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the *Rip*

OCTOBER 2004





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Cover Photo :
moore wilson's Winter Series against
a stunning wintery background.

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the Rip



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Saturday 9.00am – late
Sunday 12.00 noon – 7.30pm
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commodore's report



stephen moir



...the weekday twilight races are booming in popularity right round the country and we see the same at Port Nic... so really there isn't any excuse not to be out on the water at some time...

The key to any club is "participation" so this year we are concentrating on providing as many different opportunities for members to use their Club that we can. We have sought feedback from the sailors to see how they want the programs run and have adjusted accordingly.

The Club Championship now takes account of those boats that can't effectively compete in the offshore series, while keeping the offshore events as the premier target for boats to aspire to. In addition we have met with skippers thinking of setting out into the unpredictable Cook Strait and worked with them on an introductory "short offshore" series with the intention of building the premiere offshore fleet back to its glory days.

We are also planning on a huge raft-up in Tory Channel after the Cook Strait Classic with a big 'mother ship' to provide support and a great party. You will not want to miss this one and what better way to get your boat to the Sounds for Christmas.

We know that weekend participation is hard for members with school age kids and we are pushing the development of weekday Twilight races, Rum races and Women's series. These series are booming in popularity right round the country and we see

the same at Port Nic. So really there isn't any excuse to not be out on the water at some time.

The House Committee, led by Peter Sandford, has already pulled off a great Champagne Breakfast and a full-on Ball and has many plans for coming events. There is renewed enthusiasm for social functions

and Pete is looking for people to come forward with ideas for events for specific groups of members. So if you want to rave, he's your man.

Don't forget, the Global Challenge boats arrive in the New Year so the usual quiet down time for the Club over that period is not going to happen this year. We expect a continuous line up of parties from the time the big boats arrive 'til the time they leave. This you won't want to miss.

Have a great summer.



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vice commodore's report



lesley hamilton

...its great to see so much enthusiasm and a fantastic turnout at the pre-season briefing...

Welcome. It always amazes me how quickly the new season rolls around! I certainly hope that you have had the time between series to catch up on all those 'must do' maintenance and good intention jobs.

With the beginning of the new season it's great to see so much enthusiasm and a fantastic turn out at the pre-season briefing. Let's see if we can see that number of boats represented on the water. Any good ideas and support are always welcomed. For those unable to make the briefing, don't forget to contact either Geoff or myself for the information you missed.

The committee has had a busy start organizing racing and activities with what we hope is a calendar that meets all members' needs for the season ahead. A special thanks to my committee and extras for all their time and effort.

Good luck and see you on the water with great sailing ahead!



rear commodore's report



peter sandford

...we need assistance in the form of one representative off each regular racing crew... can you change the word of to off...

Welcome to our new season. This year the House Committee will concentrate on our traditional social functions, plus a few new ones in 2005, so please add these to your diary:

Guy Fawkes - 5 November
Christmas Cocktail Party - 3 December
Cook Strait Classic Raft up - Opoua Bay, Tory Channel - 3 Dec

We will also assist with the Global Challenge and LINE 7 Regatta and we intend to hold a calcutta on the Commodore's Trophy Race to Island Bay and back at the end of this season.

But prior to any of this being achieved we need assistance in the form of one representative of each regular racing crew to join us. There are two reasons for this request - we expect we will get better feedback on how we can best meet your needs and therefore provide the social functions you want to support and secondly, I want to share the workload around the divisions. You can reach me on 479 3417 or email peter.sandford@paradise.net.nz



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We would like to welcome the following new members...

Hannah Andrews	Junior
Lauren Andrews	Junior
Angela Foster	Senior
Harry Wilderink	Senior
David Mauger DCNZM	Country
Simon Pohlen	Senior
Anthony Bishop	Senior
Paul Fraser	Senior
Philip Wells	Senior
Bryn Gandy	Senior
Matt Stechmann	Senior
Stephen Robbins	Senior
Sam Cottier	Senior

... and new boats

BOAT

NAME SAIL #.... TYPE LOA..... DESIGN..... OWNER

Kotare	-	launch	42ft 6	Karl Austin	William Ritchie
Jazz Player	39000	keeler	12m	Bakewell-White	Philip & Kim Bratton
Sub 60	T3760	trailer yacht	5.9m	Elliott 5.9	Chris Macindoe
Quadriga	4458	keeler	9.22m	Lotus 9.2m	Rob & Sue Dixon
Oi	1718	keeler	32 ft	Spencer	Francis Kirkham
Time Line		keeler	8.3m	Ross	Philip Wells

...the best way for the Club to grow is by word of mouth... that means all of us doing our part to bring new people into the Club and make them feel welcome...

Membership is the blood and bones of the club. You are the Club, and we need more of you, not less. A major part of my role this year is to work on this area and find out what the Club needs to do to be of service to its members. The upcoming membership survey will be a big part of that.

The Club's committees will be doing everything we can this year to focus on making membership of the Club more attractive to people but this is not something we can do alone. The best way for the Club to grow is by word of mouth. That means all of us doing our part of bring new people into the Club and make them feel

cruising captain's report

rob cosgrave



welcome. Take new Academy Grads out sailing, keep an eye out for people looking lost in the Wardroom and say hello, make them feel welcome. If you have a problem with membership, let me know. Better yet, propose a solution.

As Cruising Captain I'm also hoping to continue some of the good work Nicki Murray did in previous years. We plan to run some more talks at the Club with visiting speakers and to bring the Club's moorings in the Sounds back into service. Cruisers almost by definition defy organisation, but if you need it, I'll do it!



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...the member-get-member promotion is running again until the end of October with the opportunity to grab yourself a \$100 bar tab simply by signing up a new senior member... probably the easiest \$100 you can earn!

Thanks to moore wilson's for their continued support of the Club, with sponsoring the ever popular Winter Series and committing to do the same in 2005. Thanks also to Rutherford & Bond, who have been long term sponsors of our Opening Day race that marks the beginning of another season for the Royal Port Nicholson Yacht Club. With both organisations situated within minutes of the Club it is great to see them supporting local organisations such as ourselves.

Telecom, TelstraClear and Unisys have recently renewed their Corporate Membership with the Club and we are looking forward to hosting them, along with our other Corporate Members, on Opening Day and at other events throughout the season such as a Global Challenge Skipper Dinner currently in the planning stages.

Grants have been received from Pub Charity, Trust House and New Zealand Community Trust for projects such as antifouling of Academy Boats, new children's lifejackets, upgrade of computers and redevelopment of the upstairs start box. We thank these organisations for their support.



LINE 7 PORT NICHOLSON YACHT REGATTA 2005

Planning is already underway for this, the Club's major regatta, with several new initiatives being investigated to build on the success of last year's event. What regattas always need however is competitors, and the more the merrier

for both the sponsors and the sailors alike. So start planning now to be part of the around 450 people involved in last year's event. Some research is being conducted with a number of participants from last year's regatta. However if anyone has any ideas on how we can encourage more boats to compete please call me or Peter Sutton who comes onto the Organising Committee this year to carry on the good work of Brett Linton in the area of development. For those who are unaware, the regatta is scheduled to coincide with the arrival of the Round North Island Two Handed race boats and skippers who are keen and quick will be able to switch to fully crewed mode and race in the regatta. We are also looking to again host an International Youth Match Racing event leading into the ORC Nationals and Open Keelboat divisions, so there will be racing for just over a full week. As always if anyone is not racing but wanting to be involved please just let us know. There are plenty of "must do's" and several "nice to do's" jobs that we would welcome help with, so don't be shy about calling us.

MEMBER-GET-MEMBER PROMOTION RUNNING AGAIN

The member-get-member promotion is running again until the end of October with the opportunity to grab yourself a \$100 bar tab simply by signing up a new senior member – probably the easiest \$100 you can earn! As an extra incentive the new member will then be eligible for the "lucky member draw" which takes place every Friday night. At the time of writing the lucky draw amount was going to provide someone with a serious bar tab which would see them through the rest of the season, even

chief executive's report

mike boswell



after shouting the bar! And then there is the "wine of the month" promotion – already a number of members have won a case of wine simply by having a drink at the Club. We also have an expanded bar snacks menu available whenever the bar is open. So come on down and check out the menu.

