



LOWRY BAY YACHT CLUB (INC.)

SAVERMERE
LOWRY BAY
NEW ZEALAND

PO Box 38 533 Lower Hut
Clubhouse Telephone 04 568 3715
Facsimile 04 568 3738
Email info@lbyc.org.nz
Website www.lbyc.org.nz

The Cutlass

JULY 2016

COMMODORE'S MESSAGE

Gareth Edwards

A big thanks to everyone who took the time to complete the members' survey. A special mention to Bill Dashfield who coordinated the survey and has provided a report summarising the results and providing graphs and analysis to draw out key conclusions. You can access a copy of the results from the front page of the website.

The survey reinforces that it's impossible to keep all people happy all of the time, given that there are conflicting wishes from members, but it does help the Executive and Committees identify what most people want most of the time which is a very useful tool in our decision making. It also provides a great source of individual suggestions for changes.

The Executive have received the full report, including every comment made. As we are approaching the AGM it is best that these be considered further once incoming Committees are appointed but the Executive have already decided to respond to some common requests. As a result:

What's On emails will return to being weekly. These will move from Mondays to Thursdays to provide up to date information on catering and weekend activities.

Feedback on Friday night meals will be discussed with our caterer, Graeme, to see what requests can be accommodated. Even a large restaurant can't accommodate all tastes, budgets and dietary requirements that were requested in the survey though, so we need to be realistic about what the Club can provide.

Race cancellation updates will be provided on the website by 11.00AM on race days. In practice this may mean confirming that a decision is still pending in marginal weather but it will give a heads up to those travelling longer distances and recognises the additional set-up time that our trailer yacht fleet can face.

Speaking of AGMs, you should have received information on Monday about the AGM. Sound like a self-inflicted injury to attend? Well yes there is some formality and a fair bit of financial stuff but it should no take more than 40 minutes. But these are your own finances as a member of the Club and it's the single most important meeting each year to find how the club is going. It's also your one chance to decide who you want running your Club in the coming year. The AGM is being held on Sunday 7 August at 5.00 PM so that people can attend after racing. Please bring a pie if you want to stay for the shared dinner afterwards. If you want to nominate

someone to any of the Executive Committee positions, Racing Secretary or House Secretary, then you can find the form at

http://media.wix.com/ugd/c17ceb_109a0eee553c4d31be912a69959d5928.pdf.

If you don't want to serve in these roles but you still want to contribute to organising events then there the committees for Cruising, House and Sailing that could be for you. Please let the relevant Vice/Rear Commodore know at the end of the AGM.

EXECUTIVE DECISIONS

Key decisions from the Executive meeting on 14 July were:

It was decided not to fill the Executive vacancy resulting from the resignation of Gillian Alderwick given the proximity of the AGM.

Approved year-end financial information (sent with Annual Report/AGM notice).

Made three immediate changes in response to the members' survey (see above).

Received a presentation from Margie on opportunities for the Club from the Boat Show scheduled for next year.

Noted our manager Margaret Lissete's formal resignation.

Approved rule changes to be recommended at the AGM (see link in Annual Report/AGM notice).

BURGEES

We now have a stock of club burgees. These are available from the office at a cost of \$20 for a smaller version than previously or you can order the larger burgee from Flagmakers. This will be at a higher cost that will be advised when ordering

MEMBERSHIP

We are pleased to welcome the following new members to the club:

Margaret McKenzie of Silverstream

Stephen Peck of Lowry Bay

Stephen Barlow of Te Aro

Jerry Hewitt

SPRING CHICKENS REQUEST

From time to time we need tools to complete unexpected little odd jobs around the club house. We don't always have the right tools available so decided we should keep a toolkit on the premises - with basic items such as a hammer, a set of screwdrivers, pliers, toolkit box etc. Do you have any items you would like to donate? We would be very grateful for any contributions.

24-HOUR ENDURANCE YACHT RACE

Theo Muller

Lead Organiser 24-Hour Endurance Yacht Race.

The worst-kept secret is now officially in the public domain; the 24-Hour Endurance Yacht Race is a reality in the making. On the 7th of July, the Lions Club of Petone, assisted by Event Associates (Robert Baldock and Margie Petherick) officially launched the Wellington Boat Show at a function in the clubhouse of Lowry Bay Yacht Club. This function was attended by the Mayor and Deputy Mayor of Lower Hutt, Lions Club members, sponsors and other invited guests. It was a great evening. The Lions Club are the promoters and future custodians of the Wellington Boat Show, which will take place in April 2017 and yearly thereafter. It was also the still un-official launch of the 24-Hour Endurance Yacht Race. Let me take you back a few years.

