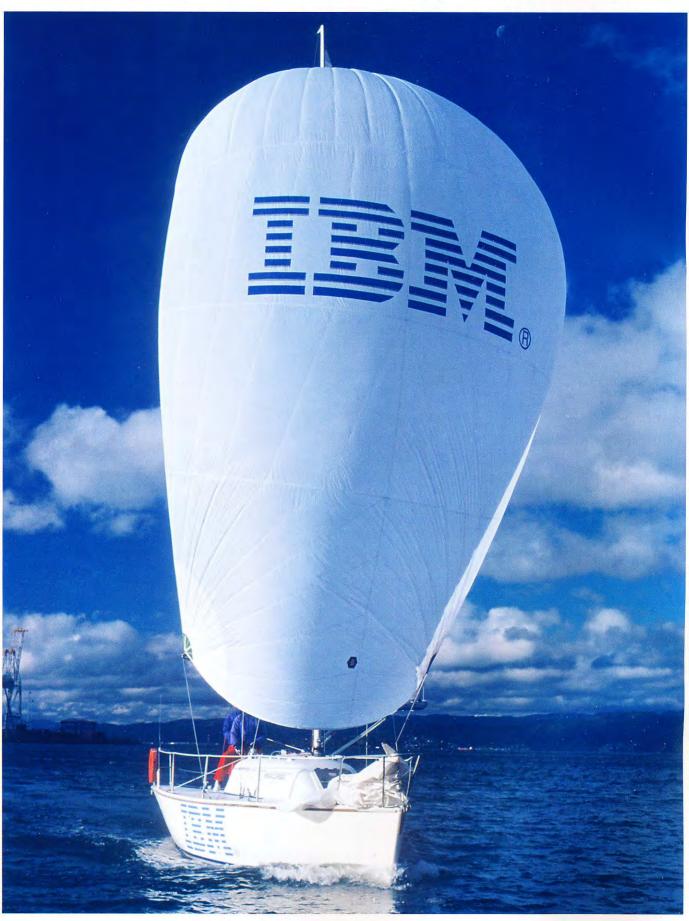


NEW SPONSOR



New Academy boat sponsor, IBM, takes to the water

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COVER PHOTO: Youth Scheme sailers outside Club Photo by Chris Coad Photography



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

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

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Wardroom Hours

Wednesday & Thursday 5.00 pm - 8.00 pm Friday 4.00 pm - late Saturday (winter months) 11.00 am - late Sunday & Public Holidays 12.00am - 7.30pm Winter Series race days 9.00am - late Brunch available Saturdays(after Opening Day) 10.00am to 2.00 pm

Phone: 384-3091

(Note: These hours may be varied at the

discretion of the Executive.)

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(Reservations recommended)

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Slipmaster (& slip bookings)	Jim Ower	388-1924	025-240-1302
Te Ruru Boatmaster	Ross Telford		0274-456-413

autive Committee E

Executive Committee			
Position		Work phone	Mobile
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House Secretary:	Phillipa Durkin	381-7352	021-146-9341
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	Penny Kerr	802-7900	021-452-925
	Murray Bridge	470-1113	021-444-477



From the Boardroom



The first meeting of the new Executive was held on July 16 2002 in the Boardroom. Commodore Stephen Moir opened the meeting by setting out the style that he wanted the Executive to follow for going forward.

They were:

- Focus on output results not process
- Open debate but solidarity outside the meeting
- Honesty name names, no corridor gossip
- Positive attitude we are responsible for morale
- Communication information needs to be shared, not contained
- Delegation but not abdication. Take charge and lead but don't do it all
- Diligence if you take responsibility then you must deliver
- Finance is everyone's responsibility

In addition to the usual roles of Commodore, Vice Commodore, Rear Commodore, and Cruising Captain various responsibilities were divided up among the Executive. These included areas of marketing and account management, sponsorship, finances, premises management, technology, events, grants, Club rules and Port Nicholson Associated Radio (PNAR).

As was only to be expected finances continue to worry the Executive with the Treasurer Hamish Edwards urging extreme caution against over expenditure. Key items were the need to confirm the Corporate Race sponsor, sponsorship in general and immediate work on attracting grants. We will need considerable help from the members especially in the sponsorship and events areas (talk to Chief executive Mike Boswell).

Technology continues to be a headache and a limiting factor in the smooth operation of the Club - Ken Papps is to outline the way forward here. We discussed better use of Club facilities, the maintenance backlog, the repair of the slipway and have set up a team to discuss possible involvement with the Evans Bay Yacht & Motor Boat Club's travel lift project.

We have set up an organising committee to run the LINE 7 Port Nicholson regatta and intend to do the same for events around the Louis

Vuitton and America's Cup regattas. We are looking for volunteers to join an America's Cup committee to help organise events both in Wellington and Auckland. Members interested in assisting either of these two events should talk to Stephen or Boz.

The Executive discussed how we could make Opening Day special, as it will be the 120th season of the Club. Cheryl advised that 21 embassies have indicated their interest in taking part in the Ambassadors Regatta, which will be run in conjunction with the Opening Day celebrations. There was discussion on the promotion of the Club in general, in particular clothing merchandising.

The recent planning session with Martin Bosley's restaurant was discussed with the focus on widening the appeal of the restaurant to all members. Some of the outcomes of this will be the introduction of brunches on the winter races series days and then on Saturday mornings following Opening Day. Martin is introducing a family dinner on Sunday evenings featuring a set price three-course meal and a children's menu.

Wardroom housekeeping needs highlighting so that members can pitch in when Peter and his team are under pressure, even if just by returning their empty glasses.

Bruce Green confirmed that the racing calendar is almost completed; a "short offshore" series will be reinstated and the women's skippers are meeting to plan their own racing program.

Temporary use of Te Ruru for the Youth Scheme, clarification of the Boatmasters reporting line to the Vice Commodore and back up for Ross Telford were all discussed.

There is a need to expand the House Committee team in order for them to take on more social events for the Club; if anyone is interested in getting involved please contact Commodore Cheryl Ferguson.

Follow-up letters and special offer memberships have been sent to all participants of the recent Business House Yacht Race inviting them to join the Club now that their three-month temporary membership has expired. As an incentive the Club will make a donation to Team New Zealand's America's Cup campaign will be made for every Senior member joining the Club from the Business House Yacht Race along with a voucher to redeem at our quality Club restaurant.

In general the meeting was positive, brought everyone up to speed quickly and allocated many tasks.

NOTE: This column will become a new regular feature in the upcoming RIP magazines as a forum for keeping members astride of what the Executive are working at on behalf of YOUR Club so watch this space!!



COMMODORE ACCEPTANCE SPEECH...

...ask not what your Club can do for you but what can you do for your Club?

by Stephen Moir

Many of you may not know me but hopefully that will change over the next few months. For those of you who have not seen it I have placed a copy of my thoughts for Commodore on the website and on the noticeboard and would encourage you all to read that document.

Those of you who do know me would probably agree that I tend to look on life as a glass half full rather than half empty. Certainly that is the way I would like to operate as your Commodore.

That said, this Club makes it hard to maintain optimism as many seem to think it is their duty in life to point out the problems. There is a minority out there trying to deliver the solutions. This is your Club and at the end of the day it will be successful only if all the

members play their part in supporting the Club. This can be done in a myriad of ways. On the financial side we need sponsorship and grants at every level....for *The RIP*, the Almanac, racing, events, projects....find ways to help your Executive to arrange these. If you own or influence a company we need your help. From a personal point of view try to lower the costs of the Club interacting with you. For example, communication is cheapest on the internet, next by fax and most expensive by mail. Look for ways to lower costs. Remember they are your

We need more interaction with the Club from members. Members on the whole will not give the Club all of their time, not even most of their time, but

commodore's report



they will certainly give some of their time. I will be approaching members throughout the year for their help. We have extraordinary resources in this Club. We just need to tap them. It is the Executive's job to ensure that we make that easy and fun for you. We welcome ideas but they must include ways to fund any costs. The Club has no spare money.

Look to join a good old-fashioned "working bee" in the near future. We will need materials, skills and people's time. If you can't supply any of those money will be fine. At the very least a few beers or a tray of scones for the workers! Watch this space.

Communication....this is a perennial

YOUR CLUB NEEDS YOU!!

CORPORATE YACHT RACE

- We need a major sponsor now. (reality guys, not blue sky)
- · We need people to help find boat sponsors
- We need volunteers to form an organising committee.

Contact Kirsty Callaghan on 384 8700

AMERICA'S CUP

 We need volunteers to set up an organising committee around America's Cup events.

Contact Stephen Moir on 801 8135

Ask not what your Club can do for you, but what YOU can do for YOUR CLUB

problem. All I can say is I will work hard on improving communication. As Commodore I commit to communicating at least quarterly and hopefully monthly on the issues that the Executive is grappling with. It goes without saying that events on our calendar will be flagged in a timely manner throughout the year.

Financials....frankly the financials are scary. Tony has talked to the financials so you know the situation. Boz and I have been working on the budget for the upcoming year. There is a significant shortfall of up to \$60,000 in our operations and the biggest task for the incoming team for the next few months is to put in place ways to cover this. The fee increase you will be asked to vote on is only one small part of this (about \$15,000 and not due till next year) and we are fleshing out plans to cover the balance and put us on a sound footing. In addition we have considerable deferred maintenance that needs to be met before we can look to enhance the Club's facilities. Freear Phillip recently estimated we have more than \$90,000 of deferred maintenance in Year 1 with a further \$34,000 in Year 2.

In addition you will be asked to vote for an increase in the overdraft facility. We need this as income and expenditure do not coincide timewise and forward projections show overdraft usage of up to \$45,000.

Most importantly I want to enhance morale. At times I get the impression that some members think the Executive is a conspiracy to undermine the Club. My experience on the Executive is that, to a man (and woman), they care deeply about their Club and are doing their damdest to maintain and improve it. Like everyone they need encouragement and support. This is now a hugely diverse membership. A quick scan of the Almanac shows how many new members we have who have joined in the last few years: almost 50% of the senior members in the last five years. There are more women than ever before. The Club is younger than it has been for some years: more youth and more members with families. Economically we range from members with little disposable income to those who drink fine wine and drive luxury cars. Managing this lot is like herding cats. I am committed to helping make this a Club for all the members and will be seeking continuous input on how this can be accommodated. The strategic plan document that the previous Executive developed in 2001 will be the starting point for this effort.

Finally, I would like to make a personal request. Support your Executive. Support your fellow members and encourage their involvement in the Club's activities. But, most important, approach the Club with a positive attitude so we can create a pleasant environment that we can all enjoy and are proud to belong to.





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We cannot change the direction of the wind... but, we can adjust our sails

As my third year commences I find I am still filled with enthusiasm for the Club and for my role as Rear Commodore but I do not wish to push this feeling to the limit and want to flag that this is definitely my last year as Rear Commodore. This year has revealed a crop of new Flag Officers (three out of four) and it goes without saying that it will be time for a new Rear Commodore to lead the social activities of the Club as from 2003. If you think this could be a position for you or if you know of someone who would be willing to fill this role it would be great to get to know that person. So, I say to you members out there, introduce me to the person that you would like to be your next Rear Commodore.

The Royal Port Nicholson Yacht Club is approaching its 120th season, which is definitely a landmark in Wellington's - if not New Zealand's - history. It would be spectacular if all boat owners and skippers would consider dressing their boats for the Opening of the 120th Season, which will be held on Saturday 21 September, and for those boats that can to raft up outside the Clubhouse. Also, let us have your ideas of what you would like to do to celebrate the 120-year anniversary of your Club. It's so

much more fun to participate and that is something that I would like to encourage all members to do.

Participation in Club activities is certainly increasing and it is an absolute thrill not only for me but also for all members of the House Committee to arrange events that are being sold out. As discussed previously in these columns one of the more difficult tasks is to arrange functions when members are unwilling to commit either to their attendance or to funding their attendance. At the time of writing there were still some tickets available to the RPNYC Dinner/Dance but I would like to point out that, when members were advised of them going on sale, 80 percent of the tickets were sold within two hours. And, this is for an event that is several weeks away. That speaks volumes and the House Committee would like to thank you all for your support.

