be held on the water, some will be off-the-water events, but all will finish with some form of social function at the Clubhouse to allow mixing of both members and non-members - with the possibility that some of the non-members eventually become new Club members!

Before each event "Special Instructions" will be provided so that the person in charge of each craft taking part will know what the event is and how to participate. By their nature the events will be weather dependent so the instructions will give details of how to know if they are cancelled. We will try to optimise the 'courses' to make sure that they will be comfortable regardless of which way the wind blows.

Interest in the series has been considerable and with the help and co-

## cruising captain's report



graham rowe



operation of all the Marina Managers we have advertised it to the berthholders of Evans Bay, Chaffers, Clyde Quay, and Seaview marinas. We have also advertised through the Evans Bay and Lowry Bay Yacht Clubs. As a result we have about 40 people requesting the 'Special Instructions' for these events - the first set will be produced shortly.

If you are interested in participating, call Kirsty at the Club office. If you know of someone who may be interested suggest to him or her that they call Kirsty - they don't even have to be club members, and trailer yachts, runabouts and even wet bikes can take part.

The coming season looks promising, with an enhanced programme for both the racing and non-competitive member. With any luck Hughie will assist with some sparkling weather, completing the ingredients for a memorable season



## YET MORE NEW EXPERIENCES

One of my objectives in life is to step outside my comfort zone every now and then - thanks to RPNYC that is happening more now than ever before!

Five years ago I took my first hesitant steps onto a Sailing Academy training boat and have constantly been stepping outside my comfort zone ever since that memorable day. Two years ago I was trying to work out what a Flag Officer was let alone knowing who they were! So now as Rear Commodore, along with Anna Ward as House Secretary, we are in the hot seats of the House Committee.

Last year as House Secretary, I was protected from having to attend

Executive Committee meetings. I can tell you I entered the Boardroom for my first Executive Committee meeting with some trepidation after I had heard from vocal Club members what the Executive Committee did (and did not do) for the Club. Well . . . I am happy to report that I found myself amongst a group of people who are dedicated to achieving the objectives of this Club and its members. So much so that I am led to believe most of the Executive members have a circus background - it is definitely a juggling act to balance the time required for Club commitments with a life outside sailing.

Stickability is another attribute

## rear commodore's report



cheryl ferguson



required by Executive members. My first task was to learn to stay seated on those Boardroom chairs. They all seem to point towards the floor, which means the 'seatee' is on a slippery slope (no pun intended) or if you lean back in the chair you find yourself in the first position for a backward somersault. Either way some effort is required to sit round that Boardroom table.

Club members have indicated very strongly their desire for meals/snacks to be served in the Wardroom. Crew Dinners became a regular Friday night



### rear commodore's report cont.

event during the winter and were found to be very well patronised... depending of course, on Stadium events. Carole Dewhurst organised the roster for the Crew Dinners and I would like to thank her very much for the time and effort that she put in so willingly. Also, the participating crews certainly provided us with a range of delicious meals served with a variety of accompaniments and always in style – thank you to each crew and individual member who supported the crew dinners.

A farewell to two of our Club members crewing in the BT Global Challenge was combined with one of the crew dinners. We all had the opportunity to wish Helen Couling and Justine Maddock a safe and exciting trip and will look forward to their boats arriving in Wellington in early January.

From all accounts those attending the Champagne Breakfast were treated to an entertaining morning with the Fawltz Towers team. Unfortunately work commitments in the South Island prevented me from attending but I have certainly enjoyed listening to the feedback from those who did. Philippa Durkin was the primary organiser of this event and we have to hand it to her that with her planning, organising and creative skills she certainly made a major contribution to the success of this event. The positive feedback has included the members' approval of using the Club facilities for such events.

On 23 September, the 118<sup>th</sup> season of the Royal Port Nicholson Yacht Club was declared open by His Excellency Mr Carlos Appelgren, Ambassador for Chile, who also sponsored the inaugural Ambassadors Regatta. Fourteen yachts

were flying flags representing missions accredited to New Zealand and eight yachts had heads of missions or their representatives on board. At times, with the wind gusting 35-40 knots, the conditions tested not only the temerity of the sailors but also the embassy representatives. The Ambassador for Chile donated the Ambassadors Trophy for this regatta, won by *Flying Boat*, (skippered by Mike Calkoen) carrying the New Zealand representative – Warren Searell, Deputy Director of the Americas Division, Ministry of Foreign Affairs and Trade. A big thank you to all those who participated in this event.

I would like to take this opportunity to wish all club members every success for the forthcoming season and look forward to competing with you on the water and/or socialising with you at the club.



## Something to look forward to in 2004

First of all a big welcome to Linda McCarthy, who has joined the Club as Office Manager. Linda has considerable business experience and will be concentrating initially on improving our membership system and technology requirements.

Linda has lost no time in encouraging her son to do a Worser Bay sailing course and her husband Chris to join the Club.

Our website [www.rpnyc.org.nz](http://www.rpnyc.org.nz) is now live and will provide up to date race results, the sailing programme and other information you may require, including the Sailing Academy's available courses. Please take the time to check out the site and give us some feedback.

Synergy International and Ken Papps have developed the site for the Club and Ken's support and input has been extensive and greatly appreciated.

Ken has also assisted the Club in updating our technology and communication requirements. This has

been very time consuming and again we are very grateful for his input.

Kirsty Callaghan is working hard on the LINE 7 Port Nicholson Regatta and providing support services to the Sailing Committee. Her regular email news is becoming very popular and if you would like to be on the email list please contact her at the office or email your details to [events@rpnyc.org.nz](mailto:events@rpnyc.org.nz). We still need volunteers for the LINE 7 Port Nicholson Regatta so if you are able to help out please give Kirsty a call.

The BT Global Challenge will be arriving around the 10<sup>th</sup> January 2001 and you can follow the progress of the yachts on [www.btchallenge.com](http://www.btchallenge.com). We still need a couple of Club yacht crews to act as boat buddies to the BT boats so please contact Kirsty if you would like to be involved – it's a lot of fun!

The EMC Corporate Yacht Race is on the 25<sup>th</sup> November and this event should be very popular. This race is very

### chief executive's report



mike piper

important for our Sailing Academy and we want as many corporates entering as possible. Talk to your boss, or if you are the boss tell your staff, then call me and reserve your spot now. Entry forms are available at the Club or email me on [mike.piper@rpnyc.org.nz](mailto:mike.piper@rpnyc.org.nz).

Something to look forward to in 2004 has just been confirmed. A Tall Ships Regatta will be raced from Hobart to Wellington in February of that year with an expectation that 8 or 9 "A Class" boats (such as the *Esmerelda*), 25-30 "B Class" boats (a bit smaller) and who knows how many "C Class" yachts will be racing. We could possibly put another Tasman Triangle on to coincide with their race if there is sufficient interest.

That's all from the office – have an excellent season and a safe and happy Christmas and New Year.





# CLUB PROFILE

## Cruising Captain – Graham Rowe

by Dale Adams

Behind the scenes in the Club are a band of people, some well known, others not so well known, who work hard often with little recognition. The passion and commitment required is enormous, so the next time you pass someone in the Wardroom who you know is spending their spare time working to make your Club more enjoyable for you stop and say hello and thanks. It doesn't take much but it means a lot to that person.

One of these hard workers is Graham Rowe, our new Cruising Captain. Although Graham has only been with the Club for four years, he has risen to this position through his passion for sailing and dedication to help people. As a 12year old sailing a P-class yacht his grandfather built, he had his first taste of wallowing in salt water. "The boat was heavier than me and it sailed me rather than the other way around!"

He persevered even without the luxury of tuition and was soon hooked. After two or three years he joined the Britannia Sea Scouts which still kept him soaking in salt throughout his teens. However University studies, a Doctorate in Applied Geology (he tells us he specialized in concrete!), travels through Europe and Africa, marriage and two neat children meant drying out for a while – from salt that is! By 1988 a sailing dinghy appeared in the Rowe household followed by *Emily*, a trailer sailer. But in 1996 he found *Manhattan* – an 8.9m Challenge 29 keeler and soon the whole Rowe family was 'soaking in salt' on the Wellington harbour. After a year of 'very badly' (his words!) sailing her in club races and having Doughy hovering around the last buoy waiting for *Manhattan* to finish, his persistence and practice paid off and



RPNYC Cruising Captain Graham Rowe aboard his Challenge 29 *Manhattan*

the boat with the black and grey stripes started appearing in the first three placings.

And now his aim to improve the enjoyment and social sailing of all club members is being put in place. Wellington on Water, as described in his column, is an innovative programme of participation events and we can all thank Graham and his team for their **HUGE** effort.....Thanks guys.



**Marine  
Engine  
Service**

- **Mobile Purge Service**
- **The leading edge in fuel system treatment**
- **Petrol or diesel power**
- **Retail product range available**

**Chemlex engine care systems**

**208-210 Taranaki Street**

**Wellington**

**Phone: 385 1460 Fax: 385 1464**

## FURNEAUX LODGE



Visit our website  
[www.furneaux.co.nz](http://www.furneaux.co.nz)

- We have 13 moorings available for visiting vessels
- Water and provisioning available
- Coin operated hot showers and laundry facilities
- Dive & tackle shop facilities available for filling dive tanks
- Fishing tackle and bait for hire and sale
- Kayaks and dinghies for hire
- Self-contained chalets and backpackers accommodation
- Licensed bar and restaurant

**Phone/Fax (03) 579 8259**  
**Email [info@furneaux.co.nz](mailto:info@furneaux.co.nz)**



EMC Corporation, based in Hopkinton, Massachusetts, is the world's leading provider of enterprise storage systems, software and services. Two-thirds of the world's electronic information lives on EMC.

With New Zealand offices in Auckland and Wellington, EMC builds the world's most robust, secure and trusted information storage infrastructures.

EMC's storage systems, software, networks and services ensure fast, round-the-clock access to all of the information businesses and individuals must have to prosper in the information economy. To EMC's customers, EMC is the caretaker of the world's information.

A Fortune 500 company, EMC's New Zealand customers include, among others, Telecom, Vodafone, The Warehouse, Countrywide Bank, EDS and Air New Zealand.

Founded in 1979 as a supplier of add-on memory boards, EMC's rapid rise in the world-wide data storage market began in 1989, when the company revised its strategy to address the world's growing reliance on increasingly vast and complex amounts of electronic data.

With the introduction of EMC's flagship Symmetrix product line in 1990, EMC became the first company to provide intelligent storage systems based on arrays of small, commodity hard disk drives for the mainframe market. As a result, businesses were able to access information more rapidly and reliably than ever before, and they quickly began to view the strategic use of information as a competitive advantage.

Today, this RAID (redundant array of independent disks) technology is widely accepted as the industry standard for storage systems. In 1994, EMC extended Symmetrix technology to create the first-ever platform-independent storage system, capable of simultaneously supporting all major computer operating systems. Since the introduction of Symmetrix, more than 35,000 systems have been shipped to

customers around the world.

In October 1999, Fortune magazine named EMC one of the top-three "World's Most Admired Companies" in its annual executive survey of product quality and services.

Today, more than a dozen innovative EMC software solutions, including EMC ControlCenter, EMC TimeFinder, EMC Data Manager and EMC PowerPath, enable customers to manage, protect and share information across the enterprise. Revenue from software in 1999 was more than \$700 million, making EMC one of the world's largest and fastest-growing software companies. More than 80% of EMC's engineers focus on software development, and EMC expects to invest \$1 billion in

world-wide, including about 6,500 in Massachusetts. The company's stock is traded on the New York Stock Exchange under the symbol EMC and is a component of the S&P 500 Index.

#### EMC Fast facts:

- EMC Customers include:
  - 100% of the world's largest banks
  - 100% of the world's largest telecom companies
  - 95% of the Fortune 100
  - 90% of Wired Index
  - 97 of the S&P Global 100 Index
  - 90% of BusinessWeek 50
  - 90% of top 10 ISPs
  - 85% of FTSE 100
  - 83% of DAX 30
- For the past 10 years EMC's average annual return has been 95 percent, accelerating to an average of 130 percent over the past three years
- During the 1990s, EMC achieved the highest single-decade performance of any listed stock in the history of the New York Stock Exchange, which was founded in 1792. From January 1, 1990, to December 31, 1999, EMC's stock rose 80,575 percent
- For the past 10 years EMC's average annual return has been 95 percent, accelerating to an average of 130 percent over the past three years
- IDC predicts the storage market will grow by more than 1,800 percent between 1998 and 2003
- EMC was chosen by Red Herring in December 1999 as one of "Ten Tech Stocks for the Next Century"
- EMC spent about \$1.7 billion on research and development in the 1990s. By the end of 2001, EMC expects to spend another \$1.7 billion
- EMC spends 80 percent of its research and development dollars on software
- EMC leapfrogged all competition in 1999 to claim top spot in the worldwide storage management software market, according to Dataquest



Magic 25 EMC<sup>2</sup> owned and sailed by Tony Duffy and Campbell Morris

software R&D over the next three years. Overall, EMC's annual revenues have grown from \$190 million in 1990 to more than \$5 billion in 1999.

In 1999, EMC acquired Data General Corporation and integrated CLARiON, its leading line of midrange storage systems, into the EMC product family.

EMC is represented by more than 100 sales offices and distribution partners in more than 50 countries and is considered to have one of the computer industry's most effective sales and service organisations.

EMC systems are manufactured in Massachusetts, North Carolina and Ireland. In addition, EMC has R&D facilities in Massachusetts, Israel and France with customer support centres in Massachusetts, Ireland, Japan and Australia.

EMC employs more than 17,000 people







## Farewell to EDS and welcome aboard to EMC Corporate Race

With the EDS sponsorship finishing in November we would very much like to acknowledge and thank them for their support over the last four years. We have achieved much over this time and it certainly would not have been possible without their involvement.

The departure of EDS certainly leaves a big gap to fill and so we were very pleased when EMC<sup>2</sup> quickly agreed to take over the Corporate Yacht Race sponsorship. You will I'm sure be hearing more about EMC<sup>2</sup> in the future but at this stage we are very pleased to have them aboard for this years EMC Corporate Yacht Race, on the 25<sup>th</sup> November.

## Safety Seminar Series

We have just completed this year's Seminar Series which had "Safety" as the topic. The interest in this was, as expected large with the maximum number of sixty places going very quickly. This seminar series was only possible with the help of the following organisations; **RFD, Wormalds, Hutchwilco, Wharf Police and WestpacTrust Rescue Helicopter** plus the assistance of Paul Cudby, Ross and Dale Barcham so a big thanks to these guys for their contribution. Feedback to date suggests we will be doing something similar again!



