



The Cutlass

Lowry Bay Yacht Club Newsletter



March 2022

From the Commodore

Geoff Thorn

It has certainly been an interesting summer. I know that many have ventured across to the Sounds and further afield, taking advantage of the good, and at times settled, weather. It has been great to see the number of boats participating in racing, and cruising events such as the life jacket dunking.

We are understandably seeing very few people participating in social activities and the Sea Shanty event was cancelled, all due to Covid. A return to 'normal' does appear to be on the horizon although it will be some time before we really understand the impact on the Club.

Financially we are doing well; we have good financial reserves, applications for funding to replace the lino and carpet were successful, and our rental of the clubrooms has continued.

On the horizon we have the successful 24 Hour Race which Theo Muller instigated and has kept going with passion and drive. This will be Theo's last year running the race as he is moving onto other things and wishes to pass the baton onto someone else.

Despite the challenges over the last two years, the Club is doing well with activities being supported and people using their boats.

At a personal level, Katie and I are looking forward to participating in the Two-handed Central Triangle Race. It was in 2013 that we first did this race, and it started a series of major shorthanded challenges for us. Thank you to all have provided support, encouragement and assistance.

Geoff Thorn
Commodore

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From the Executive Committee

Geoff Thorn	Commodore
Jamie Reid	Vice-Commodore
Lynn Porter	Rear Commodore - House
Guenter Wabnitz	Rear Commodore - Cruising
Barbie Mavor	Executive Secretary
Tonie Lucie-Smith	Treasurer
Ingrid Harder	
Philip Orchard	

Here is a brief update from the Executive committee meetings:

September 2021 meeting

In attendance were: Geoff Thorn (Commodore), Jamie Reid (Vice-Commodore), Barbara Mavor (Secretary), Guenter Wabnitz (Rear Commodore Cruising), Lynn Porter (Rear Commodore House), Philip Orchard and Ingrid Harder.

- Search for a Treasurer
- **COVID 19:** We agreed to apply for the wage subsidy and general subsidy to help cover costs due to the loss of rental and bar income.
- **Opening Day:** We agreed to hold a scaled back version of Opening Day on 26 Sept
- **Strategic Plan:** - Agreed to establish a new Finance and Risk Committee, which will be chaired by Philip Orchard and include Barbara Mavor and Ingrid Harder; and
- Agreed to find a better way to manage our club emails and data storage.
- **Other Decisions**
 - approved our budget for the year, which includes provision for increasing the level of administrative support the Club requires.
 - Evans Bay has indicated it wants to be part of the harbour moorings

October 2021 meeting

- Tony Lucie-Smith was confirmed as our new club Treasurer.
- **COVID-19:** Alert Level 2, we need to maintain certain restrictions such as a maximum of 32 people in the building (to allow for social distancing), staying seated and wearing masks (except when eating and drinking), not congregating at the bar, and of course signing in. We review each application for hiring the club to make sure they can meet these restrictions.
- **Club Moorings:** Discussions with Port Nic and Evans Bay to set up a formal maintenance agreement and dedicated maintenance fund for the moorings in the harbour. The moorings are jointly owned by Port Nic and LBYC and we are responsible to the Harbour Master for maintaining them
- **Strategic Plan:** Discussions with Tim Lidgard CEO Seaview Marina about the planning work we've done and some options for the future location of our club rooms. We will agree a set of principles with the Marina Board for any future move.
We have a first draft of the detailed work plan, which we will finalise next month and then share with all members.
- **Other Decisions:** Seeking a grant to replace the carpet and lino throughout the clubrooms
Moving to our new centralised email and cloud storage through Google for Not for Profits.

