



May 2017

## **FROM THE EXECUTIVE**

Your Executive consists of Gareth Edwards (Commodore), Brent Porter (Vice Commodore), Tracy Longstaff (Rear Commodore-House), Mel Hines (Rear Commodore-Cruising), Carl Longstaff (Treasurer) Barbara Mavor (general), Sarah Boone (general/chair of Grants Committee) and Jacqui Watson (general). Please ask any of them about the running of your club.

Noted plans from Mel (Cruising) and Tracy (House) for new events.

Approved 2018 24 Hour Endurance Race, including Theo as organiser and a budget for the event (see separate article in Cutlass).

Approved purchase of a Trade Mark to protect the 24 Hour Endurance Race's name and logo.

Noted outcomes from a joint Executive and Sailing Committee meeting re Draft District Plan consultation on possible closure of wharves, including Point Howard Wharf, and that a submission has been made as this affects our start box (see separate article in Cutlass).

Approved moving the Club's financial systems to Zero to provide greater automation.

Agreed that the Sailing, Cruising and House Committees review results again from the members' survey for additional improvements the Club can make.

## **LIBRARY NEWS & BOOK REVIEWS**

From Bill Dashfield

\*\* Thanks Grahame, for the Boating and Cruising magazines - sailing magazines are always welcome.

\*\* It's good to see the regular turnover of non-sailing general books on the 'swop-a-book' bottom shelf.

### **Reviews**

SEAMANSHIP (1986) Robin Knox-Johnson. Advice on seamanship from the first single-hand, non-stop circumnavigator must be worth having. (And RK-J when 68 came 4<sup>th</sup> in a solo round the world race, and at 75 sailed a solo Transatlantic race.) Although much of the book is still relevant, it does show its 30 years; materials have changed a lot. **RECOMMENDED** for transoceanic cruisers and owners of classic boats.

OCEAN WARRIORS (2002) Rob Mundle. Written in a light style and with many crew emails giving a feeling of immediacy this account of the 2001/2 Volvo Ocean race is an easy read. **RECOMMENDED** for the Steinlager 2 crowd.

## **POSSIBLE CLOSURE OF POINT HOWARD WHARF**

The Hutt City Council has been consulting on the possible closure of Petone, Point Howard, Days Bay and Rona Bay wharves as part of its Draft Annual Plan. This follows a general need for refurbishment and then damage from the November 2016 earthquake. In the case of Pt Howard wharf, where the Club's start box is located, refurbishment is estimated to cost \$2.3M compared to \$400,000 for removal. Replacement with a new wharf would cost \$3M.

Following a combined meeting of the Executive and Sailing Committees, the Club's position is that we want the wharf retained but, should this not happen, the only viable alternative (including for reasons of safety and ongoing cost) is to relocate the start box to its original site in Lowry Bay.

A written submission was made to this effect. Gareth, Brent and Carl met with the Council and Gareth also made a verbal presentation to Councillors. We are now waiting for decisions from the Council.

The table below shows the short-list of most preferred options that were identified by the Committees and how these fared against requirements for racing.

*Options to Replace Start Box*

	Must have					Should have					
	defined start line (clear where the line is)	user friendly	less than 15 min from marina	safe for staff	safe for boats	Line can be set perpendicular to wind	clear of tankers and tanker wharf	horns/lights can be operated	visitors OK i.e. will be able to race	long-term solution	Avoids conflict with other users
On water start - Kiore	✓	X	✓	X	✓	n/a not assessed					
On water start – duty yacht (get average place as their result)	✓	X	✓	X	X	n/a not assessed					
On water start – volunteer launches	✓	X	✓	✓	✓	Meet all ‘should have’ but ongoing costs and manpower requirements mean also need land option					
On water start – Club owned launch	✓	✓?	✓	✓	✓						
Electronic start with video	✓	X	✓	✓	✓	n/a not assessed					
Petone wharf	✓	X	✓	X	X	n/a not assessed					
Clubhouse crows nest	X	X	✓	✓	X	n/a not assessed					
Shortened Pt Howard Wharf	✓	✓	✓	?	✓	X	X	✓	✓	✓	✓
Existing reclamation at tanker wharf’s N base	✓	✓	✓	✓	✓	X	X	✓	✓	✓	✓
Lowry Bay (with distance marker)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hardstand	✓	✓	✓	✓	X	n/a not assessed					
Breakwater elbow	✓	✓	✓	X	X	n/a not assessed					
Yacht bot or similar electronic trackers	X	X	✓	✓	✓	n/a not assessed					