## sailing academy report



**mike boswell, coach**



## New Coastguard Courses

If you are not already aware we now have on offer the following three Coastguard courses; VHF, Boatmaster and Coastal Skipper. Holding a VHF operators certificate is now a legal requirement for anyone operating a hand-held or base set radio and the revised syllabus means it is not an onerous test.

### Fact Box

- There were 10 keelboat instructors, 6 dinghy instructors and 6 assistant dinghy instructors employed last year to deliver the sail training programmes
- Over 100 people have completed one of the new Coastguard courses
- 2137 have now completed a Keelboat course
- Over 35 companies have now participated in corporate sailing activities
- Graduates made up 49% of new senior RPNYC members last year
- Graduates taking part in club racing continues to grow, now up to 42%

### Boat Sponsorship available

With the EDS sponsorship finishing in November, we need to find a replacement-naming sponsor for one of the training yachts. If anyone is able to assist us with this sponsorship please give us a call.

### Instructor shortage continues

Unfortunately we have been unable to find a suitable candidate to fill the role we have been advertising over the last 4 months, which has been frustrating because it limits what we are able to deliver. However, we are very thankful to have the services of Neil Boniface



## WILLIAMS & ADAMS SPONSOR CAR



Williams & Adams is a 4<sup>th</sup> generation family business approaching its 75<sup>th</sup> Jubilee, extending a huge range of vehicle product into the Wellington market and keen supporters of Wellington's sporting community. The new vehicle franchises we offer in the vehicle market are Volvo, Holden, Holden Special Vehicles HSV and Hyundai - from trucks to very small cars. The range is complemented with a large stock of Used Vehicles. Most anything you want - just give us a call.

The family (Jack, Graham, Phillip, John & Ken) are sporting people participating and supporting Bowls, Netball, Rifle Shooting, Hunting, Fishing, Hockey, Rugby, Basketball, Cricket, Golf and of course Yachting. We are proud to support the RPNYC Sailing Academy and the Learn to Sail programs in conjunction with Worser Bay Boating Club and the RPNYC.

We chose Hyundai for the Sailing Academy, as we need to extend the brand awareness of this exceptional product. Hyundai is the United Nation's largest supplier with over 2500 vehicles involved in the UN peacekeeping forces. The Hyundai Motor Company exports to 182 countries and its Ulsan plant is the biggest single automotive plant in the world. Hyundai plants have a combined capacity of over 3.1 million units annually. In New Zealand the Hyundai market is experiencing the exceptional growth in the new car market and is now selling around 4000 units per annum. Hyundai is already the top selling volume vehicle in Australia.

While Williams & Adams supports Wellington, Hyundai New Zealand is sponsoring sport on a national basis - the NZ Netball Team, the NZ Cricket Team, and the "Rainbow Girl", Barbara Kendall all drive Hyundai. In fact Boz and Barbara Kendall were being presented with their new Hyundai's at about the same time!

Phil Williams  
Williams & Adams Ltd





Phil Williams hands over the keys to Boz

over the summer. Neil is an extremely experienced sailor plus instructor both on the racing side and cruising so is going to be kept very busy as we come into what will hopefully be a good summer.

### **Boat maintenance programme continues**

Thanks to the continued support of "Southern Ocean Ropes" both boats have now undertaken a re-roping exercise. They also have new small kites, new small headsails and we have a new spare mast, which hopefully we will not have to use in the near future!

### **New Boat for our Cruising courses**

You will notice a Beneteau 350 outside the Academy, next to the two training boats. Hal'lucy'nation is owned by Bruce & Clare Smith. Clare is an Academy graduate and together with husband Bruce they recently bought

'Hal "lucy" nation' and have generously allowed the Academy to use her for our range of cruising courses over the summer.

### **Worser Bay Dinghy Courses**

These have all now been programmed for the coming summer, which has started with a windy Junior Optimist course the first week in October. If you want to have a change from the keelboats then why not try your hand at an Adult Sunburst course around at Worser Bay, the first one starts in November with three others running after the New Year.

### **Coach's Comment – "Campaign Planning"**

Now before you think this only applies to those elite sailors doing an Olympic campaign, if you were at this year's Champagne Brunch you would have heard Terry Christies speech when

accepting the Charisma II prize for "Boat of the Year". The main theme of this was that they decided as a crew at the beginning of the season what they were going to aim for throughout the year. In essence prioritising their racing and then gearing their sailing accordingly. The results speak for themselves with the team winning all three major regattas in the region; the Line 7, Waikawa and Lowry Bay's before going to Auckland for the 1020 Nationals where they had a great regatta to finish second overall.

Their campaign plan did not obviously cover as many areas or go into the degree of detail that is required for an Olympic aspirant however it did cover some key points that were appropriate. Firstly having identified what competitions were important other club racing became less important and could therefore be treated more as a learning exercise. They undertook some formalised training/practice sessions leading up to the events and the new sails were only used for those identified regattas. If the word "campaign" doesn't sit well with you then you could always call it a 'Season Plan'. The main thing is like any sort of planning you sit down, look ahead, document what you want to achieve and how you plan on doing it. As the saying goes "failing to plan is planning to fail" so what are your goals for this coming sailing season? Again using Terry's words there is no reason why any other club team can't enjoy the sort of success that Charisma II had last season



## **Academy Sponsors**

# **EMC<sup>2</sup>**

where information lives



WILLIAMS & ADAMS



Southern Ocean Ropes, Line 7, Astra Print

**"Promoting and Developing Sailing in Wellington"**



summer 2000



 **LINE 7**

For your nearest stockist (09) 308 7700  
or view our range at [www.line7.co.nz](http://www.line7.co.nz)





**LINE 7**

PORT NICHOLSON REGATTA

## LINE 7 Port Nicholson Regatta Grows Up

After the success of the December 1999 Regatta, the regatta has been given status of 'National ORC Club Championship'. This status is a coup for Regatta Organisers and will benefit Wellington Yachting immensely.

The Regatta is programmed for 8, 9 & 10 of December. Royal Port Nicholson Yacht Club Event Co-ordinator, Kirsty Callaghan comments, "The Regatta is timed to allow boats to dovetail our Regatta with other key regional sailing events. These include the EMC<sup>2</sup> Corporate Yacht Race, Cook Strait Classic, Wellington – Akaroa Offshore Race and the Waikawa New Year Regatta. With so much competitive sailing and a combined prize pool close to \$45,000, we are not surprised by the expressions of interest we have received to date."

The Regatta has drawn support from Wellington Mayor Mark Blumsky as well as a raft of national and regional businesses

Regatta Race Director, Ken Burt says, "I can't remember the last time a



*Frenzy (Waikawa Boating Club) and Flying Circus (RPNYC), beating upwind*

*Keelboat National Series was held outside Auckland. This Regatta levels the playing field for many regional sailors who would otherwise not be able to participate in an Auckland based event."*

He adds, "The relative simplicity of getting an ORC Club Certificate, coupled with the diversity of boats expected in the fleet is likely to create races within races. The ORC Club rule allows boats of a wide range of designs and ages to compete on an even footing"

Competitors from throughout the country have expressed their intention to sail in the Regatta. The LINE 7 Port Nicholson Regatta promises to be a showcase for Wellington's ability to host a fully-fledged National Contest.

The Regatta's major sponsor, LINE 7, is joined this year by Doyle Sails who are sponsoring the Sportboat section. Air New Zealand, Barton Marine, Wellington City Council and Chaffers Marina have all continued



their support of the event with RFD coming in as a new sponsor.

Notice of Race and further information is available from Kirsty Callaghan (04) 384-8700 or [events@rpnyc.org.nz](mailto:events@rpnyc.org.nz).



**LINE 7**

PORT NICHOLSON REGATTA

### This new identity for the Port Nicholson Regatta.

With the major sponsor, LINE 7, signed up for a three-year period the branding is important to identify the regatta as a major national event.

This strong brand will be delivered across a wide variety of applications from apparel to signage, and will be recognised as our regatta brand.

The logo itself has taken a few months to develop, with many variations and ideas being presented.

We have incorporated a sense of belonging to Wellington, with its majestic harbour, islands, and soothing colours, and crafted the shape so people will feel proud to wear it.



Con Anastasiou's Y11 Arbitrage duelling it out during the inaugural LINE 7 Port Nicholson Regatta





## HAMILTON ISLAND RACE WEEK REGATTA 2000

### Big Boat Series – *Starlight Express*

by Edmund Tam

For the *Starlight Express* crew, Hamilton Island Race Week was the highlight and a fitting conclusion to our 1999-2000 racing programme. Moreover it was a great way to (hopefully) avoid the last remaining traces of winter. Our preparation for this regatta had not gone quite according to Jamie McDowell's finest laid training plan. Specifically, we were hampered with the less than ideal situation of loosing our rudder in Cook Strait during the last offshore race of the season! The downtime before the new foil was in place was used instead to undertake maintenance and endless sanding!

After this unfortunate delay we managed to get a few weekends back on the water to finally train with the masthead spinnaker and overlapping headsails used under IRC measurement system which the Big Boat division would race under. Yet another rating system and yet more intricacies to discover.

The Hahn Premium Race Week attracted 151 entries and over 5,000 yachties and supporters invading the Resort Island. I pity any unsuspecting tourists whose holiday on the island clashed with Race Week.

Among the competitors were a large number of top international sailors including a crew from the Team NZ, numerous other Americas Cup and Whitbread sailors, Olympic representatives, world champions, Hobart winners, and a media millionaire and his supermodel wife! It was great to be sailing against well known internationally campaigned yachts such as *Brindabella* (Juston 23m), *Wild Thing* (another Australian Maxi), the new maxi *Shockwave* (Reichel Pugh 80 ft) as well as numerous other well known IMS class yachts.

This regatta was very unusual for an international series because of the considerable social programme during the week. Consequently, a number of the *Starlight Express* crew appeared to have a good regatta on the land as well as the water!

Over the course of the regatta we managed to beat every boat in the fleet (other than *Shockwave*) at least once over the line. This was pleasing given that *Starlight Express* was one of the smallest yachts in our division.

### THE RACING SCHEDULE

#### Saturday 19 August - Race 1 - Lindeman Is. Race - Sat 19 Aug

*Shockwave*, in her maiden race, demonstrated unmatched speed both upwind and even more so downwind. They went on to beat the proven big boat performers *Brindabella* and *Wild Thing* by over 9 minutes (over 23 miles).

*Starlight* finished in a satisfactory 4<sup>th</sup> place on corrected time after being recalled at the start and experiencing some spinnaker "problems". On closer examination of the results on corrected time we became aware that we were extremely close to achieving 3<sup>rd</sup> place. This provided some encouragement that we could be competitive if we were to sail well.

BOAT NAME	SKIPPER	PLACE
HEAVEN CAN WAIT	Warren Johns	1
2GB TITAN FORD	Hodder/Sorensen/Zamnk	2
SHOCKWAVE	Neville Crichton	3
STARLIGHT EXPRESS	Stewart Thwaites	4

#### Sunday 20 August - Race 2 - Coral Sea Race - Abandoned due to lack of wind.

From the outset it looked like we were in for a very long slow race - very light winds and an oncoming current straight after the start. Many people were looking forward to the 85 mile race as an opportunity to see some of the surrounding islands but when the wind dropped away completely soon after the start most of the fleet had to drop anchors to hold position .....and wait. Prior to dropping our anchor a photo opportunity was not missed where some way behind us were the maxis *Shockwave*, *Brindabella*, and *Wild Thing* who had all sailed out into the middle of the channel only to drift rapidly backwards in the strongest section of current! The race was soon abandoned and all yachts returned home to await further instructions - but at least it was hot and sunny!

On shore we waited and eventually the race was abandoned. On firing a loud cannon (the abandonment sound signal) we





Back row (left to right) Steve Edwards, Jenny Sutton, Paulette Caldwell, Peter Rodie, James Tucker, Andy Walker, Jamie McDowell, Stewart Thwaites (owner)

Front row (left to right) Jonathan Neilson, Robbie Greer, Edmund Tam, Colin Parkin, Nigel Crisp, Pete Sutton, Roy Dickson, Karl Purdie

witnessed a remarkable sight - 1,000s of startled bats rudely awakened fled the nearby trees. I imagine they would have had very sore eyes and even resembled a few of the *Starlight Express* crew first thing in the morning!

Apparently this was the first time in 17 years that a race was cancelled due to unstable conditions. Mind you the officials did not look too disappointed given the favourable effect the cancellation would have on bar takings!

#### Monday 21 August - Lay Day

One race in the last 4 days was prompting some restlessness. With only one completed race under our belts for the week the ratio of competitive yacht racing to intense relaxation on a resort island had become way out of balance - not helped by the fact that Hamilton Island seems to have the highest ratio of pools and swimming facilities to people of any place in the world!

#### Tuesday 22 Aug - Race 3 - Morning race

The previously mentioned relaxation and spa pool training of the previous 2 days seemed to have paid off with a win on corrected time (3<sup>rd</sup> on line behind *Shockwave* and *Wild Thing*). Who said Wellingtonians couldn't sail in light winds? Full credit to half of the crew who had to spend most of the race downstairs pretending to be mushrooms.

BOAT NAME	SKIPPER	PLACE
<i>STARLIGHT EXPRESS</i>	Stewart Thwaites	1
<i>HEAVEN CAN WAIT</i>	Warren Johns	2
<i>SHOCKWAVE</i>	Neville Crichton	3

#### Race 4 - Afternoon race

Race 4 again emphasised how close the racing was on corrected time - the resulting 5<sup>th</sup> placing was just 30 seconds short of a 3<sup>rd</sup> place. It was a whole new concept - racing as much against the clock as other boats.

BOAT NAME	SKIPPER	PLACE
<i>SHOCKWAVE</i>	Neville Crichton	1
<i>ANOTHER DUCHESS</i>	Bob Oatley	2
<i>HEAVEN CAN WAIT</i>	Warren Johns	3
<i>STARLIGHT EXPRESS</i>	Stewart Thwaites	5

#### Wednesday 23 Aug - Race 5 - Morning race

The 20 - 25 knot conditions were very enjoyable but at the same time unusual given that you were warm enough sailing in just shorts and short-sleeved crew shirts.

Flying the masthead spinnaker in these surfing conditions got us down to the bottom mark very quickly ..... but not anywhere nearly as quickly as the big silver bullet *Shockwave* who finished the 12 mile race in a mere 55 minutes and 10 seconds ...6 ½ minutes ahead of the second placed maxi *Brindabella* (George Snow). This was an awesome sight as they flew their biggest gennaker in 25 knots of air. The foot of this sail seemed almost as long as the boat! More impressively though the boat achieved 24 knots of speed in 20 to 25 knots of air leaving a large trail of white water.