November 2021 meeting

- **New Members:** Denise Beck and Alexandra Blair
- **COVID-19:** require vaccination certificates.
Updating our Health and Safety policy to include guidelines for following COVID-19 restrictions.
- **Health and Safety:** Reviewed our Health and Safety. Barbara Mavor has volunteered to be our Health and Safety Officer
- **Volunteers needed:** Currently in need of volunteers in the following areas:
 - House Committee and social activities (contact: rearcomm@lbyc.org.nz)
 - Cruising Committee activities (contact: cruisingcapt@lbyc.org.nz)
 - Race Officers (contact: vicecomm@lbyc.org.nz)
- **Other Decisions:** Moving to XERO accounting system

The Executive Committee meets on the second Thursday each month. If you have any items you would like the Executive Committee to consider, please contact Barbara Mavor at execsec@lbyc.org.nz



Bluewater

By: Mary Meyers

A picture of Bluewater owned by club member, Graham McMillan, on a gloriously calm and sunny morning in Missionary Bay (off Tory Channel) in January 2022. Taken by Mary Meyers from Quetzalli.

Many LBYC members will recall Graham when he was in Wellington and regularly assisted with racing, fishing and cruising events.

Graham now resides on his boat in the Sounds and proudly flies the LBYC burgee. He has sold the Miners Camp property which he put his heart and soul into and made it a must-do stopover for walkers of the Queen Charlotte Track.

Max and Mary Meyers were delighted to catch up with Graham for a cuppa on a quiet afternoon in nature's paradise right on our doorstep.

What a great summer we're having.



Also having a lovely time in the Sounds were Storm, Opportunity, Cabaret, Only Blue, Codebreaker and Laissez Faire.



Crest

By: Keith Murray

The yacht was a Bavaria 46 about 15 years old and in excellent condition. It came with most conveniences that included a fully enclosed cockpit. Stephen and Claire Barlow had sold the yacht and Ernst Klein, the new owner from Auckland, wanted the boat delivered thereto. It was a little too close to Xmas for such an exercise but that meant there would be long daylight hours and it should be warm.



Ernst did not take possession of the yacht until Saturday 4th December. I had warned Wayne McEwen and Matt Nolan that a crew job was imminent and received confirmation on the Friday. The forecast indicated that Sunday evening might be suitable. It did mean a bit of a rush for equipment and stores but that was achieved by midday Sunday. There was low cloud, rain and increasing northerly winds in Wellington with a southerly change at 20 to 25 knots predicted for around 0300 Monday morning. That is the sort of forecast that often gives easy rides north. After loading stores Wayne and myself retired home for dinner and then reassembled at the marina at 1900 hours. The rain eased as we prepared to depart and the wind increased just as we were ready to cast off. The lines were reduced to one forward and one aft so that the permanent lines could be removed and taken with us to reuse at Bayswater. As we eased out of the berth the bow line caught but the weight of the yacht yanked it free and without trouble we headed out of the marina. The staysail was unrolled and we quickly decided that would be enough sail. The windage combined with the sail area gave comfortable riding south out of the harbour while we got familiar with the running gear.

It was very gusty south of the harbour entrance and that gave Matthew at the helm some problem until the autohelm was properly adjusted and working. For our timid crew it was a wobbly ride because we did not feel like adding more canvas in the conditions. Cape Palliser was rounded at midnight and as usual the wind increased as we crossed the bay that includes White Rocks. By then the wind had backed to southwest and then slowly eased. That created a dilemma. With the wind aft the staysail was doing nothing to stabilise

the yacht. The mainsail would help a little but would blanket the staysail. We opted to leave the motor running for speed and hauled in on the staysail sheet. It was very dark, as cloud cover had blocked any light from the crescent moon. Ashore the coast was shrouded by the low cloud cover, but occasional house lights appeared. Crest was about 10 miles out from the shore.

Daybreak arrived and disclosed a slightly dishevelled crew. Ernst had been seasick several times, Matthew was being careful and Wayne and myself felt that a good night sleep would be desirable. Hot showers soon cleared our minds. Near Cape Turnagain we had both mainsail and staysail set and the engine was off for two hours. The cloud then came lower and light rain became persistent. As we had no need to leave the cockpit, that did not make life unpleasant. In the water we had seen a seal and were visited on and off by a small group of dolphins. There was no other shipping and the sea state was best described as slight.