About two years ago, I presented a concept paper to the Executive of our club about a 24-hour yacht race. The idea was not originally mine; I got it from the OKI 24-hour relay race for dinghies where local and international sailors compete for 24 hours at Lake Pupuke on Auckland's North Shore. Also a yacht club in NSW, Australia organises an annual 24-hour race for keelers. My enthusiasm about the idea of organising a 24-hour yacht race here on Wellington Harbour was buoyed by the positive and encouraging reaction from members of the Executive – in fact the Commodore was the first to put his hand up pledging his yacht, Amnesia to be on the start line. It was time to get serious and my first job was to put a team together that would take the responsibility for organising the business end of the race. This team has met several times since the beginning of this year. It consists of the Vice Commodore, Brent Porter, Katie Mathison, Matthew Nolan and myself. Ray Manning has agreed to be the RO and has also assisted in devising a handicap system that gives all participating yachts a fair and equal chance of winning the race.

Not long after, we learned that the Lions Club of Petone were the custodians of the Wellington Boat Show to be held in April 2017 at Seaview Marina. Robert Baldock and his company Event Associates, had been hired to organise the boat show. Herein lies an opportunity: bring the two together – the boat show AND the 24-hour yacht race and we've got a great combination. The Lions Club was keen, Event Associates were keen and we were keen. Robert joined our committee. Two events, One team.

The Wellington Boat Show at Seaview Marina will be held on 6 – 9 April 2017. The race – now officially known as the 24-Hour Endurance Yacht Race – will start at 12 noon on Saturday 8 April 2017 and finish at exactly the same time the following day. Yachts will sail a 12-mile circuit on Wellington Harbour and will sail as many laps as possible during the 24-hour period. A unique handicap system will determine the distance sailed on corrected time giving all yachts – big or small, fast or not so fast – an equal opportunity to win the race. The 24-Hour Endurance Yacht Race is open to all Cat 5 keeler yachts and trailer sailers 20ft or above. Whether a Nova or Davidson 28, a Haag 40, a Young 11, a Lotus 9.2 or the Commodore's 26 footer, all have an equal chance of taking home the trophy. Yachties who have long aspired to coastal or ocean racing, but have been held back by the limitations of their yachts on open water can now participate in a unique yachting event at least equal as exciting as a Cook Strait Race or Nelson Race.

The organising committee has been busy making this race – which will be an annual event coinciding with the annual Wellington Boat Show – a reality. We have already got some big name sponsors on board and we are planning an official launch of the race to members of the Lowry Bay Yacht Club in September or early October. We will also make presentations to other yacht clubs in the greater Wellington area – Royal Port Nicholson, Mana Cruising Club, Evans Bay Yacht Club, Waikawa Boating Club and possibly Nelson Yacht Club. We will have a big fleet on the start line!

You will be kept informed through the Cutlass, Facebook, Twitter and the LBYC website. Also the local news media will hear about it. All you need to do is getting yourself, your crew and your yacht ready for the most exciting yacht race you have sailed thus far.

WINTER SERIES

Weather problems that prevented the series from starting at the planned date so as a



result there were two races on the 10 July. It was calm, a five knot variable wind was forecasted, so it was no surprise that at the start time boats were drifting in an unorganised manner. Ripples appeared on the water to the south and when they reached the fleet the yachts moved briskly across the water. There was no substance to the wind and further to the south that water was glassy. After 20 minutes of waiting something more solid arrived and the preparatory signal was hoisted.

The Open division crossed the line with few arguments, the wind pressure eased for five minutes and then reappeared from the east. That enabled the Cruising division to mingle with the Open division and everyone sailed with ease out to mark 24. The wind direction however was fickle and the yachts that set gennakers were often sailing far from desirable courses to make the most of the wind.

The best course to sail to each mark was a matter of luck and good observation. There were large area of no wind and narrow rivers of wind that were perfect. Yachts only 30 metres apart could be steering courses with a 40 degree difference but both would be close hauled on the same tack. All of which led to tangles in spinnakers on the downwind legs and changes in places upwind.



Despite the challenges it was good racing and race one ended without incident. Tatra Lass was first over the line followed by Kaia with Madness taking the win on handicap.

The second race started at 1500 hours and by then the day was cooling off and light dimming. There was a more reliable wind for the start and a good spinnaker run out to mark 24. There was a lot of noise from Flying Circus as they battled with raising and lowering spinnakers but the effort was rewarded by line honours. On handicap it was again Madness that was the winner followed by Tatra Lass. Newcomer to our racing fleet was Mel and Al new owners of Stunned Mullet. She performed well in both races and gained third on handicap in the second race.