BOAT NAME	SKIPPER	PLACE
<i>SHOCKWAVE</i>	Neville Crichton	1
<i>HEAVEN CAN WAIT</i>	Warren Johns	2
<i>ANOTHER DUCHESS</i>	Bob Oatley	3
<i>BRINDABELLA</i>	George Snow	4
<i>STARLIGHT EXPRESS</i>	Stewart Thwaites	5

#### Race 6 - Afternoon race

BOAT NAME	SKIPPER	PLACE
<i>SHOCKWAVE</i>	Neville Crichton	1
<i>HEAVEN CAN WAIT</i>	Warren Johns	2
<i>ANOTHER DUCHESS</i>	Bob Oatley	3
<i>STARLIGHT EXPRESS</i>	Stewart Thwaites	6

#### Thursday 24 - Race 7 - Windward/leeward

A very light and tricky race with lot of time to be gained and lost in "mine field" conditions. However we came away with a pleasing third - full credit to the mushroom team who sailed the race lying on the cabin floor (again!).

At the completion of the days racing it was off to the much awaited beach party at Whitehaven. Clear blue water and white silicon sand covering miles of coastline made the spectacular surroundings an ideal venue for winding down after a long slow race. We were fortunate enough to have Ross Telford to skipper the good ship "Hobbit" - a day charter that was used to assist with the after match functions for the *Starlight* and *Pretty Boy Floyd* support teams.

BOAT NAME	SKIPPER	PLACE
<i>SHOCKWAVE</i>	Neville Crichton	1
<i>ASPECT COMPUTING</i>	David Pescud	2
<i>STARLIGHT EXPRESS</i>	Stewart Thwaites	3

#### Friday 25 August - Race 8 - Morning race

Officials were forced to rewrite the sailing instructions thereby cancelling the Baynham Island Race due to the prospect of another day of light winds. As an alternative two 8 mile windward/leeward races were scheduled.

While waiting for the start the wind swung left 110 degrees to a fickle easterly breeze. After finally getting away, the well-sailed Australian Maxi *Wild Thing* picked the marginal shifts superbly to have a controlling lead on the first beat only to have *Shockwave* get on the right side of the last 2 windshifts



and establish themselves as an almost predictable leader at the windward mark. *Shockwave* went on to another runaway 5 minute 43 second win.

The 59ft Davidson *Another Duchess* took line honours from *Starlight* and we surrendered valuable points to our closest rivals *Another Duchess* and *Heaven Can Wait*.

BOAT NAME	SKIPPER	PLACE
ANOTHER DUCHESS	Bob Oatley	1
INFINITY III	Martin James	2
SHOCKWAVE	Neville Crichton	3
STARLIGHT EXPRESS	Stewart Thwaites	5

#### Race 9 - Afternoon race

After a postponement and a significant wind shift another frustrating delay was experienced with a general recall that brought all the boats back after nearly half a beat.

BOAT NAME	SKIPPER	PLACE
SHOCKWAVE	Neville Crichton	1
ANOTHER DUCHESS	Bob Oatley	2
HEAVEN CAN WAIT	Warren Johns	3
STARLIGHT EXPRESS	Stewart Thwaites	4



Davidson 55 *Starlight Express*

#### Saturday 26 Aug - Race 10 - South Molle race

We got away to a good start but the long race and conditions favoured the larger Davidson designed yacht *Another Duchess*, who excelled in the 12 - 14 knots, finishing close behind the maxis and achieved 4<sup>th</sup> place on line and 2<sup>nd</sup> on corrected time. The gap between ourselves and the other contenders for 2<sup>nd</sup> / 3<sup>rd</sup> overall (*Heaven Can Wait*) was not enough for to improve our overall position.

With *Shockwave* achieving a series win without even having to sail the final race, owner Neville Crichton got to steer his yacht with much the same result as Dean Barker's efforts in the final America's Cup race. The interest in the Big Boat fleet was on the minor placings. With a few points separation, the battle was between Sydney yacht *Heaven Can Wait* (Warren Johns), *Another Duchess* (Bob Oatley) and *Starlight Express*.

BOAT NAME	SKIPPER	PLACE
SHOCKWAVE	Neville Crichton	1
ANOTHER DUCHESS	Bob Oatley	2
BRINDABELLA	George Snow	3
STARLIGHT EXPRESS	Stewart Thwaites	5

#### Total Series Points

BOAT NAME	SKIPPER	POINTS	PLACE
SHOCKWAVE	Neville Crichton	794	1
HEAVEN CAN WAIT	Warren Johns	780	2
ANOTHER DUCHESS	Bob Oatley	776	3
STARLIGHT EXPRESS	Stewart Thwaites	769	4
BRINDABELLA	George Snow	759	5
INFINITY III	Martin James	753	6
ASPECT COMPUTING	David Pescud	752	7
2GB TITAN FORD	Hodder/Sorensen/Zamnk	736	8
WILD THING	Grant Wharington	735	9
STARR TRAIL	Robert Mulderig	732	10
INTRIGUE OF STORNOWAY	Ian Nicolson	722	11
MARCHIONESS	Cranitch/Kennedy/Mrks	710	12

The resort surroundings and tropical conditions are now a distant memory as we look forward to far contrasting temperatures back in Wellington for the RPNYC sailing season. Everything about the whole week was most enjoyable, especially, competing in an event to which *Starlight Express* has been recognised as a seasoned participant (not to mention the reputation that follows the boat!).

Finally, there are some people to thank for making this all possible – namely, Stewart for providing the opportunity and having us all on board; Jamie – for his time and effort organising and making it all happen (especially for co-ordinating the seating arrangement on the plane!); Nigel – for getting the boat in shape and fixing things; Ross – for being Ross; and finally Roy for his ever valuable input.





# PRETTY BOY FLOYD GOES TO HAMILTON ISLAND

## The Trip There by Darryl Wislang

Having sailed to Island Bay earlier in the year I felt I needed something else.

So with Peter McKenzie, Dave Molen and Debbie Goodlett I set out to deliver the good ship *Pretty Boy Floyd*, to Australia for Hamilton Island race week. We set sail on Sunday 30<sup>th</sup> July bound for the port of MacKay in Australia.

As expected, the worst weather we encountered was the Cook Strait crossing requiring a detour to the Marlborough Sounds. Back into the open sea we were greeted by a stiff 25 - 30 kt SW. Two days later we passed Mt Egmont and the wind died out to a nice 15 kt breeze on the beam. There was a noticeable rise in temperature as we got further north. The wet weather gear was not needed during the days ahead, but was still required at night. We had five more days of perfect sailing conditions, all SW on the beam. At times we reached speeds of 12 kts, as we surfed down swells of two metres.

When we came around Sandy Cape, the wind died out, which left us almost becalmed. This is where we began to enjoy the delights of sailing inside the Great Barrier Reef. We were by now full time in shorts and T-shirts.

We got to MacKay on 11<sup>th</sup> August, cleared customs and all headed for our first shower in 12 days. It goes without saying some of us were beginning to get a bit smelly!

Dave, Debs and I headed into MacKay to re-stock the food and beverage supplies.

Now the fun really began, as we started our 5-day cruise around the tropical

Whitsunday Islands. As we began to explore the islands, we discovered the coral and amazing sea life.

On one of our passages between the Islands, we finally popped the bag. It had only taken 1600 miles to convince Pete that it was a worthwhile course. With the bag up in 15 kts, we turned the auto helm on, sat back and had a few cold ones. It's hard finding the perfect sailing conditions.

Then there were Pete's birds, Nodies,



Pretty Bl....dy Flash crew

Bobbies, and numerous other Australian named birds.

Hamilton Island was all we expected - boats, golf buggies, accommodation boats and more boats.

I left paradise on 17<sup>th</sup> August, arriving back in the early hours of the 18<sup>th</sup>. There to greet me was the cold weather and reality, as it was back to work at Linton Sails on Friday morning.

## The Racing by Brett Linton

When the racing crew arrived on the Friday afternoon we found the boat raring to go. Only Coach had any idea where any of the landmarks were, as we set out to start the first race on Saturday morning. Our start was the fourth away and we watched the starts ahead of us with huge amusement as people tried

amazing port tack approaches that could only end in tears.

The first race was around some of the islands in about 10-15 kts of wind. We quickly established who our competition was, as we crossed tacks with *Icelfire* (a Mummery 45 similar in style to *Pretty Boy Floyd*) and *Midnight* (a Davidson 45, the same shape as 42<sup>nd</sup> Street but a metre longer with a much bigger rig, flash bulb keel and all D4 sails). A ten mile beat saw us second around the top of Lindeman Island and in the middle of the IRC fleet that had started ahead of us. We finished second to *Icelfire* on line and 11<sup>th</sup> on handicap in the first race.

The next day was to be the Coral Sea race, an 85-miler around the whole Whitsunday group. With not a breath of wind and lots of tide, the fleet was being swept downstream. Anchors were out and *Shockwave* was having their photo taken by everyone that was ahead of them (most of the fleet). They abandoned the race shortly after the start and we were given the day off - the Shore Crew would like to add that this meant sharing the deck chairs!

By race three we finally understood how the time on distance handicap worked. The race was shortened due to lack of wind after only 3.6 miles. Because we were over 5 minutes ahead we had an easy win on line and handicap that day. However, the goal was always to win on line and the handicap was a bonus.

The next day was the breezy day and the fleets sailed in different areas. We were second over the line in both races and finished well up on corrected time. It was in one of these races that we reached our top speed of 16.8 kts with the big bag. This record stood until the delivery home, when they hit 17.7 kts with only 10% of the sail area up.

Light conditions dogged the fleet in the Whitehaven Race, which luckily for *Pretty Boy Floyd*, was abandoned when we were neck and neck with a charter boat ("*Pretty Bloody Flukey*")



*Starlight Express*, racing in the Big Boat Division, beat the significantly bigger (and faster) *Wild Thing* over the line in this race.

More light breezes the next day and the race turned into a reach up and down. It was time to pull some manoeuvres.

Peel from the masthead to the gennaker, pull out the code zero and peel back to the gennaker ("*Pretty Bloody Flash*"). The crew work was slick and it kept us in touch with the bigger boats.

Another windward leeward race saw us boat for boat with *Icelfire*. They were faster upwind, but our masthead runner was very efficient and gave us an

advantage of being able to go lower and faster on the run ("*Pretty Bloody Fast*" (Kite)).

The final race was around the Molle Islands and about 20 miles long. We struggled on the upwind leg to get clear of some of the smaller boats ("*Pretty Bloody Frustrating*") until we neared the top of the islands. When we rounded the top and ran for the finish, we made good gains and again ran *Icelfire* down, winning the race on line and beating them home by a couple of minutes. This was to be our worst race on corrected time, but our best technically sailed race.

It was interesting to note our time compared to the other boats. *Pretty Boy Floyd* is quicker than the Sydney 38s and the BH 41s. The Farr 40s would do us upwind in height, but we would outrun them downwind and usually our elapsed time around a course would be about the same as the Farr 40s.

*Pretty Boy Floyd* finished third in the Performance handicap division, which we thought was "*Pretty Bloody Fantastic*"!

## The Shore Crew

by Treena Marr

30° days, 10 swimming pools to choose from and golf carts to drive instead of walking. The only decision the non-sailors had to make was where to have

lunch. It was a hard job, but some of us had to do it! We had great fun while the sailors were out for the day, but the highlight of the week was seeing 20 gangsters enter the Mardi Gras competition on the Friday night. Our golf cart turned into *Pretty Boy Floyd's*



PBF gangsters enjoying the Mardi Gras

limousine and the sailors into gangsters. The restaurants on route became targets of the gangsters and their toy AK47 guns. We got third in the Mardi Gras and think our limousine was "*Pretty Bloody Fast*".

The references throughout this article to new "PBF" names came after a few cocktails one night, and continued all week. We thought at the time we were "*Pretty Bloody Funny*". It started with "*Pete's Been Fishing*", then "*Pretty Big Fish*" and there was even a PBF for a photo taken of the shore crew by the pool – Oh dear..... "*Pretty Big Fighs*"!

We'll be back next year, as we found the whole week "*Plenty Bloody Fun*"!

## The Trip Back

by Dean Stanley

The trip home began with a quick run down through the Islands to MacKay, where Coach said we had to stop (because he needed a new fishing line). After an uneventful night at the marina and finishing the usual customs formalities we were on our way heading 123 degrees for Wellington. The next four days and nights passed with warm breezes, mostly from astern. On three separate occasions we saw whales break the surface within 100 metres of the boat. Coach's shopping expedition proved worth it – he snared his first fish in over

10,000 miles of blue water!! (Yes, "*Pete's Been Fishing*" and it was a "*Pretty Big Fish*".)

We were making good distance southward and keeping a close eye on the weather faxes. It looked like Huey was on our side. A Northerly front was predicted, to be followed closely by a

Southwester. As a precaution we decided to head towards Middleton reef, which could provide a bit of shelter from the Southwester which was expected to reach gale force for a time. After a night of motor sailing in eerie conditions we woke to a building breeze, as we moved closer to the reef. Slowly, but surely, we began to make out the shape of a ship which

seemed to be suspended in mid air. Then another began to appear, and another, until finally we could see half a dozen ships in various states of decay, all parked up on the reef. One still had its paintwork, which would indicate that it hadn't been there for too long.

Whilst at the reef, the Northerly continued to build and another weather report came through. It indicated that the Southwest front should blow through that afternoon and that the winds would reach 35 – 45 kts for a time. It also indicated that the front was moving at 35 kts so the worst of the weather wouldn't be around for long. We decided that we would get in amongst it and make the most of the push it would give us home. We put the first reef in the main and got the storm jib ready on the deck then headed off with the Northerly still building from behind. After a couple of hours of surfing, using only a reefed mainsail, we had a new record on the log – 17.5 kts.

We could see the Southwester rising on the horizon, so we put a further reef in the main, pulled up the storm jib, tacked over and headed off towards it. More great sailing followed for the rest of the day, as the front passed over and night began to fall with what seemed to be an easing breeze.





Pretty Blimmin' Funky boat

How wrong can you get!! The breeze continued to build as did the waves! We put another reef in the main but when that didn't slow us down, we took the main down altogether and lashed the boom to the leeward lifelines. The waves seemed to get bigger and the breeze continued to build. It was now a case of going where the wind took us and waiting for the wind to swing towards the west. On deck it was like sailing in a washing machine, as water continuously washed across the decks and waves occasionally broke over the cockpit.

