

The Cutlass



December 2018

From the Commodore



November was a busy month for the club both on and off the water.

Special thanks to flag officers, committee members and volunteers for their contributions to the club activities.

December is promising to be an action-packed month with racing and the Christmas parties for adults and children. A great deal of effort goes into these events so I hope members will show their support.

The holiday season is nearly upon us and I wish all boaties a safe and happy journey and if you are not on the water then take care out there wherever you go.

Mary and I, on Quetzalli, hope to see some LBYC boats at Adele Island in the Abel Tasman at New Year. We will be flying the club burgee as usual and our hatch is always open to visitors.

Best wishes to you all.
Max Meyers

What's Coming Up?

Saturday 1 December
Night race 8.30 pm

Sunday 2 December
Spring series 2 races
1.00 pm

Friday 7 & 14 December
Pursuit races 6.15 pm

Saturday 8 December
LBYC Irish Christmas Party
featuring the Shenanigans.
Tickets \$20 p.p. Drinks and
food available but not
included in the ticket.

Sunday 9 December
Rum Regatta combining
Interclub series 10.30 am

Saturday 15 December
Children's Christmas party
12 noon.

Friday 21 December
Last club night for the year

Monday 7 January
Club re-opens
Business as usual

Friday 18 January
Pursuit race 6.15 pm

Saturday 19—21 January
Sail Wellington Regatta
10.30 am

Sunday 20 January
On the Deck concert

Special general meeting

The annual accounts for the year ended 30 June 2018 were approved at the SGM on 8 November with some amendments to the number of members reported at the AGM.

Thanks to all members who attended.

Following the meeting there was an extensive discussion on proposed rule changes, some of which members did not see a need for change and others, particularly relating to affiliate membership and life members, that require more work before presentation to members.

The committee will be working on these over the next few months.

Celebrating success

Recent racing results

Friday night pursuit races

Series A:

Chickadee first

Sika II second

Quetzalli third

Series B:

Race 1:

Masterpiece first

Amnesty second

Spring series

Race 3:

Combined division

Am Meer first on line and handicap

Race 4:

Combined division

2 Low 4 Zero first on handicap

Squid Vicious on line

Cruising division

Out to Lunch first on line and handicap

Two-Handed Series

Minika first

Sika II second

Mint Condition third

Full results are on the website lbyc.org.nz/copy-of-results-2018



Youth race participants 2018
Event sponsored by Capital Blinds Ltd (John Lord)

Youth Race

1st Chickadee:

Paul Matheson & Reuben Thistoll

2nd Quetzalli:

Alex Smith & Liam Ellis

3rd Squid Vicious:

Charlie Craig & Charles Erasmus

4th= Mint Condition:

Laura Benton & Morgan
McKeown

4th= Impulsive:

Tomoana Rowell

6th Out To Lunch:

Aurora McKeown & Charlotte
Benton


7th Alize:

Zachary Wong & Ezekiel Benton

From the executive committee

Decisions from meeting on 15 November 2018:

- Membership applications were approved.
- Martin Payne was appointed Rear Commodore Cruising.
- It was agreed that the public prices for drinks apply to all hires.
- It was agreed to purchase a new club BBQ with a budget of not more than \$1000.00.



The club will be closed for the holiday period from Saturday 22 December 2018 to Sunday 6 January 2019 inclusive.

New members

A very warm welcome to:

Brian Hughes
Gary Siddells
Mark Greig
Richard Heberton
Jonathan Morten
Al and Laurie Harnden
Michael Mador

**We have a new
Rear Commodore
Cruising
Welcome to
Martin Payne**

Poem by Don Manning QSM

*The stove, it lay a dying at Lowry Bay Yacht Club
Gaskets gone, hinges broke and scarcely worth a rub.
The club applied for funds to get a new one in,
A bright new commercial one, shiny as a pin.*

*The beast arrived all crated up to take the transport knocks,
With wonderful timber in a big protective box.
It was opened very carefully by the LBYC manager,
Who did it somewhat gingerly with the help of Spring Chicks hammer.*

*Only to find the stove was too big to fit through any door,
The kitchen, - only six feet away, - seemed like a mile or even more.
This bright and shiny new stove weighed in at almost half a ton.
But to lift it through the servery was all that could be done.*

*A careful look around the place for strong and wiry bards,
Revealed all those that we could find held Winnie Peters cards.
Matthew dispatched 'The Don' in search of strong and youthful louts,
And he ended up by the travel lift looking out at boats.*

*Matt was almost oozing hope and feeling like a fool,
Then Police arrive in Lady Liz, looking for some fuel.
As they got moored, 'The Don' got in gave a plaintive look,
"There's a coffee in it for you lads if you can help us out of stook!"*

*Six burly cops, a plumber and manager flexed all their muscle,
heaved and manoeuvred the stove with an almighty tussle.
They got it through that kitchen slide and deftly put in place,
And looking round I spied red blush on every face.*

*We thanked the police for helping out and sent them on their way,
Knowing that we'd owed them, and it could wait for another day.
But we couldn't help but think how the lads in blue might be finer,
On an LBYC yacht, pulling in a mainsheet or swinging on a grinder.*

Membership cards

Members who have paid their subscriptions may collect their membership cards from the club bar.