This year there are few changes amongst the members of the House Committee. After three years Anna Ward has stood down as House Secretary and will be in the background more so now that her employment is out of Wellington. Anna, on behalf of members and, in particular, the House

rear commodore's report



cheryl ferguson

Committee I would like to thank you for all the hard work and time that you have put into assisting with and arranging Club activities during your time on the House Committee and we look forward to you joining us when you are in Wellington. Phillipa Durkin, whom I am sure most of you know, is our new House Secretary. House Committee members are: Jo Torr, Billie Aitken, Linda Berkett, Linda McCarthy, Liz Means, Margaret Noonan.

As in any organisation the majority of Club members have an opinion or a viewpoint on every issue. The House Committee would very much like to hear your view on social activities for the Club; either new ideas or how we can enhance existing events however in the present climate any ideas have to be self-funding. Remember: we cannot change the direction of the wind...... but we can adjust our sails!

We look forward to hearing your ideas but, in particular, how you would like the Club to celebrate its 120th season.





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here is much to report on in this issue, so you will see that I have used the headings below to assist in the structure of my report. However, as a general comment and as reiterated at the AGM by our new Commodore Stephen Moir, the club faces the difficult challenge of putting together an acceptable and realistic budget for the coming financial year. The issues around this have been known for some time and with stage 1:the restructure, now complete much of mine and the team's time has been focused on achieving this objective.

Key areas of the Club's operation performance where improvement have been identified and resource are being realigned to these areas, however improved performance in these areas will only be possible with member support contribution. Putting one's hand up to help really counts and you don't need to be a committee member to do so. We need to spread the load and involve more people. As an example many of you will know Dale Adams. Dale has taken it on herself to be responsible for the RIP advertising, which makes this magazine possible. As Stephen says "ask not what your Club can do for you but what can you do for your Club". So thanks Dale, and thanks to our other likeminded volunteers - you are key to the Club's success.

Sponsorship

Together with the great news that LINE 7 have committed to continue their sponsorship of our Port Nicholson Regatta for another three year period, IBM has recently taken up the sponsorship of one of the Academy Training boats. Special thanks Academy graduates and Club members, Simon Browne and Justine Maddock for their assistance.

Nick Lambert, IBM Country Manager says....'IBM New Zealand is proud to become a sponsor of the RPNYC Sailing Academy. Involvement with the Academy represents a significant step for IBM New Zealand in supporting a valuable community activity. At IBM we are looking forward to building our relationship with the Academy and working together with the Academy team, our clients and staff to really make the most of this exciting relationship. The Sailing Academy has been instrumental in getting Wellingtonians on the water and it's exciting for us to be associated with an organisation that provides such tangible benefits to the wider community". From the Club's perspective it is great to have enthusiastic companies such as these involved in supporting what we do without them it would not be possible.

The winter series, while remaining without a naming sponsor, has been receiving product support for prizes from the Accor hotel group of Mercure, Ibis and Novotel, Appletons Rum and recently CRC. This is much appreciated by all - thank you.

At the moment the major sponsorship opportunity which still requires a sponsor is the Corporate Yacht Race. Scheduled for Saturday 02 of November this event is critical to the financial success of the Sailing Academy as its major fundraiser for the year. If you think you or your company may be able to help please let me know.

New Corporate Member

Drake International is our newest Corporate Member and has already held a breakfast at the Club. This attracted a record attendance from their clients who were able to enjoy the facilities and the excellent catering from Martin and his team. It is great to have a new Corporate Member onboard, as this funding is very important to our Club. The continued support of our existing members is equally as important and appreciated, with the following companies all renewing their membership for the coming year; Tower Managed Funds, Telecom, Saatchi & Saatchi, Synergy and TelstraClear.

There are currently seven available Corporate Memberships, which we

chief executive's report

mike boswell



would like to secure. Corporate Membership gives companies' access to our facilities in what is arguably the best location in town. The Executive is keen to ensure our Corporate Membership category is also further enhanced this year and with the Louis Vuitton and America's Cup coming up there is certainly going be some good opportunities to do so. If you know of a company that maybe interested in membership please let me know - I will be happy to explain the benefits of a Corporate membership in more detail.

Academy



ACADEMY

As a component of this year's personnel "comings and goings" Neil Murray has unfortunately resigned his full time role at the Academy although

hopes to continue in a part-time capacity. The good news is the appointment of Ross Sutton to the role of Youth Scheme Trainer. Ross has really risen to this challenge and is fitting in extremely well to our small team.

The recent launch of the Lion Foundation Youth Yachting Scheme has been the culmination of many months' work by a number of people and it is certainly a giant step forward in sail training in Wellington. It would not have been possible without the significant funding received, principally from the Lion Foundation, which allowed the purchase of four new Elliott 6m boats and makes a major contribution to the annual costs of running the programme. The Club would like to specifically thank Stewart Thwaites for his efforts in setting up the

Port Nicholson Yachting Trust to facilitate this happening. From the Academy's perspective we are thrilled we are now able to deliver this programme and my thanks go to Phil Weeks and Shaun Sheldrake who together with Youth Scheme Trainer Ross Sutton and myself have been kept busy over the last few months putting the training programme together. More details on the scheme can be found in the magazine.

Wardroom and Boardroom

The Club is fortunate to have these two great facilities however we need to find ways to increase their usage in order to cover the costs of maintaining our million-dollar building. We have successfully tested using the Boardroom as a member's lounge bar when patronage was quiet. This has enabled the Wardroom to be used for function hire by members, and apart from being financially successful, the Boardroom provides members with a wonderful venue for smaller groups.

One of the benefits of Club membership is the ability to hire the facilities. Members are encouraged to consider the Club when next looking for that offsite meeting or function venue. And it's not to early to book your Christmas party venue.

We have produced a wine list and are continuing to expand the range available in the Wardroom. With several options now available members can select a bottle of wine to have with one of Martin's meals - just ask Pete and his team for the new wine list.

Communication

It is a well-known fact that communication in any organisation is always an ongoing challenge and our Club is no different. Like many things, unfortunately, there is an associated cost and all expenditure items need to be controlled and where possible savings made. Members can assist in this. Some methods of communication are considerably more cost effective than others, such as email, and in recent times the Club has used this method to substantially increase communication with our members to normally a weekly basis. traditional forms would unfortunately neither be timely enough in many cases, nor could they be justified on a cost basis.

While the vast majority of members have access to email we recognise that a

small group do not. If you fall into this category but have access to a fax just let Kirsty know and we will be happy to fax you the weekly e-news - and obviously the e-news is available on the Club noticeboard. If you have neither access to email or a fax and visit the club infrequently we will endeavour to make a special posting to you, however the frequency will unfortunately not be as regular because of the associated cost. Please just advise Kirsty that you fall into this category.

For those members who have email and/or fax access, are not receiving the weekly e-news but would like to, please email Kirsty with your details at events@rpnyc.org.nz or give her a call on 384 8700 and she will add you to the list.

LINE 7 Port Nicholson Regatta

Planning for this major racing event for the Club is already well underway. Research from the majority of last year's entrants has been completed by Club member Cindy Gordon and has provided useful feedback on how we can improve the event this year. This research will be repeated again after this year's event so that we can continue to improve the regatta and deliver what participants want, although the weather might be a little out of our control! It's great to have LINE 7 committed to continuing the naming rights sponsorship and we are now looking to put together the necessary supporting sponsors to ensure the event is successful financially. The regatta is scheduled for the 06th - 08th of December. We have a small organising committee chaired by Brett Linton who are looking at several ideas to improve the event and Yachting New Zealand has confirmed that the keelboats division will retain its National ORC Championship status.

Finally it's going to be a big year for yachting so get involved and make sure you are part of it!

HOW DO WE BEST CONTACT YOU?

- #1 e-mail Most efficient, high penetration, timely information, zero marginal cost, fastest
 (e-mail Club (events@rpnyc.org.nz) with your address if you are not already receiving the enews)
- #2 **Broadcast fax** Efficient, widespread, low marginal cost (send us your fax number if this is your preferred option)
- #3 Noticeboard Zero cost, low penetration, good incentive to visit Club
- #4 Mail out Expensive (cannot be often), low efficiency (send us your mailing address if The RIP was incorrectly addressed)

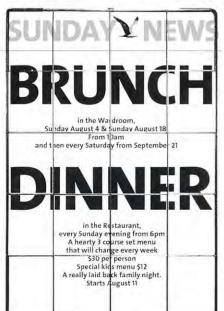
THE "NOTHING TO DO WITH SAILING" COLUMN

By Martin Bosley and Gavin Bradley, Martin Bosley's Yacht Club Restaurant

Hello again. Another three months has raced by at the Yacht Club Restaurant and as with the previous three months it has been interesting, exciting, challenging and for the most part, rewarding. There has been a new menu in place since the last time we spoke to you in The RIP, again taking advantage of the season and what it has to offer. There have been plenty of species of fish to choose from despite it being winter; thanks to the calm and mild weather. There are some good hearty dishes like the Scampi Macaroni with Mascarpone and Lemon Balm and Slow Braised Beef Cheek with Oyster Stew and Fresh Horseradish. We're fortunate to be still getting a good supply of Bluff oysters, despite the slightly ropey start to the season. However, they may be all over by the time you read this. Thank goodness the scallops aren't too far away!

As you may be aware we've made a few changes to our opening hours and there are more very positive ones to come. Currently we're open for lunch Monday to Friday and dinner Thursday and Friday. Within the next few weeks there will be a couple of other developments.

The first is brunch. We're going to open on Sundays for brunch, hopefully starting in the first week of August. It will be classic fare - from good hearty Bacon and Eggs, to Ricotta Hot Cakes with Honeycomb Butter, Huevos Rancheros (mexican ranch style eggs



with chile beans) and Grilled Fish on Potato Boxty with Hollandaise Sauce, the perfect Hot French Chocolate with Pain au Chocolat. And lots more, plus we've got Nick working away at refining the perfect Bloody Mary. We're going to turn the restaurant into something much more casual for Sundays so it should be quite a different experience. We're really looking forward to it.

We also have plans to open for dinner Sunday evenings. We've affectionately been calling it the "Whanau" dinner and we've got so used to it we think it might stick. Again it's going to be a much more casual affair. The plan is something much more Brasserie style, something akin to a family restaurant in a little French village - a set three course menu, good hearty wine and a fixed price. Think fresh vegetable soup, Coq au Vin, Lamb shanks and mash, apple crumble, sticky date pudding, long tables, good friends and lots of laughter. We'll keep you informed but we anticipate this starting around about the same week as brunch.

There are lots of other exciting things in our plans. By the time you have read this we will have had our first "Wino At My Table" evening. The idea for this event came from a staff training session we did one evening in the restaurant. The fabulous Christine Comerford from Eurowine sat down with our staff and took them through a tasting that matched a series of wines with dishes from our menu. The really interesting thing was that rather than just matching a wine to a dish she put two wines with each dish and used this as a way of highlighting the differences between, say, a Hawkes Bay Chardonnay and a Marlborough Chardonnay; or a Martinborough Pinot Noir and a Central Otago Pinot Noir. It was really fascinating and one of the most informing (and informal) tastings we've ever experienced. So from that came "A Wino At My Table" - six guests and one wine expert (we got all of Wellington's best) at each table, seven courses and 14 wines. We're sure to be doing it again - it's a lot of fun!

And stand by for a single malt scotch tasting and some very relaxed cooking

classes. Martin's going to provide some great inspiration for cooking on boats. And on that note, here's one to get you started.