At four o'clock the drogue was called for. Fresh from its pack, it was tied to about 40 metres of anchor rope and we set about releasing it over the stern. As soon as the drogue filled, the pressure from the yacht ripped it free of its supporting straps. Well, that didn't work, so what now!! After another shift of charging down waves like a roller-coaster on steroids, we hit upon the idea of lashing the two clews of the staysail together and dragging this as a makeshift drogue. By this point the wind had swung further to the west, so we tacked, set the kiwi drogue, lashed the wheel and let the wind take us back up track for a couple of hours, while we managed to get a few hours of much appreciated sleep.

By ten the next morning we all began to rise and take a look outside. The wind had dropped somewhat - to around 30 kts - but the sea was still a very impressive sight. The troughs of the swells were two - three boat lengths apart (30m) and at least a boat length in height (12m). The

set another new speed record - 17.7 kts under storm jib only!!

We set about tidying up the boat, set the main, tacked over and started heading 123 degrees again. This began the start of some amazing days and nights sailing. We were averaging 200 mile days as we were pushed along by a decent swell and winds from astern to abeam. After six days of this type of sailing, we saw the lights of the oil rigs off the Taranaki coast and started to believe that we might be headed in the right direction after all.

Dawn broke on day twelve as we passed the familiar sight of Stephen's Island. Three of us (not me) celebrated with the final curry stew for breakfast!! Beating up Wellington Harbour into a 25 kt northerly was the first time we had been on the wind since leaving Hamilton Island.

It was a great trip which I would recommend to any keen Sunburst sailor who had never been offshore before.

So, how did it all begin? It all started one night in the Stagecoach Boardroom, and here's what we decided:

staysail was doing a great job, as it dragged through the water 30-40 metres behind us. We looked at the ship's log and discovered that some time during the night we had

1. To do an overseas regatta.
2. To sail with our friends.
3. To sail in a warm, sunny climate (shorts and t-shirts only).
4. To achieve the best sailing result we can.
5. All friends and family to be included.

And boy did we do it (in style!). Hamilton Island Regatta was proudly supported by:

*"Pretty Bloody Flash" Crew*

#### Boat Crew

Stephen Hogg - Skipper  
Greg Wright - Tactician  
Peter McKenzie - Navigator  
Brendon Hogg - Main  
Ross Martin - Trim  
Mike Boswell - Trim  
Glenn Stanley - Keyboards  
Brett Linton - Strategy/floater  
Dean Stanley - Mast  
Dave Molan - Bow

As well as:

Darryl Wislang - famous for delivery  
Ben Spencer - famous for delivery

#### Shore Crew

Treana Marr - Organiser  
Shona Molan - Cook  
Debbie Goodlett - Famous for delivery  
Victoria Martin - Photographer  
Rebecca McMaster - Asst. Photographer  
Lyndal Linton - Bush Walk Guide  
Deb Kemp - Shopper  
Belinda Stanley - G&Ts  
Heleen Visser - Pool starter  
Josh Junior - Snorkeller  
Elvin Else - Free Food Expert



## Marine Engine Sales Installation

**Diesel  
Agencies**  
Industrial & Marine

**Mechanical and  
Electrical repair work**

5 Te Puni Street, Petone

Telephone 04 5684572



# Women's National Keelboat Championship 2000 and our investment in WD40

by Colleen Slagter & Fiona McColl

We should have known that there was a reason why they allowed us to bring WD40 onto the MRX's. We thought it was because things might need a spray of that metal-freeing formula to allow us to better use the jammers, blocks, cleats and shackles. Uh-uh.

Before we tell you anymore about the wonderful and versatile uses for WD40, a bit of history: back in early 1999, we (a very keen and committed group of women sailors from RYPNC) decided that we wanted to do more than just sail *Shibbeen* in the Thursday night Women's Series. We wanted to develop our racing and boat handling skills. In case you haven't already guessed, our goal was to compete at the 2000 Women's Keelboat Nationals.

For initial training, we competed at the 1999 Winter Lowry Bay series. In addition to improving our racing and boat handling skills, we started to learn how to race in different water and against different people (little did we know at the time, this was good



Jan Kelly (Tactician, mast person), Amanda Smith (trimmer - crew boss), Fiona McColl (keyboards - team manager), Colleen Slagter (main), Malcolm Smith (coach), Kim Parsons (tailor), Adrienne Cowdry (helm/skipper), Karen Futter (bow).

training). We learnt that the tidal movements in Lowry Bay are very different from the tidal movements at RPNYC and that, while it can be very cold, windy and wet in winter, sailing is exhilarating at any time of year.

We also learned that there are some fantastic sailors at RPNYC. Thank you Mal for your unfailing sense of humour and timing. Your suggestions for

improving our boat handling and racing skills were pretty much always appreciated. Surprisingly enough, your only weakness was your inability to share with us the usefulness of WD40....but more about the WD40 later.

Thanks also to Bos for providing us with our first moving picture of an MRX - a video of a previous women's team at the nationals. The instructions,



MRX fleet racing in the National Women's Keelboat Championship held in Auckland earlier this year



reminders about rules and sailing coaching were extremely helpful. A highlight for us was your suggestion about staying onboard the MRX when we were racing – for your information, Bos thought that a mid race swim might slow us down just a tiny bit.

Rather than giving you all the details of our training on *Shibbeen*, *Flying Fish* and *EDS* (mostly dark because daylight savings was ending – did you know that it is really difficult to find buoys in the dark?), I'll skip to the fun bit – going to Auckland.

We'd seen lots of pictures of Auckland (America's Cup groupies that we were). We'd seen a few pictures of MRX's (some of them moving) but now was the time to actually step onto one for a training day. After driving to Auckland on the Saturday, we spent one day training with John Kensington on *Nicorette*, and drove back to Wellington on Sunday night. Apart from the lack of lifelines, different set up, different boat, different weather (they exported the wind from Auckland to Wellington) and bizarre tidal movements', being on the MRX was almost like sailing in Wellington.

All we had to get used to then was sailing without a bloke on board and sailing with 10 other yachts of the same class. The biggest problem of all, though, was how to use the WD40.

To cut a long story short, on Wednesday 26 April, we made our way to Auckland to compete at the Nationals. Thursday was training day and we went out for some training with our long time coach, Malcolm Smith (*Flying Boat*).

The first day proved to be our best performance: 12-20 knot winds prevailed all day. We sailed 5 races of the 12 race series: each a windward leeward track with a beat of a mile long. In the first race, even though we were compelled by the referees to use # 2 genoas in gentle breezes of 15 knots, we finished with a respectable placing of 7<sup>th</sup>!

Our series highlight was Race Two in which we led the race from start to finish. We are not ashamed to say that this was

the biggest moment of our sailing careers and will always be remembered.

On Saturday and Sunday, the winds dropped to an unfavourable 4-10 knots of breeze for racing (also known politely as Americas Cup weather). For those of you in the know, these are not Wellington conditions nor are they Lowry Bay conditions.

We also spent a bit of time drifting around in no breeze whatsoever: most pleasant for the suntan – but particularly frustrating for us sailors.

On the Sunday, in between commenting (not so politely) on the lovely weather, we spent a bit of time trying to work out why our instruments were not working. Given that there was only a little bit of diesel left, we had turned off the boat's engine and were drifting around Auckland Harbour (this was due to tidal movement as there was no wind).

Freddy, boat repairer extraordinaire, identified the instrument failure as a flat battery. Given that we were able to turn the engine on and off to zip around the harbour, we did not think that this was the problem. OK, some of you might say, there are two batteries on the boat – a very good point. One of them could have been flat – it wasn't though.

The next diagnosis was loose wires behind the instrument panel – after using duct tape to attach the wires to the instrument panel – thanks Dave for the loan of the duct tape – the problem still continued.... but the wires looked really secure.

Further investigation revealed that some plastic bits had broken off the battery (OK this is not the technical term – but none of us are battery-literate). The lid from the WD40 can was duct taped to the battery to repair



Training on MRX *Nicorette* owned by Club members John and Megan Kensington

the problem. The instruments were finally working and the racing, in virtually no wind, could continue.

After 12 races and three very hard days of racing, you'd think that we would be better people – we were – and our sailing had improved as well. Our final placing of 10 out of 11 boats did not reflect the effort that we put in. We had some spectacular upwind and downwind legs. We also got better at sailing in virtually no wind. We had a great time in Auckland... but, as they say in all great dedications, we would have been nowhere without the help of:

- 🚢 Malcolm Smith – coach;
- 🚢 Karen & John Futter – free reign on *Shibbeen*;
- 🚢 Ken Papps – free reign on *Flying Fish*;
- 🚢 Royal Port Nicholson Yacht Club & Sailing Academy;
- 🚢 Origin Pacific – airfares – the only way to fly; and
- 🚢 Icebreaker – great thermal gear.

We never did get to use the contents of that WD40 can – and the MRX, *Nicorette*, still has the can lid. We just might have to go back to Auckland next year to check that the instruments are still working.







The Opening Day of the 118<sup>th</sup> season at the Royal Port Nicholson Yacht Club proved to be a memorable occasion. This year the opening day race incorporated the inaugural Ambassadors Regatta, hosted by the Chilean Ambassador H.E. Mr Carlos Appelgren and included diplomats from 12 countries - whether or not foreign relations between the countries were improved as a result of this is up for debate!

The occasion commenced with a Champagne Brunch for the invited guests in Keelers, generously hosted by Club President Alan and Shirley Martin. Nothing like a bit of Dutch courage (or in this case, Chilean cocktails) to battle

the high seas! At the same time as this was taking place brunch was provided to members in the Wardroom along with entertainment from the Chilean Band Los Mariachis.

As the 118<sup>th</sup> season was declared officially opened by the Ambassador, a one-gun salute resounded from a mighty cannon as the burgee was broken open. For anyone who may have still been feeling a little sleepy, they were soon woken up with a start!

With winds gusting to 35 knots, the race turned into a hair-raising experience for the 12 dignitaries in the Ambassadors Trophy fleet. Prizes



A nervous moment as Vice Commodore Paul Cudby breaks open the burgee

included one for the biggest broach going jointly to *Arbitrage* and the launch *Saltwood*, which managed to achieve the near impossible. The guests onboard *Saltwood* were unfazed by having to eat their food off the floor - but not a drop was spilt though!!

Unfortunately for *Starlight Express* they had to withdraw from the race when a crew member got his fingers caught in the line of fire while lifting the mainsheet. As they say, don't stick your fingers in where they don't belong! We are happy to say that his fingers are reattached and are not going to be any shorter than before!



Jamie McCarthy calling tactics onboard *Breakfast*, sponsored by the Philippine Embassy during the inaugural Ambassadors Trophy race





Commodore Murray Bridge accepts the Ambassadors Trophy donated to the Club by HE Ambassador Carlos Appelgren of Chile

The Ambassadors Trophy, donated to the club by the Chilean Ambassador, was won on handicap by *Flying Boat* with the New Zealand dignitary on board - if New Zealand can win the America's Cup, it naturally follows that we should also win the Ambassadors Trophy Race ahead of 11 other countries!! Second place honors went to *Andiamo* with the United States Embassy representative onboard and third place went to *Tortimony* representing Turkey.

*Cervantes* won the club race, sponsored by Rutherford & Bond Toyota, on handicap, ahead of *Nomos* in second place, and *Not Guilty* third.

If the excitement on Opening Day is anything to go by the 118th season should prove to be a challenging one on the water and one of much fun off the water!



**The finest home espresso machine in the world is available in Wellington.**



**The E-61 Rocket.  
Available in tank, and  
plumbed-in versions.  
Caffe L'affare Ltd  
Phone 385 9748**



Ambassadors Trophy winner Mike Calkoen (*Flying Boat*) with NZ representative Warren Searell



Sailing Secretary Scott Atkinson (*Cervantes*), winner on Club handicap of the Rutherford and Bond sponsored Opening Day race, receives the Waddilove Trophy from Craig Martin and Carlos Appelgren



**MARLBOROUGH SOUNDS**

**LAUNCH HIRE  
YACHT HIRE  
YOU DRIVE  
OR  
SKIPPERED  
CHARTERS**

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

[www.charterlinksouth.co.nz](http://www.charterlinksouth.co.nz)  
**0800 TO CHARTER  
0800 862 427  
Waikawa Bay Picton**



# Farr 1020 Nationals 2000

There's no boat like your own boat - Terry Christie writes:

Arthur and I originally decided on a Farr 1020 because it offered class racing. The only way to measure your sailing ability, we thought, was against boats of the same design. We could have chosen a Young 88 for the same reason, but as a couple of near geriatrics (now vets) we didn't fancy a Y88 offshore.

We'd tried a bit of this class racing before in Farr 920's, but in someone else's boat. We also had an earlier attempt at the Farr 1020 nationals in a charter boat. It turned out we couldn't walk onto a boat and turn it into a winner with just a day or so to tune it up. We decided that to really give the class championship a serious crack it had to be in our own boat.

Getting *Charisma II* to Auckland didn't turn out to be easy. Lack of time and constant strong winds got the better of us. The boat finally went to Auckland on a truck. It was an expensive exercise but we had a bit of prize money from the LINE 7 Regatta. Then the crew agreed to make a very welcome financial contribution that made a big difference.

Once we got *Charisma II* to Auckland we had a prelim run at a Bucklands Beach regatta where we finished second behind *Nedax*. The good thing about this regatta was that there were a few other Auckland Farr 1020's in the fleet and the boat speed we showed against

them gave us hope for the coming Nationals. Ever the optimist Arthur began talking about a top three finish.

The Nationals weekend arrived and we were primed and ready to go. A quiet night and early to bed saw us ready for racing. Mind you Friday night at the Bucklands Beach Club was an eye opener! The Club is very much 'the local' because it's the only pub and restaurant for miles. Good meals and very reasonably priced.

The following morning we hit the water early and took the long trip to the racing area. It was a good 45 minutes of motoring to get to the where the Start Boat sat waiting for wind. We joined the assembled fleet. And then we waited, and waited...and waited.

Of course everyone took the opportunity to size the opposition up. We were the new boys so they gave us a fair amount of attention. We kept our sails in their bags as did everyone else but we did notice that most of the bags looked pretty new.

After about three hours shifting to two or three different locations, a breeze began to develop and up went the main sails. Ours was a 12-month-old Light Ice sponsored sail that looked positively dowdy by comparison. There was a lot of crinkly new Dacron around.

Finally a starting signal and out came

the headsails. Again it looked like the sailmakers had been doing good Farr 1020 business. There were a lot of fancy headsails about - mind you our Doyle 4DL was up there with the best of them.