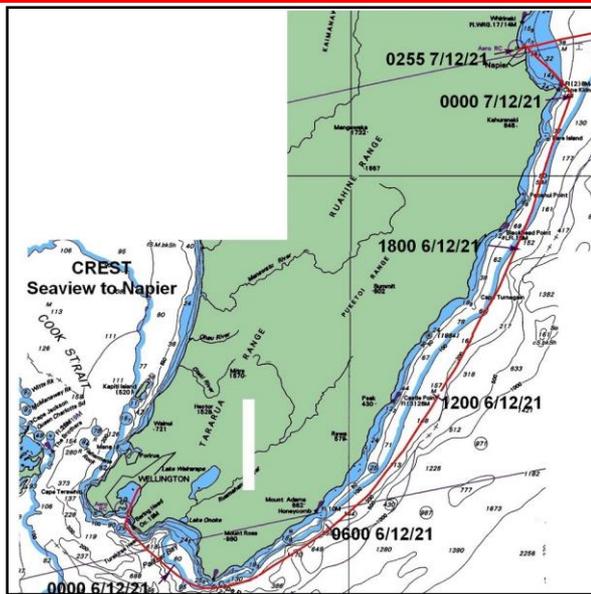


It was easy sailing conditions and if we had felt energetic a spinnaker would have been a good idea. We did not feel energetic, there was no downhaul for the spinnaker pole and only a gennaker was available. I did not want the extra distance of tacking downwind so the motor and headsail did the job we required.

The original forecast had indicated that the southerly wind would take us all of the way around East Cape. By midday Monday the indications were that the southerly would be replaced by NNE winds on Tuesday. That would make the journey from Mahia to East Cape unpleasant so we opted for a visit to Napier. It would add 45 miles to our journey but give us much comfort.

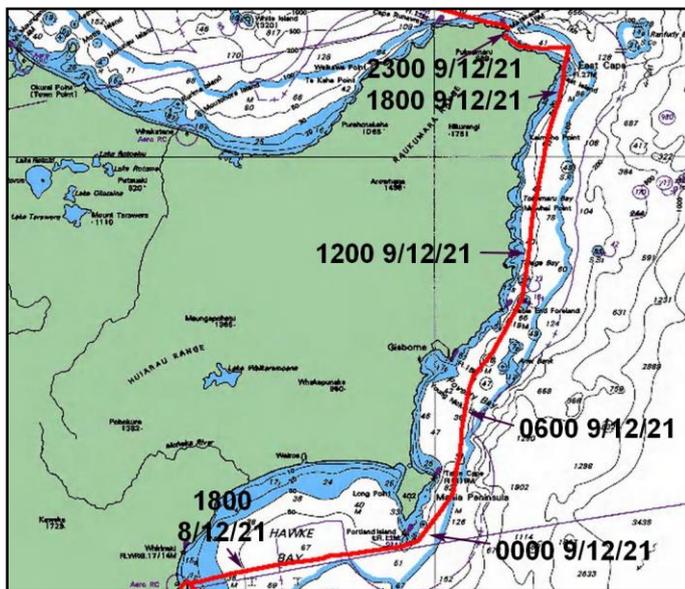
It was just after midnight when seven miles east of Cape Kidnappers we changed course from 19 to 311 degrees true. A sliver of the moon had made a brief appearance through the cloud cover and then the sky slowly cleared. The wind became lighter so we had both staysail and mainsail set to help the motor. The sails were rolled away when five miles off Napier as the wind had completely died. We were tied to our pre booked berth near the boat lift by 0300 Tuesday with the first part of the passage completed. A packet of information and key fobs had been left for us tied to the power stand. After a shower we retired to our bunks.

