



50TH 12FT
SKIFF
INTERDOMINIONS
AUCKLAND
2010



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WELCOME

On behalf of the Auckland Sailing Club I extend a warm welcome to all the Australian crews, supporters and our New Zealand participants to the 50th 12 Foot Skiff Interdominion Championship.

The Auckland Sailing Club is delighted to host the event again, the last being 2006, and we hope the weather is favourable and the participants experience the best sailing the Waitemata Harbour has to offer. This programme extends an open invitation to any interested people to visit the club during the contest and support the competing crews. Best viewing areas are Orakei Wharf, North Head or Bastion Point. To all competing crews, best of luck on the water and to all supporters the hospitality of the Auckland Sailing Club is at your full disposal.

We would like to extend our thanks to our sponsors of this years event, Barfoot and Thompson, as well as Maersk Line, Harken, Lusty and Blundell and Raymarine.

We hope you all have a fantastic week.

Russell Davis
Commodore

For regatta updates and results visit:
www.ascskiff.org.nz or www.skiff.org.nz



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HISTORY

In the 1951-52 winter season at the Glendowie Boating Club, Auckland, Dave Marks, sailing his very successful "Pennant" Class "Pathetic", convinced some of the locals that increased sail area and big extras really gave racing a thrill. Ken Rushbrook in "Vanita", Peter Nelson in "Futile", Ian McRobbie in "Echo", and John Sharps in "Ada" quickly endorsed his view - so the nucleus of the "Q" Class was formed, or, as they were then known, the Flying Twelves. These 12-footers carried large sail areas - some up to 220sq ft - but proved, although giving the crews really exhilarating rides and the spectators some fantastic thrills, unstable during a season's racing.

Being an unrestricted class, it gave the amateur designer plenty of scope to work upon, and in a very short time the "Q's" were an established class in Auckland. In the 1955-56 season the "Q" Class Owners' Association was formed with racing beginning at Tamaki Yacht Club. Various hull designs were tried, moulded, hard-chine, double-chine and clinker ply, and such things as banana masts were tried.

In 1958, catamarans were introduced to the "Q" Class by John Peet and Ken Shaw, these became so successful that they broke away and formed a flourishing catamaran class.

Most successful boats of this period were moulded boats carrying big sail areas, such as Brian Wood's "Elfin", Ken Rushbrook's "Vague", Bill Herald's "Fluff" and Peter Nelson's "Oracle". Sail area gradually decreased until in 1961 appeared the first of the really successful stem head designs - Bernie Skinner's "Magic" and Robert Brooke's "Fugitive". These boats carried big genoa jibs from the stem, small mains, and being flat-floored, were much less extreme to sail.

Other successful boats following these were "Witchcraft" (Dave Kean), "Troglodyte" (Roger Cadness), and "Beverly J" (Eric Williams). At the same time, Waiuku yachtsman Frank Blackburn introduced his skimmer design, "Tempo" fantastically fast in a blow.

Development moved towards taller masts and more powerful hulls, largely in fibreglass, or foam and fibreglass, in an effort to reduce their weight. Outstanding boats in these years were Don Lidgard's "Query", Russell

Bowler's "Jennifer Julian", and Bruce Farr's "Beazley Homes" - all interesting designs, sailed by champions.

Australia dominated the Interdominion contest from the early 70's onwards with developments such as stitch and glue plywood hulls and further design innovations from Iain Murray, Michael Coxon and other noted Australian yachtsmen.

The Australian dominance was broken in 1985 by Tim Bartlett in "Dimension Polyant Sailcloth", this was the springboard for NZ re-emergence of skiff racing competitiveness. Graeme Laurie in "Bayferrox" won the contest in Auckland, 1992, but as important, NZ filled five of the top ten placings and came very close to winning the Don Brooke teams trophy, which had eluded them for so long.

NZ again had success with Academy Interprint (Phil Airey and John Schultz) winning the contest in Auckland 1994 and Brisbane 1995. This came about primarily through the Kiwis experimenting with rig development in areas such as sail profiles, mast tips and use of carbon fibre in construction of hulls and spars.