## THE FIRST RACE:

We started mid fleet possibly half a boat length back from the line. Most of the action seemed to be down by the pin and they seemed to doing a bit better than us. Then we got into the same line of breeze and something interesting happened - we seemed to be going as fast as the reputed gun boats. In fact we seemed to be sailing faster...and higher! There was a deathly hush on the boat. I'd been so focussed on the wools I hadn't seen all this happening until I glanced at the boats on our left. There was *Prime Suspect* with Skipper Grant Turnbull to leeward and I thought we were ahead. I wanted to say something like "My God, we're ahead of them" but I thought I should get back to concentrating on the wools. Anyway Turnbull tacked and we were able to tack on top of them. By now I could see we had also cleared out a bit from the rest of the fleet. Not only were we ahead of *Prime Suspect*, we were actually in front of the 14-boat fleet.

We continued to sail away from them and with a nice series of tacks into the shifts we rounded to top mark about 50 metres in front. Up went our new Persil White kite and we were away. Down hill we tended to sail higher than most of the fleet. Low turned out to be slow and we had almost doubled our lead by the next mark. Another nice upwind leg, tacking on the shifts and covering the fleet, saw us round the final mark with our lead intact. Then the breeze started to die and I had that sickening feeling that the boats at the back would carry up a new breeze taking our moment of glory away. That didn't happen. We continued sailing high in the dying breeze and held it right to the gun. It was eventually *Prime Suspect* that suffered as they were passed just 50 meters from the finish and finished third.

Everyone on *Charisma II* didn't seem to quite know what to say. It is fair to say we were surprised. Of course, we were very humble in the way we received the congratulations from the other boats as we milled around waiting



*Charisma II* on her way to 2<sup>nd</sup> place in the Farr 1020 National Championships



for the next start. Unfortunately the breeze died and that was the end of racing for the day. Needless to say we had a quiet night because the breeze was expected to fill in the next day. It also seemed that we were competitive and in with a chance.

## RACE TWO:

Again on Sunday we spent time milling around waiting for the breeze to fill in. Our boat seemed to be the focus of a bit more attention than yesterday. Anyway the breeze filled in and the starting sequence began. With a minute to go we tacked into a nice hole by another boat and had the kind of start you dream about. For a while the pin seemed to be favoured but in the end only *Prime Suspect* managed to cross us. We followed them on to port, then they tacked on to starboard and crossed us again. Suddenly we were into a little shift and we delayed our tack and took what the wind offered. We then went back onto starboard and it was clear we'd made a big gain. Next time they came back at us we were clear ahead and in charge again. Downhill we built our lead by continuing to sail higher and faster. This time we won by a hundred metres.

Two races, two wins. It was hard to believe.

## RACE THREE:

Not a good start but it could've been better! After having successfully found a hole on port we tacked (wrongly) onto starboard and into bad air. A glance over my shoulder and a sharp kick from Rob told me we should have stayed on port and cleared ourselves from the ruck - anyway we had tacked and we were trapped. We were about seventh and in trouble. Rob has a great eye for lines of breeze. With good boatspeed we began working our way back up the fleet. By the first mark we were up to fifth. We picked off another boat going downhill and rounded fourth. Next time at the bottom mark we'd closed up on the leaders. We gybed early, moved into third, and began closing on the second boat. We finished in third place missing second place by only two seconds.



Charisma II. team Craig Stewart, Terry Christie, Carmel Sheehan, Arthur Stewart and Fiona Stewart.

Again our speed was impressive as we came back from the dead.

Unfortunately that was racing for the day. They did have another attempt at getting a race underway but a huge wind shift made the race a joke and it was abandoned. But at the after match, with two wins and a third, we were in front.

The promise was made that if the Farr 1020 Association managed to organise another day, the current points would carry through. With the promise of another weekend of serious racing I put myself into a training programme but ended up in trouble at the Freyberg Pool. Thank God for well trained pool attendants. By the time the additional races got underway Steve Hogg was on the helm in my place.

## Steve Hogg takes over the story.

With Terry having been dealt some bad cards and being forced into recovery mode, the heat was on the crew to stay ahead on the leader board. While no one would really admit it, the crew was feeling the pressure.

The final weekend was one of those beautiful Auckland autumn/winter weekends with shifty southeast breezes ranging from 5 to 18 knots. We didn't start this new series of races that well. We had our worst result on the first race of the day - fifth - it was just one of those races that never went right.

It was also clear that the Aucklanders now recognised *Charisma II* as a serious threat and *Prime Suspect* seemed far more primed up. We managed to get our act together for the rest of the day and added three very close second placings and a couple of even closer third placings.

More often than not it was match racing around the course between the two leading yachts - *Prime Suspect* and *Charisma II*. There were attacking downhill gybes and fights for buoy room at the bottom marks. The Bucklands Beach team really turned on the heat and sailed a faultless series winning all the remaining six races. Winning margins were close with only a boat length on some occasions to several boat lengths on other occasions.

The *Charisma II* team never quite managed to sniff the gunsmoke again - 'We got close but no cigar'.

The competition was close and the Bucklands Beach team that won had also won three National MRX titles, sailed in the World Keelboat Championships and also in the World Etchell Championships. To take a couple of races off them and run them close in several others was a great achievement.

Thanks go to Rob Salthouse, our Auckland based tactician, for his work in getting the rig installed and tuned up after the boat's truck ride to Auckland. Also thanks to the *Charisma II* team for the opportunity to participate in full on racing at the top level. We did well and I loved it - but apologies go to Terry for not managing to hold onto the lead he had established.

*The owners of Charisma II would like to thank the Club for their encouragement and support. Taking a boat to Auckland for a single series is an expensive exercise but if you want to be competitive - there's certainly no boat like your own boat. You will also note that memories of races you win are far clearer than any other results.*





# BACARDI WINTER 2000

## The WineDown Story

by Bruce & Caroline Green



You can't beat Wellington on a good day!!

We targeted the RPNYC 2000 Bacardi Winter Series because our Humphries 38 performs well in light air and light airs are common in Wellington's winter. Sailing Academy graduates were contacted and a committed crew was formed. Ken Burt joined us as Sailing Master to provide local knowledge and to help with crew work.

### Race 1 (20 - 25 knot northerlies, gusting 30+)

We started the first race at the pin end of the line pointing high and sailing at full speed. Up the first leg, around the top mark and up goes the new kite. We were up there with the top boats in conditions that were right at the edge of our performance envelope. "Do we have to gybe Burtie?" was the call from the crew - fear was in their eyes as they faced up to the task.

We had plenty of room to get the kite down but some how it was converted to a sea anchor, until it suddenly exploded underwater! "To hell with racing" was heard across the waves, so we packed up our bat and ball and went home.

### Lesson 1 - More practice.

### Race 2 (15 to 20 knot southerlies)

This time we started in the middle of the line but were hemmed in by a couple of bigger boats so we tacked on to port. A good leg to windward, around

the top mark and up goes the kite - and it was working within two boat lengths of rounding the mark! Coming in on starboard at the bottom mark, the drop, gybe and rounding were very smooth. Good work to windward saw us managing to claw back a few places. We were relaxed for the final kite run and the whole course was completed without any mistakes or breakages.

### Lesson 2 - Racing can be fun.

### Race 3 (same day)

Starting at the pin end we were going fast and high. "Go right" was the call and we crossed just in front of *Ask for Me*. A great kite set around top mark followed by a quick gybe and off to the left we went. Another couple of gybes, around the bottom mark then heading back upwind nicely. We tacked across to the right to find *Simply Red* in the way, so back to the left it was. Over to the right again and on the lay line heading straight for the mark. Two wins for *WineDown*. - what a team, what a boat!

### Lesson 3 - Racing IS fun.

### Race 4 (Little or no wind coming from the east)

A poor start and we were hemmed in and going nowhere - but then neither was anybody else! We ghosted past a few Young 11's and into some clear air. The wind

shifted south by 90-degrees and we were lifted to the mark - and into a yacht parking lot. We squeezed in around the mark and headed for the finish line, still ghosting while the others were dead in the water. Paul Cudby announced that even though we were severely handicapped after the two previous wins we still managed to get a 3<sup>rd</sup> placing on handicap.

*WineDown* was the series leader sitting on 5 points with a couple yachts tied for second place on 11 points. For the last race we needed to finish no more than 5 places behind the others to win the series.

### Race 5 (25 knot southerlies)

We had an average start and satisfactory beat rounding the top mark just behind *Distraction*. Our second gybe was not too flash so we decided to throw the sheets and braces away. We cobbled together some replacements and hoisted the kite on the final leg. We came last on the day but the others were not more than 6 places ahead of us - A Bacardi Winter Series win for *WineDown*. Well done crew!

Thanks must go to Bacardi for sponsoring the RPNYC Winter Series. A bottle of rum for each win and three for winning the series! Buying at the supermarket may be a cheaper option, but racing for it is definitely more fun!





## OVERALL SERIES RESULTS

### DIVISION I ORC CLUB RESULTS - (one race dropped)

Boat	Points	Place
Distraction	5	1
Charisma II	9.5	2
Nedax Backchat	14.5	3
Ask For Me	19	4
Gucci	24	5
Flying Boat	27	6
Winedown	28	7
Flying Fish	29	8
Arbitrage	31	9
Southern Belle	32	10
Starlight Express	40	11
Flying Circus	42	12
Structural Analysis	45	13
Simply Red II	46	14
Young Nicholson	52	15
Montego Bay III	63	16
Higher Ground	68	17

DNC = 18



### DIVISION I CLUB HANDICAP RESULTS - (one race dropped)

Boat	Points	Place
Winedown	17	1
Distraction	17	2
Charisma II	18	3
Flying Fish	19	4
Nedax Backchat	30	5
Ask For Me	31	6
Simply Red II	34	7
Arbitrage	34	8
Joint Effort	35	9
Gucci	36	10
Satellite Spy	37	11
Flying Boat	37	12
Southern Belle	37	13
Flying Circus	41	14
Young Nicholson	42	15
Structural Analysis	44	16
Pretty Boy Floyd	51	17
Starlight Express	65	18
Montego Bay III	67	19
McLeod	75	20
Higher Ground	83	21

DNC = 22



### DIVISION II ORC CLUB RESULTS - (one race dropped)

Boat	Points	Place
Breakfast	4	1
Titus Canby	8.5	2
Frid	14	3
Fine Entry	14.5	4
Legacy II	19	5
Revenue Cutter	26.5	6
Shibbeen	30.5	7
Flying Machine	34	8
Watermark II	40	9
Manhattan	43	10
Slinky Malinki	47	11
Marishka	48	12
Nomos	50	13
Bobby Shafio	52	14
Marangi	53	15
Nukawai	55	16
Usurper	61	17
Saucy Sausage	62	18
Tortimony	67	19
Schizo	77	20
Pandemonium	78	21
Maranui	79	22
Medium Dry	80	23
Imagine II	88	24
Can Do Too	98	25

DNC = 26



### DIVISION II CLUB HANDICAP RESULTS - (one race dropped)

Boat	Points	Place
Fine Entry	17	1
Breakfast	19	2
Revenue Cutter	23.5	3
Legacy II	25	4
Flying Machine	26.5	5
Avior	29	6
Titus Canby	30	7
Manhattan	32	8
Bobby Shafio	35.5	9
Slinky Malinki	36	10
Usurper	41	11
Frid	42	12
Gretchen	45	13
Tortimony	45	14
Marishka	48	15
Watermark II	48.5	16
Shibbeen	51	17
Nomos	55	19
Nukawai	55	18
Marangi	57	20
Pandemonium	63	21
Maranui	84	22
Schizo	88	23
Stunned Mullet	94	24
Imagine II	98	25
Medium Dry	99	26
Saucy Sausage	99	27
Can Do Too	110	28

DNC = 29



### SPORTBOATS CLUB HANDICAP RESULTS - (One Drop)

Boat	Race 1	Race 2	Race 3	Race 4	Race 5	Points	Place
Stormy	1	2	2	*	*	3	No Series
B3D	3	1	5	*	*	4	No Series
EMC <sup>2</sup>	2	3	3	*	*	5	No Series
Point Of Sail	4	4	1	*	*	5	No Series

DNC = 5

\* = Did not race



# 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



# DEMYSTIFYING THE MAGIC

by Bruce Kirby

*(Bruce Kirby has written a thoughtful analysis of the America's Cup for the SailNet website. Following are some of the 'nuggets' excerpted from his comprehensive piece).*

The black New Zealand sloop that won the Americas Cup five races to none was a highly specialized weapon, conceived from the earliest design stages to do this specific job, and the fact that she did it so well is a tribute to the team that so thoroughly understood this multi-faceted puzzle.

The boat would not have been the same had it been developed for fleet racing, or for a different venue. This was a boat that could point as high as the opposition when it had to, could accelerate faster when it wanted to, and could achieve a higher top speed when that was important. It was a boat that could turn faster during starting maneuvers and come out of a tack faster during a tacking duel. It was a match-racing masterpiece and it succeeded even beyond the dreams of its creators and the sailors who made it perform its magic.

New Zealand's Laurie Davidson and American Clay Oliver were the co-designers of the New Zealand boats. Davidson was quick to admit that many of the final decisions were made through exhaustive sailing trials between the two virtually identical boats. "This phenomenon was particularly evident in the position of the wings on the keel bulb. The CFD testing could not give a definitive answer for placement of the wings. We tried them right aft like they were in NZL 32, and on most other America's Cup boats, and we tried them in the middle of the bulb, and halfway between these two positions. There was no conclusive answer. Then we did the same testing on the full size boats, and after hours of sailing the crew decided the wings worked better in the middle of the bulb. So that's where we put them".

*Luna Rossa* and NZL 60 had a very similar VMG (velocity made good) numbers in moderate to light conditions. In upwind sailing VMG is the combination of pointing and footing that results in the best speed made good towards the next mark. In 12 knots of true wind, both boats sailed at 9.5 knots when making their best VMG. But when the wind got up to 14 knots, the Italian boat would sail at about 9.6 and the New Zealanders would jump to 9.8. The speed difference continued to widen as the wind rose.

In the stronger winds NZL 60 could jump quickly to 10.2 knots if it laid off only a few degrees. The Italian boat did not have this high-end speed and would get to only about 9.9 when cracked off the same amount. It was this high-end capability that made the big difference. *Luna Rossa* designer Doug Peterson lamented, "You don't necessarily sail your best VMG in match racing".

The potentially higher speed enjoyed by the Kiwis was partially due to the very sophisticated manipulation of the hull measurement rule. Her bow overhang was considerably steeper than

**SWANSON**  
RIGGING SERVICES LTD

P.O. Box 14 158  
Wellington  
Phone: 386 1937  
Fax: 386 1925



**TOTALLY  
MARINE LTD**

P.O. BOX 14-229,  
WELLINGTON  
Phone 04 386 3278  
Fax 04 386 3246

## ***BUSINESS AS USUAL!***

*Totally Marine Ltd and Swanson Rigging Services Ltd have moved to*

*Southern Access Road  
Wellington Airport  
Old Air New Zealand Freight Depot*

*With our on site mechanical repairs and articulated trailer for picking up rigs, up to 20 metres, we are still offering the same professional services as in the past. The two Barrys and their teams look forward to seeing you in our new workshops.*



the overhang on *Luna Rossa* and most of the other challengers. The distance between where this line meets the measurement trim (no crew or extra gear aboard), the boats were virtually identical in length at this 200 mm waterline. But by having the more tipped-up bow profile, the New Zealand boat was a few inches longer at the actual waterline.