FACILITIES

Aside from the never ending list of maintenance issues with any building of this size, age and state we are looking to invest in some much needed maintenance to the wardroom this year – like replacing the nearly 20 year old carpet!

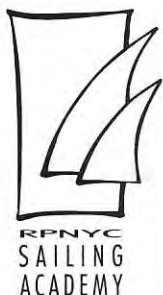
Dennis Foot has undertaken to look into the difficult topic of our slipway. From an existing operational perspective we have unfortunately been unable to find an Honorary Slipmaster and are therefore now forced to employ an individual(s). This will no doubt bring about an associated review of the current slipway charges. Our grateful thanks go to Peter Ballinger who has been operating the slipway on a voluntary basis over the last year or so.

MEMBERSHIP INVOLVEMENT

Rather than talk of what "the Club" could, or often "should", be doing, as this is the easy part, put your hand up to make it happen yourself. Or as one member recently said "I have no right to be critical as I'm not able to do it myself". So don't sit on the sidelines – get involved and make a difference! We all know there are plenty of opportunities for our Club and this year we have some extra major events like the Global Challenge and LINE 7

continued >>>

Port Nicholson Regatta to get involved with. The Club is, in the end, not a separate entity from you the member, but simply a collection of members.



ACADEMY UPDATE

With only three weeks to go before daylight saving kicks in we're now into our busiest part of the year. Despite the sometimes horrendous weather over the last few months, when you'd think that heading out on the water would be the last thing on anyone's mind, our sailing courses have been booking out quickly. September school holidays sees the start of the Junior Learn to Sail programme at Worsley Bay Boating Club (WBBC) and the first course is fully booked with a waiting list! The December/January courses for Juniors, as well as the Adult Sunburst courses starting October, are all now available for booking on the website. We recommend you get in quick to avoid disappointment. The weekend Opti Squads will kick off in October giving the kids completing the dinghy courses an opportunity to continue to develop their newfound skills and sailing experience. A new "next level" Sunburst course is also in the planning for WBBC this summer.

On the keelboat side of things November is shaping up to be a busy month, with several schools already booked for "Taster" sailing sessions, some with up to 40 kids booked. The Taster sessions are an opportunity for kids, most of whom have never been out on a boat before, let alone a yacht, to have a fun sailing experience whilst learning a bit about interacting as part of team. We will run some intensive 4-day Introductory Keelboat courses during December & January – the perfect pressie for those relatives visiting from overseas!

The Coastguard Boating Education courses, Boatmaster and VHF have all been fully subscribed prompting us to schedule an extra course of each, starting in October. In contrast the

Coastal Skipper enrolments were lacking somewhat, but not wanting to disappoint those that were keen we decided to go ahead and run it with small numbers. It's a huge time commitment, 55 hrs in total, but a fantastic qualification to achieve.

The invaluable Yachting Australia (formerly Australian Yachting Federation) Safety & Sea Survival course has just been completed with some participants travelling from as far afield as Auckland, Hawke's Bay and Nelson. It is, as always, fantastic to have participation from the professionals at this course and we would like to acknowledge and thank them for coming in, some during their own leisure time, to impart their valuable knowledge & experience. Thanks to Eric Brenstrum (Met Service), Sgt. John Bryant (Maritime Police), John Seward (Rescue Co ordination Centre NZ) and Dave Greenberg (Lifeflight Westpac Rescue Helicopter). Not forgetting club member Rik Hart with his very real experience of "What to do when you lose your rudder in the middle of the Pacific!



A GAMING MACHINE CHARITABLE TRUST

After a review of the Lion Foundation Youth Yachting Scheme over the winter months the Academy has a slightly different brief for the youth training scheme this year. Firstly the scheme has only taken six sailors into an Elliot 6 match racing programme that in essence is to prepare the two crews for the various Australasian regattas. This year's sailors are Kim den Boon, Amanda Hargreaves, Kate Anderson, Theo McDonnell, Max Uivel, and Tim Henderson.

Secondly over the coming months the scheme will explore the potential of expanding future training options to sailors in other youth classes. This season some of the various generic coaching topics used for the Elliot 6 sailors, such as the sports science area, are being opened up to enable any youth class sailor in the Wellington region to attend.

And on that final note... happy spring sailing!





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Behind the Steam

Our reputation is growing and we are becoming internationally renowned as one of the best Yacht Club restaurants in the world. By the time you read this we will have gone global! We have been invited to cook at Wildfire, one of Sydney's premier restaurants, located on Circular Quay. We are cooking a Degustation Dinner as part of Cloudy Bay's 20th Anniversary at the end of September, and then we go back again at the end of October. This follows our invitation to cook at Euro, one of Auckland's best restaurants, located at Princes Wharf, as part of their 5th birthday celebrations. It seems we are in demand!

We have used the winter as a period to undergo another stage in the refurbishment of the restaurant. We have just had all the chairs recovered and strengthened. My heart was beginning to race with fear every time someone sat in some of the chairs! We have had them covered in a Gunmetal coloured Tetron fabric and they look fabulous. As the chairs have been totally rebuilt they are supremely comfortable to sit on. Also, our change over to Riedel glassware continues with the arrival of the amazing single malt Scotch glasses and Pinot Noir glasses. You can now drink some of the best Scotch and wines of the world out of the best glasses in the world.

Sunday Brunch has met with some success. Our original intention was to operate Brunch just through winter and review it after Father's Day. We are going to continue with it now into summer as we believe the Sunday business is growing and it is absolutely the best place to be in Wellington!



Restaurant news

We have a reduced relaxed menu with prices that compare to our nearby competitors. Denim tablecloths, waiters in open neck Chambray LINE 7 shirts and the Sunday papers soften some of the formality of the restaurant. But we are still committed to providing the best dining experience. We open from 10am and the Yachties Big Breakfast has to be seen to be believed!

Christmas approaches! Please, if you are even thinking about the restaurant as a venue contact us as soon as you can. There are only so many dates available and they go so fast. You will be amazed at what we can offer as a Christmas Event. Push some boundaries and give your clients or staff an experience, not another theme. Reach out on an emotional level and your guests will see a dynamic company with new ideas. And why not use the fun of Christmas as serious business with a serious goal. We know how to design events that make people connect. It's so much more than your guests going 'wow' because of the view! It's money well spent.

It has become almost customary to include a small story about the good ship *Beautiful South* and myself. Recently a week of fine weather coincided with a relatively light week for me and I was in need of a few 'attitude adjustment' days. So I contacted Peter Ballinger regarding use of the Slip. Again good fortune played into my hands and the slip was free for most of the week. With just myself on board Pete towed me to the slip. As I entered the slip it occurred to me that the last (and first) time we did this Captain Kimbo was on board and he did all of the rope tying and finer points of balance. I struggled to remember what he had done but eventually I was on and secure albeit with a slight list to port, and if you went too far forward the bow dipped. Four days of scraping, sanding and antifouling, and after an in-depth self-familiarisation of the yacht, I was ready to be returned to the water. As there was another yacht waiting to come in Pete encouraged me to try the outboard just to make sure it worked! It did, pretty much after the first pull on the ripcord. Pete began to lower the slip and I began to untie the securing ropes. As I leapt from stern to bow, under the boom and around the mast, from port to starboard, I realised this was at least a two-person job. With the motor gently chugging away I fended away from the last of the guide poles. Then white smoke began to pour from the motor and it died! As I drifted around the marina, and in between fending off other yachts, I frantically tried to restart the motor – no luck! Pete sprinted to his dinghy and, as I reassuringly waved at the observers at the Freyberg pool, he rowed out to me. As he towed me back to our mooring I tried to maintain my dignity. I now need to remove the outboard to get it repaired but it is definitely a job for two people. Any volunteers?

See you soon

Martin, Gav and the team.

MARTIN BOSLEY'S YACHT CLUB RESTAURANT



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Opening Day Invitation Race

While the weather did not break with the tradition of providing a wild and windy day it great to see a number of our Corporate Members join us for the day's festivities.

CGNZ managed to get away on *Konica Minolta* (nee *Zana*) albeit under storm sails, however I am sure they still thought it was a fast ride!