While historical wins for NZ were largely due to individual brilliance, the NZ 12 foot skiff fleet had been gaining depth showing brief performance glimpses in the contests in 94 and 95. The best ever performance of NZ came on the Auckland Harbour in 1996 where NZ won the Don Brooke Teams Trophy with a comprehensive win over the Australians.

In doing that NZ gained the top 3 individual placings (Dimension Polyant Sailcloth: Tim Bartlett and Alex Vallings 1st, NZ Geographic: Graham Catley and Grant Griffiths 2nd, Design Source: Paul McIntosh and Ken Fyfe 3rd) and had 6 boats in the top 10 finishers. The 1996 contest was undoubtedly a magnificent performance for NZ sailing.

1997 saw the contest sailed at Abbotsford, Sydney, the first time an Interdominion has been held at a river club. NZ were again dominant with "Dimension Polyant Sailcloth" winning and all contestants enjoying the very fast flat water rides and challenges of the tight course.

The contest returned to Auckland in 1998 and was sailed in a new championship format. This year the competition was extended from 7 to 10



heats raced 2 per afternoon. Australia arrived with a strong team lead by a new hull "woof", shape designed and sailed by Jim Walsh. Woof showed excellent speed but succumbed to pressure from the NZ team and was placed 3rd overall. Tim Bartlett and Brett Gray won the contest through consistent sailing rather than blinding speed, as was the case in previous contests, followed by Brent Metson and Adam Miller also from NZ. NZ again won the Team Trophy.

In 1999 the contest was sailed in Brisbane with the NZ crews dominating. NZ rookie crew of Alex Vallings and Andy Meiklejohn sailed a new "Woof" design and were exceptionally good but were beaten for the winners trophy on a count back. NZ filled the first 4 places and won the teams trophy. An exceptional performance by all NZ crews to win the Don Brooke Teams Trophy for the first time ever in Australian waters.

In 2000 NZ dominated the contest, again winning with Line 7 Graham Catley and Michael Candy, and also winning the teams trophy.

In 2001 the contest returned to Sydney and while NZ were successful with "Smit Millar", Alex Vallings and Andy Meiklejohn, the Australians showed a greater level of competitiveness.

In 2002 the Interdominion was hosted for the first time in Wellington by the Port Nicholson Yacht Club. The Australians were more competitive again but were beaten in the end by Tim Bartlett.

In Brisbane in 2003 Australia finally exacted revenge on NZ with the Brisbane boat, "East Coast Geotechnical", Paul O'Malley-Jones and Randall Fitzsimmons winning.

Back in New Zealand in 2004, and time for the young apprentices to show their metal. "Signature Homes" sailed by Chris Skinner and Jon Galvin showed the rest, winning in style to return the trophy to New Zealand together with success in the miners, teams and veterans divisions.

2005 saw the event return to Sydney Harbour, the locals showed boat speed not seen out of Sydney for over a decade, with Nick Press and Brad Yabsley sailing "Yabba Dabba" winning the regatta. The teams trophy however remained in the hands of NZ, only the second one by them on Sydney Harbour.

2006 took the regatta back to Auckland. It was the year that the only rigs that saw the light of day were the 1's and 2's. Needless to say the Miners efforts were pretty pathetic. The hometown advantage played out again, with Alex Vallings and Nathan Handley in "Nuplex" taking the Silasec Trophy. The Don Brooke Teams trophy again remained with NZ.

Back to Australia for 2007, where a massive combined event was held for 12, 13, 14, 16 and 18 foot skiffs. The event was a first, and was run by Sail Melbourne out of the Royal Geelong Yacht Club. Coming out on top in 2007 was Australians Emmitt Lazich and Cameron MacDonald in "CST Composites", with a new design hull and new concept rig set up. Moving towards a 2-rig set up, initially, then building a third rig half way through the event. However, NZ remains tight the Don Brooke Teams Trophy with the grip of a forward hand!

2008 saw the event return to Wellington. The development in hull shapes with three new designs, new rig configurations and returning to the square headed mains of yesteryear made for exciting times. NZ skiff "Nuplex", sailed by Alex Vallings and Jeremy Smith won the 48th Interdominion, held from Worsley Bay Boating Club. The Nuplex crew took out the Silasec trophy in convincing fashion, winning 7 out of the 10 races. The Kiwi team retained the Don Brooke Team trophy, also convincingly, proving just too strong with only 3 Australians in the top 13 boats.