PRAWN AND WHISKY RISOTTO

(serves 6)

400gr Arborio or Risotto rice 80mls olive oil 800ml chicken stock (use the Campbells liquid stock) 24 prawns or fresh fish 100mls whisky 100mls cream (optional)

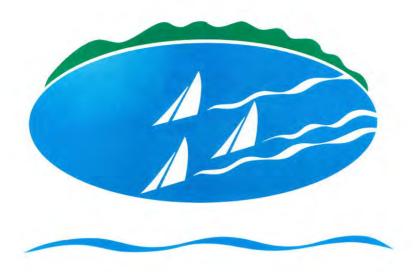
- 1. Heat the olive oil in a pot and add the rice. Over a medium heat, toast the rice until opaque, but doesn't take on any colour. Add the chicken stock and stir in. Bring the stock to a simmer and cover the pot with a lid. Simmer for 15 minutes.
- 2. In a separate pan heat some more olive oil and saute the prawns. Turn the prawns over and add the whisky (take the pan away from the heat to do this to avoid any flames). Return the pan to the heat and simmer the prawns in the whisky for 2 minutes. Add the cream and bring to a simmer. Season with sea salt.
- 3. Stir the prawns through the rice and serve. NOTE: Do not serve Parmeasan cheese with Seafood Risottos.

After much debate and trial, and hopefully not too much error, it seems like we've finally hit the nail on the head with the Wardroom meals. You have no idea how relieved we are! These meals are now available at Moore Wilson's Fresh under the McMaster's Farms label and are packaged using a revolutionary New Zealand designed system which uses no preservatives or additives, but gives the meals a 14 day shelf life. Martin has been working with McMaster's for the past couple of years helping them develop the system and is now working on a number of new meals to add to the range. We'll make sure you're the first to try them. It seems to us that they would be perfect to have on a boat if you were heading away for 2 or 3 weeks. We'll come and have a chat to you before the summer holiday season sets in and if there's any interest I'm sure we'd be able to arrange a very special deal for Club members.

And finally congratulations to Stephen Moir and all of the new committee members. We look forward to working with you... ...in the meantime, enjoy the winter sailing!



Opportunity Available



CORPORATE YACHT RACE SPONSOR

Scheduled for Saturday 2nd November the Corporate Yacht Race is a **critical fundraiser for the Club's Sailing Academy**.

This prestigious event is a **fantastic opportunity** for someone to become the major sponsor.

Wellington harbour is the perfect arena with close vantage points for spectator viewing. Imagine the spectacular sight of 50—60 yachts sailing in an event that could **feature your company name.**

Interest in yachting will be high this year with the start of the Louis Vuitton in October and America's Cup early 2003.

Please contact us if your company is interested in becoming the major sponsor of this event. This high profile event has **EXCLUSIVE NAMING rights**.

Chief Executive: Mike Boswell ph 384-8700 mobile 025-289-0815 Commodore: Stephen Moir ph 801-8135 mobile 021-413-673

CLUB PROFILE

Bill Brambleby & Bruce Askew

by Dale Adams

Finishing up on the end of a shovel wasn't how Bill Brambleby thought he'd start writing up the history of the Club. "I went down one Saturday morning to talk it over with Ian Greig. There was a working bee outside the Club and the next thing I've got a shovel in



Club historians Bruce Askew & Bill Brambleby

my hand!"
They didn't get together again for quite some time until Bill began researching the files and photos that had been stored in the shed where Te Aro was "amongst all the cobwebs and mouse droppings!" Realising that the task was beyond him he asked another long time Club member Bruce Askew to help. Between them they had a vast knowledge of events throughout the years and like a lot of other Club members were concerned that the Club's history was gradually being lost over time.

By choosing to write about the Club's cups it has opened up the door to the history of the Club. As they read through the papers they remembered many of the cup's donors and have picked out the cups that have the most history around them, some of which is still fresh in their minds.

Bill's writing skills are self-taught: picking up a lot from his work as a marine broker and writing valuation and survey reports, something he still works at. Bill and Bruce share the writing for each article and say that they probably have enough to write about to last the next 10 years. Most Friday afternoons you will find them at the Club sorting through the photos and documents, methodically piecing everything together like a giant jigsaw puzzle ready for publishing in *The RIP*.

Bruce started working life as a carpenter. Although still at college in 1944 he had already begun designing boats for friends. By 1970 he was designing commercially and describes his design philosophy as: "They should look as if they've always been there and always will be there." His design work is divided evenly between sail and motor boats and uses no computer aids – just a calculator. Although in New Zealand there are about 40 people designing boats, including eight working full time, Bruce's talents are obviously still in demand with plan number 306 on the drawing board at the moment. He also designs modifications for older wooden boats and you can

see a lot of his design characteristics in launches that have been refurbished in Wellington. When pieces of the old ship *Inconstant* were found underneath the old BNZ building Bruce's expertise on wooden boats was called on to identify the 'bits'. He still sails his own 10.4m Askew keelboat *Pandora* and a glance through the Club's boat register shows a number of Askew-designed boats listed there - with some competing in last season's races.

Although Bill has also had considerable success in the designing world he still considers himself an amateur and Bruce the professional. When he was 18 he started designing and building plywood dinghies in the weekends. When they started to take off he resigned from his 'day job' and for three years worked full time designing and building runabouts and dinghies out of plywood. He was virtually the first boat builder in this country to ."knock out plywood dinghies on a mass production scale." Over a period of 10 years he built a wooden yacht, which he had designed himself. He worked on it for seven years in his building shed and the final three years up on the hard at Evans Bay. Like a lot of yachties he had intended to sail around the world in it but marriage had a far bigger attraction and the trip somehow lost its appeal. Bill owns Terawhiti, a 15 m Brambleby launch.

Both Bill and Bruce have been members of the Club since 1945 and 1946 respectively with Bruce being awarded Honorary Life Membership in 1991 for his many years service as handicapper, measurer and working on countless committees. The Club is very lucky to have two such committed members with such a wealth of knowledge who are willing to share their memories and to make the effort to record permanently the Club history for all members to enjoy.



LION FOUNDATION YOUTH YACHTING **SCHEME LAUNCH**

by Ross Sutton, Youth Scheme Trainer

The Lion Foundation Youth Yachting Scheme is the latest addition to the RPNYC Sailing Academy's programmes. The Youth Scheme has been developed through a co-operative approach to provide in Wellington a scheme similar to the highly successful Youth Scheme run by the Royal New Zealand Yacht Squadron in Auckland. The RNZYS scheme has been operating for 15 years and during this period a significant number of its graduates have gone on to compete in highly prestigious events such as the America's Cup and Volvo Ocean Race.

The Port Nicholson Yachting Trust was formed in late 2001. Its efforts have ensured the provision of the yachts used for the programme. While the Youth Scheme members have paid a course fee this is a tiny fraction of the cost. The Lion Foundation is the principle sponsor of the Youth Scheme. Each of the four purpose designed and built Elliott 6 metre yachts have naming sponsors; these being Paul Hastings Real

WARTE

CRUISING BOAT

The Academy urgently NEEDS to contract the use of a cruising boat for the Next Tack courses.

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If you are able to help us please contact Gerry Booth at the Academy office or on mobile 025-449-794



Estate, Keith Taylor Trust, Team European - Mercedes Benz, and The Loaded Hog. At present Worser Bay Boating Club is kindly lending us their 5.8 metre chase boat until we have our own. The Youth Scheme members have all been supplied with a formal team kit by LINE 7. Additional assistance has come from Donaghy's, International Paints, Chaffers Marina, Saatchi & Saatchi, and the many suppliers who have been prepared to supply products at discounted rates. Without such support the Youth Scheme could not happen. Thank you!

For those of you who didn't get to see the Youth Scheme squad at the annual Champagne Breakfast, it is made up of 14 young sailors from yacht clubs around Wellington. The squad includes: Rebecca Dunn, Amanda Hargreaves, Mathew Hibbard, Matt Littlejohn, Sophie Lloyd, Theo McDonnell, Matt McDowell, Steve McDowell, David McGahan, Sam Melville, Andrew Philips, Katherine Tonks, Hayden Swanson, and Daryl Wislang. Over the first few weeks the squad spent time deciding how they want to approach the year ahead as a team. Instead of having a list of rules to follow they have come up with an agreement as to how they will conduct themselves as Lion Foundation Youth Yachting Scheme members. This agreement was signed by all members at the Champagne Breakfast. It reads as follows:

We the undersigned, have decided that:

We are a team committed to striving for excellence by creating a positive, fun, supportive and constructive environment, which encourages personal and group development.

We will respect one another and strive for healthy internal competition with a focus on performance. Whether locally, nationally or internationally, we shall compete in a focussed and fair manner to gain the respect of competitors, officials, spectators and supporters.

We acknowledge that we now represent many stakeholders and will endeavour to do so as credible ambassadors and positive role models.

At the moment we are in the middle of eight weekends of boat handling drills; the first of a number of focussed sections of the Youth Scheme calendar. The drills focus on learning all the skills involved with sailing the Elliott 6s efficiently around a course. By the end of this stage the goal of the scheme is for its members to be confident in different roles on the boats during hoists and drops, gybing and tacking, penalty turns, time-on-distance and so on. Thanks to the Wellington weather so far we have been able to cover a range of wind and sea conditions showing certain MRX crews (no names mentioned), that they aren't the only ones that can Chinese Gybe with style (or lack of).

At the end of the boat handling drills there will be an internal fleet racing series bringing the focus towards boat speed. We will be out on the harbour nearly every weekend of the year so its going to be hard to miss us. For those who haven't seen the boats yet, they are tied up on A pier of Chaffers Marina.

CHAMPAGNE BREAKFAST

by Phillipa Durkin

It was a great day, although not the usual descent into leg wrestling and rum-filled cups, but a reserved calm that accompanies live jazz on a sun-filled deck.

It was refreshing to be served while seated, which set the tone for a rather sophisticated day, as this was a deviation from the usual bun fight that results from queuing for your food. This enabled the conversation along with the bubbles to flow uninterrupted at the tables. The food was again flawlessly presented and continues the high standard set by Martin Bosleys Yacht Club Restaurant

We celebrated not only the launch of the Lion Foundation Youth Training Scheme outlined by Mike Boswell but also the boat of the year - Winedown. Winedown, owned by



Bruce Green and the Technos Titan Trophy for Boat of the Year



Club President Alan Martin congratulates Tony Chamberlain on being awarded the Briscoe Mills Trophy for Personality of the Year

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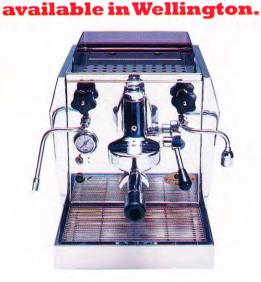
machine in the world is



Andrew Taylor and "duck"

Bruce and Caroline Green, has developed along with her crew and gone from strength to strength in a short space of time.

Personality of the year was Tony Chamberlain who has been the treasurer of the Club for 6 years and is off to new adventures in Melbourne with Zara, the soon-to-be Mrs.



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Youth scheme sailors on the new Elliott 6m

Chamberlain. I will miss Tony's smiley face beaming over the ellipse of his red filled wineglass as he needles me and invokes animated discussions about the unimportance of art. What I shall miss the most about Tony is that he always has time for you, which is something rare these days.

The Booby prize went to *Andiamo* for playing Russian roulette with the coastline as she tacked in 5 foot of water but only after the early warning systems (seagulls) screeched tack,

tack, tack....who needs a GPS.

The band was brilliant and I would love to see them do a Friday night at the Club, or should we just twist Billy's arm as he brought the crowd in from the deck when he accompanied the band and belted out a fantastic New York, New York. There was some dancing but it was hard to choose between enjoying the sun on the deck or the music inside. But either way everyone had a wonderful day.



Members enjoying the Champagne breakfast



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BOAT BUILDIING

MARINE MAINTENANCE



Well who would have thought that this race would have got underway? With howling winds the preceding three days it looked like the weekend would be spent in front of the fire watching Sky with a Shiraz in hand!

But, typically, Wellington turned it on in time and the fleet headed out of the harbour in perfect sailing conditions. I always find it quite eerie starting a race in the dark with hushed voices giving orders and working out where the next wind shift is coming from.

