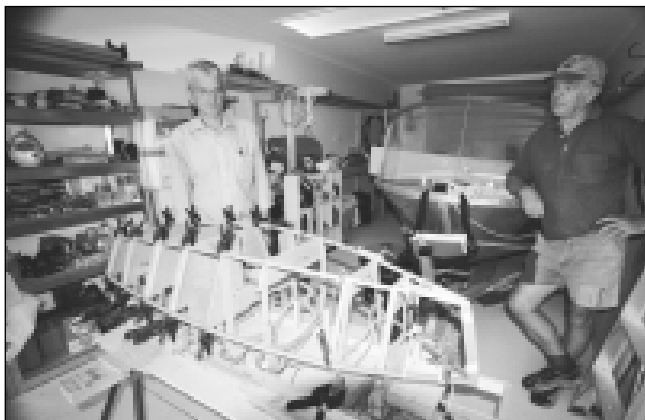


NISnews

by ROBERT AYLIFFE

Great things are happening. Building, Cruising, Racing!

THE trial 1/4 scale model of the first computer cut NIS18 kit is nearing completion in Goolwa, SA. It will be on display at the Sydney Wooden Boat Festival, unpainted probably but able to show its handsome form to the world for the first time. Kerry Kirke, who is planning to order the full size version soon, has done a thorough job in critiquing the prototype. It's been great having Kerry to do this. He is an alumni of the residential summer schools that I used to run some years ago; he built a David Payne 'Little Stripper' back then and did a fine job of that. As a result, NIS Boats are now ready to offer the kits for sale. The pre-cut Gaboon plywood pack will retail for \$4900 plus \$200 insured freight to Australian capital cities. Add A\$250 to that for overseas delivery.

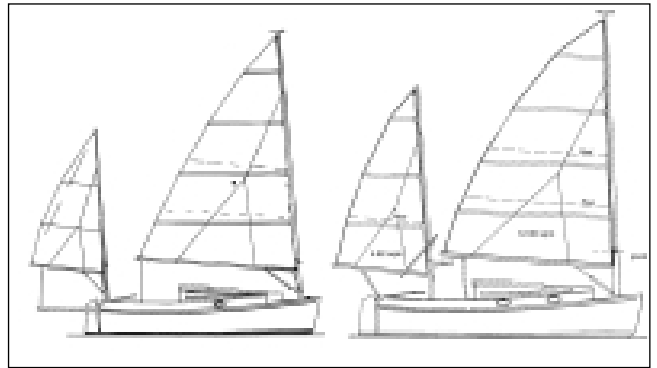


Kerry on left, Peter Shipline advising on right.

Special Deal!

The first five kits only will be going out at the introductory rate of A\$3700 INCLUDING insured delivery. Naturally we will continue to strive to provide the same good support and backup for the life of the project. The flip side is that if you do find a whisker in spite of Kerry's good work, you tell us, reasonably politely, how to fix it!

The kits and scratch plans instruction sheets allow for ketch, yawl or the original cat rigs.



Peter and Vicki Shipline, also in Goolwa are nearing completion of their NIS23, *Maid Marion*. It's always a delight to visit their place, Vicki makes a really good afternoon tea. They don't seem to have noticed yet how I time my visits.



Peter has made a very nice job on *Maid Marion's* Interior. (Naturally!)

This boat has been superbly built. Peter is a real craftsman and just recently I was able to introduce Kerry, the NIS18 builder to Peter and Vicki. Seems that they share more than an NIS interest, Kerry had a number of MG cars in a past life, Peter's dad owned the MG franchise for Nottingham and Peter still has in near-perfect condition his father's old and very rare plus 4MG.

Peter was, until this year, the Chairman of the South Australian Wooden Boat Association, coming in at a time when the association seemed to have hit a low ebb. The fact that the new meeting room in Adelaide's Brecknock Hotel did not have sitting space for current and new members speaks well of his tenure, and bodes well for the equally likable new Chair, Alex Bennett - Wooden Boat Assn. SA **08 8352 8948**.