For 2009 the regatta returned to tropical north of Waterloo Bay, Brisbane. The Australian team putting in a dominating performance to clinch the Don Brooke Teams Trophy for the first time since 1996. The Australian pairing of Brett Hobson and Alex Johnson sailing "Garde" won the event with consistent results throughout the regatta.

A new pattern has now emerged with the winning boat in the last seven events being from the host nation. This year will mark twenty years since an Australian has claimed the Silasec Trophy on Kiwi waters and an interesting battle lies ahead to see if the trend continues!



CALENDAR OF EVENTS

Friday 8 January	Welcome Opening Conference	1700 hrs 1900 hrs
Saturday 9 January	Registration Invitation Race Heat 1	0900 hrs 1100 hrs 1430 hrs
Sunday 10 January	Heat 2 Heat 3 Sashimi Evening	1100 hrs 1430 hrs 1900 hrs
Monday 11 January	Lay Day	
Tuesday 12 January	Heat 4	1200 hrs
Wednesday 13 January	Heat 5 Heat 6	1100 hrs 1430 hrs
Thursday 14 January	Heat 7 50th Celebration Dinner at the RNZYS	1200 hrs 1800 hrs
Friday 15 January	Lay Day	
Saturday 16 January	Heat 8 Heat 9	1100 hrs 1430 hrs
Sunday 17 January	Heat 10 Closing Conference Presentation and Dinner	1100 hrs 1700 hrs 1800 hrs



CHAMPIONSHIP TROPHIES

Interdominion Champion
First Overall, Individual Boat and Crew

SILASEC TROPHY

Teams Australia vs New Zealand

DON BROOKE
TROPHY

Vetrans
First Skipper Over 45 Years of Age

ADVANX TROPHY

Rookie
Highest Placed First Time Interdominion Skipper

NIMBLE TROPHY

MINERS HELMET



The Miners Trophy for Underall Champion was conceived by Graeme Jenkins (Beachbuggy) from Tauranga. Beachbuggy donated a miners helmet which is presented to the crew that executes the most spectacular capsize during the race. Capsizing by nose-diving gains extra points and this combined with capsizing consistency wins the overall (Underall) contest trophy.

2010 TEAMS

NEW ZEALAND

Nuplex	Alex Vallings/Chris Kitchen	Auckland SC
Nice Action Too	Hamish Hey/Mike Candy	Lake Taupo YC
Dimension Ployant	Simon Ganley/Rod Chave	Auckland SC
As Good As It Gets	Glen Armstrong/John Shultz	Worser Bay BC
Absolute CNC	Russell Davis/Oliver Hawkley	Auckland SC
Frankenskiff	Tim Bartlett/Adam Millar	Auckland SC
Exonet	James Gordon/Chris Holland	Auckland SC
Little Bus	Chris Reid/Ben de Fluiter	Auckland SC
Lil Monstro	Clifton Web/Jamie Hunt	Auckland SC
Viper	Roger Barnes/Nick Parkin	Worser Bay BC
Design Source	Paul MacIntosh/Ken Fyfe	Auckland SC
Davie Norris Boats	Chris Skinner/Jon Galvin	Auckland SC

AUSTRALIA

Dimension Polyant	Nick Press/Brad Yabsley	NSW
Garde	Brett Hobson/Alex Johnson	NSW
Gemmell Sails	Murray Press/Ben Gemmell	NSW
Foxy Lady Too	Peter Polec/Jamie McCrudden	NSW
Andrew Short Marine	Michael Spies/Damien Vlotman	NSW
Hey Charger	Nick Bernard/Robbie Polec	NSW
Maersk	Jackub Ronowicz/Peter Valpiani	NSW
Panadol	Andrew O'Brien/Alan Jackson	NSW
Thistle Hill	Matt Killoran/Richard Johns	NSW
Cunning Stunts	Lachie Paramor/	NSW
Gizmo	James Corrie/Dean Curtis	NSW
Grove Fruit Juice	Richard Billett/James Flemming	QLD