The SIMPL Group sailed on *Kahukura* and Cieffe was well represented by *Nedax Backchat* while the group from M-Co on *Flying Fish* elected the dry option and stayed on shore.

Opening Day is one of those days we can show our appreciation to our Corporate Members and supporters so thank you to all those that attended, and to those skippers that provided their boats.

We look forward to seeing our Corporate Members/supporters on the Friday night rum races and at the upcoming Corporate Yacht Race on December 10th



RESULTS

BOAT	CORPORATE MEMBER/SUPPORTER
<i>Nedax Backchat</i>	Cieffe
<i>The Guarantee</i>	Simpson Grierson
<i>Pretty Boy Floyd</i>	Rutherford & Bond
<i>Kahukura II</i>	The Simpl Group
<i>Esprit</i>	Williams & Adams
<i>Konica Minolta</i>	Konica Minolta



Experiencing the thrill of an afternoon at Team NZ and on board *Zana*

In May a number of our corporate members, sponsors and their guests participated in a fantastic afternoon of catching up with Grant Dalton and the Team New Zealand news, as well enjoying a rum race at the RNZYS on board *Zana*.

Not too many people can claim they have been for a sail on a 98 ft maxi! The afternoon started with Grant Dalton giving us the latest news on:

- Funding for Team New Zealand and budget required – needless to say, large numbers. As we were there they were starting to paint the numbers on in Emirates red
- Program for the team through to the start of the America's Cup
- Changes to the afterguard – all new
- Changes to the branding on the boat – not only is there a change of sponsors but the fern has been updated – this is a whole new campaign!
- Politics and antics starting to occur between rival teams

You came away from the session with Grant feeling a lot of positivity about what they were achieving, that lessons had been learnt from the last campaign and that Team New Zealand is going to be well positioned to compete for the Cup. After looking around the TNZ shed (bulb comparisons, discussion about design differences and some technical stuff that went over a few of our heads) we moved out to *Zana*.

First off there was a safety briefing and then we left the dock to hoist the main. There were many hands eager to have a go at grinding. For a few moments I thought some of our guests looked like they wanted to try for the *Zana* crew; such was their commitment to the task of grinding and getting the main up. After a few false starts (what gear are we meant to be in on the pedestal type moments), the main was set and the #.2 headsail was chosen. Again you realise you are on a 98 ft boat when it takes several people to carry it forward. After an expertly timed start we were off and racing. We started to leeward of the fleet and while Formula 1 had an extremely brief moment of thinking they were hanging in there we slipped away from them and led the way around the course for a quick finish and first on the line.

Everyone expressed delight at how quick the boat was (yes, we were first home and apparently won on handicap), how smoothly it moved through the water and the sheer feeling of energy and power. The other advantage of doing a rum race on a 98ft boat is that you are first home! To finish the evening off the crew dropped us right outside the Loaded Hog and we adjourned to the bar, so as to maintain tradition and have a few drinks. Thanks to Grant Dalton and Team New Zealand for hosting us, to Stewart, Matt and the crew of *Zana* for taking us out, and thanks to the Loaded Hog for hosting us after racing with drinks and some great platters. This was a once in a life time opportunity for most of those on board.

To the attendees from IBM, LINE 7, Telecom, Ciefte, Intelligroup, CGNZ, Teleware and Drake, we hope to see you again soon at the Club. To the others who couldn't make it this time, there will be other opportunities to enjoy an afternoon sailing.



Potato Gnocchi with Mushroom Fricassee, wilted Spinach and Pecorino Cheese

In Godfather 2, Andy Garcia shows Sophia Coppola how to shape gnocchi. It is one of many great movie food scenes.

Potato Gnocchi used to be the domain of restaurants really, until some really great quality ones became available at nearly every supermarket. And gnocchi is a fantastic dish to eat, and relatively quick to cook. Good quality gnocchi should be ethereal, like eating soft clouds of potato, not doughy dumplings. This recipe is a great lunch dish, or Sunday evening comfort food. Use a mixture of mushrooms and a really good quality Pecorino, like Whitestone Island Stream, and it is a dish for kings! Eat it because it's gorgeous. Capice?



500 grams Potato Gnocchi

1 tablespoon olive oil

2 cups sliced mixed mushrooms (Portobello, Shiitake etc)

2 tablespoons unsalted butter

1 onion sliced finely

1 tablespoon parsley, finely chopped

200 mls cream

1 bunch spinach, thoroughly washed

Sea Salt and freshly ground black pepper

Shavings of pecorino cheese

1. Bring a large pot of well-salted water to the boil. Drop in the gnocchi and, when it rises to the surface, scoop it out, place it into a bowl, and coat lightly in olive oil. Discard the water.
2. Melt the butter in a frying pan and add the gnocchi. Saute until golden brown and remove the gnocchi to a serving dish.
3. Return the pan to the heat and add the onion. Cook until soft and add the mushrooms. When the mushrooms have softened and started to release their lovely juices add the cream and reduce it to a sauce consistency. Drop the spinach in just before serving and wilt the leaves. Sprinkle in the parsley and season with sea salt and freshly ground black pepper.
4. Pour the mushrooms and spinach over the gnocchi and top with the pecorino cheese.

Serves 4 people



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WINE

Spring into action with summer savvies

It's that time of the season again. Each year we wait with baited breath wondering what the vintage will impress us with. As we speak most of the 2004 savvies have already been released onto the market.

Judging at a recent wine competition, I had the pleasure of tasting over 150 2004 vintage sauvignon blancs and had some fun and confusion sorting the exceptional ones from the ordinary ones.

What makes a good savvy, you ask? Of course it is personal taste but balance of fruit, natural acidity, not overpowering fruit but an elegant depth and balance of herbal, citrus, tropical fruit and zestiness with lingering finish can all add

up to a most enjoyable savvy.

Nobilo has recently released its 2004 Icon Marlborough Sauvignon Blanc with great aplomb – bedecked with a Gold Medal from the Royal Perth Wine Show. It is delicious and perfect as an aperitif on its own or with chargrilled snapper or garlic chicken. It has an excellent pedigree, winning trophies and international write-ups each year.

It was a big vintage for sauvignon blancs this year in New Zealand with more labels and therefore more to choose from!

Happy tasting.



Wine review supplied by Nobilo Wine Group Wine Judge, Helen Frith

Sail Croatia

Known as the 'thousand islands', Croatia is the most popular European cruising destination for Kiwis in 2004.

This spectacular coastline is characterised by quaint villages and historic towns set against a dramatic backdrop of mountains. It's a yachtsman's paradise with lots of islands, good marinas and harbours at convenient intervals, and friendly people.

Known for its pristine waters, Croatia can be divided into three cruising areas:

PULA in the north, near Italy. A two-week charter from Pula includes cruising the northern islands, south to Kornati National Park.

ZADAR, midway along the coast has easiest access to the barren, remote Kornatis. 150 islands of beautiful bays, coves and inlets and stark beauty

SPLIT is the most popular charter starting point. A two-week charter cruises north to the rocky Kornatis and south toward the vineyards and olive trees of the popular Dalmatian islands with a downwind sail to Dubrovnik.

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BOOK

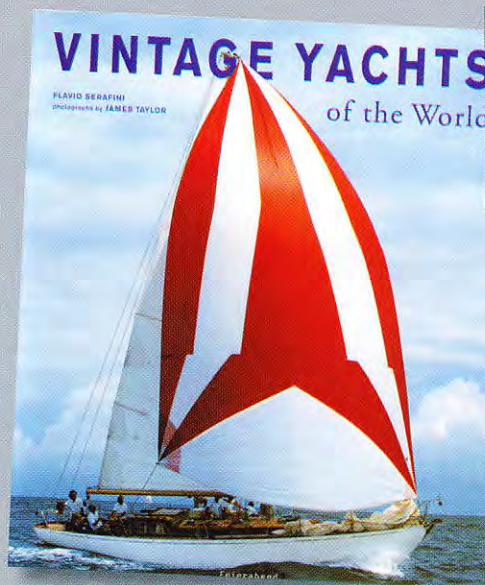
Vintage Yachts of the World

For any classic yacht lover this must be the ultimate book. Here we have a celebration of some of the world's best classic and vintage yachts with 425 pages of informative text and superb illustrations, most in full colour.