Mention has to also be made of Strictly Business. With experienced owners(Graham and Sue Eathorne) and expert crew(Max Meyers and Trevor Burgess) they were up near the front of the fleet and achieved two fourths on handicap.

LIBRARY TIDY

Bill Dashfield

After bouncing ideas off the Commodore and Spring Chickens, the club library is getting a tidy, being sorted into:

- a. Sailing categories e.g. racing how-to, racing history, cruising how-to, cruising experiences, sailing magazines, and sailing-related fiction
- b. Non sailing books in a 'swap-a-book' section - free to take if you leave a book in reasonable condition in its place
- c. Children's keep 'em quiet section - be good to extend this with sailing books e.g. Tessa Duder, Ransome etc.

Anything not worth keeping (e.g. because we have too many copies, or it is out-of-date and has no historical interest) is being put into a box, marked 'Free to members'.

Please look over your bookshelves for any LBYC books for return. As the 'Borrowed' register is not working - it only has about 20 entries in 10 years. An LBYC label is being put on sailing books and magazines, as a visual reminder they should be returned.

Donations of sailing books, magazines, old charts and cruising guides would be much appreciated - please keep an eye open at book sales and school galas too. Please give to Marg or leave in a Donations box in library corner.

LBYC BOOK REVIEWS

Gipsy Moth IV Circles the World (1967) Sir Francis Chichester: Fifty years ago a 64-year-old tried to equal clipper ship times to Sydney. Gipsy Moth IV was new, untried, far too big for a singlehander, and had major failings. She has been described as 'perhaps one of the worst racing yachts ever built'. But in her, Chichester made the third true circumnavigation around Cape Horn singlehanded, with only one stop and broke cruising records. With amazing toughness and determination, he would change sails repeatedly, at night and often in full gales, and still write copious logs. There's more: after 30 years rotting on display beside the Cutty Sark, Gipsy Moth IV was rebuilt, circumnavigated on the 40th anniversary, ran on a reef in the Tuamotus and was shipped to Auckland for repair. (Paul Gelder's Gipsy Moth IV: A Legend Sails Again would be a worthy addition to the library)

A classic cruising 'must read', if only to know what to avoid in a boat. ****

South Sea Vagabonds (1939) J W Wray: In the Depression John Wray built Ngataki in his parents' Auckland front garden, using driftwood, shipwreck salvage, fencing wire, road tar, and hair-raising Kiwi ingenuity. In her he raced to Australia and cruised in the Pacific. Described as "A Thoreau for the South Pacific, but funnier",

his book is in 'Top 10' lists and encouraged many into amateur boatbuilding and cruising. Well written, with lots of deadpan dry humour, it left me wanting more. Ngataki being restored in 2011, photos, relaunched in 2014, many photos on brilliant NZ classic boats site WaitemataWoodys.

An NZ classic worth re-reading. *****

Trail and Sail (1981) Jacey Winters: Written with much knowledge and experience of the sport of 'Trail Sailing', he covers all aspects pretty well. Being a UK book, relevance suffers: UK road rules are quite different, as are the boat models - e.g. no 'Pop-tops'!

A bit verbose, but very useful to the new 'trail-sailor'. ****

ENGINES

They lurk in dark dank places on yachts and somehow look dirty and unappealing. They are almost always awkward to work on as there is never enough room to get hand and head in the right place.

However when you remove the engine from its hiding place under the cockpit they often appear very clean and shiny. Such has been the case with Quetzalli. After two years of much flushing of the cooling system Max had just achieved perfect water flow when he decided that it was time for replacement.

Out came the engine and a new Volvo is to be replaced so that it matches Rose.



SEAVIEW MARINA USERS GROUP

The Seaview Marina User Group (SMUG) exists for all who use the Marina, not just boat owners. SMUG say there is no reason at all why every LBYC member is not also a member of the SMUG. The higher the membership the greater the influence we can exert over the Hutt City Council and SML when it comes to minimising licence fees rises and ensuing the Marina is well maintained and is safe and suitable for all users. There are no fees for joining just the need to pass your email to any of the following committee members:

Bob Davies – Chairman: elbo@paradise.net.nz

Jennie Darby - Secretary: [Jennie Darby <darby@xtra.co.nz>](mailto:darby@xtra.co.nz)
Mike Pynenburg - Treasurer: <Mike.Pynenburg@publictrust.co.nz>
Bob Rowell - Member: bobrowell@xtra.co.nz
Les Prescott - Member: les.prescott123@gmail.com
Eric Reille - Member: eric@stonerestoration.co.nz
Wayne McEwen – Member: mcewen@xtra.co.nz
John Worth - Member: cityseacanvas@gmail.com
Tony Nesbitt - Member: t.nesbitt37@gmail.com

LEARNERS??