INTERDOMINION CHAMPIONS AND WINNERS OF THE SILASEC TROPHY

1957	Farwac	Frank Rance/Phill Vovi	Aust	1994	Academy Interprint	Phil Airey/John Schultz	NZ
1959	Kitty	John Peet/Dave Peet	NZ	1995	Academy Interprint	Phil Airey/Adam Miller	NZ
1961	Flamingo	John Chapple/Derek Thomas	NZ	1996	Dimension Polyant Sailcloth	Tim Bartlett/Alex Vallings	NZ
1963	Flamingo	John Chapple/Derek Thomas	NZ	1997	Dimension Polyant Sailcloth	Tim Bartlett/Alex Vallings	NZ
1965	Sopranino	John Chapple/Dave Carr	Aust	1998	Dimension Polyant Sailcloth	Tim Bartlett/Brett Gray	NZ
1966	Aussie	Dave Porter/Doug Mathews	Aust	1999	Dimension Polyant Sailcloth	Tim Bartlett/Brett Gray	NZ
1967	Aussie	Dave Porter/Robert Oliffe	Aust	2000	Line 7	Graham Catley/Michael Candy	NZ
1968	Query	Don Lidgard/Tony Bouzaid	NZ	2001	Smit Millar	Alex Vallings/Andy Meiklejohn	NZ
1969	Jennifer Julian	Russell Bowler/Don McGlashen	NZ	2002	Dimension Polyant Sailcloth	Tim Bartlett/Simon Ganley	NZ
1970	Beazley Homes	Bruce Farr/Rob Blackburn	NZ	2003	Eastcoast Piling & Drilling	Paul O'Malley-Jones/Randell Fitzsimon	Aust
1971	Tangara	Nick Masterman/Damien Gould	Aust	2004	Signature Homes	Chris Skinner/Jon Galvin	NZ
1972	Pol	Michael Chapman/Ian Souter	Aust	2005	Yabba Dabba	Nick Press/Brad Yabsley	Aust
1973	Twister	Peter Gardiner/Damien Gould	Aust	2006	Nuplex	Alex Vallings/Nathan Handley	NZ
1974	Vagabond	Steve Kulmar/Paul Kulmar	Aust	2007	CST Composites	Emitt Lazich/Cameron McDonald	Aust
1975	Travelodge	John Winning/Peter Gardiner	Aust	2008	Nuplex	Alex Vallings/Jeremy Smith	NZ
1976	Sunset Motels	Iain Murray/Shane Corbett	Aust	2009	Garde	Brett Hobson/Alex Johnson	Aust
1977	Contract Engineering	Michael Coxon/Duncan Rutherford	Aust				
1978	Contract Engineering	Michael Coxon/Duncan Rutherford	Aust				
1979	Freshwater Sails	Bruce Hewish/Alan Epstein	Aust				
1980	Summer Formula	Derek Adams/Steve Adams	Aust				
1981	Buckle Toyota	Kevin Wadham/Dave Hodgson	Aust				
1982	Crusader Electronics	Alan White/Dave Shipton	Aust				
1983	Steve Jarvin Motors	Derek Adams/Micheal Carter	Aust				
1984	Everett Worthington	Craig Ramsden/Micheal Bochner	Aust				
1985	Dimension Sailcloth	Tim Bartlett/Malcolm Dawson	NZ				
1986	Zapspar	Larry Cargill/Michael Rennie	Aust				
1987	Olympic Sails	Larry Cargill/Michael Rennie	Aust				
1988	Space Engineering	Alan Broadbent Dave Cleworth	Aust				
1989	Space Engineering	Alan Broadbent Dave Cleworth	Aust				
1990	Space Divinycell	Andrew Cuddihy/Micheal Carter	Aust				
1991	Acclaim	Steve Adams/Ross Gardiner	Aust				
1992	Bayferrox	Graeme Laurie/Andrew Stone	NZ				
1993	Gus and Dicks Most Excellent Adventure	David Molloy/Richard Johns	Aust				



ASC RACING COURSES

LAID COURSES

Courses will be around laid marker buoys. All buoys will be taken to port. Finish downwind.

- A. Windward leeward – windward leeward.
- B. Windward leeward – windward leeward – windward leeward.
- C. Windward leeward – triangle – windward leeward.