If you wish to have your card mailed to you please email the club manager info@lbyc.org.nz

Unpaid membership fees

For those who have not yet paid their membership fees please ensure these are paid as soon as possible.

Boat register

Members are reminded that the boat register can be updated on the LBYC website.

America's Cup at LBYC



The clubrooms were abuzz the day the Americas Cup came to town with photos and excitement galore. Having the chance to be up close and personal with the cup and listen to Richard Meacham talking about the past and the future was just fantastic.

A huge thank you to Don Manning QSM who arranged, through Sailability, to have the America's Cup visit the club on 18 November.

Thanks also to Robert Baldock and his team of volunteers who provided the barbeque and organised the other activities on the day (Flea market, life jacket check, etc).

And thanks to the A Pier Band.

Thanks also to the sponsors, Speedy Signs and Home Ideas.

We were told that Team New Zealand's new boat will be ready to launch in May/June 2019.

It's the oldest sporting trophy and it represents hundreds of millions of dollars to New Zealand and why? Because of our nation's love of sailing and the innovation that goes with it and having the courage to take on the world.

The Cup



A Pier Band



The cup with its 'Minder'

From the Vice

The cruising season is upon us. But wait there is a bit more racing to come before the end of the year.

On 2nd December there are 2 races for the spring series to catch up on the race we abandoned the other week, and this gives us 6 races and a drop for the series. This drop will be quite important as the series result thus far is quite tight.

On 9th December is the Rum Regatta, which this year the first race doubles as race 4 in the interclub series and most of the boats from the other clubs will likely enter and compete in the rest of the regatta, so it's going to be a huge day.

Congratulations to Minika for winning the Two-handed series with Sika II 2nd and Mint Condition close behind in 3rd.

From the "this doesn't happen every day" file; a race result sheet went missing before it could be inputted into the computer. I was told it could be behind the bench in the entrance way. After looking and not finding it then looking again, this time undoing some screws, so the bench could be pulled away from the wall we found the said result sheet. "How could this have happened, Lynn!"

Finally, everyone have a safe and relaxing holiday cruise this coming holiday season. I am looking forward to joining Gareth on Kama II with Lynn and Natasha on Impulse as we head to Fiordland as part of their planned circumnavigation of the South Island.

Brent Porter
Vice Commodore

How can you help the club?

Full training will be given to members who are keen to help in the following areas.

Start box – assisting race management
Contact Brent on vicecomm@lbyc.org.nz

Bar service
Contact Matthew on info@lbyc.org.nz for more information

Get ready for the 24-Hour Endurance Yacht Race 2019 – Part Two

By Theo Muller

Race Director 24-Hour Endurance Yacht Race.



First of all, we are delighted to have Gibson Sheat Lawyers as our Gold Sponsors for the 24-Hour Endurance Yacht Race for at least the next three years. Thanks to Ed Cox (Pulse) and his partners at the law firm for their belief and support in this great Wellington sporting event. Welcome aboard!

In Part One of these series of safety on the water, we mentioned Yachting New Zealand's Safety Regulations for keel boats (Cat 5) and trailer yachts (Modified Cat B). Make sure that you are familiar with them.

Also part of your preparation is making sure that you have your crew 'signed up' early to avoid disappointment. Participating yachts must have at least four crew on board during the race, including the skipper and one of them (besides the skipper) needs to be experienced in taking command of the vessel while the skipper is resting down below. This requires some forethought and planning that should not be left to the last moment. As a hopeful skipper, find out from your regular crew who is/is not available for the race. Then there will be willing crew who would look forward to the challenge of the 24-Hour Endurance Yacht Race, but whose regular skipper will not be entering the race. Be proactive. Closer to the time, the LBYC website will again feature a 'crew wanted' and 'crew available' page, so there is no excuse of missing out.

It is exciting to see a few new arrivals at the club; Ingrid's Amnesty and Murray's Squid Viscious, both strong contenders for a top prize. Would also love to see Masterpiece, Celebrity and Quetzalli entering the race. What a contest!