The kite run to Barrett Reef buoy was quick with some clever sheet trimming required as we were surrounded by a number of boats all dealing with strong boat speed and trying to avoid 'round ups' and 'wineglasses'. We had Jude Ellis on board who was experiencing her first sail/ race across the Strait. She was giving the guys encouraging cries of enthusiasm, which we noted as 'early days yet!', however I am happy to say the enthusiasm never faded.

Arthur and Bridgey held many a tactical discussion through the night while the rest of us ate, slept, discussed deep and meaningful things like 'How far ahead/behind are we?", "Did you see a dolphin?", "Imagine being on a Round the World boat", etc, etc.

Morning broke and we were ahead of a number of larger



Dusk falls in Catherine Cove

boats, Nedax Backchat, Flying Boat and Kaharangi, boosted which enthusiasm for a race to the finish line. However no sooner was this said than we fell into a hole and were forced to sit and watch others catch wind shifts and get to the showers (and bar) well before we limped in. Kaharangi chose to follow Murray Bridge enjoying the



the coastline and cleaned hospitality at Catherine Cove

up. Congratulations to Starlight, Andiamo, and Pretty Boy Floyd for delivering a fast race.

The welcome we got at Catherine Cove was superb. No sooner had we moored than we were picked up by the Catherine Cove staff, offered showers and liquid refreshments. Dinner was also booked for the team and we had a delicious meal later that evening.

Thanks to the staff at Catherine Cove for their service and hospitality - we will see you next year!!



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RENTWORKS BUSINESS HOUSE YACHT RACE 2002

By Ross Fodie, UDC Finance

To show our support for our vendor partner RentWorks, UDC sponsored a boat in the RPNYC Business House Yacht race held in Wellington on Friday 15th March. Debbie Carter and Ross Fodie flew the UDC flag and were joined by half a dozen of our Wellington customers.



UDC Finance onboard Not Guilty

Thursday night gave us all cause for concern with plenty of rain and the southerly kicking through bringing to mind the infamous saying of 'Windy Wellington'. Friday however dawned as a beautiful day with not a cloud in the sky, flat water, and about 10-15knots of wind. It was the perfect day for sailing.

Our skipper, Ross Barcham on *Not Guilty*, made the mistake of asking about our sailing knowledge and was mildly amused when only one person answered in a positive manner. Fortunately there were three experienced crew to help us through and a quick pre-race sail got everyone acquainted with their jobs for the day.



As one of the larger boats in the race the 40 ft *Not Guilty* had a 12-minute delay after the first boats had started in the staggered start sequence. Quick to get going our first leg was a case of settling the nerves then we were off.

As the boat turned upwind you could feel the boat speed lift and we made serious inroads in to those who started ahead. Around the top buoy and on the downward leg we consolidated our position to round the bottom mark near



3 Farr 1020's

the front of the fleet. There was enough time for a serious charge on the final leg to finish a respectable third on line. Little did we know that more handicapping was still to come into force and the results pushed UDC up

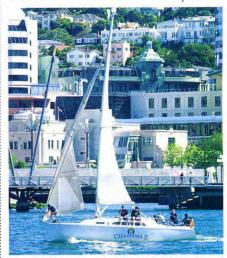


Back Row: Ross Fodie, Ross Barcham, Jeff Herd, Dean Barcham, Scott Harrison Front Row: Pamela Guerin, Debbie Carter, Chris Barcham

to first place for the day.

RentWorks were appreciative of our attendance even though we ran off with the main prize. An extremely fun day was had by all and to win the coveted RentWorks trophy was an unexpected bonus.

We're already looking forward to our chance to defend our title next year.



One of the five RentWorks teams onboard *Charisma II*



The Fleet

A **BIG** thank you to Murray Bridge and his team at RentWorks Ltd who have supported the Club with sponsorship of the Business House Yacht Race over the past three years. We certainly hope to see RentWorks here again for another three years!

With continued support from RentWorks, their business partners and boat sponsors we are able to gain the funds so necessary to assist in running the Club's sailing program and regattas such as our major Club regatta - the LINE 7 Port Nicholson Regatta.

We were very lucky to this year welcome aboard TelstraClear as a co-sponsor. TelstraClear sponsored five boats for this race along with other boat sponsors Computerland, Datacom Systems Limited, Dell Computers, Freear Philip Limited, HSBC, Martin Bosley's Yacht Club Restaurant, Opus, Paul Hastings Ltd, Southern Cross Healthcare, Synergi Travel NZ, Team European, UDC Finance Limited. With the support of all the above boat sponsors the funds raised

this year were up 25 % on the previous year with almost \$20,000 raised.

AND of course this event would never be able to happen without the support of the boatowners and their crew. A special thanks to:

Andrew Taylor (Andiamo); Con Anastasiou (Arbitrage); George Middleditch (Azure); Joe Porebski / Jamie McCarthy (Breakfast); Arthur Stewart / Terry Christie (Charisma II); Belinda Greer (Distraction); Cheryl Ferguson / Tony Chamberlain / Phill Weeks (Esprit); Denis Foot (Floating Free); Mike Calkoen (Flying Boat); Ken Papps (Flying Fish); Mike Upshon (Flying Machine); Rik Hart (Kahukura II); Bob McVeagh (Montego Bay III); Tony Phillips (Nedax Backchat); Ross & Dale Barcham (Not Guilty); Dennis O'Neil (Shalimar); John Meade (Schizo); John Futter (Shibbeen); Mark & Cindy Gordon (Slinky Malinki); Glenn Hacche (Southern Belle); Stewart Thwaites (Starlight Express); Nick Undrill (Structural Analysis); Pat Millar (Tabasco); Murray Bridge (The Guarantee);

RENTWORKS BUSINESS H	OUSE YACHT RACE 20	02 RESULTS	
Sponsor	Boat	Place on line	Corrected Place
UDC Finance Limited	Not Guilty	4	1
Computerland	Southern Belle	11	2
TelstraClear (Boat 2)	Nedax Backchat	3	3
TelstraClear (Boat 3)	Arbitrage	9	4=
Martin Bosley's Yacht Club Restaurant	Esprit	15	4=
Academy Graduates	Port Nic 1	22	6
RentWorks	Floating Free	12	7=
Datacom Systems Limited	Slinky Malinki	19	7=
Team European	Starlight Express	1	9
Southern Cross Healthcare	Tabasco	24	10
TelstraClear (Boat 1)	Flying Boat	5	11
TelstraClear (Boat 4)	Kahukura II	7	12=
Academy Graduates	KPMG Consulting	23	12=
RentWorks	The Guarantee	6	14
RentWorks	Flying Fish	14	15
Dell Computers	Breakfast	13	16
HSBC	Shibbeen	18	17
Freear Philip Limited	Andiamo	2	18
RentWorks	Charisma II	16	19
Dell Computers	Flying Machine	21	20
TelstraClear (Boat 5)	Structural Analysis	8	21
RentWorks	Distraction	10	22
Synergi Travel NZ	Schizo	17	23
Opus	Montego Bay III	20	24



Regular Business House Race supporters Freear Philip aboard Andiamo



Paul Hastings and his guests enjoy the hospitality of George Middleditch aboard Azure



Close Racing



RentWorks CEO Murray Hamilton travelled from Australia to take part in the days racing



Guy Flynn of Synergi Travel presents spot prize winner Liz Drummond (TelstraClear) with her prize of a trip for two to Australia PLUS a bottle of Lindauer to help celebrate her win!



The first TelstraClear boat home was the team aboard Nedax Backchat



Team Computerland and Skipper Glen Hacche with their trophy for second place



MBYCR team stirring up a storm







Sunset off Portland Island, South of Gisborne

"Kimbo! Get up here quick there's a ship heading across our bows and I don't think he's seen us". This was just one of the calls in the middle of the night that meant no sleep for both of us while en route to Napier in 50-60 knots of wind on what was the toughest leg of the Sir Peter Blake Memorial Round the North Island Two-Handed Race 2002. There were many similar calls and all par for the course when racing two-handed on a Y11.

The idea was planted in Kimbo's head by Pete McKenzie after relating his exploits in the race of 1996 aboard 42nd Street. From there the seed took six years to grow into reality however Kimbo never let go of his dream. After a refit in 1999 it was time to gear the boat up for the 2002 race. Over a bottle of Jamaica's finest John McSherry was invited to co-skipper the race with him. John took about two minutes to be in, subject to swinging it by the family and his company.

Now came the hard part. Where do we find the money to gear Young Nic up



Young Nic during the race start in Auckland

to the required standard? It seemed impossible when we started but by taking it one task at a time and enlisting the help of some very generous Club members who freely gave of their time, experience and equipment we soon had the major work completed.

Early February 2002 and depression had set in. We will never make it! Kimbo had developed a stress-related twitch and Johnboy was staying out of his way! At last on a beautiful Wellington Saturday morning we threw the wet weather gear into a bag and found ourselves in the supermarket buying food and "lemonade" to deliver *Young Nic* to Auckland. We motored out of Chaffers at 1.30pm on Saturday 16th February in dead calm conditions. Yahoo! We were on the way leaving stress city behind us!

By the time Point Hallswell was abeam we had one tuck in the main and she was snugged down and cosy with the working jib and motor pushing us along at a steady 7 knots. The miles fairly flew by. The non-stop trip to Auckland was to be our qualifying sail to enter the race. The weather gods were kind and we motored into Westhaven Marina on Wednesday 20th February. Four days and 620 nautical miles non-stop – not a bad effort for the two of us!

The pressure was on again as we did the rounds of Auckland marine suppliers on Thursday morning to finish gearing up the boat. Our new Doyle main was waiting for us (thanks Bretto) so all that remained to do was to take it for a test run. Full credit must go to Doyle and Linton Sails in Wellington who designed, cut and built this sail at very short notice - we could not fault it. Our weaponry was now complete. We moved in with the big boys' toys and the rest of the race fleet of 22 yachts at the Viaduct Basin. The excitement was building and Kimbo was as hyped as a budgie on steroids.

Saturday 23rd February and the race briefing at the RNZYS included a full weather and safety briefing including a live helicopter rescue from a life raft. Memories came flooding back of a rescue by HMNZS *Monowai* in hurricane conditions in the June storm of 1994. Scary stuff and never to be forgotten but Kimbo and I have done the right things for this race and look to the future not the past.

The last night with the wives was capped off in style staying at the Hilton but we were already focused on the start line. The plush surroundings and the highlife were not going to distract us. Before we knew it we were motoring past the superyachts, the Americas Cup camps and over to Devonport wharf for the start.

A great turnout of spectator boats combined with the usual heavy ferry traffic and 2 knots of current produced a lumpy confused sea. With a 15-knot southwesterly this was going to give us an interesting downwind start. "Kimbo chuck up the Mount Gay kite"...."Go and get it yourself I'm busy" came back the reply as I reminded myself that there were only two of us onboard. Our new light #1 jib looks a picture. Borderline on the wind strength for it but, hey, this is going to be the start of our lives - pity we didn't hear the 5-minute gun! Where's our competition? Looks like they're going for the line. Too soon for us Lady Pippa Blake fires the Navy cannon and we're off charging down harbour from the back of the fleet. Hang on, only 3 boats have got bags on. Kimbo grabs the kite halyard as I dive forward. She's up! Bugger, a c'mon bloody wineglass, baby....craaa...ck - hang onto her Kimbo.... "Get back here and take this quick before I lose it" he yells as we surge into contention. Silence reigns as we



The fleet at the Auckland start

concentrate on helming and trimming and soon most of our division is behind us. A textbook kite drop and we're around the North Head buoy and almost hard on the wind heading towards Whangaparaoa Peninsula. The wind has clocked to the west but remains steady at about 15 knots. The battle lines are drawn for this leg as we have both ZZ Top and Fineline close beside us doing the same numbers.

At sunset we leave Kawau Island to port and Bream Head off Whangarei is not far away. The other two Y11s won't go away and are watching our every move. Out to sea we can see the distinctive main of Chris Sayer's NZL 403 looking for the perfect reach to get his big prod working. We make a mental note of boat positions around us so we have a rough idea who they are when all we can see is nav lights. The breeze drops to 5 knots, kites are going up and down all over the place. We choose a course close to the rhumbline to Cape Brett. The others go inshore searching for more breeze. Every couple of hours a green nav light comes scooting across our bows and disappears then a red one some time later. It's the mini-transat working the reaches and going fast.