With the crew and all its gear aboard, the boat could be trimmed a bit down by the stern, which would result in the long, flat stern overhang adding as much as two feet to the sailing length, while the steep, forward overhang would prevent the boat from getting shorter at that end. So in measurement trim, the boats sat on similar waterline lengths, while in sailing trim *NZL 60* was considerably longer. If trimmed down by the stern the Italian boat, with more balanced fore and aft slopes, would lose length as fast at the bow as it gained it at the stern.

The sails on *NZL 60*, particularly the main, were noticeably fuller than *Luna Rossa's* sails. This too was part of the package. The boat was big and powerful so it needed powerful sails to produce

the speed that was designed into the hull. When Russell Coutts and his crew wanted to foot off to get to the next piece of favorable wind, the sails could be powered up to make that happen.

Before the match, Doug Peterson had questioned the wisdom of full sails on a high-pointing America's Cup boat. But after he had seen how well the sails suited the overall concept he was quick to admit that the system worked very well. "They could get the boat going very fast," he said, "and then they could go higher and higher. They could pinch us off when they had to, and make us head off in the wrong direction."

Davidson and Peterson agreed that the revolutionary New Zealand rig had a great deal to do with *NZL 60's* success. The 105-foot, carbon-fiber spar was 600 mm (23.5 inches) longer than minimum in the fore and aft dimension of its lower portions. "We felt we were getting some useful area out of this configuration," Davidson said, "and by using the diamond stays we were able to go with only three spreaders instead of four, and that saved windage and weight." Peterson said, "I would think the rig may have been the most

significant feature of their boat."

The greater beam on *NZL 60* about six inches at the waterline gave her more stability and this was part of her overall superiority in winds above 12 knots. When she cracked off to gain speed, not only did she have the extra length to carry her along, but the additional stability meant that she would not heel over as much as *Luna Rossa* would under the same circumstances. She would squirt ahead instead.

Topping it all off was a team of sailors who performed so well that finding any fault at all in several hours of competition was next to impossible. Peterson said that whereas *Luna Rossa* had one good tactician in Torben Grael, the entire New Zealand crew knew the Gulf better than any of the Italians.

Peterson, among others, has said that the New Zealanders would have won no matter which boat they sailed. Maybe so, but it would have been a much closer contest if the crews had exchanged boats, because there's no doubt that the speed on demand provided by the exquisite black boat was the key to one of the most astonishing sweeps in America's Cup history. ⚓



## **We lead, others follow**

**Doyle Linton Sails  
Chaffers Marina**

**Phone (04) 384-8447 or 0800-327-050**

**Fax (04) 384-8011**

**Email: [linton sails@clear.net.nz](mailto:linton sails@clear.net.nz)**



## For Excellence in Hair in four locations



**GEORGE  
JANIS**  
HAIRDRESSING

MASSEY HOUSE  
45 THE TERRACE  
PH 499 3121

THE GRAND ARCADE  
WILLIS ST  
PH 473 5333

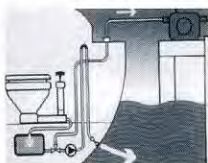
BNZ SHOPPING CENTRE  
WILLIS ST  
PH 472 1111

QUEENS WHARF  
RETAIL CENTRE  
PH 499 4005

Enquire about FREE car parking  
when making your appointment

## From 1 July 2000...

Regulations will prohibit the discharge of untreated sewage from ships of all description, including recreational boats, unless that discharge is in water depths greater than 5 metres and is more than 500 metres from the shore or a marine farm.



### JABSCO WASTE HOLDING TANK

The simple answer to holding tanks on small craft and to converting existing overboard discharge toilets.

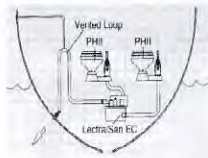
- Compact, lightweight and rugged polyethylene construction.
- Approximately 23 litre (5 gallon) capacity.
- Ready to install with inlet, outlet and vent hose connections, internal suction hose, and mounting straps.
- Compatible with manual and electric toilets and all pump-out systems.

**Fitting details:** Connections for 38mm 1 1/2" i.d inlet hose, 19mm (3/4") i.d vent hose

**Dimensions:** 46cm long x 22cm x 33cm (18" x 9" x 13").

**Weight:** 3.8kg (8 1/2 lb).  
**38110-0000** Waste holding tank.

**38235-0000** Waste tank fitting.



### LST/EC™ LECTRA/SAN® EC

The sensible way for boaters to deal with marine toilet waste. It avoids pump out station hassles while safekeeping clean water.

- Uses no added chemicals.
- Popular USCG Type I MSD for legal overboard discharge from boats under 65 feet.
- Sealed compact unit can easily fit anywhere within 6 feet of marine toilet.
- Prevents the need for a holding tank.

#### Simply How It Works

- Electrodes convert salt water into disinfectant.
- Waste is macerated and treated.
- Treatment exceeds many municipal standards for killing bacteria.
- Disinfectant reverts back to salt and water to preserve the sensitive marine environment.

## **Barton Marine Ltd**

Overseas Passenger Terminal, Chaffers Marina, Oriental Bay, P.O. Box 1194, Wellington, NZ.  
Phone 04 385 1490, Facsimile 04 385 8158



# SAILING THE WINDS OF PARADISE – A “BETTY” PERSPECTIVE

by Elizabeth Sandford

In the middle of 1999 whispers began about the possibility of *Andiamo* participating in the Pacific Cup & Kenwood Cup in 2000. There were sceptics that said it would never happen, but a determined *Andiamo* crew stuck to their guns and we have all recently returned from the huge adventure.

Since the talk began, the *Andiamo* crew has managed two weddings and a baby to boot! The real activity to prepare the boat began shortly after the Nelson Race in January, where an incident meant the mast needed to be removed a little earlier than anticipated. Fortunately the damage was repairable and the campaign for the States really swung into action.

Just about every weekend after that



*Andiamo* shipped up and shipping out

until early May was spent preparing the boat for the adventure. New electronics

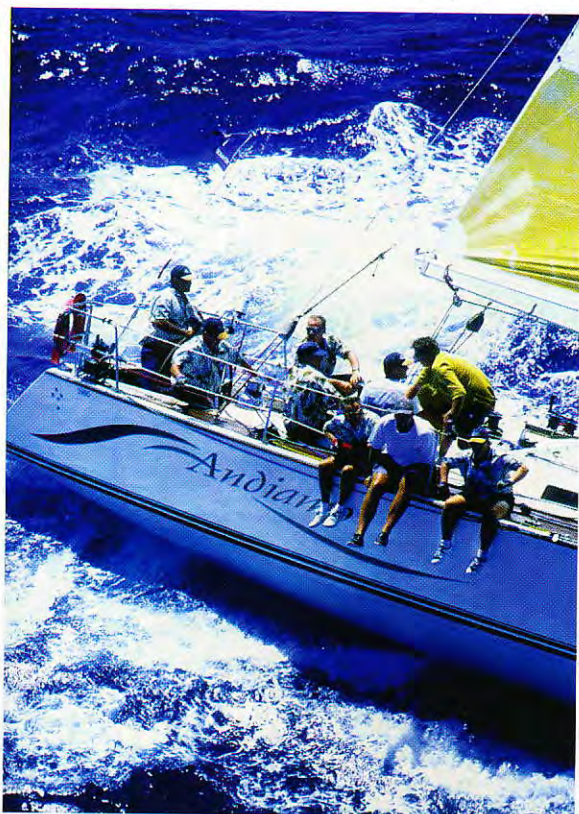
were installed, new sails purchased, the boat stripped of all unnecessary weight, but Sneaky got a new stove!

Mast out, mast in – sail testing, mast out again. It was a very busy time. As well as all this the crew needed to be selected and a call went out to the club members to apply.

Towards the end of May, the tickets and hotels were finally sorted; most of the crew selected and *Andiamo* was ready to be loaded onto the Columbus Victoria, bound for Auckland. The “betties” were invited onto the container ship to watch

*Andiamo* being lifted out of the water onto the ship – a little horrified when *Andiamo* was lifted complete with crew and craned from the stern of the ship to just below the bridge where we were observing. What was even worse, they were having a beer!! An hour or so later, she was secure and we returned to RPNYC to have a well-earned drink and watch the Columbus Victoria & *Andiamo* depart Wellington. Little did some of the crew realize that this was not the last they would see of *Andiamo* in NZ waters.

In Auckland she was offloaded and the Auckland crew of Wiz, Chipper & Riccardo took over last minute preparation on Auckland wharves. After 10 days in Auckland a last minute change of shipping plans put a cat among the pigeons and all hell broke loose as we found out that the ship that *Andiamo* was on was no longer going to San Francisco!!



*Andiamo* in the tropics - crystal clear blue waters, sun, warm winds.....ahh what more could you want? Check out the crew shirts!





Phone calls, E-mails and faxes were frantic for two days as we were advised by those in the States to do all we could NOT to sail the boat from LA to San Francisco. We liaised with the crew of *Kiwi Coyote*, also entered in the Pacific Cup and in the same boat as we were (pardon the pun!). They had decided they would sail from LA to San Francisco. Finally on the Friday afternoon it was all sewn up again and *Andiamo* was to be motored down to Tauranga (with the mast strapped to the deck) and loaded onto a new ship there. The Auckland crew, Legs and Goff did a remarkable job getting her down overnight and the Auckland weather was looking after us. Meanwhile Tails, Sneaky and Senator hit the road early on Saturday to assist the rest to load her on the ship in Tauranga. The video of the Saturday evening and the following day showed that they didn't seem to be having too much of a hard time with it all!

So finally *Andiamo* set off perched on the Direct Jabiru bound for San Francisco via Suva (yikes there was a coup going on there!). A huge sigh of relief all round, now we could get on and tie up all the loose ends before the crew for the Pacific Cup left for their adventure. The last word from the Senator was that he was not intending to repeat the exercise in Suva - fortunately *Andiamo* got through Suva without incident.

In February an unsuspecting couple met up with Tails and Pip. As they were from San Francisco they offered

assistance to the crew of *Andiamo* when they were in the States. This turned out to be an invaluable contact as this team of Steve and Laraine became an integral part of the shore crew.

July 2<sup>nd</sup> saw *Andiamo* arrive in San Francisco on the container ship. Steve had organized some buddies from the Encinal Yacht Club to assist

with receiving her. Steve's lo down on proceedings follows: "The Direct Jabiru crew was great, and Ivan and his stevedore's off-loading her made it a two hour precision surgical maneuver. Why? Because they all recognized the tugboat we had organized for the morning as belonging to former tugboat Captain and EYC member Danny Wilson (sadly, deceased). His gracious widow Jackie, who loaned her to fellow EYC member Colin Dewey (the man is a master with large shipping maneuvers and all things ocean) for the *Andiamo* mission, now owns sea Dive. Also on board for the morning's duties were 'able bodied seamen' Laraine McKinnon,

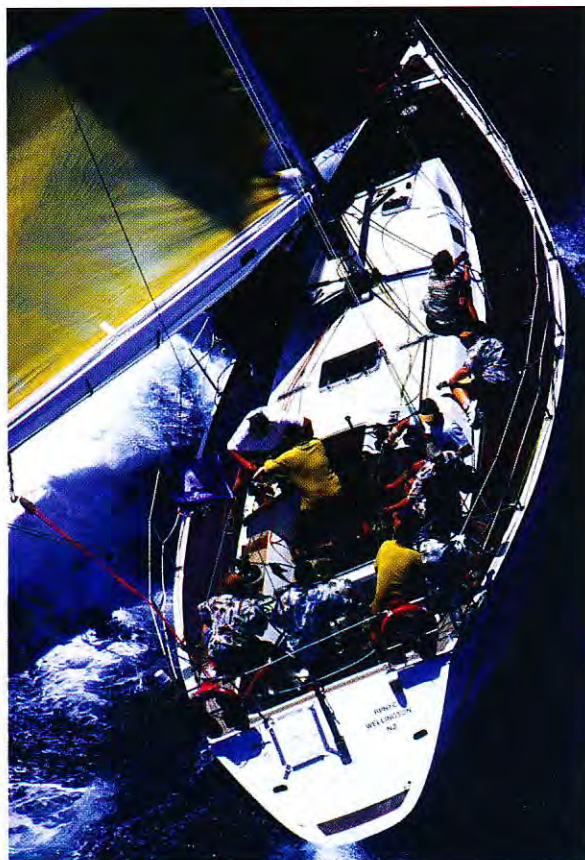
EYC Commodore Bill Stephens, and EYC member Michael Redmond. For the afternoon contingency, we had a few new 'volunteers' (hey, they said they were bored...) - Board Member Tom Foley and Staff Commodore Joseph Melino joined us. With Joseph's capable vessel 'Esprit Victorieux' as the new tow vessel, again under Colin Dewey's formidable guidance, to complete the last leg of the voyage to Svendsen's - all 300 meters! So, that is the report- a fun and successful day! Allegedly I was in charge although I must say that

other than signing the papers, my crew and Colin's expertise made it so easy - there was nothing for me to do but 'look good' and buy 'em all a few pints afterwards!

*Andiamo* was indeed in capable hands!

On 6<sup>th</sup> July we farewell the Pacific Cup crew on the first leg of their experience. It was that day we got the shocking news that *Kiwi Coyote* had lost her mast on the sail from LA to San Francisco. All of the crew was OK and more sighs of relief all around as this was the trip all of the locals had been telling *Andiamo* to avoid - thank goodness for Tails shipping connections!

Finally after preparing the boat the day dawned that the Pacific Cup was due to start - 13<sup>th</sup> July. Five boats were in Division F - *Octavaia*, *Lina*, *Anomoly*, *White Caps* and *Andiamo*. *Andiamo* slid out under the Golden Gate Bridge after a farewell by Pip, Steve & Laraine. The forecast was not great - they were expecting the Pacific High to split into two so it was looking like a slow race to



Sailing in paradise



New Zealand as a trail of 80 starting boats crawled across the Pacific. As the days went on boats pulled out and I religiously updated the website daily to show *Andiamo's* position in comparison with the other boats in her division. We watched the red dot for 12 days, knowing they had expected to cross in 9-10. E-mails of good luck kept arriving including a few wondering if they would have enough food.