Wednesday morning was calm and warm despite the information that Wellington was still experiencing cold southerlies and rain. We walked to the shops, bought some stores, stopped at a cafe for morning tea and Ernst visited the pharmacy for sea sick tablets. They were not in stock and would be delivered later. The forecast was for light winds over night with the wind direction moving to the north and then northwest. That would give reasonable sailing until East Cape.



By 1500 I was feeling we could get moving. There was still a bit of wind about that made getting out of the berth a small challenge but over at the fuel pump there did not seem to be any wind. Two boys there were enjoying jumping off the breastwork into the water and we had to gently move them along a bit. It was low tide so that made for a long climb up the ladder to get to the pump. About 140 litres filled the tank and we had already refilled the water tanks. It was 1600 by the time the tank was filled, Ernst had collected his tablets, and we were out of the channel into the open sea. There was no wind, but we unrolled the mainsail and strapped the boom to prevent it from moving. After 1730 the wind had improved in strength, the motor was stopped, and our speed retained. By 2100 the speed required two reefs rolled into

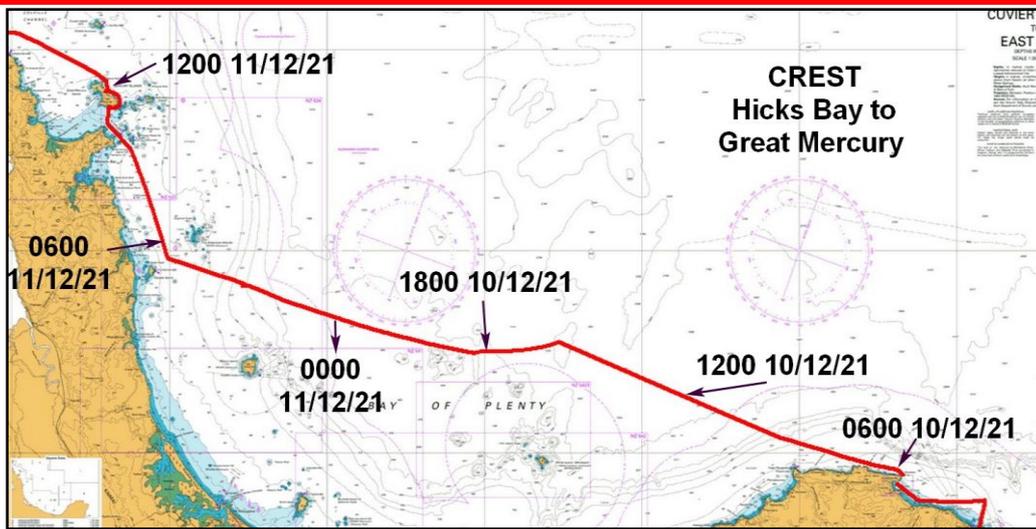
the mainsail. We were disappointed to learn that Rocket Lab had deferred the launch of a rocket from Mahia because of the wind we were enjoying. Our speed dropped as we neared the south end of Portland Island and the motor was again needed. A head sea slowed our progress.



By midnight we had passed the southern end of Portland Island and were abeam of Prices Shoal. The sloppy head sea had slowed our speed to an average of five knots. Conditions and speed stayed like that until abeam of Poverty Bay at 0600. The wind then pulled more to the west and our speed slowly increased. The motor was silenced and we enjoyed six hours of sailing that took us past Tolaga Bay. The motor was required to assist the sails for the rest of the day. We were at East Cape by 1900 and then had a windward battle to make. We continued out to sea on the port tack and after four miles went about and on one leg made it to Te Araroa where the sails were furled and the motor took us into the shelter of Hicks

Bay. By the old wharf we were out of the northeast swell and had only a gentle breeze of northwest wind. The anchor promptly gripped the bottom and soon after the ship was quiet as all were in bed.