The rising sun bathes the Cavalli Islands in a golden glow after our first race-night at sea. I'm surprised the body and the brain are still in good shape considering the lack of sleep. Kimbo's steering with the tiller between his legs while demolishing a bowl of weetbix and peaches. It's not a good look! Up past Whangaroa Harbour we finally spot ZZ Top three miles behind us and a mile inshore. Closer inspection revealed Fineline further inshore and about level with us. We agonise over whether to head inshore with Fineline and pick up more breeze or stay where we are. The decision is made for us when a 5-knot sea breeze fills in from the northeast and we begin to leave Fineline behind in flat inshore water. Chris Sayer and Rob Neely's reaching tactics at night had paid off bigtime.

Positions did not change for the rest of the leg and, as we cracked the big Mount Gay kite to round Berghan Point, Doubtless Bay opened up in front of us and the finish off the Mangonui Harbour entrance was within our grasp. We took out third on line and second on PHRF. In beautiful Mangonui thoughts of the imminent long and lonely west coast leg and perhaps not quite such a great performance were far from our minds.

By noon the next day we were amping ourselves up for the start at 2.30pm. The



Johnboy Captain Kimbo (Alias Kim McMorran) (alias John McSherry)

prospect of racing around the Capes (North, Reinga and Maria Van Diemen) added much spice to the occasion as neither of us had been this far north before by sea or land. Determined not to repeat the Auckland start performance we cracked the line third in the fleet at the windward end. It wasn't long however till we got reeled in by the other Y11s with their bigger headsails. We had optimised Young Nic for ORC Club and had no overlapping headsails on the boat. As we finally eased sheets to round North Cape a beautiful day was partly spoilt by the sight of the biggest masthead kite we've ever seen on a Y11 being hoisted on ZZ Top in front of us. Nothing was spoken but Kimbo's look said it all - "now what do we do?"

Nightime came and we realised it takes a long time to sail round 'the top' in 8 knots of wind. It would be the last time that we would see any of the fleet until we reached the Kapiti coast. Over the next two days we see very little of anything - land, birds, dolphins or even fish. That is until it's my watch - 2am, no moon, no stars, it's black as pitch. I spot a white light too bright to be another yacht. Must be a fishing trawler. I stick to my usual plan of holding course until he shows us a nav light or two, then I can alter course if I have to. No nav lights appear. The light is getting closer. I start to worry....has he got a net out?....which way is he heading? The odd snore from below tells me Kimbo is making the most of Bugger downtime. it "Kimbooo!!!!" "Hold your course Johnboy". The white light turns into two. Yep definitely a fisho. Not moving though. No net out. We sail past about 10 metres away. He has all the deck lights on lighting the boat like day but there is not a sound coming from it. We peer through the large wheelhouse windows and see no sign of life. We resist the urge to shout, " WAKE UP" and sail quickly away lest we disturb the ghost ship of the north. A very eerie feeling comes over us. The new day is a long time coming.

The wind kicks in from the northwest about 20 knots - kite country. As the day progresses the waves and swell start to build - surfing country. This is what the west coast is all about! We both turn into downhill junkies, gorging ourselves on long maxed-out runs. Both of us mentally admire the genius of Jim Young for giving us such a stable and easily driven hull shape. Late afternoon and we've dealt to the Ninety-Mile Beach and the Waikato coast is nearly abeam. We are 30 miles off the coast but still no land in sight. Still surfing and getting Young Nic up to 17.5 knots reaching 18.5 knots at times with Dire Straits pumping loud out of our new Soundline speakers. C'mon, 20 knots. But no, 18.5 was tops. Holding this speed for hour after hour we couldn't wipe the smile off our faces. After five hours on the tiller Kimbo was buggered so he went down for a kip. Concentration levels for Johnboy remained high for another four hours but in the end lack of sleep took its toll and I

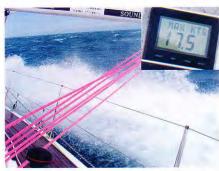


After 18 knots we ran into the doldrums just south of Maui platform

found nodding off at the tiller is not a good idea with the kite up. My log entry pretty well sums up the situation:

One problem I discovered – extended sailing with lack of sleep causes Kim to go mental. He talks to himself incessantly and is given to spout incoherent excerpts from The Twelfth Man Cricket CD. I'm pretty sure he thinks he's Ritchie Benaud and we will definitely need some psychiatric help when we get to Wellington.

Eventually it happens. I wake up with a jolt to find the boat spinning out, the Mount Gay kite trying to destroy itself and Kimbo with his head through the hatchway saying "do yer need a hand boy". After extricating myself from underneath the tiller I swallow my pride, hand over the boat to him and slink off below to put the kettle on. During the night the wind is all over the place. Down below I can hear blocks, sails and sheets hitting the cabin top as Kimbo does yet another sail change to keep the boat moving. On the third time I also hear continuous swearing. Now there is no wind at all and it's raining....it's really bucketing down. The small kite has now collapsed around Kimbo's ears. To top it off when he was going forward to get the kite down he released the main



Two-sail reaching across Palliser Bay back in 45 knots of wind

halyard instead of the kite halyard – now the main is flopping over the deck as well! I resist the temptation to say "done a bit of sailing have ya, son" and keep silent.

The west coast goes on and on and on. We finally get past the Maui Gas Platform and Cape Egmont spotting land for the first time in two days. Our daily scheds with race control confirm that we are still about ten miles behind *ZZ Top* and about 15 behind *Fineline*. Luckily we have just enough wind to get us past Wanganui but then we park up for four hours off the Kapiti coast. Dead in the water is extremely boring and if Kim plays that Twelfth Man CD one more time either it goes over the side or I do!

The funnelling effect of Cook Strait finally starts to suck us in and we enjoy a building nor'wester all the way to Karori Light. Around the corner the rip is a pussy for us and a couple of tired yachties are very glad to see the welcoming committee on *Te Ruru* escort us to the finishing line. The icing on the cake was to cross the finishing line

ahead of *Hydroflow* doing the Friday Rum Race. Pity in our race she finished half a day ahead of us. The Leg Two results show we got the hat trick; however it's not for first, it's for fourth - Line, PHRF and ORC Club.

Thoughts of an easy few days in the home port are dashed when Race Director David Cooke decides to send us away on a supposedly dying nor'wester so we can be up the east coast by the time the southerly system arrives. We have to fix the vang tension strop and swap a couple of shackles



Young Nic's well earned trophy for third overall on ORC Club

before we're ready. Not so for a couple of our competitors. One of the race riggers was aloft checking his rig when he glanced over at ZZ Top's mast next door to discover a split pin had fallen out leaving the forestay tang pin hanging on by its last thread. He wasted no time telling the ZZ boys to tread carefully on the boat as one decent mast vibration would drop the rig. That boy deserves a DB! He was duly rewarded in Napier.



WELLINGTON-PICTON ——25 minutes ——

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us as we motor out of Chaffers Marina for the start of Leg Three. We are on the water early to make sure we have everything set up and ready. Stuffing up this start would not be a good look for all our mates who have turned out at the end of the OPT to see us off.

We nailed the line at the gun doing about eight knots with the whole fleet behind us. This was our water and gybing off Baring Head we were fourth out of the harbour. Sadly we passed Time To Burn lying ahull with a broken boom. Wellington Heads is not the easiest place to gybe a boat especially when there are only two of you. Flying across Palliser Bay the wind was now gusting 45 knots. We have the #3 on and full main. I can't believe our speed with this sail combination so I take a photo of our speedo showing 17.5 knots as evidence for the aftermatch story. The wind continues to build along with the waves. Night falls and we give away the idea of our usual steak in favour of bread, biscuits and Milo. Gone also is our normal watch system as these conditions

demand our full attention. After Kimbo gets washed off his perch on the cockpit coaming we both double up our harness lanyards and don the inflatable lifejackets.

At just past midnight the wind is clocking a constant 50 knots with gusts up to 60. Lucky we can't see too much of the sea but the noise is scary enough. We fire up the engine to charge the batteries - it sounds more reassuring than waves smacking into the hull. Our nervous system takes a further beating when a ship decides to alter course across our bows in storm conditions off Castle Point. Perhaps he was being nosy!

Just south of Castle Point we slid past Hydroflow lying hove to with her #4 jib up and all her deck lights ablaze. The lads were obviously sorting out some gear problems. Nonetheless on the next sched four hours later they were 30 miles in front of us. Life was not so easy on Skiddy Too either. At first light Kimbo yells down to me "Johnboy, get up here with your camera. You've got to take a photo of this". I stuck my head out to

> see Skiddy Too's owner clinging to the very top of the mast as it swung in a 45-degree arc in 45 knots of wind and three-metre seas. A gutsy effort. In the Napier Marina they were still on an adrenalin high and we learnt they had lost their main halyard and were determined retrieve it at all costs and stay in the race.

At the Napier Sailing Club we were showered with fabulous Hawke's Bay fresh produce and cold beers. The next day the Club turned into damage repair shop as nearly the whole fleet had something



Young Nic crew at the prizegiving to fix. The North's sailmaker from Auckland set his machine up in the main Club lounge and worked 24 hours straight to repair over 30 sails.

The final leg to Auckland turned into a drifter after rounding East Cape. Young Nic sat in the middle of the Bay of Plenty for a full day going nowhere. Only when Cape Colville at the top of the Coromandel Peninsula was behind us did a 15-knot nor'easter kick in to give us a glorious kite ride all the way to North Head. Then it was just a short beat to the finish outside the Royal New Zealand Yacht Squadron to the welcoming cheers of our fellow competitors who had finished before us.

Prizegiving was scheduled for April and held in the Devonport Yacht Club where the first race was conceived. Many original trophies are kept there and these are modelled on various items used on Captain Cook's Resolution on his third and final voyage to New Zealand.

Kimbo and I were surprised to learn we had been awarded a trophy - a shell case from the RNZN canon fired by The Duke of Edinburgh starting the first race in 1977. This was for third overall in ORC Club and this capped off the whole campaign for us.

Of course the dream would never have become a reality without the support of our Club mates at RPNYC and Wellington businesses - Phil Parnell from Price Waterhouse Coopers, Brett and Darryl at Linton Sails, Ken Papps and the crew of Flying Fish, Con Anastasiou, RFD Wellington, Teleware U.K. Ltd, Chaffers Marina, Chris Sturrock of Coastal Services, Access Telecom Ltd, Gordie of Duffy Yacht & Rigging, Link Engineering and their diff-riding rooster, Caffe L'Affare, and H.E. Perry Ltd. Thanks, guys, we i owe you heaps!!



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The array of silverware

PRIZEGIVING

by Bill Grindell



Mrs President Shirley Martin CBE



John Hargreaves, Usurper

At a time of year when the rum races are over it is great to have an excuse for a beer at the Club. Season prizegiving evidently provided ample excuse, judging by the attendance. Members were treated to fine foods and the normal excellent bar service prior to the prizegiving. Harbourmaster and Club Vice President Mike Pryce gave an opening address including some excellent advice about avoiding big boats then we were into it - allocating the impressive array of silverware!

Cuddles (aka Vice Commodore Paul : Colette Kraus, Arbitrage

Cudby) did a magnificent job of briskly getting through the prizes in order to get the bar open again whilst ensuring that everyone had their moment of glory. The amount of silverware that the Club has to give away is most impressive and it seemed that there was enough to go round; some crews had to send several members up to collect the awards! Even Unicorn got a little cup for the Crew's Race along with a plaque and a certificate. The atmosphere was certainly one of celebration.

