

AUGUST 2017

FROM THE EXECUTIVE

Election of Officers

The elected members of your 2017/18 Executive are Alastair Hines (Commodore), Brent Porter (Vice Commodore), Tracy Longstaff (Rear Commodore House), Mel Hines (Rear Commodore Cruising), Carl Longstaff (Treasurer), Gareth Edwards (Immediate Past Commodore), Sarah Boone (General) and Don Manning (General).

Noted that Barbara Mavor and Jacqui Watson stepped down from the Executive and were thanked for their contribution and service to the club.

New Commodore

At the AGM on Sunday 13th August Gareth Edwards completed his three-year term as Commodore and now remains on the Executive as immediate past Commodore. At the AGM Alastair Hines was elected as the new LBYC Commodore.



Hi everyone, I'm Alastair (Al) and after some arm twisting I'm looking forward to the challenge of working with our Executive, committees and members over the next year as the new club Commodore. I personally want to thank Gareth for his positive leadership over the last three years and the work of his Executive, Committee's and club volunteers to guide the club into the solid position that it is currently in. It is also great that Gareth has agreed to remain on the largely unchanged Executive

as immediate past Commodore this coming year, which will provide ongoing continuity.

So, a little bit about me. I have been a member at LYBC for about 6 years after moving up to Wellington from Christchurch with my wife Mel and our faithful hounds. I started sailing when I was about six years old and sailed the usual dinghy's P Class, Sunburst, Zephyr and laser at my old home club, the Christchurch Yacht Club in Redcliffs where my Great Grandfather was one of the original members and my Grandfather and late father were both Commodores.

After going to the dark side of windsurfing for many years I got back into proper sailing with keelboats in Christchurch, then Mel & I had a Farr 750 trailer yacht for a while and more recently crewing with Katie & Geoff on Am Meer for a couple of seasons when I first moved to Wellington and joined the club. For the last year Mel and I have owned the Ross 930 "Stunned Mullet" which has been a fun project so far and hopefully we will get out sailing & racing a lot more this season.

Outside of the club I am a founding and active member of the New Zealand Sailing Trust inspired by Sir Peter Blake, who own and operate the late Sir Peter's Whitbread Around the world maxi's Lion NZ and Steinlager 2.

When not doing sailing stuff I work in the energy sector as the Divisional Manager of a New Zealand wide Energy & Utility Consultancy business.

ANNUAL GENERAL MEETING

The club AGM was held on the afternoon of the 13th August 2017 and was very well attended by members especially given that the final race of the club winter series was abandoned due to the weather.

Key items from the meeting were:

The Treasurers report confirmed that the club is in a good financial position after another positive surplus for the year.

Under the club rules at the AGM each year the annual subscription payable by the various categories of membership are fixed for the ensuing year. The Executives recommendation to the AGM was that subscription renewal fees remain unchanged for the coming year. Given the current financial position a motion was put forward for reducing subscription renewal fees for prompt payment. This motion was defeated by the members present and a second motion was put that the Executive present a financial analysis on the impact of

potentially reducing membership subscription renewal fees through prompt payment at the next AGM. This motion was passed by the members present.

Therefore, a motion was put that the membership subscription renewal fees remain unchanged for the 2017/18 year. The motion was passed by the members present.

General Business

Noted that club catering is an on-going issue for the House Committee. A show of hands of members present at the meeting indicated that club members were supportive of volunteering to assist the House Committee provide catering during the winter months.

Noted that the Sailing Committee will share the sailing survey results with members.

Noted special mention was made of the work completed by the Spring Chickens and other volunteers have done over the year to support the club.

Executive News

Key items from the last Executive meeting on the 17th July were:

Noted planning for club prize giving well underway for Saturday 26th August.

Noted planning for Commodores change over dinner planned for 23rd September.

Noted Club Manager advised Executive that there has been strong enquiry for club house bookings.

Noted the new Xero financial system for the club's accounts is well underway and the Executive approved funding for the set-up costs and Club Manager training.