Based on the forecast I had decided the previous night that we should leave as early as possible. Thus at 0537 the anchor was aboard and we motored out of Hicks Bay and then turned to the west. The mainsail was hoisted but there was very little wind. Our course was set at 292 degrees true and that just kept the mainsail filled once the traveller had been hauled to windward. We bounced over and through the small waves and with motor pushing and mainsail pulling the speed over the ground was just under six knots. Not fast, but effortless for the crew. The wind slowly freshened and of course the size of the short chop increased. It was not more than a metre but at times Crest would leap into the air, come back to the water with a bang and our speed slowed to just over five knots. After a late afternoon tea, Ernst decided that for his watch he would hand steer and turn off the motor. No one objected as that improved comfort and speed but the course dropped to 240 degrees. During his watch Ernst declared he could see another yacht to the north west of White Island. The latter was puffing fumes but I could not see another yacht. Eventually I climbed out of the cockpit cocoon, went along the deck and stood clinging to the mast. The dark coloured pyramid of sail was Volkner Rocks.



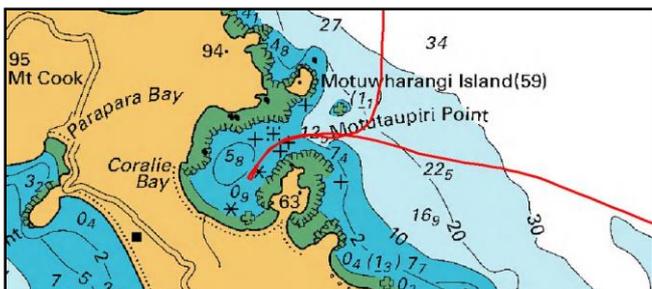
Two and a half hours later the watch had changed. It was just on 1800 there was a noise and then the staysail started sliding down the furling spar onto the deck.

“All hands on deck,” was my clear but quiet call. Once the sail was secured on deck I could see that the extension tape at the head of the sail had come unstitched. That meant the swivel and halyard were up above the second spreaders and it was easy to decide they could stay there. The autohelm and engine were back on, and the course improved to a steady 280 degrees. The speed stayed at five knots. It was a warm night; the sky had cleared and the little bit of the moon stayed until a bit after midnight. By then we could see the loom of lights at Tauranga. There were no other ships large or small in sight.

After 0530 Friday our long starboard tack ended when we were between Slipper and the Alderman Islands. The wind had become light and the course was changed to 344 degrees true to take us to the Hole in the Wall. I left Matthew in charge of the yacht and retired for sleep. Half an hour later the engine was slowed to idle and I was back in the cockpit. There was a trawler close by bringing in a net. Once it was well clear of our course we continued motoring over a calm sea. The mainsail had been rolled away.



A little after 0830 Friday we passed through the Hole in the Wall and it seemed that we could do with a rest from the engine. Thus we crossed over to Peach Grove on Great Mercury, anchored, and Ernst and myself had a swim. Then we all had morning tea. During our break Matthew asked if I had been into Coralie Bay on the east coast of the island. As the answer was, “No,” we went to investigate. The entrance from the south was very well hidden. Rocks, only some of which could be seen, surrounded the entrance but within there was enough room to anchor. The southern shore shelved slowly and the wind creating a small bounce in the bay did not encourage me to stay.



By midday we were on our way to Cape Colville. Full Mainsail and Genoa had been set and along with the motor we passed by another fishing boat. Ernst had been for some hours been suggesting ways of recovering the staysail halyard. I had explained that the easiest thing was to use the spinnaker halyard to hoist the youngest crew(Ernst) aloft. That could wait until in port. Ernst at first felt that leaving the halyard uncleated the bouncing of the yacht would jiggle the swivel to deck level. We sadly explained that the weight of the halyard to be pulled up the mast exceeded the weight of the swivel. After twelve hours of bouncing Ernst agreed that had not worked and suggested making a lasso and attaching that with a downhaul to the spinnaker halyard. The lasso would be hoisted aloft and jiggled over the swivel.