HARBOUR COURSES

1. WIND NORTH

Start at Orakei – Rough Rock Black (S) – Bean Rock (S) – Orakei (S) – Rough Rock Black (S) – Orakei (S) – Rough Rock Black (S) – Bean Rock (S) – **Finish** at Orakei in a south-westerly direction.

2. WIND NORTHEAST

Start at Resolution – North Head (S) – Bastion (S) – Resolution (S) North Head (S) – Resolution (S) – North Head (S) – Bastion (S) – **Finish** at Orakei in a south-westerly direction.

3. WIND EAST

Start at Orakei – Kohi West (P) – Torpedo (P) – Resolution (P) – Kohi West (P) – Orakei (Start/Finish Gate) – Resolution (P) – Kohi West (P) – Torpedo (P) – Resolution (P) – **Finish** at Orakei buoy in an easterly direction.

4. WIND SOUTH EAST

Start at Torpedo – Kohi west (P) – North Head (P) – Torpedo (P) – Kohi West (P) – Torpedo (P) – Kohi West (P) – North Head (P) – Torpedo (P) – **Finish** at Orakei in a southerly direction.

5. WIND SOUTH

Start at North Head – Orakei (P) – Bean Rock (P) – Rough Rock Black (P) – Orakei (P) – Rough Rock Black (P) – Orakei (P) – Bean Rock (P) – Rough Rock Black (P) – **Finish** at Orakei in southerly direction.

6. WIND WEST

Start at Orakei – Resolution (S) – Torpedo (S) – Kohi West (S) – Resolution (S) – Orakei (Start/Finish Gate) – Kohi West (S) – Resolution (S) – Torpedo (S) – Kohi West(S) – **Finish** at Orakei in a westerly direction.

7. WIND NORTH WEST

Start at Bastion – Torpedo (P) – Orakei (P) – Kohi West (P) – Torpedo (P) – Kohi West (P) – Torpedo (P) – Orakei (P) – Kohi West (P) – Torpedo (P) – **Finish** at Orakei in a southerly direction.

8. WIND SOUTH WEST

Start at North Head – Resolution (P) – Orakei (P) – Rough Rock Yellow (P) – Resolution (P) – Rough Rock Yellow (P) – Resolution (P) – **Finish** at Orakei in an easterly direction.

DEFINITIONS

Start – between the committee boat and the designated yellow buoy

Finish – between the committee boat and # 17 Orakei yellow buoy.

(S) – indicates mark to be rounded to starboard

(P) – indicates mark to be rounded to port

(Start/Finish Gate) – indicates gate to be observed as a mark of the course.

- #7 Rough Rock Yellow – yellow bouy East of Rough Rock marker.
- Rough Rock Black – Black marker East of Cheltnam Beach
- #6 North Head - yellow buoy East of North Head.
- #17 Orakei - yellow buoy off Orakei Wharf.
- #5 Torpedo –yellow buoy South of North Head.
- #18 Resolution – yellow buoy at the Western end of the Okahu Bay wave break.
- #16 Bastion – yellow buoy off the Tamaki Yacht Club.
- Kohi West – wooden pile with a red triangle at the Eastern end of Mission Bay Beach.
- Bean Rock – laid bouy off Bean Rock Lighthouse.

See back page for map.



RACING BOUYS ○ PENDING RACE BOUYS

- | | | | | | |
|---|------------------|----|-------------|----|------------------|
| A | Meola | 7 | Rough Rock | 13 | Rangitoto |
| 1 | Westhaven (ODIM) | 8 | Narrow Neck | 14 | Northern leading |
| 2 | Bayswater | 9 | Cable | 15 | Bean Rock |
| 3 | Stanley | 10 | McKenzie | 16 | Bastion |
| 5 | Torpedo | 11 | Saltworks | 17 | Orakei |
| 6 | North Head | 12 | Flax Pt | 18 | Resolution |

- LAND
- Shallow or Foul
- Deeper Water
- RVC Laid Marks
- Landmarks
- Navigation Marks
- Fairway marks, beacons, or points of note

North Shore

AUCKLAND

NOT TO BE USED FOR NAVIGATION