## IT'S OFFICIAL

From: Theo Muller



The Commodore and Executive of LBYC have approved the go-ahead for the planning of the 24-Hour Endurance Yacht Race 2018. The dates for the race are 3 and 4 March 2018. Keep an eye on the count-down clock on our website.

Now is a good time to reflect on the race held last month. I believe that most skippers and crew considered it a success, if their feedback is anything to go by; but we were lucky. The weather conditions for the race were ideal, particularly for a first race of this kind. While some of us would have liked a bit more wind, for others it was just right. For a first race, it was a bit of an experiment, never been done before in New Zealand, let alone on Wellington Harbour. Night sailing was new to many skippers and crew and racing for 24 hours was also something many had not done before. For us as organisers this was also an event new to us. Race management had never before been involved in a race of this nature – a completely different ‘beast’ from managing a two-hour race around the cans on a Sunday afternoon. So, plenty of learning all around and how lucky were we with 4 or 5 knots variable from (more or less) the nor’east? Imagine, if we were sailing in a 20kn southerly for 24 hours at a stretch? And yet, that will happen one day. But for a first, I was very happy with what we got.

Sailing in Wellington can be unpredictable, as we all know and as the 24-Hour Endurance Yacht Race will be sailed again next year, and hopefully for many years to come, we will meet with conditions that are a far cry from what we experienced this year. That’s the law of the averages.

We have just 10 months to plan for next year. With the first 24-Hour Endurance Yacht Race under our belt, I am sure that most of us have wondered, or even openly talked about what it would have been like if this first ‘experiment’ would have been sailed in a 20kn southerly. I can assure you that it would have been different – for skippers, for crew, for organisers, Race Officers and support crew. So, let’s count our blessings. We enjoyed the perfect conditions for a first race of this kind.

Now is a good time to start your planning and in doing so, plan for a 25knot southerly. Is your boat up to it? Is everything functioning as it should be? What needs replacing? Is your safety plan up to scratch – life jackets, navigation lights, torches? Do you need to address your on-board management plan, watch-keeping, food, rest? Is your crew familiar with

your boat and its equipment? Is your VHF radio working properly and do you have an additional hand-held VHF?

Later this year, we will be organising a workshop for those who intend to enter the 2018 24-Hour Endurance Yacht Race and we will address all the issues raised above. Remember, this is an endurance race. The closest we got to the meaning of the word endurance in this year's race was trying to cope with the sometimes complete lack of wind and even boredom from time to time. It can be, and it will be different. The word endurance has not really been tested, but it will be, for sure. Let's be prepared.

I didn't write this piece to frighten you. My sole intention is to ensure, whatever role we play in this event, that we are well prepared. This is an exciting race, and while we cannot all be winners, we can and should all enjoy the experience.

### **'STANDING ON...'**

From: Bill Dashfield

"Don't let her stand up." The skipper's quiet voice sounded again in my head as I slept uneasily that night. How close had I come to running Steinlager 2 aground?



\* \* \* \* \*

"Who hasn't been on the wheel?" It's morning on day 2. We're heading for the Ruthe Passage, to pass south of Waiheke Island. I'm closest to the wheel as the squall passes, the wind steadies and skipper Alistair calls out, "Come on, who hasn't had a go?"

I scramble over; it's a relief to stand upright. The huge wheel turns easily as I squint into the grey murk looking for a mark. We're on port tack, sailing easily, wind much lighter now.

"Keep her at about 45 degrees AWA."

"AWA?"