“Do not use a lasso. It will jam and then neither spinnaker nor staysail halyard will move,” was my comment. On the calm seas approaching Cape Colville Ernst was determined to try. I concentrated on watch keeping, Matthew on sleeping so Wayne provided assistance and changed the lasso to a simple fixed loop around the furling spar and tied to the spinnaker halyard. With Wayne lying on the deck playing with the downhaul and Ernst at the mast, they achieved success. We then spread the staysail on the deck and replaced the strop with a sturdy polyester rope with loops spliced in each end. Then the staysail went back on the luff spar and was neatly furled



Our course was 308 degrees and with the wind from the north we could just get the sails to set properly. Three hours later we again changed course and eased sheets but our speed over the ground remained low because of an adverse tidal current. The motor was stopped as we did not need help to get six knot speed through the water. We crossed Port Jackson around 1700 and changed course for the Motuihe Channel. The wind and our speed slowly increased. Soon the yacht was happily sailing at eight knots and charged towards Auckland in fine style. It proved to be the best part of the passage. The Hauraki Gulf was calm, the wind aft of the beam and increasing. When dinner was ready to be served I was asked to slow the lumpy rush through the water. I wound two reefs into the mainsail and that helped the autohelm maintain a straight course and stand the yacht almost upright all without reducing our speed. The wind by then had increased to twenty knots. It was dark by the time we nosed into Islington Bay and joined the small fleet that was at anchor there.

I had the crew astir early Saturday as we had things to organise in Bayswater. It was overcast, very humid, and very warm. We motored into the Waitemata Harbour and turned into Bayswater marina. The pre booked berth was empty but narrow and we needed the assistance of Ernst's daughter and friends on the dock. As the wind had vanished, that eased the challenge to back the yacht into place. The statistics for the passage were:

	Napier	Hicks	Islington	Total
Distance	209.7	171	206	596.7
Average speed	6.87	5.52	5.25	5.92

We had used all but 50 litres from the auxiliary fuel tank plus about 5 litres from the main tank. Our luxury in being able to have hot showers had emptied the forward water tank. Food supplies had held up well and there was plenty left over.

to Hamilton as the last three days of Covid border control were in place.

LBYC Prizegiving 16 Jan 2022

Covid certainly threw a few roadblocks in the way of the Club celebrating our 2020/21 racing year and it wasn't until January 2022 that we managed to hold the prize giving, well, an abbreviated version. It was held after the Fitzroy race and was well attended and we recognised the main highlights of the previous race year.

Thank you to everyone who helped organise the event (and previous events!) and to those who assisted on the day. The following are a small selection of photos from the event.



The cups all polished and the prizes on display



Told you it was well attended.



Brent Clarke who took home the Crew Person of the year award



Grant Reid collecting the prizes for the Tesstarossa crew who won Season Champion - Line



Paul Snowden collecting the prizes for Stunned Mullet crew who won Season Champion - Handicap.



Bob Rowell who was acknowledged with the Russell Bates Memorial Trophy for Older Active Sailor

Stewart Island / Rakiura 2022

by Guenter Wabnitz

This voyage was an example of the conflicts between ambition, safety and practical reality, which we often face in recreational yachting.

The idea of sailing to Stewart Island on **Amour** originated during our Marlborough Voyage at Easter 2021. The weather pattern for summer 2021/22 was forecast as “La Nina”, for a second time in a row, which was the preferred weather pattern for South Island voyages, as opposed to “El Nino”, which is better suited for North Island voyages. In summer, “La Nina” pushes the high pressure systems very far south, resulting in settled and drier weather at latitudes around Stewart Island.



1. Route

After originally having considered sailing to Fiordland, we chose going to Stewart Island on a route along the East Coast, with a number of harbours on the way, saving approximately two weeks of total voyage duration, and allowing for shelter, refuelling and buying of fresh food. It would require less time for crews, as well as providing access by plane. Leaving alone Fiordland’s fragile marine environment saved us also from exposing ourselves to massive sandfly attacks. Thanks to Gareth’s advice on this matter.