Agreed that while issues with the current club caterer are being resolved, catering on Friday nights will be provided by club member volunteers until at least the 1st October. The House Committee will continue to work to find a positive solution to the challenge of club catering.

Agreed to the appointment of the Club Manager to position of Executive Secretary. The position of House Secretary remains vacant. The Cruising, House and Sailing Executives are confirming their respective committee members by the next Executive meeting on 14 September.

Agreed that each of the Executive committee's will develop a list of jobs that are to be completed at the club's annual pre-season working bee on Saturday 30th September. The Spring Chickens will also be approached to confirm any jobs that they may need assistance with at the working bee. A basic BBQ lunch will be provided for volunteer's on the day.

COOKING ROSTER

Tarcy Longstaff

As indicated at the AGM, we would like to set up a cooking roster for Friday nights up until Open Day.

If you and/or your crew are interested in cooking, could you please email the Rear Commodore House, Tracy Longstaff tracy@metalart.co.nz or phoe 027-5936262 with your preferred date and meal idea.

Dates will be filled on a first in first served basis.

Fridays available are:

1/9/17

8/9/17

15/9/17 – Pirate dinner dress up night so perhaps a casserole/stew or pie

22/9/17

29/9/17

Thanks in advance for your help.

REPORT FROM THE CRUISING COMMITTEE

In the last month, the cruising committee has organised two events for club members.

Technical evening - Electrical Warrant of Fitness (EWOFF)

We held a tech evening, 28th July, inviting Alan McLellan, CEO of Seaview Marina, and Simon, the marina Electrical Inspector, to talk to us about the email that was sent by the Marina to all boat owners regarding the connection to shore power when a vessel is left unattended in the marina. Due to a really horrible night weatherwise, member attendance was low, which was unfortunate for a very important subject, however those who did attend felt the night worthwhile. Alan presented a very informative powerpoint presentation on the NZ Marina regulations and requirements for the Electrical Warrant of Fitness (EWOFF) for connection of electricity supply to boats in the marina, and then Simon followed on with the technical details and options for boat owners.

You are required to have a current EWOFF and provide a copy of it to the Marina office if you have your boat connected to the Marina's 230volt shore power and leave it unattended. This includes extension leads connected to battery chargers or dehumidifiers.

As a club, we encourage you to make sure that your vessel does have a current Electrical Warrant of Fitness if under the regulations you are required to have one. It is both the Marina's and your responsibility and may render your boat insurance invalid if an electrical related fire or incident occurred on or as a result of your vessel. Copies of the EWoF requirements and regulations are available from the Marina office. Thanks to Alan and Simon for giving up their time to come and talk with us.

Maritime Radio and Rescue Coordination Centre visit

On Tuesday 15th August, a group of 26 persons visited the Rescue Coordination Centre and Maritime Radio, situated in the old Avalon film studios. This was a fascinating visit. We recommend this trip to all of you. Firstly, we were all shown an introduction on how the rescue centre works, and its' role in New Zealand, and the linkages it has with the many other organisations that support SAR.