Sneaky had prepared a menu in advance and the dinner menu for day 12 was "Refer to *Whispers II*, Hobart to Wellington for 7 crew. Final meal at sea, 1 Orange, 2 Mars Bars donated by Andrew from his secret stash". Fortunately this time they did not have the same problem and were well fed all the way. In the middle of the Pacific I received E-mail from the crew – Who won the Bledisloe Cup game? The same question also featured on the Pacific Cup website, I responded, but the yanks running the race had no idea of the importance of the question and had a laugh about it at our expense. They did eventually pass the information on to the crew who were pleased to hear of our first successful game.

The valiant Steve and Laraine had had so much fun in San Francisco that they had taken the week off and gone to Hawaii to meet the crew at the other end – no-one was too surprised to see them. These people were absolutely amazing keeping us up to date with the on the ground action.

Between 27<sup>th</sup> and 30<sup>th</sup> July the additional Kenwood Cup crew and the remainder of the "Betties" arrived in Honolulu. In the end the *Andiamo* party numbered around 26. The "Crew Aloha" party was held the night before the Kenwood Cup started and we all headed off to the Waikiki Sheraton for the inaugural party, crew in team shirts and Betties in our "betty" shirts. This was the first time the rest of the teams saw our shirts and they caused a lot of comment. So our first task always was to explain what it meant – "*Buxom Educated Terrifically Talented Yachties*" was our retort! We certainly caused a stir.

Racing in earnest started on 1<sup>st</sup> August, and the days fell into a routine of meeting at Starbucks for a coffee at 8:30 to plan the Betties day. Some days were spent at the beach, others at the pool at the Waikiki Yacht Club and yet others shopping (of course!). Around 4pm each day, it was time to head off to the Royal Hawaiian Yacht Club where most of the racers were berthed to get the low down on the days action and meet the crew for the compulsory Steinlagers at Kiwi Corner. The other three NZ entries consisted of many sailors from Team NZ and Kiwi Corner was a chance to meet some "names" in Kiwi yachting and for the NZ Team to discuss tactics with our crew.

Day two of racing saw *Andiamo* blow her hydraulics and have to withdraw. Fortunately it was only a \$2 part that was



easily fixed and we were back on the water ready for the 55 miler. This was *Andiamo's* best race. Some wind at last and a pace that suited our 15-year-old cruiser/racer much better than the lighter airs of the previous days.

One thing no one was terribly impressed with was the American food. Our best meals were the BBQ's that we had at the illustrious Hawaii Polo Inn (joke). These were ably cooked by chef extraordinaire – (Sneaky), the Betties organised salads, with the meat being supplied by Tails. The first one was memorable, as it was the night that after many drinks most of the crew and Betties found themselves unexpectedly in the pool. This was the night Sneaky became Streaky as he tried to avoid the fate of the rest of the crew. He decided to escape by climbing up a gazebo and over the hotel fence, however quick hands grabbed him on departure and came away with only his shorts and undies. He then had to get back to the hotel, managing to scare the locals and the Hotel Manager in the process. We nearly split our sides with laughter especially as he met his fate in the end – well he had to come back for his shorts eventually didn't he?

The days flew past and most evenings there were parties. The Royal Hawaii Yacht Club hosted the inevitable Mt Gay party and we all attended to ensure we came away with our red hats. One of the first things that Tonks had done when he arrived in Hawaii was find somewhere that we could watch the next Bledisloe Cup game. We managed to watch the game live in a tiny sports bar



The BETTY's - Pip, Sarah, Mandy, Fiona, Elizabeth, Alice, Justine

continued on page 33



# BT GLOBAL CHALLENGE UPDATE

## The world's toughest yacht race

by Dale Adams

The race has finally started! On Sunday 10<sup>th</sup> September at 1205 (2305 NZ time) the 12 Challenge yachts left Southampton and pushed their way through thousands of spectator boats to start in the fog and a wind of a just 8 knots. During the 20 days of racing the yachts have experienced everything from being hit by a fishing boat to 78 knot winds; a man overboard (which thankfully turned out to be a false alarm); damaged gear; injuries (including one crew member being airlifted off their boat) – just like another day at the office really – not!

At the time of writing, all the yachts have reached Boston, the winner *Quadstone* taking 18 days, 2 hours, 17 minutes and the last yacht, *Olympic* taking 20 days, 10 hours, 29 minutes.

Check out the web site [www.btchallenge.com](http://www.btchallenge.com) and follow the race each day. The results are updated

every 6 hours: 0200, 0800, 1400 and 2000 GMT. Also lots of comments and messages from the crews.

We still need four more 'Boat Buddies' to help the crews and generally make them feel welcome while they are in Wellington. The yachts are due in Wellington around the 10<sup>th</sup> of January 2001 and stay until the restart on 18<sup>th</sup> February. The Club will be throwing open the Wardroom to the crews and their families along with hosting a number of social events (still being finalized) so get a group together to host a yacht and join in with the fun.

Check out the BT Global Challenge display at the Club and while you are



BT Global Challenge crews line up at Southampton for the start of the race

there put your name down on the Boat Buddy list or contact Kirsty for more information.



### HO! HO! HO! ME HEARTIES



**YACHT CLUB  
GIRLS & BOYS  
JOIN ME &  
MY PIRATES**

R.P.N.Y.C. WARD ROOM  
**3RD DEC.**  
**TIME : 12 noon**

FIND MY TREASURE  
-  
DRESS AS A PIRATE  
AND I WILL GIVE YOU  
SOME OF MY  
TREASURE FOR BEST  
PIRATE  
-  
WE WILL RELEASE  
FATHER CHRISTMAS  
FROM OUR PIRATE  
SHIP TO COME AND  
SEE YOU

**COST \$10.00 per child**



## LOOK!

### RPNYC CHRISTMAS COCKTAIL PARTY

**WHERE :** WARD ROOM  
**TIME:** 6.30 P.M. (Cocktail food from 7.30 pm)  
**DRESS:** COCKTAIL  
**DATE:** 1st DECEMBER  
**COST:** MEMBERS & PARTNERS \$10.00 P/P  
           NON MEMBERS \$20.00 P/P

COCKTAILS & NIBBLES - also back by popular demand is the  
 7TH BATTALION WELLINGTON & HAWKES BAY  
 REGIMENT BAND  
 GET YOUR PARTY TOGETHER AND BOOK YOUR TICKETS -  
 LIMITED TICKETS AVAILABLE FROM THE BAR and OFFICE





continued from page 30

that only held about 70 people. Arriving 1 ½ hours before the game was very smart as an hour before the game people were being turned away. The bar was mainly full of Kiwis with the odd Aussie and Yank. We knew there were Aussies there at the end as we drowned our sorrows with \$2 Maitais.

The last race was an overnighter and the loyal betties were again seeing the crew off and then mainly having a quiet night. The Kiwi Team needed to beat each Aussie boat in order to retain the Kenwood Cup. It seemed a long shot, I was at the Waikiki Yacht Club in the pool when the crew of *Yendys* (Australia) arrived back, they did not sound that hopeful – then I heard about a hassle on the water and that *Big Apple III* was involved. We hopped on the shuttle and made our way over to the Royal Hawaii as we saw *Andiamo* motoring into her berth. Still no sign of *Big Apple III*. We finally learned that she

had stood by with one of the Australian entries for *Cha-Ching* who had broken the top of her mast. It was going to be a long night awaiting the jury as both boats asked for redress.

The next day dawned and the *Andiamo* crew as a precision team packed up the boat to go on the ship in 6 hours – a feat which amazed the other internationals and locals as well. We also learned that the jury was in and New Zealand had retained the Kenwood Cup. Ye ha! We could celebrate in the two days before we departed. In between we attended to prizegiving again held at the Sheraton Waikiki – the betties in “betty” shirts again! Some of us lined up to grab some famous signatures on our shirts and we had a fantastic night ending up at Dukes Bar until the wee small hours!

More shopping, last minute sightseeing, packing and swimming as the next couple of days saw most of us preparing for the trip home. *Andiamo*

was packed onto the Container and we also farewelled Ricko who was off on *Glama!*, sailing back to Los Angeles.

It was hard to leave and think of getting back to work. We were all very relaxed and the majority of us left on the 12<sup>th</sup> August arriving back in Wellington with a couple of hours to spare before we met up with everyone again for a Birthday lunch for Shakey! It was a fitting end to the holiday.

**THE SALING CREW:** Tails (Skipper), Senator, Sneaky, Slave, Legs, Ricko, Wiz, Chipper, Mal, Bim, Shakes, Chunky, Tonks, Colette and Bones

**THE BETTY CREW:** Hui, Mrs Shakey, G-Cert AKA Mrs Bimbo, Mrs Sneaky, Slavette, Alice, Boltie, Robbo, Faith, Roz, Justine, Steve & Laraine (sorry Steve!)

*Further details and photos of the campaign can be viewed on our website at [www.geocities.com/clubAndiamo](http://www.geocities.com/clubAndiamo)*



PRINTING

## PRESTIGE PRINT

Mutli Colour Offset Printing for

- **Brochures**
- **Books**
- **Magazines**
- **Annual Reports**
- **Commercial Stationery**

We also offer pre-press & design

72 Abel Smith Street  
PO Box 9256 Wellington  
Telephone: (04) 802 5471 Fax: (04) 802 5472

## P & A BALLINGER ELECTRICAL

for ALL your  
**ELECTRICAL**  
requirements



*Registered Electrician*  
**Mobile 025 451 655**  
Home 04 388 3281



# CHAMPAGNE BRUNCH 2000@WARDROOM.RPNYC



Boat of the Year went to *Charisma II* - Terry Christie, Carmel Sheehan, Craig Stewart, and Nick Locke

by **Phillipa Durkin**

many years of a m u s i n g entertainment. The "cone of silence or what goes offshore stays offshore", is not so sacrosanct after all.

*Charisma II* owned by Terry Christie and Arthur Stewart was Boat of the Year for a

A new millennium, a new century, a new venue and a deviation from past formats provided a day that everyone enjoyed, I assume....being presumptuous as usual.

I was moderate in my consumption of the bubbly stuff and therefore have a good memory of the event, but unfortunately was too busy having a good time to keep my eye on everyone. A report of dancing and misbehaving took place much later - allegedly.

I do remember that Ken Burt, current karaoke King, was challenged for his crown by Bruce Green and different combinations of the Flying Boat Crew.

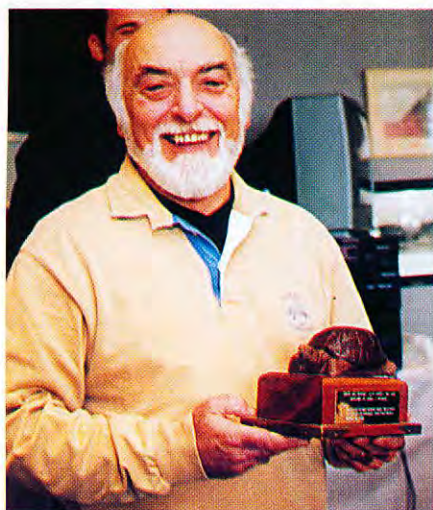
Special awards were well received by the recipients in the form of Sneaky (Streaky Pete) - AKA Peter Sandford as Personality of the year. Thanks Pete, for



"Mike Calkoen accepts the Demast Trophy on behalf of his *Flying Boat* crew

very long impressive list of sailing stuff... see Terry's article for details.

The Turtle of the fleet this year was *Imagine II* for impressing everyone with their tenacity to compete with the same enthusiasm as the Equatorial Guinea



Peter Kirby with the Turtle Award for *Imagine II*

Olympic swim team. Please don't be disheartened, I know a boat in Auckland that if the fleet can still see them they win on handicap.



"Personality of the Year - Pete Sandford (alias Sneaky/Streaky Pete)

*Flying Boat's* outstanding, or not so standing efforts of losing masts on a regular basis was acknowledged and surprisingly enough, other boats would not like to emulate this or win the *Demast* trophy next year. Also acknowledged was *Andiamo's* achievement of getting boat and crew to the Kenwood Cup. A "stirring Award" presented with no expense spared.

Thank you to Simon Wickham - Mr. Yachting New Zealand no less, for his superb job as MC.



*Andiamo's* Pete Sandford and Geoff Meyer with the Clubs own version of the Kenwood Cup



Possum Productions entertained us with an outrageous performance of Fawlty Towers as Sybil, Basil and Manuel. Just one of their many reincarnations. Sybil's pursuit of able young men at the club, a concept amusing in itself was only surpassed by Basil's caustic wit. Some advice to avoid the attentions of Manuel's Spanish blood would be not to wear red or look twelve. In a fantasy world a tango with a sexy Italian would have been a treat, but the Spanish Dance of Love with Manuel is as good as it gets here.

Choosing to host this event at the Club was a refreshing change and gave the day a relaxed air. This was made possible by Pete's management and organization of the catering with Keelers, all the furniture hireage, removal and setting up. Montana and Heineken provided the liquid refreshments and Glenngary's donated the colourful Bacardi Breezers located to the right of everyone's knife.

A big thank you to all those that helped on the Saturday to enable the smooth



Superb entertainment provided by Fawlty Towers Sybil, Basil, Manuel and friend

transition from a clubroom atmosphere to the ambience of a "Westcoast beach revisited" venue. We even had time to relax over some G & Ts in the late afternoon.

I'm glad to report that people were well behaved, with no stone throwing and those of you who absconded home with my bottled "messages", I'll let slide as a compliment.







## PUT YOURSELF IN THIS PICTURE CANAL FRONT TOWNHOUSES AT GULF HARBOUR

**ONLY THREE LEFT**



Only here, 40 minutes by ferry and less by car, can these lifestyle advantages be found so close to the Auckland CBD;

-  A choice of superbly designed Townhouses ranging in size from 190 sq.m (2,000 sq.ft), 265 sq.m (2,850 sq.ft), to the 515 sq.m (5,500 sq.ft) luxury West Point Penthouse.
-  Your boat in your own Marina berth in front of your home. Immediately accessing the America's Cup racing venue, which opens on to extensive cruising and fishing grounds, with many close-by safe and scenic harbours within the Hauraki Gulf.
-  Fully paid-up membership of the Gulf Harbour Country Club, featuring its International golf course, with tennis, squash, gym, swimming and dining facilities to match. All this at affordable prices. To find out more, call the developer at (09) 424 8375, 025 926 832 or write to Tyrex Capital Ventures Limited, PO Box 557 Whangaparaoa.
-  Visit our West Point Website: [www.gulf-harbour.co.nz](http://www.gulf-harbour.co.nz)



# THE INTER CLUB CUP

by Bill Brambleby and Bruce Askew

The origin of this trophy is rather obscure, nevertheless on perusing correspondence of the Te Aro Sailing Club, which was established on the 13 November 1906 and to which the first formal meeting took place in a Mr. J Jamieson's Bros. offices in Manners Street, we found mention of further meetings held in the various boat sheds in the Boat Harbour and reference to an Inter Club Trophy.