The achievements of many crews are



Bill Aitken Brubeck





Alan Martin, The Guarantee



Kim McMorran, Young Nicholson



Carl Jackson, Marangi

remarkable; notably Distraction, Winedown, Flying Machine, Floozie and Flying Boat. The technology was struggling to get all their wins up on the Young Nicholson was screen. congratulated for flying the Club burgee on the Two-Handed Round the North Island race, as was Starlight Express for the Sydney to Hobart race. Rhumbline was congratulated on her Pacific cruise, details of which were enough to make



Mike Upshon, Flying Machine



Gordie McDougall with the Nedax Backchat bootie most of the assembled yachties green with envy. Several new boats were also welcomed to the Club.

It was a high point of the season for Unicorn's crew as I'm sure it was for all other crews. A moment to congratulate each other and ourselves on achievements over the past year teamwork, friendships and competition. Looking back over the last few series of collapsing winches, shredding headsails, mangled spinnakers, fragmented mainsails and exploding blocks I am sure that it is the crew that has got the boat through it. But we've loved every minute of it - especially the bit when we got cordite at the end of the Island Bay Race with the whole fleet bearing down on us. That's a story that's got bigger with the telling. I can't see us





Team Frid

getting a start like that again.

I was pleased that the volunteers got several mentions for without race management there are no races and so Without the Social no prizes. Committee there would be no functions. I guess we are all guilty of taking them for granted at times but they really are hugely appreciated. Summer Fridays would not be complete without Stuart's dulcet tones over the VHF, "...and spinnakers are allowed." The little red lights at the end of the race are always spot on and very welcome. The courses are laid and retrieved in all weathers. I've been on Te Ruru - lovely boat but lacks a keeler's comfort. The handicaps are calculated and the race results are





Stewart Gebbie, Eclectic

produced. As a recent member and boat owner I would like to add my thanks for a magnificent job well done.

The bar re-opened to everyone's delight and some drinking went on. The silverware was filled with rum and coke and was passed around. Some members of Team Andiamo were seen drowning in one of the larger vessels. Team Southern Belle were definitely on a mission. We didn't fancy drinking from ours because of the way the inside looked. The actions of a certain member of the Frid crew left some of us mystified. The night carried on as they do at the Club with the bar staff, as always, doing a great job. The volume rising and the quantity of sense in



Bruce & Caroline Green, Winedown



Malcolm & Tony Cowdry, Bobby

conversations slowly declining to none. A great night was had by all thanks to some great organisation and neat company.

Oh, and Brubeck got a mention, well done, Billy!



Valerie, Carl & Dart Jackson, Marangi



Peter, Charlotte, Dave and Elizabeth from the team Andiamo



Manhattan's Women's team

Around the North Island in Xanadu

by Richard Martin

Ever since I bought *Xanadu* four years ago I have been hearing stories about how good a sea boat she was. So, the idea of going further afield than the normal Abel Tasman trip at Christmas started to take hold - a circumnavigation of the North Island seemed like a suitable start.

When I raised the idea of the trip with my regular crew I wasn't sure what their reaction would be. They may well have thought that I should go and have my mid-life crisis on my own but surprise, surprise, I got a really enthusiastic response. Obviously our mid-life crises had all progressed to much the same point so four of the crew pretty well signed up on the spot!

We weren't a heavily experienced offshore crew. We'd spent a lot of time bashing across Cook Strait but not much else. Bruce was the only one who had been offshore when he crewed on a 30-footer to Melbourne (he was much younger and thinner then). Bruce had also been Master of *HMNZS Wakakura* for a time so we knew he would ensure a reasonably rigorous approach to watch-keeping, maintaining the log, operating the VHF and SSB and, most importantly, navigation.

Given the two-week target, the plan for the trip selected itself. We decided to head up the East Coast sailing continuously until we reached the Mercurys, then sail up the Northland coast dropping the anchor each night before coming home without stopping.



Xanadu Tom Bowling Bay under North Cape

That trip plan worked very well - not!! After three days and nights in a lumpy East Coast sea with all the usual discomforts it was great to spend the next six nights at anchor, eating well and looking forward to a beer or three at the end of the day!!

We planned to leave on Wednesday 6 February (Waitangi Day). That part of the plan changed quickly when a southerly storm showed up. When I stood on the hill above Breaker Bay on the Wednesday afternoon the southerly swells just had to be seen to be believed! We finally got away Friday morning in 25 knots gusting 30-knot southerly. The big seas had thankfully subsided but we were left with a rather lumpy, uncomfortable sea and it was quite cold. With the left-over sea from the southerly, life on board was not particularly pleasant. No one was hungry so we lived on gingernut biscuits, muesli bars and 2-minute noodles when we were feeling brave. With the boat on a constant 30°heel you couldn't take anything for granted. Sleep was difficult in the windward bunks - staying there required you to wedge cloth the lee uncomfortably between 2 parts of your lower anatomy. Getting out of wet weather gear was difficult and staying on the toilet long enough to do what you needed to do required a level of dexterity usually seen only in gymnasts!

We rounded East Cape around midnight on the Sunday night after a close encounter with a freighter. We ended up quite close to it and picking its course by its lights was not easy. We are still not sure whether he saw us?

We arrived at the Mercurys around midnight with absolutely no moon. We plotted our GPS position onto the chart every 15 minutes as we made the final approach. We found our way into the anchorage without seeing anything, gratefully dropped anchor, cooked a proper hot meal and crashed about 2 am. The next morning we got up, looked outside for the first time, and realised we were exactly where we wanted to be.



Xandau closing on Cape Brett

Great technology these GPS's!

After the first proper breakfast of the trip (including real coffee) we got under way again but only after first checking out the upper reaches of the Cove. That day there was no wind and a steady drizzle so we motored the five hours to Fitzroy on the Barrier. Fitzroy is a very sheltered anchorage but is not a patch



The crew of Xanadu relieved to be home again

on Queen Charlotte in terms of visual attractiveness. The next day we sailed across to Tutukaka on a tight reach in 20 knots of souwesterly. Tutukaka has a big marina with all the facilities so the boys all made a beeline straight for the showers. The next leg was to the Bay of Islands via the Poor Knights this time in a southeasterly. The Poor Knights were great and well worth the visit. We anchored in the lee of the southern island in about 8 metres of water beside a vertical rock face. We had one snorkel on board so we all took turns going over the side and looking at the marine life. Bruce got a huge surprise when he saw a sea turtle floating along underneath us. I imagine the sea turtle got an equivalent surprise – something as big, white and hairy as Bruce would also be a rarity in those waters!!

We achieved the run to Cape Brett in double quick time; thanks to the kite and the continuing southeasterly. We shot the gap inside Piercy Island, gybed and raced into the Bay of Islands at 12 knots. Anchoring at Otehei Bay was very pleasant and the beers tasted particularly good that night. We went into Russell the next day to check it out but didn't stay long. Two big cruise boats were anchored off Waitangi and Russell was full of tourists so we set off mid afternoon in a building easterly for the Cavallis about 40 miles north.

The next day we checked out Whangaroa Harbour (decided that we could have stayed there forever) before setting off across Doubtless Bay towards North Cape. We closed on North Cape as night fell around 7pm – as well as being noticeably warmer it also gets darker earlier in the Far North. North Cape was suitably impressive and isolated; that is, until we rounded the corner and headed

into Tom Bowling Bay and met at least 15 game fishing boats!

With settled weather and light southerlies forecast we left early the next morning for Cape Reinga and the West Coast. We could see the Columbia Bank under Cape Reinga but saw no sign of Pandora Bank. The next two days were very relaxed, spoiled only by the relative lack of progress. We had five to eight knots of breeze on the nose. *Xanadu* is a little sticky in the light so we were struggling to make five knots a lot of the time.

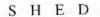
Eventually the wind vecred westerly and picked up. This was the forerunner of the front that was to hit us later but with eight to ten knots on the log we were just delighted to be making good progress finally and by midnight we were off New Plymouth. We expected the front to come through early the next morning but as it didn't sound too severe we decided not to hide in New Plymouth but to press on.

The front hit us with a bang about 2 am that morning. We went from 25-knot westerlies to 35-40 knot

southeasterlies in less than 10 minutes. We put the small jib on and took a second reef in the main. The seas built very rapidly in those relatively shallow waters. The waves were short and steep and coming off the crest involved a crash landing on the other side, which literally took your breath away.

We made a decision to crack off slightly and head for the lee of D'Urville Island. This made the boat less likely to try to emulate a plane on the wave tops and with careful helming we found we could avoid the worst of the crashing. The other problem was controlling the speed. The eased sheets put our speed back up to 8 to 10 knots in the troughs so we had to be particularly careful on the crests. In hindsight it may have been better to have put a third reef in but in those conditions any movement on the deck was very difficult - another lesson for the future.

It proved to be a long night. Tony and I went forward to change the jib shortly after the southerly struck and at times I was completely underwater. After that





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Bruce, Tony and I got into a routine sharing the helm. Nigel was at the companionway looking after the navigation and Pat had gone green and was wishing he were somewhere else. Then I started to get cold despite having full wet weather gear and lots of polyprops on. When I started to lose concentration I went below and spent the next eight hours huddled on the floor of the boat while Bruce and Tony helmed continuously until 5pm the next day. It was a great effort from those two – they did 30 mins on, 30 mins off for the whole of the next day!

Looking back on it I think I got hypothermic rather than seasick and it was surprisingly incapacitating. I recall being bitterly cold and unable to warm up. Getting out of my wet weather gear was too difficult so I lay on the sails on the floor of the boat. Perhaps I should have wrapped a dry sleeping bag around myself, wet gear and all. Yet Tony, who had also got drenched, was able to keep his bodyheat up and stay on deck. So the only conclusion I can draw from all that is that there are no rules about this – you just have to be prepared for any eventuality.

Later that afternoon we saw D'urville on the port bow. We were still in 35+ knots but the sea was much easier. We continued until we were downwind from French Pass then turned the motor on, took the sails off and headed towards the Pass. All of a sudden normality started to return to the boat. We packed away the wet sails and when Pat started to talk about dinner we knew that the worst was over. We got through French Pass with the tide and thankfully dropped anchor in Turner Bay. The celebrations were muted however



Xanadu at sea off Taranaki

given that no one had any sleep the night before. The boat was asleep before nightfall.

The next day dawned with a light southerly. It was as if the last 36 hours had never happened! We had a very pleasant sail back home with the wind finally dying away around 6 pm as we motored through the heads and back into the marina on the evening of the 13th day - exactly on schedule!

We had covered just over 1400 nautical miles at an average speed of 6.2 knots.....and that left one remaining problem – where to go to next?

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AGM Outline

A special vote of thanks must go to the outgoing committee members for all their time and effort over the last year and for some, several years. Of particular note is Murray Bridge who has handed over the reigns to Stephen Moir. Murray has been Commodore for the past four years and has contributed hugely to the Executive (and Wardroom and Restaurant!) during that time. Murray has headed some difficult transition periods for the Club, particularly with the restructuring last year. In his professional role at RentWorks he has supported the Club through Business House Yacht Race sponsorship. Murray has been instrumental in securing new Club members - both corporate and private. He will still be involved with the Club and has already been co-opted onto the Executive for special projects.

Tony Chamberlain is another longstanding member who has worked tirelessly in his role as Treasurer. Tony leaves not only the role of Treasurer but also the Club as he heads off to Australia to join partner Zara in Melbourne. Tony was a key mover and shaker in the strategic planning meeting, which allowed members to be involved in future planning for our Club. Outcomes from this vital planning session have allowed the Club Executive to develop a mission statement and a clearly defined vision for our future, not just as a regional yachting club but as THE Club. He was also the instigator of the Club's major regatta, the LINE 7 Port Nicholson Regatta, which has since become a National ORC Club championship. Tony's involvement with the Club was initially as Treasurer however it didn't take long for the boating bug to bite as he became the owner of the beautifully restored launch Josephine, then a partner in the Y88 Slinky Malinki, and currently a partner in the Beale 9m Esprit. Good !

luck in Oz Tony - we will all miss the occasional debate over a glass or two of red! Tony hands over the reins to Hamish Edwards who not only has just joined our Club but has also thrown himself in boots and all to the role of Club Treasurer. It is great to see such enthusiasm coming from our new members.