Flavio Serafini's text gives a loving rendition of the design, building and caring restoration of a range of lovely vessels – from little 20ft sloops through topsail schooners to square-rigged sail trainers.

Famous names like *Shenandoah*, *Lord Jim*, *Norwind*, *Ondine* and *Creole* are featured along with lesser-known but equally attractive yachts like *Clie* or *Cach Y Bondhu* – all captured against appealing Mediterranean seas.

This great book is littered with designs from famous names like Charles Nicolson, Olin Stephens, John Alden, Colin Archer and many other famous European designers.



Text by Flavio Serafini
Photographs by James Taylor
Publisher Feierabend
Hardcover 425pp, colour & b/w
photographs plus plans \$69.95

Reference is also made to the many historic yards (William Fife, Camper & Nicolsons, Alden Yachts etc) that built these fine lined boats from around 1900 through to the 1960s.

Each entry features basic historical and technical information plus a decent history of the yacht's

building, restoration and racing where applicable. This is supported by current photos, usually with original ones and frequently plans as well.

It must be the perfect birthday or Christmas gift for all lovers of fine yachts, which like good wines become lovelier with age.



There's something about Opening Day...

By Briar Moir

The new season got off to a flying start, literally and figuratively. Wellington again turned on classic Opening Day conditions with a 'gentle' 30knot zephyr turning to 45 that had Race Management debating "to start or not to start".

While there were a few moments on the rail up to the Horokiwi mark that had some of us discussing the wisdom of our decision to sail rather than retire to the comforts of the launch *Monowai* or *Shalimar* or even the Club, we nevertheless had a great day on the harbour. I can say that after a couple of rums, two hot showers and a sound nights sleep I have finally been able to replace the slightly maniacal, partly suicidal grin, that appears particularly on downwind legs just before a Chinese jibe, with a smile that is a little less frightening!

Zana, or should I say *Konica Minolta*, looked stunning from the front as she kindly gave us a bit of a head start, and then for (much) longer periods from the back as she quickly picked us off to take line honours. A well-earned first on club went to *Nomos* who sailed an impeccable race.

On an unofficial note the "view of the day" I believe, had to go to *Pretty Boy Floyd* who after rounding the top mark "flew" down the harbour. With a spinnaker well under control, the white wake (and there was a lot of it) contrasting so well with that red hull, they held off the fast charging *Nedax*.

Wind aside, there is something about Opening Day that makes it a particularly special day to truly mark the beginning of the new season and, as ever, a number of factors combine to achieve this. We were privileged to have President Alan Martin officially break out the burgee to open the 122nd season for us and as they have so kindly done for so long, he and Shirley hosted brunch for our sponsors and guests in the restaurant. Martin's food, as always, was spectacular. The House and Sailing Committees did a fantastic job decorating the Club, and Louise and her team did a wonderful job keeping us well looked after in the Wardroom... the pie-and-a-pint was a great hit! A special thanks to Ron Legge and Denis O'Neil for taking guests (who obviously have more sanity and intelligence than many of us) on their launches to view proceedings in considerably more comfort than those of us on the rail.

The traditional Commodore's shout made sure that the evening would kick on and the tales of the day's activities had the opportunity to fully develop. All in all, a great day and a great start to the season.



RESULTS

(30 – 40 knots)

Nomos
Nedax Backchat
The Guarantee
Ladmink
Pretty Boy Floyd
ZZ Top
Gucci
Flying Machine
Kahukura II
Esprit
Tortimony
Konica Minolta
Waireka



moore wilson's Winter Series by Dennis Davies, Testarossa

Testarossa, a Ross 930, was launched in 1986 and is our replacement boat for the Young 88 Legacy.

Sporting a standard rig, with the addition of jumpers on top, and the new keel designed for the Ross 930 Association by Steve Thompson we were all fired up to have fun and hopefully take out the PHRF section of the moore wilson's Winter Series.

Our crew consisted of myself helming, Graham Taylor, Tony Crew, Stan Rollinson, Craig Shearer and Grant Read. We figured that six crew was our optimum and, in all but the heavy conditions, that's what works best for us. As we are usually based at Lowry Bay we arranged to keep the boat over at Chaffers for the duration of the series and had a diver booked for a regular bottom scrub... this is serious fun!

RACE 1 – with a nice 15-20 knot northerly we had a good start in ideal conditions and headed off towards the wharf looking for a shift from the west but the wind swung to the east and we arrived at the first mark in about 30th position! We gybe set in the first run and slowly began working our way through the fleet. In the second and third legs we kept to the Point Halswell side, waiting for the easterly lift, and got it both times. We eventually finished 14th over the line and were pretty happy with our performance. It was then back to the Club for the obligatory rum or two – oh and of course the results... 1st on PHRF and 4th on Club. The bonus of the day was we won one of the spot prize draws so all in all a top day!

RACE 2 – With a late crew cancellation we really needed to find another crew member as the forecast was for a building breeze. After a quick check on the crew register on the Club website we managed to get hold of Gary Cobden as our sixth man. In the building breeze sailing with a crew of six still left us a bit overpowered but we held onto the bigger boats for the first half of the race and crossed the line in 9th place.

RACE 3 – In the light southerly breeze we decided to start at the box end and it paid off for us, arriving at the top mark in 7th place. Off the wind and on the next beat we stayed in the middle of the fleet and held our position. In a dying breeze we were passed over by a few boats but eventually crossed the finish line just behind E-Nine. Back to the Club for results which showed 2nd on PHRF and 9th on Club.

RACE 4 – A 10-15 knot northerly and we chose to start about $\frac{3}{4}$ down the line in clear air. We had our game plan which was to stay west and we were rewarded by going around the top mark just behind Jazz Player who was still unaware she was OCS. We stayed west all day and crossed the line in 8th place... good for the results which saw us placed 1st on PHRF and 5th on Club.

RACE 5 – this was the decider! We knew we had to finish close to E-Nine to be in the money for PHRF and we were in the handicapper's hands for Club. We had to keep away from other boats at the start, stay in clear air and not let any of the bigger boats sail over the top of us. We achieved two out of that three but after 300m we were rolled by The Guarantee. A call by Grant told us there was a huge hole so we quickly tacked to port then had everybody we wanted down below us. Around the top mark we were fifth – we were racing! We stayed to the west side of the course for the rest of the day keeping our competition below us and crossed the line in 6th place. We were rapt and we knew that had to be good for the overall results!

After a quick tidy up of the boat we headed over to the Club for the final series results. The anticipation built as the results were read out in reverse order – we were sure we were in there! Relief and reward followed for a series well sailed as our name was called out for 1st on PHRF. The big surprise was the double with 1st on Club as well!!

So here I am sitting in my Mt Gay "skipper's chair", sipping a sponsor's rum (or two) while contemplating our game plan for the next series! Thank you moore wilson's and Mount Gay Rum for sponsoring this series... it's a great series, great sailing, and great prizes!!

Full results can be seen on the website "race results" page.

moore wilson's
WINTER SERIES







Prizegiving 2004

By Deb Mosley, Gucci





Firstly thanks to all the committees for yet another enjoyable racing season.

The Gucci crew waited anxiously for a mention and just when we had given up hope, there it was – Division 1 Champion!

Skipper Brent Dewhurst has built boats, one in which he circumnavigated the world, has raced on Wellington harbour and sailed Gucci in offshore races for 14 years, including a two handed race to Tonga and Fiji with Godfrey Geismar. However it took 14 years to get the big one (Season Champion) and 14 years to get a prize in the Cook Strait race. And on both occasions it was with two of the original Gucci crew onboard (Ian Dewhurst and Godfrey Geismar).

However the waiting was well worth it as Brent promptly poured two bottles of rum into the Division 1 cup – the huge Mills Askew cup. The cup is definitely not made for drinking from, at least not without long straws. However, we all coped and the rum flowed freely for the next few hours.