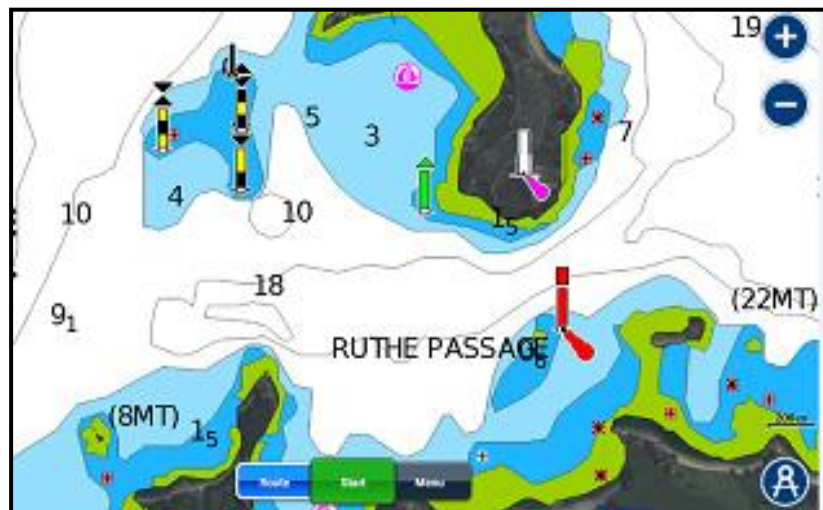
"Apparent wind angle. Bottom right of the display."

Earlier we'd been sailing at 25 degrees, amazingly close to the wind, and this large angle had confused me. I manage to stay between 50 and 30 AWA. She's light on the helm and answers well. Only 6.4 knots - fast for my trailer sailer but slow for Big Red. 13.5m - plenty of water, especially as that's the depth below our 4.2m keel.

The mist is clearing and we see Rotoroa Island ahead again, clearer when I take my wet glasses off.

"Sail her as if you were going to put her right up on the beach." Polite, unflappable, enormously competent, inspiring confidence.

Much easier now with a mark to sail for. Getting used to the wheel - only the third time I've used one. Last time was sailing a Thames Barge - same length and beam but everything else very different.



Getting closer, but plenty of water still. Being headed. "Look out for that cliff in front, Bill." - barracking from the afterguard. "She's got plenty of weight, we'll just punch through." Still 13m under her keel.

"Bring her about when you're ready."

"Stand by to go about... Going about." She swings round gently, easily, the grinders grind and I move over to the starboard wheel as the crew shift over, some scurrying across behind me.



Starboard tack now, heading into the Ruthe Passage, moving steadily, a red beacon on the port bow. It's in open water, much closer than Ponui Island to the south.

Alistair briefs the crew that we'll short tack through the channel, against the wind. Great!

The jib's full, but the luff on the enormous mainsail is a little soft. Then the jib's softens... after years of using a tiller I instinctively turn the wheel the wrong way... I correct and the sails fill again. We're not going to weather that beacon. "We're being headed..."

"OK, bring her about now."

"Ready about... Wheel's over." The boat and sails move round slowly, the crew grind and scurry. This wind shift is helping us; we're now heading well up in to the channel. Not enough to clear the northern cliffs though.

"Don't go too close to the wind, let her pick up speed."

The dynamics of this big boat are very different. Slow and fast: slow to go about, but then her speed eats across the narrow channel. The cliffs draw closer. Still showing 14m.

"Bring her round when you're ready."

Plenty of water under us. I hold on a little. The depth holds steady, the cliffs near. "How close do you want to go?"

"This'll do, bring her round."



"Stand by to go about... helm's alee." Them's the wrong words for a wheel. Channelling Hornblower R.N.? We swing away from the rocks and head south towards more open water. Getting more wind now.

Sooner than expected, with plenty of water still ahead of us, comes the "When you're ready." A small patch of ruffled water is coming down on us. Go about before or after? Either would lay us over. I decide to go about through the gust.

"Ready about... going about." I watch her head swing round and the sails swing in, and its as if I was suddenly higher up, looking down a sloping boat.