On the eve of the 24-Hour Endurance Yacht Race, on Friday the 15th of March 2019, the Vice Commodore and his sailing committee will be staging a special Invitation Race and we will invite our sponsors to sign up as crew on some of the participating yachts. After the race, our sponsors will be invited to stay for some complimentary drinks and dinner at the club as a token of our appreciation for their continued support. Without them an event like this would be a whole lot more difficult to organise. We are very grateful for their support. Pending some confirmations, most sponsors of the first two races have again signed up with us.

Saturday 16 March—Sunday 17 March

Around and about

Ingrid's back

Welcome back Ingrid with your new boat "Amnesty ". Looking forward to watching Amnesty and Celebrity battle it out on the water.

John and Barbie have done their shopping

Introducing – 'Crewcut' a Beale 9.5, 33 years old. She is stripped plank cedar, glassed, fractional rig. A welcome addition to the cruising division in the New Year.

Message from NIWA:

The national Marine High-Risk Site Surveillance (MHRSS) programme for non-indigenous marine species in New Zealand

Wellington, December 10th to 14th 2018

We propose to carry out this targeted marine biosecurity survey during the period December 10th to 14th 2018. The work will cover the whole of the harbour, including Centreport, Shelly Bay, and the Chaffers, Clyde Quay, Evans Bay and Seaview Marinas.

As usual, we will be deploying a couple of crab trap lines overnight, diving to inspect pontoons and other structures, and dredging with a small scallop dredge. We will ensure that traps are set so that they do not interfere with vessel movements and the divers will be accompanied by a support vessel showing a dive flag. The survey team will not board any of the vessels in the marina at any time.

Guenter had an interesting experience recently:

Summary

Transient Global Amnesia may be caused by inhalation of volatile organic compounds (VOC) such as solvents or thinners as experienced by the author.

The Event

On Wednesday, 31 October 2018, between 9.00 am and 12.30 pm, I was on board and in the cabin of my boat Alizé, located at Seaview Marina, Lower Hutt, NZ. The purpose was finishing the painting of the deck with a three-coat combination of International "Perfection" polyurethane system of two-pot paints. The work consisted of several steps, including:

- Removal of epoxy glued-on rubberised deck tread with abrading tools
- Filling damages of the original gel coat with epoxy filler
- Coating with International Perfection Primer (by Akzo Nobel) with Thinner No. 10
- Coating with International Perfection Undercoat (by Akzo Nobel) with Thinner No. 9 (containing Xylene)
- Coating with International Perfection Topcoat (by Akzo Nobel) with Thinner No. 9 (not required because of adequate temperature)
- Coating with Kiwi Grip (non-skid deck system by PYI Inc), acrylic, water-based paint

Five days prior to this event and for the purpose of a sailing race, all paint pots and thinner containers were stored in the sink of the galley and in a fabric bag on the floor of the cabin. Some of the thinner containers may not have been firmly closed, as the plastic seal of at least one container was slipping on the container and the thread was not easily aligned when resealing the container.

On the morning of 31.10.2018, I started with changing the stern lines to a higher position (for painting the remaining areas near the stern) and must have then gone into the cabin for changing into work clothes. I could not remember anything between approximately 9.30 am and 1.00 pm when I recalled being at Hutt Hospital. From recollection of events through friends, I had phoned my flatmate at home about a dozen of times asking over and over again about

the purpose of being on board and in the cabin and with another friend and club fellow, who noted that I appeared confused and did not remember the appointment with a further friend for a lunch meeting, with whom I confirmed the meeting at 9.50 am. My flatmate called the ambulance, which picked me up at about 12.30. Apparently, I had clear speech and managed getting changed again and locking up the boat but did not remember anything.

The Diagnosis

I started remembering at about 1:30 pm on 31 October, when I helped myself to two cups of water at the reception of Hutt Hospital Emergency Department (ED). Shortly after, I was interviewed by the ED Doctor, who advised me of a diagnosis of TGA, after my repeated questioning, why I was at the Hospital. I received a CAT scan, was admitted to the Medical Assessment and Planning Unit (MAPU), where I was further checked by a team of doctors and nurses, including differential medical problems, stayed the night for observation and was dismissed at about 11 am on 1 November 2018. After taking some food and a one-hour nap, I felt completely recovered at about 6.00 pm. The MAPU team sent me a detailed and very professional dismissal report on 1 November through my GP, confirming an acute TGA potentially caused by the inhalation of solvents.

Literature

TGA is well documented and appears to be a short-term memory loss, not affecting long-term memory and motor functions of the brain, lasting a few hours to 24 hours, usually occurring only once in a lifetime, generally followed by full recovery. Both Toluene and Xylene are commonly used solvents in paint systems and reported to potentially affect the central nervous system at low concentrations in the air. While a short-term exposure to solvents may have little effect, long-term exposure has been known as an impacting factor on “early senility” in painters (Danish Painters Syndrome) since the early 1970s.