Paul Cudby is another Executive with many years of service who has decided to move on. Paul resigned prior to the AGM with the new Vice Commodore Bruce Green (skipper of Winedown, Boat of the Year) being elected at the AGM. This term was Paul's second term as Vice Commodore and he stands down after a period of 4 years. Paul has been a committed and focused member of the Sailing Committee and heavily involved in Race Management not to mention a member for the past 22 years. Good luck with the future, Paul, and we look forward to seeing you back on the water soon.

Graham Rowe is another Flag Officer (2 yrs) who is standing down from his position and handing over the Cruising Captain role to a committed 'cruiser' Nicki Murray. Graham initiated several new style events such as the Harbour Rally and Poker Run in an effort to provide more social boating events for all ages and boats (launches included). He has also put a lot of time and effort in to securing and maintaining our slipway, and preparing submissions on behalf of the Club on the draft regulations for reducing the risk of importing and the spread of undesirable marine organisms in New Zealand waters. No doubt Graham will be concentrating his efforts now on his newly acquired replacement boat for Manhattan, the well-known speedster Supergroove. Nicki Murray has been a Club member since arriving in New Zealand in 1997 and is also an instructor at the Sailing Academy. She has been

awarded both the Fiebig Cup and Elliott Cruising Cups for Offshore and Inshore cruises respectively and has done many trips in her now welltravelled Lidgard 38 Rhumbline. Nicki lives aboard Rhumbline and for those that have had the pleasure of enjoying a cruise with Nicki they will be well aware of her commitment to having an enjoyable and relaxing time!

As well as the above changes in Flag Officers the Executive committee also has some changes with Peter Sutton and David Hannah leaving, and Phillip Bratton and Penny Kerr (co-opted) joining re-elected members Ken Papps and Ken Burt. We have almost a new Sailing Committee with John Futter, Iim Gordon and Campbell Means (another enthusiastic new member) joining Gordie McDougall (now Racing Secretary) and existing Sailing Committee member Tony Cowdry. Elizabeth Sandford has been co-opted to continue developing the crew register and Dale Adams to run the race management rosters. We have a new House Secretary in Phillipa Durkin whose vivid imagination and creative talents will be an asset to the House Committee and all social events she is involved in (her titivation of a recent Tui - Yeah right! ad recently featured in the local press!).

Executive Committee

Commodore	Stephen Moir
Vice Commodore	Bruce Green
Rear Commodore	Cheryl Ferguson
Cruising Captain	Nicky Murray
Honorary Treasurer	Hamish Edwards
Executive Member	Phillip Bratton
Executive Member	Ken Burt
Executive Member	Ken Papps

Sailing Committee

House Secretary

Racing Secretary Gordon McDougall Committee Member Tony Cowdry Jim Gordon Committee Member John Futter Committee Member Committee MemberCampbell Means

Phillipa Durkin

Along with the usual committee nominations Pat Millar was nominated for Life Membership. Pat has been a member since 1947 (which is longer than some of us have been alive!) and over those years he has been an active and committed member of our Club, having held many positions over the years. Pat, who has owned and raced various boats, is currently the owner of the yacht Tabasco and the launch Ariana. Pat is a National Judge and for any of you who have ended up in the protest room it would just as likely have been Pat as the Chairman of that panel. Congratulations Pat - you deserve this honour!

Subscriptions have increased with the Senior membership now set at \$365. Associate, Country and

Veteran subscriptions are all a percentage of the Senior membership fee being \$182.50 and \$91.25 respectively.

Other issues commented on at the AGM were the decrease in sponsorship and fundraising income. These decreases have made it difficult for the Executive to meet the Clubs obligations to go forward. The Treasurer noted that there is a large backlog in maintenance, estimated for the first year to be at \$90,000.

However on the **PLUS** side LINE 7 has signed up for another 3-year sponsorship term. The Academy continues to be the our largest source of new members with 35% of the 217 new members coming from there.

Over the past year the Executive Committee has restructured the Club's management in an attempt to lower overheads and the Treasurer stated the need to look at a number of other initiatives to raise income such as:

• Members subscriptions – increasing the number and value

- Sailing cost recoveries reasonable race entry fees
- Facilities rental increased usage of Club facilities
- Wardroom operations increase turnover and margin
- Corporate membership increase value proposition

In general the AGM was well attended and had a positive frame of mind. The Club, like all clubs, has problems yet it also has some exciting opportunities, which it looks ready and able to tackle.

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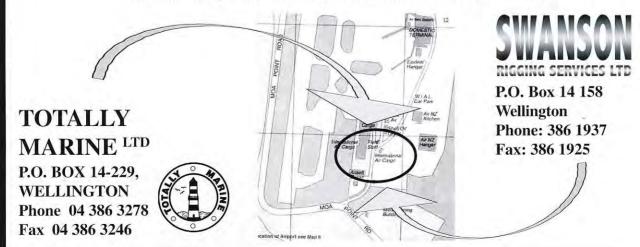


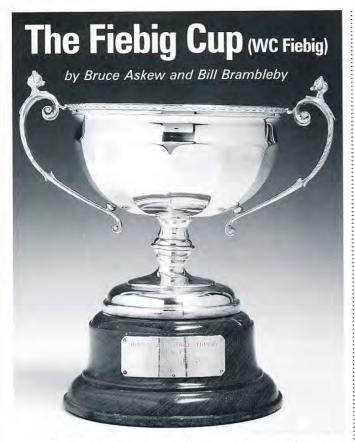
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Jeff Fiebig, the donor's grandson, supplied the following information.

The trophy was originally won by a Te Aro Sailing Club 14ft centreboard yacht named Lotus. The vessel was syndicate owned and it was decided whoever married first would hold the trophy. WC Fiebig won the privilege.

Many years later his wife objected to polishing and dusting around the trophy. So WC Fiebig presented it to the RPNYC in 1957.

Jeff did not know for sure whether WC Fiebig stipulated the application of the trophy to specific cruises but there seems to be no reason to change this as the list of winners is quite significant and it will grow.

This article covers some of the ocean passages that have been acknowledged by the presentation of the Fiebig Cup. Before the cup was given to the RPNYC in 1957 there had been some significant passages made. Some that come to mind are Norm Thomas's *Ilex* that took part in the first Sydney to Hobart race, White Heather that sailed to Tahiti and Phsychy to Sydney both in the 1930's. We have asked owners or crewmembers of the yachts that have been awarded the trophy for their recollections. Some extracts of cruises that have won this cup are listed below being the yacht Christina, schooner Queen Charlotte and ketch Ahurangi.

The yacht Christina, then owned by Bill McQueen was the first boat to win the Fiebig Cup and was awarded it in 1957-58. The log of her trip to Sydney as presented by crewmember Dick Nicols follows:

OFF WE GO!!!! ... through the Straits punching into a northerly when we started. Got as far as Kapiti and ran back to Ship Cove to have a good nights sleep. Next day we re stowed loose gear as we were an inch or two below the waterline.

Proceeded up to New Plymouth, turned left to Sydney. Halfway over and about twice we had to hove to and run before some of the big ones. During one of these times we could see our log rotator coming down the swell behind us. At one stage a large shark took our rotator, but we had another one. Just bent the bracket on the transom. Saw a ship which we flashed up, it flashed back Royal Yacht Britannia - excuse me! We even heard an aeroplane from Lord Howe Island. Smelt Australia before landfall because of the bush fires. The sun went down bright red at that.

Made landfall at Barron Joey 15 miles north of Sydney having allowed for tide running south. Dead reckoning. Ran down the coast, main and headsail. Took off headsail and was still doing 6 knots plus. Arrived at Watsons Bay and waited for Port Doctor who came out in his dinghy. After a glass of champagne, which was donated by fellow yachtie Doug Catley (which bottle we had trailed behind us since we arrived at Barron Joey) the Doctor said"doesn't look like anything wrong with you fellas". Off to Customs and then we arrived at Rushcutters Bay after which we went to CYC Yacht Club. Met with fellow yachties, cruised about in the harbour. Sailed on boats we had only seen in magazines like Sea Craft or Sea Spray. We were treated royally.

After two weeks in Sydney we then decided to go up the Hawkesbury River before the bridge to bridge speed boat race. Going up the river proved rather exciting because at one stage we managed to black out Wisemans Ferry. We had touched the power lines, but we had a lightning protector on mast top, also a copper wire from the chain plate into the water. The parcelling and serving smoked a bit though! On arrival at Windsor we anchored in midstream - this was 75 miles up river. The last mile we went on the putty and we could just see the bridge. We took the dinghy out to the end of the boom and filled it with water and took up the topping lift, bringing the keel up 6 inches clear off the bottom.

Spent two weeks up the river sightseeing. The Bridge to Bridge speedboat race was achieved in 75 minutes by a lady driver and the boat was named Miss Dianne. If I remember she raced at Petone on Wellington some years before beating Redhead.

Stopped for fuel and water then proceeded to Port



The yacht Christina

Stephens Shoal Bay Resort Village game fishing weigh in, Coffs Harbour then on to Brisbane. Worked for Norm Wright Boatyard at Brisbane. Did Gladstone race then on to Whitsunday Islands. South Molle then to Brisbane. We cleared ship for return home to New Zealand. Trip back uneventful and we came back via Whangarei, Gisborne then Wellington. It took 19 days to go over and 17 days to return back to New Zealand.

NOTE: Christina now has two careful owners and is still going strong out of Waikawa today.

Another winner of the Fiebig Cup (1964-65) is the schooner Queen Charlotte, which left Wellington on the 26th March 1964 sailing to Whangarei for the start of the Noumea New Caledonia Yacht Race (startline Marsden Point). The crew to Whangarei was Des Maney (skipper), Graham Logan, Bob Edwards, and Garry Bedell. Extracts from the log by Des Maney follow:

26th March1964 - After much preparation Queen Charlotte was now ready to leave. Lines cast off and put to sea. Cleared Wellington Heads and crossed Palliser Bay - fresh nor wester but fine day. Rounded Cape Palliser and headed into squally nor westerlies but making good time up Wairarapa coast.

27th March 1964 - Headed into Hawkes Bay with light airs so had to motor into Napier. Had short stopover. bought fresh veges and box of apples (very cheap). Departed Napier and motor sailed to East Cape.

28th March 1964 - Rounded East Cape at midnight and





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The schooner Queen Charlotte

outside of East Island. Nor'easterly freshening so took tack out to sea and out of sight of land. While on this tack took two position sights which we were pleased with.

30th March 1964 - tacked towards mainland. Very cloudy so tacked back to open water and clear skies. Took further sights giving our position. Crew have now got their sea legs and are hungry except for Bob who still suffers when below deck.

31st March 1964 - Lighthouse on Colville Island sighted at daybreak - land ahead! Crew now happy with my navigation (me too). Rounded Cape Colville and arrived alongside the fisherman's wharf in Auckland. Great stay in Auckland, very friendly and helpful people.

End of Leg One.

3rd April 1964 - had Mataatua, also a race entrant, alongwith Baldy Millar, Jack Mckail and Matey Masters.

12th April - Depart Auckland for Whangarei. Interesting voyage. Ran into thick fog after passing Kawau Island and had to use the sounder. Would not go anywhere without one. Dropped anchor and waited for the fog to lift. When fog lifted we saw the channel marker buoy 100m ahead and continued to motor up the channel to the inner harbour of Whangarei.

End of Leg Two.

While in Whangarei other members of crew arrived. Full crew onward by 10th April. Bob Edwards left us in Auckland. Crew signed on for the race were Des Maney (skipper). Graham Logan. Peter Prenderville, Eddie Borrie, Gary Bedell & Brian Bannister

RACEDAY - Start 1400hrs - very exciting times. Peter Prenderville in charge of foredeck with Eddie Borrie and Gary Bedell. Graham Logan back aft. Brian Bannister radio watch and time keeper. Light airs at start. Lighter boats took off. A fairly large group of heavier craft all together. All in all everything went smoothly. Paired crew - Peter and Eddie and Graham & Gary. After 2000 hrs watches took place. Each pair had 2hrs each - 4 hrs per watch. Brian very seasick. Stayed with crew to see how they went till midnight. Kept eye out for other craft. Steady NW wind, light but good sailing.