In addition, Peter for many years has played a large 'behind the scenes' role on the South Australian Wooden Boat Festival Committee, and continues to be a significant contributor of time, energy and ideas to Goolwa's 'Armfield Slip Wooden Boat Centre' Richard Eylward, **08 8555 5395**. He has also over the years forgiven me at

least some of my failings and become an excellent and valued friend.

Peter will be joining our crew of grandson Lawrence and Darren Bennetts on *Charlie Fisher*, in the flotilla including Tony and Yvonne Nicol's NIS26, *Little Jimmy*, and SA's *ONE and ALL* for the approximately 55 kilometre crossing from Adelaide to Port Vincent, for the 2006 Yorke Peninsula 'Little Salt Water Classic' in early April.



Darren sails *Charlie Fisher* to Port Vincent, 2004

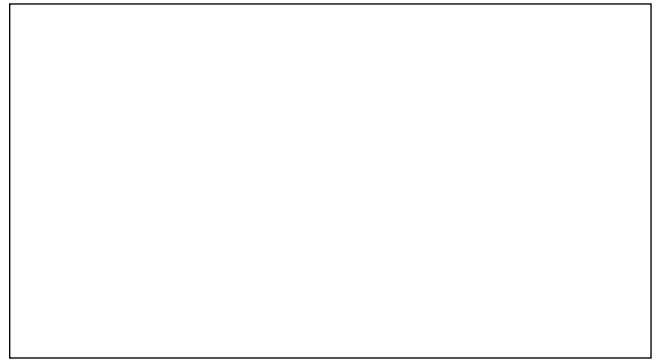
Darren is busy in his Adelaide workshop building an NIS29 for a Queensland client. He looks like becoming a fine NIS builder with rates that reflect his modest overheads whom we will be able to confidently direct clients to, for Norwalk Islands Sharpies construction and maintenance work. Darren Bennetts - Boat Builder **0417 752 020**.

Stephen Zonneveld and his son Kurt in Kurrajong, NSW have commenced the completion of a recently acquired part built NIS26 hull. I had the good fortune to go sailing with them with Angus Houstone, on his NIS26, *Malisma*, on Lake Macquarie a couple of weeks ago.

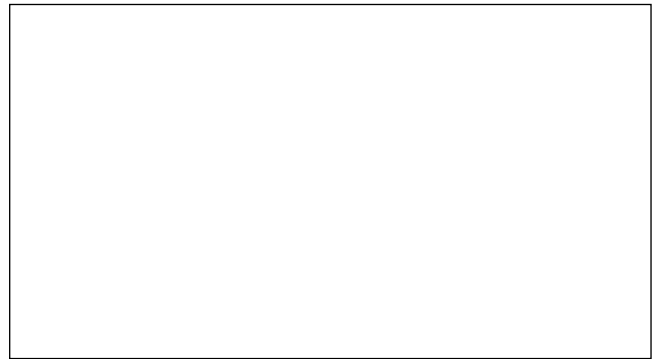
For Stephen and Kurt, the boat will be a real diversion from their family's other passion, endurance riding. I was certainly diverting while helping them turn their boat over, when I felt a nuzzle in my side from one of their beautiful stable of Arabs, 31-year-old retired and much loved, 'Fred'.



Stephen and Kurt, turning the hull.



Angus's *Malisma* at her dock, Dora Creek, NSW.



Stephen, and son, Kurt, on Angus Houstone's *Malisma*, Lake Macquarie.

Ian and Heather Macdonald are close to fixing the ballast and turning their NIS23 over in their Grange, South Australia workshop. Very interesting people, as all are all our clients. Ian, Heather and their family have as well as their boating and work interests, a real passion for sustainable living. Their suburban house and its surrounds is testament to that.

Austin and Jill Rogerson are quietly beavering away on their NIS26 in Albany, WA.

Bill Feeney in Qlds is contemplating retrofitting the new tabernacles to his 26er and Simon Moody is making good progress up in Airlie Beach on his NIS31. Good to hear from you all.

For those who have been nibbling away about the NIS43, we still don't have study plans or plans suited to amateur building, yet! Some of our Queensland friends are putting on the pressure, something will happen, soon I hope. Bruce has a very big workload right now with his new production dinghy, the *Pixel*.