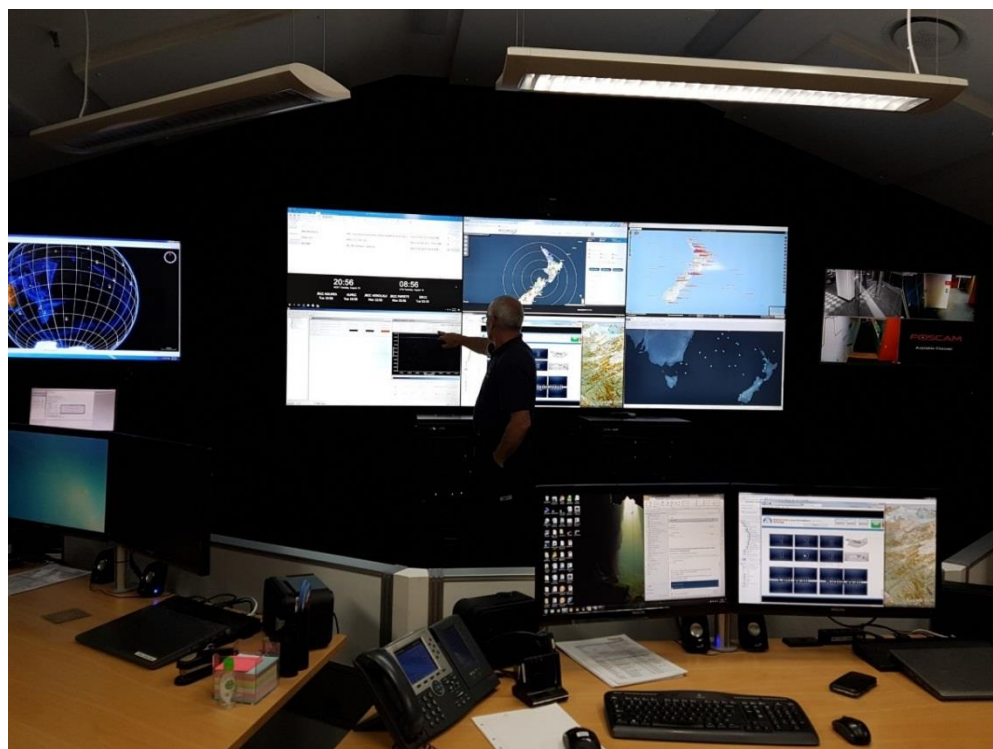


System Overview

Then we were split into two groups, and we each went to the Radio centre and the Rescue Coordination centre. The first thing that struck us was that they weren't as big and busy as we thought they would be. The radio side has three people on at a time, in 12 hour shifts. The rescue side has two on the same shift. The radio centre monitors all channel 16 traffic, the working channel and the weather channel. They have radio noise constantly.



The maritime radio room



The Rescue Coordination Centre

The rescue centre deals with all rescue calls and beacons set off. While we were there, a beacon had gone off in the Collingwood forest. A party of high school students were tramping, and one had broken his ankle. So we were able to watch them work through their procedures and track the helicopter that was dispatched to rescue the fellow. It was really interesting. After three hours, it was time to head home, content in the knowledge that if we ever do have an emergency, SAR will be there to help us. An amazing team of people. Our thanks goes to Kevin

Saviker from the committee for setting up the evening with the coordination centre.



The NZ SAR boundary

Other events coming up on the calendar:

30th September – working bee at the club

Date TBC – Safety gear night at the club.

October, date TBC – Tech evening, Seaview Sails

September and October - Harbour cruises / raftup / picnic, a spare and weather dependent Saturday!

4th November – Fireworks night on the harbour

RACE MANAGEMENT

The quality of the racing that is provided for our sailors is inevitably linked to the expertise of the Race Management Team. In fact the only two things that Race Management can't control is, the weather, and how well or how badly sailors

perform. When Race Management is organised and delivered well the effort is usually well appreciated by the sailors.

Maintaining experienced Race Management personnel is something that every club strives for. At LBYC we are lucky to have two YNZ recognised Club Race Officers (Lynn Porter and Ray Manning). However it takes more than two people to run any event and we are lucky enough to have others who have attended the YNZ Race Officers Course, including Bob Rowell, Barbara Malvor and John Lloyd. There may be others. Completing the YNZ Course is just the first step in the process of becoming a YNZ Club Race Officer.

The target has to be to encourage all of those who have taken the first step, and completed the course, to work toward becoming YNZ recognised Club Race Officers by practical experience. There is now however two other YNZ Race Management Qualifications available which do not require individuals to have attended the YNZ Race Officers Course, and passed the exam. These are the Race Committee Assistant and Race Committee Mark Layer qualifications which are earned by assisting with events in these capacities and have the performance signed off by a YNZ Race Officer. In fact, completing the logs books for these qualifications is now also seen as the most appropriate way through to becoming a YNZ Club Race Officer, after having attended the YNZ Race Officers Course.

Let me stress though, that to gain these new qualifications it is not necessary to attend the Race Officers Course. Recently a Club member, Cheryl Baughen, has completed the requirements for a Race Committee Assistant and has received her certificate from YNZ. We hope more members will follow as we do need to have more people to call upon at times and to spread the load around.