Other major winners included Marangi who cleaned up in the Nelson race, getting a clean sweep with first on Club, PHRF, and ORC. What was not mentioned was his winning of the inaugural race to Flea Bay on Banks Peninsula (the cup for winning this race is awarded to the boat which inadvertently strays into the bay just before the entrance to Akaroa harbour!)

Special mention must be made to Candu II. Carol Love campaigns this boat with distinction taking away the three Season Champion Division II trophies (ORC, PHRF and Club) as well as placings in the Offshore series Akaroa, Nelson and Ship Cove races. Floozie, Andiamo, Flying Fish, Resolve, Nedax Backchat and Blue Magic also deserve special mention for the number prizes and silverware they collected. And finally, congratulations to Bindy and Distraction, retiring in style with the usual truckload of trophies.

With the new season opening on Saturday 18th September, and the large participation in the moore wilson's Winter Series, we look forward to another successful season of racing.



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Masquerade Ball

By Rebecca Wymer



The Royal Port Nicholson Yacht Club Ball was held this year at the Skyline Restaurant at the top of the Cable Car overlooking this great city of ours. The champagne cocktails went down extremely well as we waited for the 82 guests to be blown in by the gale force northerlies that Wellington put on especially for us. Everyone was looking fabulous in all their finery, though determining who was who behind the vast array of masks did at times prove difficult. It was great to see everyone got into the spirit of things with the Masquerade theme as it made the Ball that much more colourful and entertaining.

Time just seemed to fly by on the night with a fantastic three-course meal, and of course more drinks, before the time came to break out the dancing shoes to the fine beats of swing band The Vipers. It was a great night with everyone mixing and mingling, laughing and dancing and seemingly enjoying themselves.

It seemed like no time at all before the bar closed at 11.30pm and everyone starting making their way off elsewhere. If only the Commodore's powers stretched as far as commanding the All Blacks to pull off a victory against the South Africans the night would have been absolutely perfect! As it was the night seemed to me fabulous regardless of the rugby.

The House Committee would like to thank everyone that attended. Thanks also for the positive feedback we have received since the event – it's always much appreciated by the many involved in making these events happen. Plans are already underway for next year's Ball – we are looking at the possibility of making it a ball for all the Wellington yacht clubs. The more the merrier!

A huge thanks also goes out to all the volunteers that helped me out to make this event possible and also to Chris Coad for the great photos yet again. Thank you all and here's to an even bigger and better event next year!

Masquerade!

Paper faces on parade.

Masquerade!

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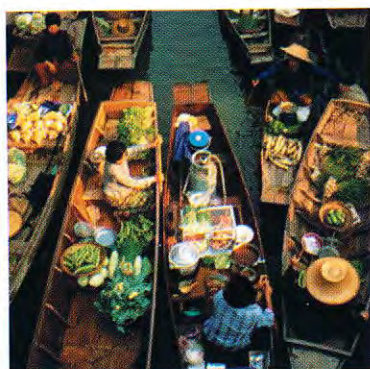
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Champagne breakfast

By Chris Tomkies



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Eat your heart out! Whatever your reason for not coming to the Champagne

Breakfast, you missed an absolute treat.

Sean Plunkett, guest speaker, presented the cup for Boat of the Year to Andiamo and Nicky Murray was the recipient of the Personality of the Year award. Sean then treated us to a synopsis of the truth behind the formation of RPNYC and asked us to charge our glasses to toast the motivating factor behind our Club's formation... Mrs Johnstone. Who, you might ask? Sean's theory, a result of applying his investigative skills to the history of RPNYC as recorded by Barry Cronin, is that Mr Johnstone needed an excuse to give Mrs J. when late home from drinking with his cronies at the Pier Hotel. (Effect a falsetto voice and say "YOU'RE LATE", you get the idea). "We met to establish a... um...yacht club" says the hapless Mr J. Having used this excuse three times within a short period of time Mr J. and his mates (who, having found the excuse worked for Mr J, adopted the same excuse with their spouses) were obligated to then acquire boats and actually form a club.

Sean noted that his particular area of interest is politics and ruminated on the type of sailors our current politicians would make. His irreverent musings were deliciously devoid of the PC claptrap that permeates our lives today. Helen Clark, he suggested, could dispense with having a yacht

due to her perceived (by some) ability to walk on water. If she did find this skill was deserting her then her choice of boat would be something called Simply Red, her preferred board would be port, but should winds blow from a different quarter then she could quickly change tack. Don Brash would be unlikely to own a yacht having a cost analysis return on investment, etc. Sean wasn't sure about the new Maori party, stating that their yacht was still subject to radical design changes but that the colour was sure to be black. Winston's boat would be parked on the hard for most of the time giving the crew plenty of shore leave to party in Courtenay Place. The Green's boat would be helmed by consensus ... and on and on he went – hilarious and refreshing!

Sean admitted he is not a sailor but said he had absolutely no trouble at all in understanding the logic behind the Government giving \$36 million to compete for a cup that originated in England, is named after a yacht from the USA, that's being sailed for in Spain, defended by the Swiss, who won it courtesy of a Kiwi!

A hugely enjoyable day, filled with fun and good company.



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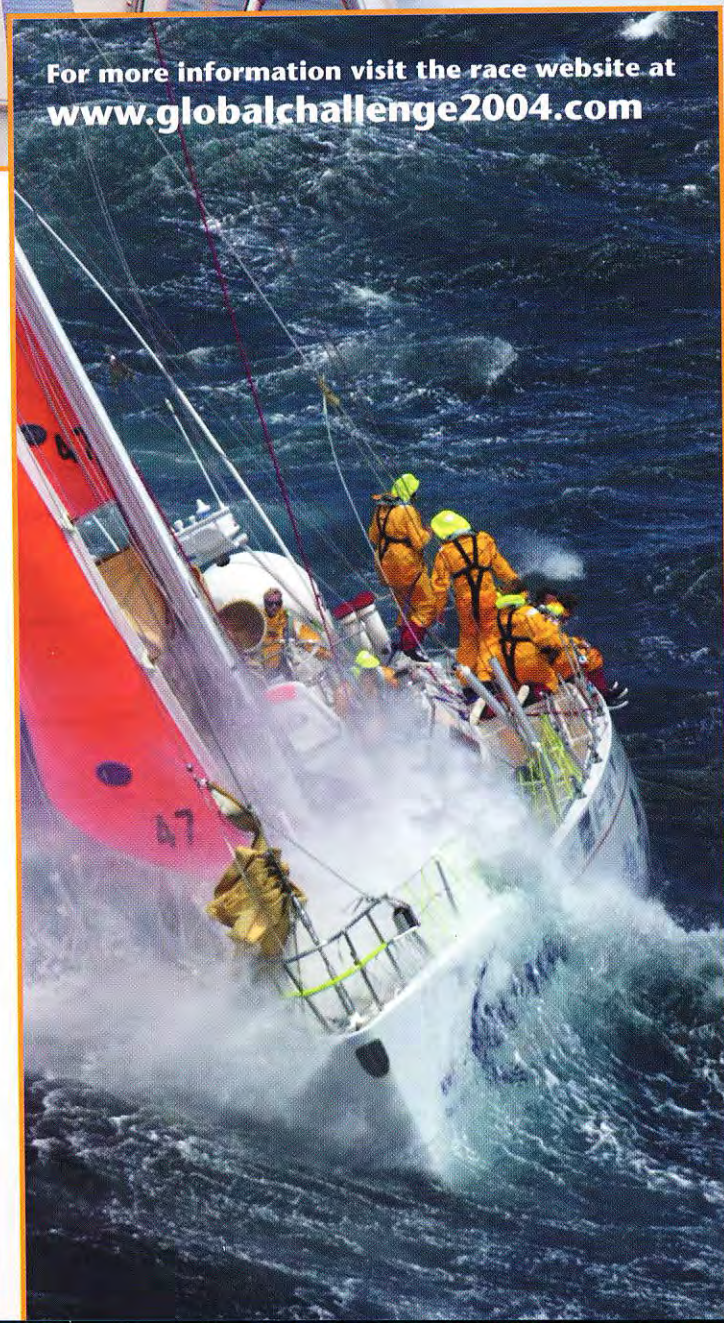
Mike at the helm during one of his training sessions.