Learning

- Importance of ventilation during and after painting with organic solvents
- Wearing masks with VOC absorbing filters (e.g. charcoal)
- Proper and clear labelling of paints and thinners (other than with fine print!), where required with separate safety data sheets
- Containers to be soundly sealed after use
- Design of containers to ensure proper sealing is possible
- Storage of opened containers of paints and thinners to be in well ventilated spaces
- Re-entering of confined spaces containing, or potentially containing, vapours of volatile organic compounds (VOC) to be done with greatest care, in the presence of an outside observer and after positive prior ventilation.

Guenter Wabnitz, Wellington, 3 November 2018

References:

http://www.yachtpaint.com/MPYACMDatasheets/Perfection_Undercoat+eng+A4+Y+20141215.pdf

<https://www.resene.co.nz/archspec/msds/Thinner-No-9.pdf>

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2996004/>

<http://arh.adam.com/content.aspx?productId=101&pid=1&gid=002829>

<https://www.atsdr.cdc.gov/ToxProfiles/tp71-c1-b.pdf>

<https://coordinatedhealth.com/condition/toluene-xylene-poisoning/>

<https://www.ncbi.nlm.nih.gov/pubmed/3511526>

Miners Camp and Farmstay, Endeavour Inlet, Queen Charlotte Sound

A great little place to stay, owned and operated by one of our club members, Graham McMillan, and his partner Gillian. Check it out: <https://www.minerscamp.co.nz/>

The Beat Goes On!

In the coming Summer months, Bob Rowell will be commencing a midweek group to experience sailing/cruising from the Seaview marina.

The group will be members of his Take Heart Club - Hutt Valley that runs both physical and social programmes for those recovering or starting new life styles following a cardiac event and/or heart disease.

The intention will be to introduce these folk to considering what activities they might like to take up in their new lifestyle learning to live with heart disease.

It has become abundantly clear to Bob that heart disease often goes hand in hand with overwork and stress and what better way to relax and enjoy physical activity to whatever limit that might be recommended by the medical profession, than boating.

There will be some days that they might just motor out to one of our cruising moorings and enjoy a picnic lunch and a glass of wine – that in itself is very important as a relaxed environment where post cardiac patients and their families can talk and share.

Bob hopes that the group will expand into being able to offer similar opportunities for cancer patients – again meeting and talking with others about health issues can help to overcome some of the fears and feelings of being alone and scared with a chronic illness.

He doesn't know where it might all go, but there is a definite interest from the Take Heart membership and he is thrilled that Eric McCarty who used to be an active member of LBYC racing his boat "Fame" who is a Take Heart Club member will work with Bob to make it happen.

There may be others who might like to join us either as individuals or with their boats for a combined raft up. There is an intention to expand the adjunct into sailing and fishing – the following picture is of Bob who after only six months of open-heart surgery and a wired-up sternum decided to tango with this kingfish for a dinner date for an hour and a quarter, out of about 100 metres of water in Palliser Bay. This was a huge confidence builder to Bob in his recovery months that he was in fact regaining strength, and that there was life after a heart attack. In the coming summer months, you may see a group venturing out onto the harbour midweek.



An amendment was made recently to the Yachting New Zealand safety regulations (2017-2020) around the use of flares.

Amendment 20 November 2018

Flares

18.7

Under (a) add for all categories;

or, additional to those in the life raft, a LED or laser flare, which has been approved by the current International Convention for the Safety of Life at Sea (SOLAS), United States Coastguard or Maritime New Zealand.

Below is the section it is referring to and updating

		Race Category				
		1	2	3	4	5
18.7	FLARES					
	Distress signals conforming to the current International Convention for the Safety of Life at Sea (SOLAS) Regulations to be stowed in waterproof container(s), and meeting the following requirements for each category as indicated.	X	X	X	X	X
	(a) Four red hand flares, additional to those in the liferaft.	X	X			
	Two red hand flares, additional to those in the liferaft.			X	X	X
	(b) Two orange smoke flares additional to those in the liferaft.	X	X	X	X	X
	Flares must not be more than 3 years old as indicated by the expiry date. Flares that are in good condition and not more than 5 years out of date may be carried on board provided they are IN addition to the flares required to be carried as per regulation 18.7.					

The January issue of The Cutlass will come out mid-January and the cut-off is Thursday 10 January 2019. Thanks for the contributions to date.

Have a merry Christmas and happy New Year everyone

From the editor

Please send me any interesting stories/photos or notices to share with members. My email is: marymeyers100@icloud.com

Club contact details

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