Racing

I know a lot of NIS owners race successfully in their state scenes. Unfortunately, except for the odd snippet we miss your news. Can I make a plea for interstate and overseas NIS owners to drop a line now and again? We are all ears, here!

In addition we are attempting to set up a register

including launch dates, with the intention of allocating sail numbers.

Locally, Kevin Nicol and his crew on NIS29 *Chili* lined up with myself and grandson Lawrence on NIS23 *Charlie Fisher* for the annual Milang To Goolwa race a couple of weeks ago. Charlie has won this once, with Dusty Gray crewing, and been well placed several times. We endured a red hot day in the reeds, mirror calm copper sheen water, but we knew that weather was on its way.

I was interested that most people seemed to stay in the water, keeping cool and drinking quite strong mixer drinks. Some asked about what to do in the event of strong wind in the race and one or two allowed that they did not know how to reef their boats. Someone suggested that preparation might include stopping drinking, now, and that they had better start learning how to reef. By and large both suggestions were ignored.

It hit about midnight. Lawrence and I were sleeping in the cockpit. Reeds slapped and flying branches and sticks flew about us. Around 1am a shout from our neighbouring boat, *Cool Change* alerted us to a silent runner, an apparently crewless boat dragging its anchor so fast it might have been surfing. Our neighbour succeeded in stirring the slumbering crew within, averting disaster and chaos in the nick of time.

Got us all to thinking about the hazards of our sport, and that tiny second between peace and disarray.

Daylight was no prettier. The wind had built. Some boats had been knocked around, or driven very deep into the reeds. The start was like the later stages of a Roman chariot race, bits of wreckage and one boat dismasted in the middle of it all.

The Goolwa Regatta Yacht Club is very experienced, and responsible. In a situation where you had people with no real experience of strong weather, and even less considered preparation and uncertainty about what was to come, they called it off for the first time in the 90-odd-year history of the race.

It was a courageous and totally correct call, and the club deserve the highest praise for doing it. It is a further credit to the organisation that they kept the rescue boats out there anyway, to cater for those who felt that they just had to get back to Goolwa, no matter what. That the rescuers were busy, stretched even for the rest of the day clearly vindicates the broader decision.

The Goolwa Regatta Yacht Club (GRYC) really is a great club. I have always appreciated my welcome there. Anthony Watson, Goolwa Regatta Yacht Club. **08 8555 2617**

Last weekend's traditional return race, the Goolwa back to Milang Race had a good turnout probably as a result of the previous cancellation. This is also a very well run event with some collaboration with GRYC and certainly strong support from GRYC members.

This year there were three Norwalk Islands Sharpies on the start line. Kevin Nicholle's 29er, *Chili*, with her re-rated yardstick 720, Greg Bussell's NIS23 *Nimble* and our own NIS23 *Charlie Fisher* (both yardstick 700) lined up. (NIS26 is 710)

Randall Cooper - Rigger, **0428 817 464**, Goolwa rigger has done a lot of work on *Chili's* running rig, and it showed.

We all got good starts. It was broad reaching and sometimes a little on the nose at the start. I was surprised to see how early on the three of us held all the Noelex 25s and the Young 780s. As the wind built and shifted to allow us to broad reach and run, the 780s got away but not by so much. We held off all the Noelexes easily, and stayed in touch with the Youngs pretty much to the end. *Chili* flew away!

It was a great joy for me to have my 15-year-old grandson Lawrence as my crew, and even nicer to be able to give him the helm for most of the last leg and across the line. It was a great ride. Sixty four kilometres in three hours and 10 minutes. *Nimble* was only 10 minutes or so behind. Kevin really had *Chili* running hot, he just drew away all race.

Results were wonderful. As Ian Porteus, from the Victor Harbor yacht Club and the principle event organiser, described it, these races are so good because you are really racing against yourself, because the fleet is a mixture of everything, and you don't really know who has won what till later in the night.

Right Ian! And for us, even more, because the result was fourth, NIS23, *Nimble*. Third, Young 780. Second NIS23 *Charlie Fisher*. First, NIS 29, *Chili*. Ian Porteus, **08 8552 4837**.

Final word from Lawrence: 'These Sharpies are WICKED!' ■

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