"Not too fast, give them time."

Her swing checks instantly, and she comes round more smoothly. A real thoroughbred, so responsive.

Back across the channel, clear of the northern cliffs, but now there's a green beacon out west of the point. We're clear but there's a shoal running out. Plenty of depth here though. More south in the wind now.

"Come closer to the wind, and head for that isolated danger mark."



I bring her round, still on port, squint and make out the thin spike of wood. It looks miles away westwards, across open water. There's a notch in the skyline above it. I steer with that as my mark and relax. That was fun! I was so lucky to get that tacking. How fast are we going? I drop my eyes to the instruments. Christ! Depth 2.4m! How did that happen?

Holding my course, my eyes flick up and down from sails to depth. 2.2m... 2.2m... 2.1m... 1.9m...

"1.8 metres", I say. "And that's below a sloping keel", I hear from the afterguard. 1.6m... 1.5m!

"Don't let her stand up" came the skipper's quiet, unworried voice.

Eyes pinned on the slope of the mast and forestay, keeping the angle steady, about 20 degrees, fighting the urge to come closer to the wind, and claw away from the shallows.

A small eternity passes as the boat swims forward, nailed at that angle.

Well, Alistair had said that Steinlager was the wrong boat for this area...

At last: "You can bring her round now."

Gratefully we come round on to starboard and slide into deeper water. A short board, then back onto port tack, now well in the channel, clear of the danger marks. More wind now but that's nothing. I brace myself against the heel and try trigonometry in my head. Would there have been any water under her if we'd stood up?

I'd just calculated there would have been more than 30cm under a vertical keel when my time was up (20 minutes? Surely that was more than 20 minutes?).

Feeling enormously privileged to have helmed Big Red through, I hand over the wheel; to my great chagrin it's to a woman. That morning it was 'ladies first' and somehow I'd jumped the queue. (Later my apology was gracefully accepted.)

\* \* \* \* \*

How close? Later, coming into harbour at low tide, the skipper was heard to say that at one point we'd had 70cms of water under our keel.

That doesn't seem a lot.



## **Debrief**

We have decided to have a debrief of our weekend away. This will be held on the evening of Friday 26th May at the club, from 7pm. We thought it would be a good idea to hold this on a normal club night, so that other club members could come along to hear about it, and try to encourage interest in our next Charter.

Come and have a drink and some food, and participate in a debrief of the weekend. Also, viewing photos and videos.

At the debrief we want your thoughts on what you liked, didn't like, what you would like to see done differently, improved etc etc. So have a think before then, and bring along your ideas. This is going to be an informal night, and we anticipate that it won't take any longer than 30 minutes.

We are inviting all club members, but your input will be essential. Also, with regards to the photos and videos, can we have a volunteer to gather these together so we can run these on the big screen?

## **CRUISING**

To help with your forward planing, the Cruising Committee advise of the following future activities:

### **Fishing competition!!**

We are currently planning a family friendly casual fishing competition set to run on 9th July, or 23rd July as a postponement date. We will post the details on the website and Facebook soon, but the key points are:

Open to all, get your friends and family together and go for a fish!  
Register on the day at LBYC from 6:30 a.m. Gold coin entry per person

Weigh in at 3 p.m. with prize giving 4-5 p.m.

Open to all main fish species, with prizes given for biggest in species as well as various spot prizes.

BBQ going from about 3 and we will have the bar open for the post match war stories on the one that got away!

So lock it in the diary now!!! More details to follow soon.

**North Island and South Island Adventures, by Dave & Sally (Celebrity) and Katie & Geoff (Am Meer)**

Friday 16 June, evening. Enjoy food, bar facilities and companionship while we hear about the adventures of these two couples when Celebrity sailed around the North Island, and Am Meer sailed to Stewart Island. We hear it wasn't all plain sailing!

**Harbour Cruising Event**

Sunday 4th June, Queens Birthday. This will be a fun harbour cruise. You work out in what order you want to go around the marks. More details to follow.