Third day out SW 15 kts. Sailing downwind with kite. Graham, Gary & Peter with good sea-legs. Graham & Gary helped out with extra time on watch so I could get some sleep. What a great crew! The meals were something else. Brian did his best but poor chap did suffer with seasickness. Where in hell are the other yachts - not a sail in sight.

23rd April - down with the kite. Fresh SE. Peter and Eddie's best 2 hr pair - 21 sea miles from log, over 4 hrs shows 35 sea miles. Gave them a piece of chocolate for a prize. Said they would eat their prize in Noumea!

24th & 25th - very light winds but making about 3-4 kts across finish line at 1550. We were fifteenth across the line. Mataatua (Baldy) finished 2 hrs before us.

We spent some weeks in Noumea and a voyage to the tourist island II de Pines some 90 miles south of Noumea. Most of the other yachts had returned to NZ. Queen Charlotte returned to Noumea to prepare for the voyage to Brisbane Australia.

14th May 1964 (the return voyage) - Depart for Brisbane with good southeasterly trade wind sailing. Made Norton Bay and Brisbane River on the 18th - took two days to clear Customs.

3rd September 1964 - Departed for Great Barrier Reef. called into Gladstone. McKay and many small tourist resort islands.

14th October 1964 - Returned to Brisbane

10th November 1964 - Depart Brisbane through inland waterways to South Port on Gold Coast. Lyall Price was our pilot.



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20th November 1964 - Arrive Sydney. Had great time

6th December 1964 - Depart Sydney into a turbulent Tasman heading home and for Royal Port Nicholson Yacht

18th December 1964 - Made Wellington Head 1800 hrs.

Legend of Crew

Skipper Des Maney

Crew Graham Logan

Eddie Borrie

NOTE: All the above stayed with QC to the end of the voyage Garry Bedell (found a nice girl and married her in Brisbane) Grant Bannister (also got married in Brisbane) Peter Prenderville (1st Mate on QC. Peter left us earlier in

Brisbane)

Skipper Des Maney

Crew Graham Logan

Crew to New Zealand

Eddie Borrie

Neil Arrow (a good Yankee yachtie)

Sven Satra (Canadian on his first sea voyageSven later became crew on Kem Cox's ill-fated Kotuku along with Eddie and Peter. All were saved thankfully but that's another story).

Ahurangi, which was then owned by David Scott, won the Fiebig Cup in 1967-68. Alister McAlister recounts their cruise of 1967. Incidentally this article gives great pleasure to coauthor Bill Brambleby who built Ahurangi in 1952 and later sold her to David Scott in 1963.

After completing the Wellington - Akaroa race in 1966 it was decided (by David Scott and Alister McAlister) that Ahurangi would undertake a Pacific Islands cruise. The second Whangarei - Noumea race was to be held in 1967 and the best way to get to the cruising grounds was to participate in the race and gain experience. The plan was to go to New Caledonia and explore that area and then go on to the New Hebrides, now known as Vanuatu. After the return to Noumea we were to sail to Brisbane, down to Sydney and then return to Wellington. This plan was carried out and we cruised from 1st April to 9th July 1967.

Looking back we were largely an inexperienced crew. For example I recall lengthy discussions as to how to set and retrieve a spinnaker. Some never mastered the art of setting a mizzen staysail. We had none of the modern navigational equipment of today. Before leaving our compass was adjusted but after two days was found to have a 15° error. Fortunately it took us offshore!

Navigation was all by celestial observation or dead reckoning and time pieces but did not have today's accuracy. It came as a surprise to find that in the Pacific most days were cloudy and sun sights were difficult. We had no long range radio communication and only a DSB

The race to Noumea took eight days with broken gear and near disaster when at night we overshot the finish line and nearly hit the outer reef. The Amadee light leading to Noumea was marked "F". We expected a flashing light and took it for a ship.

Ocean racing was only just beginning and I think this race was only the second full ocean race held. I forget the size of the fleet but it was over 50 in three divisions. There was a Naval escort and the Air Force Orion did a full surveillance flight over the fleet. One yacht could not navigate and caused panic for several days. She ended up near Fiji.

To save weight some yachts put their duty free stores and heavy gear on the Naval ship. One even sent its engine by the Navy. Whilst the navy was searching for the last yacht there were some thirsty sailors in Noumea!

Ahurangi spent some time cruising in New Caledonia before leaving Vila for the New Hebrides. Some two or three weeks were spent in the New Hebrides visiting all the main islands and ending up in Santos. Cruising yachts were a novelty and we received a great welcome wherever we went.

From Santos Ahurangi sailed back to Noumea. It had been intended to visit the Loyalty Islands but we had motor problems as the stern bearing had been cut to pieces by the coral sand in the water. Noumea had no slipping facilities for yachts and the bearing was removed with the yacht aground at low water. With a very small rise and fall the bearing was never completely out of the water and when it came time for replacement of the bearing it was found that Ahurangi had sunk into the mud and at low water the bearing was at least two feet under water. Nothing daunted us and we fitted the new bearing wearing mask and snorkel and used



Ahurangi

underwater torches. This was done at 2am. The filth and sewage in the water made this a most unpleasant task. The new bearing was turned out of the hardwood Lignum vitae I think, and this lasted for many years. There was also some urgency to get to the II de Pines to meet David Scott who had gone there with his family to meet us there.

The passage to II de Pines is through many reefs and low islands. We encountered strong currents and torrential tropical rain. Fortunately our navigational skills had improved.

We cleared Customs in Noumea and got permission to

lintonsails@clear.net.nz

We lead, others follow



leave for Brisbane from II de Pines where we had several very pleasant days before leaving.

The passage to Brisbane was slow and unpleasant with strong head winds. We had a pleasant two days in Brisbane but were delayed by a tropical cyclone. It was the worst storm of the century and the rain was torrential - 10 inches in 12 hours. The river was a sea of mud with all manner of debris floating past. We had to use all lines on board to secure the yacht.

There was still a heavy running sea when we eventually left and some of the passage marker buoys had been lost. We bumped a couple of times but managed to get away. The passage to Sydney was not pleasant either again with strong head winds and torrential rain. We entered Sydney Harbour in the middle of the night with almost nil visibility.

We enjoyed our stay in Sydney and explored the Harbour. After we left Sydney there was another cyclone somewhere around. It was difficult to get an accurate forecast and we got caught in the tail end. The crew were mostly seasick and one had been knocked out by a winch handle. We nearly turned back as we had heard accounts of some large ships in trouble but Ahurangi suffered no damage. The motor cooling system packed up and the motor was giving trouble so we were short of electric power. Kiwi ingenuity fixed the cooling system so power was restored and we could motor-sail. This was mid-winter in the Tasman and no place to linger! We were all glad to get back to Wellington after this trip.





PATENT SLIPWAY

By Andrew Hollings

Can you help us?

The Wellington patent slip has been a feature of the Wellington foreshore for the last 130 yrs. There are two slipways; the original No1 chain driven and the newer No 2 cable powered one. Local historians and archaeologists have discovered from research overseas that the original No1 slip was unique in many ways and may be the only one of these pieces of Victorian ingenuity left in the world.

The No 1 winch (illustration below from the original company handbook) was built in cast and wrought iron at the Crumlin viaduct works in the Welsh iron and coal area in 1865. It was powered by twin high pressure 25 hp horizontal steam engines, which working through the seven gears could raise ships of up to 2500 tons and 300 ft long on a cradle on the 1000 ft long ways. The Barque John Ena, 313 ft and 2842 ton register was the largest ship raised.

The engines are preserved but parts of the winch and ways were sold by the Harbour Board for scrap in the 1970's. However after vigorous protests the principal driving cog, main axle and dog clutch were preserved on Cog Park in Evans Bay. The base plate, built in modular form for easy shipping



to New Zealand is believed to still be intact but buried on the site. Parts of the winch were sold to local boaties for moorings. These include the two chain gypsies, about 7-9 ft in diameter and the smaller drive cogs ranging from 3-5 ft in diameter.

Although we have not found the original drawings we believe a partial restoration for display purposes is possible. If you have any knowledge of the location of any of these old wheels would you please contact us so we can measure them up and "complete the jigsaw". We have already located two, which have been used as yacht moorings, and we can arrange a substitute mooring.

Contact: Andrew Hollings

Patent Slip Restoration and Maritime Archaeological Group 23 Moir Street

WELLINGTON

Phone 385-2609 or email andyholl@xtra.co.nz



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NEW MEMBERS

We welcomed the following new members to the Club over the months February, March, April, May and June 2002.

MEMBER	CATEGORY	MEMBER CA	ATEGORY
Allen, Deidre-Lee	Associate	Kekec, Marama	Senior
Allison, Kirsty	Junior	Lane, Guy	Senior
Arker, Leanne	Senior	Littlejohn, Matthew	Junior
Armstrong, Anthon	y Senior	Lloyd, Sophie	Junior
Bain, Charlotte	Associate	Marshall, Peter	Senior
Barber, Mathew	Senior	Marshall, Peter	Senior
Barber, Wendy	Senior	McCarthy, James	Senior
Bell, Brian	Senior	McDonnell, Theo	Junior
Bisley, Alastair	Senior	McEwan, Shane	Senior
Blakeley, Joanne	Senior	McGahan, David	Junior
Blanchard, Sarah	Associate	McIntyre, Catherine	Senior
Blanchard, Jack	Junior	McKenzie, Jo	Senior
Blanchard, Molly	Junior	Meier, Peter	Country
Blanchard, Max	Junior	Millar, Ross	Country
Borland, Penelope	Senior	Morris, Karen	Senior
Bygraves, Andrew	Senior	Morrison, Kate	Associate
Cainey, Jill	Senior	Napier, Martin	Country
Clark, Peter	Senior	O'Connor, Steve	Senior
Clarke, Jonathan	Senior	O'Connor, Steve	Senior
Clarke, Jason	Senior	O'Neil, Jim	Senior
Cutfield, Peter	Senior	Oakes, Malcolm	Senior
Daish, John	Senior	Parsons, David	Senior
Denton, David	Country	Phillips, Andrew	Junior
Duignan, Joan	Senior	Pinder, Clare	Senior
Dundas, Victoria	Associate	Richardson, Simon	Country
Dunn, Rebecca	Junior	Ruthven, Andrew	Senior
Edwards, Hamish	Senior	Scott, Sandie	Senior
Fairbrother, Ruory	Senior	Scott, Amy	Senior
Fisher, Peter	Senior	Smith, Peter	Country
Flett, Morris	Country	Taylor, Andrew	Senior
Flumpingburger, La	dy Drucilla	Tonks, Katherine	Junior
	Senior	Underwood, Matthey	w Senior
French, Anne	Senior	Vesty, Jane	Senior
Garlick, Michael	Senior	Wade, Annabelle	Senior
Gates, John	Senior	Wansbrough, David	Senior
Gilmour, Kesh	Senior	Wansbrough, Sonia	Senior
Hargreaves, Aman	da Senior	Waters, Mark	Senior
Hehir, Peter	Senior	Wilkins, Graeme	Senior
Herd, Geoffrey	Senior	Williams, Deborah	Associate
Hibbard, Matthew	Junior		

NEW BOATS

RPNYC welcomed the following new boats and their owners to the Club.

BOAT NAME	Sail No.	TYPE	OWNER
Cantilena	1551	keeler	Cantilena Syndicate
Lady Mink	1627	keeler	David Parsons
Lucky Ro Ro	T4141	trailer yacht	David Houston
Supergroove	T4100	trailer yacht	Graham Rowe
Unicorn	1400	keeler	Bill Grindell
Blue Magic	6716	keeler	Andrew Morrison
Lindis	-	keeler	John Hamilton
Mah Jong	6704	keeler	Marc Pearce & Amanda Rudd
Astruso	8740	keeler	Simon Richardson







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