The Global Challenge Race

On 3 October 2004 the fleet will leave the United Kingdom and head out into the North Atlantic, across the equator to Buenos Aires in Argentina. From here they sail south round the notorious Cape Horn and into the Southern Ocean to battle through the Roaring Forties to Wellington, New Zealand.

Update by Justine Maddock

For more information visit the race website at www.globalchallenge2004.com



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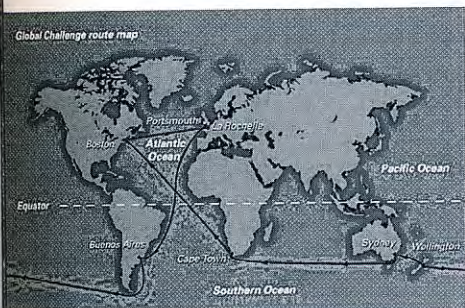
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Wellington is the longest stopover in the race, giving crews time to recuperate after an arduous 40 days at sea, and allowing the yachts to be taken out of the water, repaired and prepared for the second part of the Southern Ocean. The crews get to take advantage of the long break and travel across the North and South Islands to make the most of this fabulous country.

Nicknamed the 'Directors Leg', as many of the yacht sponsors senior executives take part, Leg 4 is a sprint to Sydney, Australia. The fleet then battens down the hatches to go back into the Southern Ocean heading for the Cape of Good Hope and Cape Town – 'tavern of the seas'.

From Cape Town to Boston is the longest leg. It's mainly downwind and warm through the Atlantic Ocean but requires concentration and smart tactics. Leaving Boston the yachts depart for the UK with a short stop to regroup in La Rochelle in France before the final sprint to the finish line in Portsmouth. After a 29,000-mile journey the whole fleet should arrive back in the UK on 17 July 2005.

Leg	From	To	Days at Sea	Miles	Leg Start Dates
1	Portsmouth	Buenos Aires	31-35	6,200	3 Oct 2004
2	Buenos Aires	Wellington	36-41	6,100	28 Nov 2004
3	Wellington	Sydney	7	1,250	6 Feb 2005
4	Sydney	Cape Town	35-41	6,200	27 Feb 2005
5	Cape Town	Boston	34-38	6,775	1 May 2005
6	Boston	La Rochelle	13-17	3,000	19 June 2005
7	La Rochelle	Portsmouth	4	420	13 July 2005
		Finish Date			17 July 2005

Competing Yachts and boat buddies

The Boat Buddy program has been exceptionally successful for the previous two races and at this stage all bar two boats are already "buddied up". The boat buddy scheme is essentially a local contact person(s) for the crew and their families leading up to and during the stopover. In previous years many local boat crews have hosted one of the visiting boats so if you are interested in participating, or want more information about it, please contact Dale Adams (M: 021-034-3212, E: dalea@xtra.co.nz).

#	Yacht	Skipper	RPNYC Boat Buddie
45	BG SPIRIT	Andy Forbes	Elizabeth Sandford
39	BP Explorer	David Melville	Fiona McColl & Janine Small
44	SAIC	Eero Lehtinen	Paul Wavish
37	Barclays Adventurer	Stuart Jackson	Ken Atkins
46	Save the Children	Paul Kelly	Charles & Mary Clark
41	Team Riddell	Matt Riddell	Linda & Chris McCarthy
48	From Me to You	James Allen	
43	Team Seven	Clive Cosby	Dean Bradley
47	Kunachi	Amedeo Sorrentino	
42	No Limits	Loz Marriott	Mike Blanchard
40	The Firm	Dee Caffari	Deb Mosley & Brent Dewhurst
38	Force 12	Duggie Gillespie	Dale Adams

The only Royal Port Nicholson Yacht Club member we have participating in the race this time round is Mike Blanchard who is joining Team No Limits for the Wellington to Sydney leg. Mike is a familiar face around the Club both as a regular sailor and as the sponsor of the TeleWare Business House Yacht Race.

The Wellington stopover is a busy time for both Wellington City and the Club with a timetable of events shown below:

3-9 January	Boat Arrivals	
10 January	WCC Welcome	Civic Square
10 January	Crew Welcome Party	RPNYC
11-26 January	Boats out of water/CV away	
24 January	Anniversary Weekend	Public Holiday
27 January	Skippers dinner	RPNYC
27-29 January	Skipper – CV preparations	
29 January	After club racing Party	RPNYC
30 January	Static Corporate Day	Queens Wharf
31 – 2 January	Corporate Sailing Days	The Challenge Business
2 February	Prizegiving	Events Centre, Queens Wharf
3 February	British High Commission Function	British High Commission
4 & 5 February	International 7's	1230-2000hrs daily
5 February	Chinese New Year Fireworks	Wellington Harbour
6 February	Race Start Day	



Alluna's tiki tour

By Andy Kellow

As many of you will know, Kylie and I have been planning and preparing *Alluna* for offshore cruising for 2-3 years now. Many thanks to friends, our old employers and many of the other marine businesses in Wellington for their help.

With the "to do" list still miles long we decided to leave with all the important ones done on the 8 May. For those of you not familiar with our boat, *Alluna* is a 46ft, steel cutter of approximately 20 tonnes.

On board with us were Kylie's Dad Ian and Ross (I eat like a horse) Sutton. We left Wellington mid-afternoon and soon had, unbeknown to us at the time, what would be the windiest part of the trip (you guessed it, 40kt at Palliser).

We headed first to Tahiti, which is a rare destination straight out from NZ – approximate distance 2,800 miles. We thought if we did the normal route to Tonga or Fiji we would battle against the trades and not get this far east. We took the old sailing ship route, making our easting at about 40° for two weeks, in hope of westerly flows. After a left turn at approx. 155° westerlies instantly, supposedly, turn into SE trades.

That theory was a joke! The reality was apparent almost immediately after leaving a big mixed bag of weather. In the space of a few hours it would go from light wind from any direction, to no wind and motoring, to 20 knots on the nose, then turn to 10 knots for reaching. That was a typical day. This was generally accompanied by a large rolling south swell no matter what direction the wind was from. The seas were considerably sloppier than expected from north sector winds, making life quite uncomfortable regularly.

We were doing two hour watches at night and floating watches in the day. We were hand steering, as the autopilot stopped working at Palliser. Not to worry – we fixed it three weeks later, shortly after fixing the SSB which had a dunking of salt water – CRC Contact Electrical Cleaner is a must for any boat!

The worst patch was NE of 25-35 when we should have had our nice westerlies!!!! Going the wrong way with 4-5 metres of short breaking seas and rain – to put it mildly – was a pain. With 20 tonnes of steel trying the surf things were marginal on the control front so the decision to heave to was not a hard one. What a brilliant manoeuvre that is. With a bit of sorting sail balances the boat was behaving well. Bow 30-40% off the wind and slipping sideways at 1-1.5 knots. Resting, eating, and reading were the call of the day.

Kylie's pre-cooked frozen dinners were a must when weather was too rough or you were too tired to cook up a storm. An invaluable galley item would have to be a pressure cooker. Plenty of great food was prepared and eaten by everyone.

Thanks Ginger for the fishing lures – we caught some excellent tuna which tasted superb cooked to Ruth's (42nd St) recipes. Ross caught a Mahi-mahi later on, which fought hard but tasted average. The further north we got the less fish we caught.

During 20 odd days at sea you slip into a routine very easily; steering, sleeping, eating, reading, then repeating the same process over and over and over ...

For the record book – Ross got the speed record, going in the wrong direction just prior to heaving to. He clocked 10.9knots, with three reefs in the main and no headsail.

It was great slowly peeling off layers of thermals and HPX gear to end up shorts and t-shirt sailing. Some of the best sailing was heading into Rurutu (Austral Is, 300 miles south of Tahiti), when true SE trades gave us great mileage of 150+ per day, whilst our trip average was normally about 120 miles.

To say we were a novelty to the locals in our three days at Rurutu is an understatement – we were the first boat to be cleared in by the police in two years. We were, however, warmly welcomed, shown the island by the maths teacher and befriended by everyone from gendarmes, to pre-schoolers and the local hoods. We left refreshed and with a boatload of fresh fruit donated by some of our new friends.