2. Boat Preparations

Amour had sailed around the world and was well designed and equipped for coastal trips. The 37 foot Bostroem yacht had modern navigation and auto pilot equipment and provided ample of room in the cockpit and below, with accommodation for up to 6 POB. Preparations started in October. Costly and time consuming efforts were replacing the shaft seal, upgrading toilet plumbing, getting a second headsail - a heavy weather cruising gib, and checking / repacking the life raft for Cat 2. Many small repairs, replacements and additions came on top of this. Some tasks slipped along the critical path and created some “angst” close to Christmas.



3. Timing and Associated Voyage

As for many years, we celebrated the birthday of our friend Willi at Furneaux Lodge on 3 January. Departing Wellington on 29 December, we had a week in Queen Charlotte Sound with our first crew, Patrick and Karsten. Our “Stewart Island Crew”, Martin, Suz, and Briar (SRL) would join in Picton on 4 Jan.

4. Crew

After the initial enthusiasm, the reality of life and other commitments started to creep up, including reduced holidays from work, sharing time with friends and a wedding. The initially envisaged four weeks quickly reduced to two weeks, still enough for getting down to Stewart Island at suitable weather conditions, with the options of sailing back with Patrick and other crew, as well as single-handed sailing between harbours and shelter bays.



5. Weather

For comfortable sailing, northerlies, westerlies or easterlies were preferred, as forecast in December. The first leg to Christchurch was 170 NM and would take 30 hours at 6 knots average cruising speed.

On 4 Jan, we picked up the young crew in Picton. Refuelling, replenishing of water & food and stowing took until late afternoon and left enough time to get us to nearby Ngakuta Bay for the first night. Tides in Tory Channel required Briar and me getting up at 0200 on 5 Jan. We sailed out of the crowded bay, through Queen Charlotte Sound and Tory Channel in pitch black. The only ferry passed at one of the narrowest spots in Tory Channel, where we slowed right down near the rocky shore. Twilight commenced at 0500, when we exited Tory Channel, followed by a spectacular sunrise.

Unfortunately, smooth seas and the northerly did not last for long, and a southerly set in earlier than expected, with rough and steep seas ahead. Without having had sufficient time for getting their sea legs, the new crew quickly got a taste of sea sickness. Tackling the waves at 45 degrees reduced our velocity-made-good considerably. So we decided to turn back into Tory Channel and having a rest for a few days. After three days of enjoying plenty of fish and excellent cooking in East Bay and Endeavour Inlet, as well as refuelling in Picton again, we made a second attempt on 9 January, leaving Missionary Bay at 0500. This time we had 35 knots northerlies between Tory Channel and Cape Campbell, which Amour handled easily, making 7.5 knots on half a headsail only. This exhilarating experience lasted about eight hours, and from then onwards it was motor-sailing along Kaikoura down to Lyttleton. At the entrance to Lyttleton, on 10 January at about 1130, we caught a large Kahawai, sufficient protein for all of us for two days.

6. Alternative Transport

We realised there would be insufficient time for getting to Stewart Island, spending a week there and returning to Dunedin by 19 January. Within a few hours, we had changed plans. Martin took a rental car to Queenstown to meet his girlfriend; the girls got a friend's van to get to Invercargill, while I took the bus. The race was on ... We left Amour at the Visitor Berth for \$28 per day.

The daily Intercity bus to Invercargill was affordable at \$60 (for Gold Card holders), very comfortable, leaving Christchurch on 11 Jan at 0700 and arriving in Invercargill at 1800. It stopped for food and comfort all so often and allowed me to study the passing landscape and the rural towns, while reading a book. The bus stopped in front of the Tuatara Lodge, the local backpacker's in Invercargill with a craft beer bar.