Some time later, in the minutes of a meeting held on the 16<sup>th</sup> November 1910 of the Te Aro Sailing Club, the Hon Secretary did read a letter from the trustees of the Thorndon Dinghy Club in which they offered a Silver Challenge Cup for competition. The conditions to this cup were discussed and the Secretary was to reply. The reply was lengthy including many objections to the conditions but it appears that mainly because of the timing the trophy may have been the Inter Club Cup.

On the 29<sup>th</sup> October 1914 the Annual General Meeting of the Te Aro Sailing Club agreed the management of the Inter Club Race be placed in the hands of the Yachting Association and presumably this also refers to the Heretaunga Te Aro Challenge Cup. This was no doubt caused by the Te Aro Sailing Club being absorbed into the



Heretaunga Te Aro Challenge Cup

Port Nicholson Yacht Club on the 27<sup>th</sup> October 1915 although we find that when the clubs combined, and according to the final deed, the cup then remained the property jointly of the RPNYC and the Heretaunga Boating Club.

You will see from the photograph showing the yacht hard( taken on an Anniversary Day Regatta about 1937) that the centre board fleet and visiting centre board yachts was of large numbers some of which occupied individual sheds but mostly in the large shed to the right. This shed incidentally is the shed/office of Andy McCallum (resident custodian of today who incidentally also sails a centre board yacht) but it was later shifted to it's present site to accommodate our present Clubhouse built during the last

war for the marines, who eventually occupied the whole of the boat harbour. The old Clubhouse is on the far left and was also taken over by the marines as their hospital, but more on this in a later article.

Getting back to the Inter Club Trophy. The cup then was raced for between most yacht clubs as the list of winners from 1910 to 1967 shows. During this period the rules were discussed vehemently between HBC, RPNYC and the Yachting Association with the eventual basic requirement that the yachts be no longer than 14 feet in length.

As can be seen from the list the first official race was in 1910 and won by *Nan*, owned and sailed by Mr E Bailey, who we accept and presume to have been the resident well-known boat builder.

It can be seen that the list of winners are well known names and some are members of the RPNYC of today. e.g. G Hargreaves (Graeme), P W Miller (Pat) and H D Poole (Hugh).

Hugh Poole has been of great assistance to us regarding the history of this most historical and hallowed trophy and fittingly we include a photo taken in 1945 of the crew of *Innocence* being H D Poole, H Highet, R Prince and E Abbott with the appropriate cups won that year in 1945.

It may well be appropriate to note that the Sanders Cup is to be raced for on the 27<sup>th</sup> December to the 31<sup>st</sup> December







The trophies won in 1945 by *Innocence*.

2000 at the Heretaunga Boating Club. This is the New Zealand Inter Provincial 14 Footer championship so will attract yachts from all over New Zealand.

Also on or about the 1<sup>st</sup> January 2001 the HBC will be hosting the combined Javelin 14 Footer National Championship and Inter Dominion contest with yachts expected to come from Australia. Hugh Poole will be in attendance and will have on display many photos and memorabilia of the good old days of centre board racing. It may well be a good idea to have the Heretaunga Te Aro Inter Club Challenge Cup on display too but we will see when the time comes.

## INTERCLUB CUP HOLDERS

YEAR	BOAT	OWNER	CLUB
1910	<i>Nan</i>	E Bailey	Te Aro Sailing Club
1911	<i>Kaitare</i>	H Highet	TASC
1912	<i>Geisha</i>	A Nixon & H Dyson	TASC
1914	<i>Runa</i>	G Trevethick	HBC
1915	<i>Miro</i>	Bittle & McDonald	HBC
1916	<i>Miro</i>	Bittle & McDonald	HBC
1917	<i>Nan</i>	L McGregor	PNYC
1918	<i>Nan</i>	L McGregor	PNYC
1919	<i>Nan</i>	L McGregor	PNYC

Below: Early days in the Clyde Quay Boat Harbour

YEAR	BOAT	OWNER	CLUB
1920	<i>Nan</i>	L McGregor	PNYC
1921	<i>Nan</i>	L McGregor	PNYC
1922	<i>Cooee</i>	A Johnston	EBYC
1923	<i>Cooee</i>	A Johnston	EBYC
1924	<i>Peggy</i>	E R Clunis Ross	RPNYC
1925	<i>Peggy</i>	E R Clunis Ross	RPNYC
1926	<i>Peggy</i>	E R Clunis Ross	RPNYC
1927	<i>Cooee</i>	A Johnston	EBYC
1928	<i>All Black</i>	All Black Synd	RPNYC
1929	<i>Wellesley 1<sup>st</sup></i>	Wellesley Club	RPNYC
1930	<i>Clyde</i>	L Smith	RPNYC
1931	<i>Betty</i>	W H Wagstaff	EBYMB
1932	<i>Betty</i>	W H Wagstaff	EBYMB
1933	<i>Betty</i>	W H Wagstaff	EBYMB
1934	<i>Kotare</i>	F R Suhan	EBYMB
1935	<i>Tassie</i>	W H Wagstaff & Sons	EBYMB
1936	<i>Southern Maid</i>	F W Hargreaves	EMYMB
1937	<i>Lavina</i>	J Coleman	RPNYC
1938	<i>Vanguard</i>		RPNYC
1938/39	<i>Kitty</i>	C V Wagstaff	EBYMB
1939/40	<i>Kitty</i>	C V Wagstaff	EBYMB
1940/41	<i>Innocence</i>	C D A Highet	RPNYC
1943/44	<i>Putorino</i>	R Nichol	EBYMB
1944/45	<i>Innocence</i>	H A Height	HBC
1945/46	<i>Putorino</i>	R Nichol	EBYMB
1946/47	<i>Putorino</i>	G E Fisher	PAREMATA BC
1947/48	<i>Advance</i>	J Guiney	MYC
1949	<i>Insolence</i>	L A McDonald	MYC
1950	<i>Fiesta</i>	A Meo	MYC
1951	<i>Chaos</i>	J Gatland	EBYMB
1952	<i>Presto</i>	G Hargreaves	EBYMB
1953	<i>Presto</i>	G Hargreaves	EBYMB
1954	<i>Deceptive</i>	J R Synnott	EBYMB
1955	<i>Evasive</i>	J Gatland	EBYMB
1956	<i>Quatet</i>	J Gillingham	HBC
1957	<i>Faye</i>	R Julian	HBC
1958	<i>Irish Note</i>	G Hargreaves	EBYMB
1959	<i>Valiant</i>	P W Millar	EBYMB
1959/60	<i>Valiant</i>	P W Millar	EBYMB
1960/61	<i>Valiant</i>	P W Millar	EBYMB
1962	<i>Idano</i>	H D Poole	HBC
1963	<i>Idano</i>	B Spearman	HBC
1964	<i>Gidget</i>	H D Poole	HBC
1965	<i>Gidget</i>	H D Poole	HBC
1966	<i>Charade</i>	H D Poole	HBC
1967	<i>Charade</i>	H D Poole	HBC







The crew of Innocence.  
L to R, H.D. Poole, H. Highet, R. Prince G. Abbot.

## THE INTERCLUB CLUB

### Amendments & Interpretations – Applying to the rules for the above at present in force

Submitted to the Wellington Provincial Yacht & Motor Association by the Owners of the Cup, namely, the Royal Port Nicholson Yacht Club and the Heretaunga Boating Club.

1. All races for the Cup to be sailed on Port Nicholson.
2. In the event of the W.P.Y & M.B Association disbanding, the Cup shall revert back to the R.P.N.Y.C. and the H.B.C.
3. (Old Rule 1) Any Club affiliated with the W.P.Y & M.B.A shall be eligible to compete for the Cup.
4. (Old Rule 2) No boat shall be allowed to compete unless she has already competed in two Club's races in the current season (Club race to mean any bona fide race held by any Club affiliated with the W.P.Y & M.B.A and appearing on that Club's programme).
5. Clubs eligible to compete for the Cup in accordance with Rule 3, may enter as many boats as they please and their entries (submitting the names of the boats) must be handed to the W.P & M.B.A seven (7) days before the race.
6. Boats competing for the Cup through their respective Clubs must not exceed 14 feet overall measurement but can be less if desired. A tolerance of ½" (half an inch) to be allowed on the maximum O.A. measurement stated above, taken between perpendiculars.
7. The sail area of competing boats must not exceed 250 square feet in the total area carried "on the wind". Only four (4) sails in all can be set or carried in the boats, namely, mainsail, jib, leading jib and spinnaker.
8. The crew of competing boats shall not exceed four in number.

9. The plan of the course for the race is to be decided by the W.P.Y & M.B.A and must be submitted by it to the various clubs not less than 14 days before the race.
10. The annual date for holding the race shall be the first Saturday after Anniversary Day. Should a postponement take place, a date suitable shall be fixed by the Association.
11. The time of starting of the race shall be left in the hands of the officers for the day appointed by the W.P.Y and M.B.A.
12. All races for the Cup shall be sailed under Y.R.A Rules.
13. In the event of the winner leaving the district the Cup shall be returned to the Club responsible.
14. The Club holding the Cup shall insure same for it's full value in the names of the R.P.N.Y.C and the H.B.C as joint owners, the Policy to be handed to the former club.
15. All races for the Cup shall be controlled by the W.P.Y & M.B.A but the Cup shall always remain the property of the R.P.N.Y.C and the H.B.C and no alterations to the above rules are to be made without the sanction of these two clubs.



Innocence 1945



## How to drown an ELF



... or another 'save' by Pete McKenzie (see Vice Commodore's article on YNZ Honour Awards).



For those who entered the Eagle Technology web site, advertised in the previous RIP article on the Rentworks Race, and entered the competition for the "fine bottle of red wine" the winner was... ..Dan Roberts, seen here receiving his prize from Eagle Technology staff.



*Better Business by Design (B³D) is an independent company specialising in Business consultancy.*

- **Helping Clients *Better* use their assets to accelerate *Business* outcomes by innovative *Design*"**
- **Creating an environment that supports both the business and the personal development of every employee**

For more details refer to our website –  
[www.b3d.co.nz](http://www.b3d.co.nz)

or contact:-

Craig Blake (04) 916-0450 e-mail: [cblake@b3d.co.nz](mailto:cblake@b3d.co.nz)

Dave Stanley (04) 916-0450 e-mail: [dstanley@b3d.co.nz](mailto:dstanley@b3d.co.nz)

## 2 PUNGA COVE RESORT

PUNGA COVE RESORT is happy to announce the arrival of SUMMER!



It's time to enjoy some relaxing time with family and friends.

Join the Punga Crew for a warm welcome. Moor on our free moorings, complimentary ride into land.

Relax in our overwater bar and enjoy a light meal or cook your own barbecue!

Our Punga Fern Restaurant has it's summer menu up and running.

Celebrate New Year's Eve with our resident band.

Visit our website [www.pungacove.co.nz](http://www.pungacove.co.nz)

or Email: [enquiries@pungacove.co.nz](mailto:enquiries@pungacove.co.nz)

Phone: (03) 579 8561 - Fax: (03) 579 8080



## Nautilus Marine

### Yacht, Launch & Marina Brokers

60+ Yachts & Launches

50+ Marinas NZ Wide

Free Marina Ads

Visit our Web Site at

[www.nautilusmarine.co.nz](http://www.nautilusmarine.co.nz)

or call

Mike Ward

RPNYC Auckland Port Captain

Phone (09) 416 8113 Fax (09) 416 9113

Mobile 025 275 0911





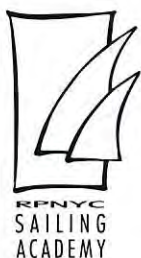
## CORPORATE MEMBERS & SPONSORS

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 June, July, August, September and October 2000.

MEMBER	CATEGORY	MEMBER	CATEGORY
M Boyd	Country	M Lace	Senior
K Brown	Associate	S Lockyer	Senior
W Burton	Senior	C McCarthy	Senior
P Caldwell	Senior	A Moonen	Senior
S Chapman	Senior	W Moore	Junior
W Clarke	Senior	J Nicholls	Corporate Senior
C Collie-Holmes	Senior	D Page	Senior
K Dalley	Senior	J Ralston	Senior
P Davies	Senior	J Sutton	Associate
M Foster	Senior	J Teague	Senior
J Garden	Senior Academy	M Thompson	Senior
C Green	Associate	D Watt	Senior
M Kelly	Senior	J Wallis	Senior
L Kermode	Associate	T Zandvliet	Associate

## SAFETY CERTIFICATES

**When does your Safety certificate expire??** - if it is in the next three months you need to book in advance **NOW** to have your certificate reissued (they need to be issued 7 days prior to an Offshore Race)

**Not sure what you need??** - check the Yacht Racing Rules and Safety Regulations (THE Rule Book) under Safety Requirements - copies available from the Club Office at just \$10 (also included are the sailing rules)

## 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

## NEW BOATS

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

BOAT NAME	TYPE/DESIGNER	OWNER
MINT	keeler/Farr 38	Neville Wills
NANOOSE	keeler/Davidson	Dolphin Sailing Academy
TE TARA RUA	trailer yacht/Merlin 20	Don Esslemont
MV SANTORINI	Launch/Webb	Bob & Margaret Harris
JOHN S CABOT	Launch/T Read	Graham Moore



# Chris Coad

Photography



Corporate, Advertising, Film Stills

Phone (04) 384 5525

Fax (04) 384 2629

Mobile 025 420 005

*Email:* [chrisc@xtra.co.nz](mailto:chrisc@xtra.co.nz)





# LINE 7 PORT NICHOLSON REGATTA

*incorporating* NATIONAL ORC CLUB CHAMPIONSHIP 2000



**Friday 8, Saturday 9 & Sunday 10 December 2000**



## ORC CLUB KEELBOAT SECTION

5 Race Series, Prize Pool \$25,000  
Racing Starts from 10am



## DOYLE SPORTBOAT SECTION

7 Race Series, Prize Pool \$5,000  
Racing Starts from 10am



Royal Port Nicholson Yacht Club  
Telephone 04 384 8700  
Facsimile 04 385 1603  
Email to [events@pnyc.org.nz](mailto:events@pnyc.org.nz)  
[www.pnyc.org.nz](http://www.pnyc.org.nz)



AIR NEW ZEALAND

BARTON MARINE LTD



R-P-D



*Good viewing from Point Jerningham*

**\$30,000**