A very nice 300 miles of trade reaching followed and we reached Papeete – 2,834 miles after leaving Chaffers Marina. Water temperature 27°C, air temperature over 30°C, and palm trees in sight – yes we had arrived at last. Time for a celebration. Luckily we had dad's home made rum, plus DB Export and Tui on board, as it cost NZ\$10.00 for a pint of beer in a bar!

Three dollars per can from the supermarket is marginally better, but if you want a real laugh you can buy NZ Tiptop bread (god knows how old) for \$7 a loaf. We are presently living off baguettes (fresh, delicious and less than \$1) and bad Spanish red wine (which is OK chilled).

A few days anchored quayside, Mediterranean style, in central Papeete is a lot of civilisation after three weeks at sea. You literally back onto one of the main roads so have all the traffic noise plus the heat from the asphalt and car fumes. On the plus side, you're centrally located to get all those shore jobs done – immigration, customs, banks, water, rubbish disposal and grocery shopping.

We only spent a few days in Papeete so did not really do any site seeing, but just wandered around, eating and drinking. There is a great market for buying fresh food supplies and in the evenings further round the quay are roulottes (like pie carts) selling everything from woodfire pizza, to chow mein, to steak and chips. That's a really enjoyable and cheap way to eat out.

Three days of civilisation was plenty – we wanted palm trees, surf and more, so headed off to cruise to Moorea, Huahine and Bora Bora – the Society Islands (more on them next time).

We are about to set sail for the Cook Islands minus our crew of Ian and Ross – a big thanks to both of them for helping us get this far. Ian flew home after cruising the Society Islands with us. Ross intended to come to the Cook Is with us, but flew home due to illness. (It wasn't that easy organising an ambulance and hospital treatment while anchored on a tropical island, all the while listening to a crewmember who sounds like he is giving birth). Hope all is well Ross. P.S. the surf was up at Huahine.

We hope to keep writing more articles for The Rip, but if you want to follow our progress we are trying to keep our website updated regularly with photos stories etc <http://free.hostdepartment.com/a/alluna/>

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Safety Inspector's notes

With the new season upon us please be sure to check that your Safety Certificate and equipment are up to date.

For those of you new to acquiring Safety Certificate ratings the list of what you need for the various categories is in the 'blue section' in the Racing Rules of Sailing. It is a huge advantage, and saving for you, if you have read through the list and made sure that you have all the gear required (easily accessible for checking). Although it can take up to three hours to do the full inspection the underwater inspection can be done first with the rest done later.

If your Safety Certificate has expired please book in well in advance of the first race you require it for. It is a sailing instruction requirement to have your certificate seven days before the start of the race. Last year I was finishing off some certificates the day before races! So again, please book early.

In January 2005 a new Racing Rules for Sailing book is due out and you may need to be aware of changes to some of the safety categories. Just because your certificate doesn't expire for another year or two does not mean that you are current – it is still your obligation to ensure that all category requirements are met at all times. In some instances this may require you to provide proof of, for example, updating flares or liferaft.

And on a final note I wish you all the best for an enjoyable season racing inshore and offshore.

Education

The all important first beat ...

The first few minutes off the start line are probably the most important of the race. So it's paramount to work hard to get your boat into the groove as quickly as possible. Here are some handy hints ...

- Don't try to point the boat too quickly. You must have good boat speed before you can begin to point. Speed will increase the water flow over the rudder and keel, which in turn produces lift.
- The trimmers, in the adrenalin rush of coming off the start line, have a tendency to crank the sails in hard and fast – don't! Wait until the boat speed begins to build then trim harder.
- Once you have built up speed, one key element to beginning to shift into point mode is the mainsheet. As boat speed increases trim the main harder. This reduces twist in the sail by pulling the leech of the main to windward thereby making the boat want to head up towards the wind more (weather helm).
- All crew weight off the start line should be on the rail and the crew should be hiking hard, including the person who is tailing for the headsail trimmer.
- Communication is also a key factor at this point. It's easy for the helmsman to become distracted with so many boats in close proximity off the line. Someone

who has no particular job at this time should be reporting on the boat's speed and height (pointing) relative to other boats. Also a dedicated wind caller ie someone calling what breeze is coming, calling the gusts etc.

- Don't lose sight of your strategy or game plan for the first beat ie playing the right hand side of the course because there's more breeze etc. Employ good tactics to allow you to follow your plan. This means the tactician keeping their head out of the boat and anticipating situations that may arise with other boats that would prevent you following your plan.

A bit more on strategy and game plans next time!



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Port Nicholson Association Radio Ltd

In 1986 the Royal Port Nicholson Yacht Club, Evans Bay Yacht & Motor Boat Club and the Lowry Bay Yacht Club formed an association to provide VHF marine radio services for the benefit of the members of the three yacht clubs.

This association was to be called Port Nicholson Association Radio. Radio equipment was purchased and set-up with the assistance of BCL Ltd and for the past 16 years has provided those services, not only to members of the three clubs, but also for the benefit of the public. The services are regularly used by recreational marine users, rescue services and local government agencies.

The three member clubs recently made a decision to form a legal entity and, following advice, the Port Nicholson Association Radio Limited was duly incorporated. The shareholders of the new company are the three original clubs that formed Port Nicholson Association Radio and each club has two nominated people as directors of the company.

Port Nicholson Association Radio Limited has included in a Constitution filed at the Companies Office an additional object of the company which is: "to provide marine radio services for the benefit of the boating community in and about the Cook Strait area, with special attention to the safety of life at sea. It is the intention of the company that it should operate on a non-profit basis and eventually be able to provide the radio services as free to air."

Coverage of VHF channel 62 extends in a 50-kilometre circle about Mount Kaukau where the repeater transmitter is placed on the BCL tower. Radio reception is available from Kaikoura in the south, to Cape Palliser in the East, to Stephens Island in the west and as far north as Maui platform.

From the anecdotal evidence of the past 16 years it can be shown that sports clubs and the public at large have benefited from the services that the new company will continue to provide. Westpac Rescue Helicopter utilises the channel when undertaking maritime rescue operations; Wellington Harbour Radio situated at Beacon Hill make regular use of the channel for recording trip reports from

pleasure vessels crossing Cook Strait; commercial operators such as those operating ferry services to Kapiti Island use it to report their crossings to Kapiti to Wellington Harbour Radio (a safety requirement); and commercial fishermen and recreational marine users make regular use of the channel also.

PNAR is also looking to the future, using modern technology, and wishes to extend the services that it can provide on this channel which will be targeted towards safety at sea. Users of Channel 62 will shortly notice some changes, with taped announcements commencing soon.

Cost for the usage of the channel was previously covered by a licence fee but this over the years was onerous to collect and many users were simply not paying for the use of the channel. The intention of the company is to now source its income solely from sponsorship, donations and

grants. Such sponsorship will cover the costs of the annual site licence with BCL, insurance, and maintenance of equipment. It is also the intention that nobody will receive income from the company except for goods and services provided in the normal course of business. PNAR has been successful in obtaining some sponsorship from Barton Marine Limited and is grateful to them for providing some of the necessary funding.

The Inland Revenue has granted PNAR charitable status. As such, any donations received will attract a tax deduction for the donor. Donations can be forwarded to PNAR Ltd, C/- PO Box 9674, Wellington. Suggested amounts are \$15 for private and \$25 for a commercial user. Please include a name and IRD number for a tax receipt. Anyone wishing to become a principle sponsor is asked to contact PNAR via email on pnar@paradise.net.nz.

The directors from RPNYC are Ken Burt and John Futter. Please feel free to direct any Channel 62 questions to either director.

PNAR is also looking to the future, using modern technology, and wishes to extend the services that it can provide on this channel which will be targeted towards safety at sea

The Kirkcaldie Cups

By Bruce Askew and Bill Brambleby

Kirkcaldie & Stains is one of New Zealand's oldest businesses.

When Scottish born John Kirkcaldie and Englishman Robert Stains established their first store in a shed on the beach at Port Nicholson, in November 1863, they started a tradition that continues today.