7. Bushwalking on Stewart Island / Rakiura

In Māori legend, Rakiura is the anchor stone of Maui's waka (the South Island). It was visited by Māori on food gathering expeditions since the 13th century, taking advantage of Rakiura's rich sea and bird life. European settlement started in the early 19th century with the exploitation of nature, hunting wildlife such as seals and whales, and chopping down native forests. Marriages with local Māori women as well as immigration from the Shetland Islands were the early foundations of permanent settlement.



Having planned sailing to Port Pegasus / Pikihatiti, I only had a daypack onboard, my old computer backpack from work. Waiting to get onto a flight, I had a day to buy a sleeping bag and some essential survival items at the Warehouse in Invercargill. Also, there was a PaknSave in walking distance for buying food for 6 days. I was told the Four Square at Oban was expensive and would not have a good selection of high-calorie tramping food. The ferry ticket from Bluff to Oban was \$75, the bus to Bluff \$28 – one way. The 10-seater plane was \$110, almost the same price. With my improvised backpack of 16 kg, consisting of my computer backpack, the sleeping bag, a tarpaulin, tied on with my mother's parcel knotting technique and a dangling cotton bag with food, the walk to the airport took about 35 minutes. The plane took 9 passengers and there were two planes, providing about 5 flights a day. I was lucky to get on to the 10 am flight, enabling me to commence my walk straight away and reaching the hut at Port William for my first night.

The Island is now home to 400 permanent human residents, about 20,000 Kiwis and other wildlife. 70% of the land is national park, managed by DOC. There are several marked walks. For the average tourist, the 3-day Rakiura Walk is recommended, for the more adventurous, the remote Northwest Track may be an option, which I chose to spend 5 days on. The huts were in good condition and cost \$5 per night. They needed to be booked at the DOC, and there was no additional fee for walking the track. Most of the time, I was on my own on the track, and there were only few people at the huts.

Water taxis could be booked in advance for drop off or pickup. Cell phone reception was only possible near Oban, and I wished I had taken my spare battery pack. Forgetting to turn off my phone would have caused the phone to race for Internet until completely discharging the battery. The rivers did not have Giardia and were meant to be safe for drinking, allowing a minimum of water to be carried.

At Port William and Murray Beach, I passed the remains of old sawmills, spotting the difference between re-grown and native bush. The most common, large trees were Kamahi and Rimu. The Southern Rata was flowering. The sea was warm to swim in, and safe when out of sight of a sea lion.



The beaches (without a human soul) provided welcome rests for the legs, tired from climbing over big roots or dodging mud pools and streams. The North-West Track was a constant up and down, crossing streams flowing down from Mt Anglem (980m). While Kiwis could be heard after dark, spotting them was either a myth or a lucky coincidence for some. Deer seemed to be tame, coming to feed on the grass near the huts.

The pub at Oban had good food, particularly fresh fish, and the local backpacker's was excellent, also offering people to camp with their own tents. The local museum was quite interesting and good for a couple of hours, while waiting for the plane.

8. Return

The return from Stewart Island by plane on 18 Jan and the bus trip next day were pleasant again. Lyttleton was pretty and sleepy, a "one-horse town" without a fuel berth at the marina, nor a nearby petrol station. David, an excellent chef, got his sea legs after a day trialling his brand new sailing gear. Together with Keith, we left Lyttleton in a 10 knot SE wind, leaving at 0500. We got "held up" by a cray pot caught in our rudder 15 M south of Kaikoura. While it gave us quite a fright, a dozen or so Albatrosses came to sit on the water for entertainment, watching Keith and David free us with the help of the dinghy in about 1.5 m swell. We got back to Wellington motor-sailing an hour ahead of schedule at 1000 on 24 January.

During the three weeks on **Amour**, we clocked up a total of 580 NM with lots of adventure, sunshine, starry nights, good company, good food, thankfully only one minor injury, Albatrosses and Hector's dolphins.



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