The Race Committee Assistant qualification is broken down into 6 disciplines and the expectation is that an applicant will be signed off for 2 or more events where they were responsible for each part. The parts of this qualification are:-

1. Visual Signals Officer
2. Sound Signals Officer
3. Timekeeper
4. Recorder
5. Shore Base Race Management Assistant
6. VHF Operation

The Race Committee Mark Layer qualification is also broken down into 6 disciplines and again the expectation is that an applicant will be signed off for 2 or more events where they were responsible for each part. The parts of this qualification are:-

1. Boat Handling
2. Laying Marks
3. Using GPS
4. Recording
5. Using Visual and Sound Signals
6. VHF Operation

In the case of both qualifications each of these disciplines has a number of sub sections to be ticked off.

So if any member wants to complete either of these YNZ Qualifications please ask Ray Manning for a YNZ Log Book and get started. In particular we are short of having people to use as competent Mark Layers who can readily set a course as directed by the Race Officer. Too often in recent times your Race Officer has found himself trying to set, or adjust, a course and having to leave the signal boat to enable this. This is not ideal and can tend to cause delays which annoy the sailors. One of the Race Officers prime targets is to keep the flow of the racing going throughout the day.

So why not give it a go!

The YOUNG and the RESTLESS

Ian Craig has advised that his much loved and long time owned yacht has been sold and is heading to Auckland.

GONE FISHING

From Barbara Mavor

Truth to tell the title strictly speaking the title should be “GONE – FISHING”.

GONE - was in race 5 of the winter series. Jamie Reid sent the cruising division round 21 to port, 26 to port, 20 to starboard and home. Looking good - lovely tight start - eh Molly? Fickle winds but going well. BoJangles was behind Chickadee at 21 but clearly ahead closing on 26 (aka Mokopuna Reef). Ah

well - we closed in all right. We 'touched' the mark and did our 360 - not exactly voluntarily. 'Touching' 26 was rather firm - travelling at 5 knots - big crunching stop. We won't go into the detail of who was helming - who had said to tack out and who was watching for rocks ahead. Anyway - kind of a check around and other than the rudder kicking up - we didn't seem to have any apparent problems. Back on the helm and she felt a bit odd - reached round Some OK and then back on the wind to 20. Damn dead patches and really not pointing as well as Molly. Honestly, we never do, but this was worse than usual. We put it down to the winds around the island and that Chickadee's momentum took her through the dead patches. Molly won on line (us on handicap) - we had closed up a bit - and I have to say I thought John wasn't concentrating on the helm as his line kept sliding downwind.

Hmmm. Once out of the water - we checked the hull - to find there was no centreboard - at all - below the boat. GAWN. No wonder John was sliding leeward. Hey, great day's racing though :)

PLAN B - FISHING

Tides were great today (5 August) Low at 9am - forecast still and cold - damn cold. Matt Nolan had kindly said John could borrow a wetsuit - for which John was exceptionally grateful - but not at all keen - even suggesting that it might fit me better . . . no chance! Fortunately, the lovely Dan Miller - one of our 24 hour race crew - was not only a dive instructor complete with top of the range wetsuit (Very thick!), all the gear and actually WANTED to get back into the water. Foggy foggy morning - and how that changes your perception - Some seemed forever away. The tide was way lower than when we hit and Dan found the missing centreboard really quickly - in chest-deep water. Yeah :) Still a bit of a



mission to load 50kg into the baby inflatable but now all tucked up ready for SB Boats to work his magic.



John's footnote:

Barbie is by nature more cautious in these situations and had already called for us to tack out. As I was pinching up to get around the visible reef I invited Barbie to assess things from leeward and she observed black water ahead. In my defence all I can say is I heard "water" not "black rocks". Not much of a defence, I agree.

Lesson from the day: If you are being heroic OR optimistic OR competitive [Chickadee...SHE SHALL NOT PASS!] then there's a fine line between victory and an insurance claim. But if its heroic AND optimistic AND competitive the result is inevitably a cold dip the sea.