The premises were 18 feet square and had been built by John Plimmer out of timber from the ship *Inconstant*, towed to nearby Clay Point, which was then at the corner of Lambton Quay and Willis Street. The converted hulk, known as Plimmers Ark, was used as a wharf and warehouse for many years. Two years later Wellington had become the capital of the colony and about this time the store was moved into new premises, advertising the latest novelties from London and Paris in the *Evening Post*. Their business moved again to its present site on Lambton Quay and continued to grow, its prosperity matching that of the rest of the city.

After 1886 when Robert Stains decided to return to England, John Kirkcaldie and his sons headed the business. When the depression came in the 1930's financial difficulties forced the Kirkcaldie family to sell the business to British overseas stores and there followed 50 years of British control until the store returned to New Zealand ownership in 1984. The store has continued to this day in much the same manner as a reputable family store providing a great range of goods to satisfy all needs in the home.

It was around 1928 that Mr D Kirkcaldie donated the Seabird Cup, named after his son Sydney's keelboat *Seabird*, for annual competition between A and B Class yachts. It was to be an ocean race, preferably at Christmas, now known as the Cook Strait Race. One of the winners of the cup (1967) was well known Clubmember Hadfield-Smith who owned the yacht *Vega* shown below. Hadfield-Smith is now the proprietor of the Okaramio Tavern on the main road between Blenheim and Havelock. He would be pleased to see you, so call in sometime for a beer and a catch-up.

The second Kirkcaldie Cup, presented in 1930 to the Port Nicholson Motor Boat Club, was for an annual competition between powerboats. It was re-presented in 1934-35 for annual competition between T & Y Class centreboard yachts. One of the early winners of this cup was Mr Nigel Blair in his well-known X Class



yacht *Lavina*. This yacht was purpose built to try and win the prestigious Sanders Cup for Wellington. Nigel was the Commodore of the RPNYC in 1934 and, although his crew was unsuccessful in winning the Sanders Cup with *Lavina*, he did so later in the 1938 competition at Lyttelton in his yacht *Kitty*.

Frank Ballinger's yacht *Eileen* was successful four times in a row (1940-41) and after the war years again in 1945, '46 and '47. Frank was a consistent winner and won the cup again another four times in the 1950's.

In 1976-77 due to a downturn or lack of interest by Clubmembers in centreboard yachts the Kirkcaldie Cup was reallocated to the Kapiti-Chetwood Island race. The first winner of this was *Montezuma*, then owned by J McConway and D Roe. The second winner was *Thundercloud* owned by Dell Hogg and Arthur Stewart, and so the list goes on.

The third Kirkcaldie Cup presented was donated by Mrs HA Kirkcaldie in 1924-25 for competition between A & B Class yachts in a race known as the Kirkcaldie Ladies Race. Some of the early winners of this cup are still Club racing today, such as *Marangi*, *Maranui*, and *Nirvana*. In 1996-97 this cup was reallocated to the Autumn Woman's Twilight Series.

For members interested, a book on Kirkcaldie & Stains by Julia Millen was passed to us to assist in the compilation of this article and is available from the Club office on return. Also available is Nigel Blair's life story on his and his father's sailing days compiled from newspaper clippings and photos from the day.

For anyone interested in the history of any of the Club's cups a full list of winners is engraved on each cup.



The Executive Committee

Following the AGM held in June the following people have been elected to the Executive Committee

FLAG OFFICERS



Commodore

Stephen Moir



Vice Commodore

Lesley Hamilton



Rear Commodore

(newly elected)

Peter Sandford

After years of being on the attending social functions I thought it was actually time to get involved behind the scenes working with the House Committee. I am keen to receive your feedback on what our Clubmembers want so feel free to call me with your suggestions.



Cruising Captain

(newly elected)

Rob Cosgrave

Rob wants to represent members' interests at Flag Officer level and make their voices heard, by finding out what members need from the Club and what the Club needs to offer them to make it worth their membership subs.



Chief Executive

Mike Boswell



Treasurer

Hamish Edwards



Brendon Hogg

(newly elected)

Brendon's key area of expertise on the Executive is in building management. Brendon is a project manager by profession and thus has the vital skills necessary for this role.



Mandy Smith

(newly elected)

Mandy is focused on our Corporate Membership and Sponsorship where she plans to not only look after existing relationships but also introduce new Corporate Members/ Sponsors to the Club.



Ken Burt

ROB COSGRAVE

Rob moved to New Zealand from Ireland in March 2002 and shortly afterwards saw the Sailing Academy sign in Oriental Parade, popped down and signed up for an Intro course. After doing Intro and Intro Plus courses in the winter of 2002, Rob signed up on Candu II for the 2002/2003 racing season and spent a lot of time on the water. His enthusiasm led to Rum Racing on the Academy boats, a Next Tack course, and of course a bit of cruising in the Sounds.

Rob described himself as one of those 'halo' members who has floated around the edges of the Club for a year or two. He wants to represent those members' interests at Flag Officer level and make their voices heard. His aim is to have other 'halo' members become active participants in Club life, and not just weight on the rail or numbers to make up membership revenue.

Although new to boating, and not (yet) a boatowner, Rob hopes for many more sailing years ahead of him.

Konica Minolta (formerly Zana) gets the measure of arch rival in "Hamo" series

By Roger Foley



Stewart Thwaites reckons he has finally got the measure of arch rival Skandia after beating the Australian super-maxi hands down to set a new race record in the Lindeman Island race earlier this month.

Stewart had a rocky start in the annual Hahn Hamilton Island series, losing initially to Grant Wharington's canting keel Skandia. Stewart put this down to a new main which only arrived two days before the start of the series.

The main had to be re-cut three times at night, spread out over the convention centre's floor – not an ideal confidence booster at the start of a big boat series!

Once that was sorted, the team did better and better, beating Skandia once on one of the windward/leeward races, then twice at the end of the week, including the big race to Lindeman.

The downwind starts were mind blowing earlier in the week with more than 50 boats crowding towards the very tight start line at the northern end of the narrow Dent Passage. Stewart said it was heart racing stuff with the two super maxis bearing down on the slower smaller boats all jockeying for start line positions.

At least four Qantas jet landings were aborted as the super maxis lined up for their runaway starts close to the Hamilton Island airstrip.

The race of the week, however, was definitely the upwind beat to Lindeman Island, around the top through the narrow gap formed by Shaw Island, then downwind to Dent Passage.

There were super sailors galore on board including Craig Satterthwaite (co helmsman), Brian Jones, Phil Airey, Gareth Cooke (ex SEB around the world racer), Rodney Keenan, Martin Hannan, Taipo Sorsa, Brett Bakewell-White, Rob Bassett, Alex Nolan, Viivi Ronkko, Joshua Wilson, Matt McDowell, Justin Ferris, Karl Purdy, Edmond Tan, Jeremy Smith, to name just a few, and of course Joey Allen, the former America's Cup bowman.

At the gun, Skandia dipped low and headed off towards Lindeman. We initially chased the stiffer breeze in the open part of the bay before diving down on top of Skandia to take her breeze and hold the command position.

Skandia tried hard to tack out from under us but we consistently went over the top and in the end we forced them hard against the southern coastline of Lindeman.

I thought we were going to run aground at the top end as we went closer and closer towards shore, but our timing and position were perfect as we tacked left then right for a straight run through the narrow pass to clear the island. Skandia had to throw an extra tack to round the point and

quickly fell behind.

It was the defining moment of the race.

Once around, the gods smiled as we headed directly for the rocks off Seaforth Island only to get two small lifts at the last moment. Skandia was not as lucky as she was headed by the breeze further out in the channel.

We angled for speed downwind towards the right side of the entrance to Dent Passage before tacking back into the centre of the passage – a very smart move as the tide of 3 to 4 knots worked hard to push us left.

We beat Skandia over the line by nearly 3 minutes to win on line, on IRC and also break the race record of more than 12 years standing. Stewart said it was some of the best sailing he had ever had – boat on boat and both 100 footers.

Zana will be in Wellington for the next four weeks before competing in the Coastal Classic over Labour Weekend then on to Sydney in November for the JP Morgan series, the Rolex series and then the Sydney-Hobart on Boxing Day.

PS: Konica Minolta (nee Zana) did the run from Auckland to Wellington this month in just under 48 hours. That has got to be a new record!



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