



June 2018

LIBRARY NEWS

Bill Dashfield

Books and mags continue to come in: many thanks to John and Barbie for the box, to guest Donna Vitasovich who gave a selection of sailing books as a gift to the club and as a 'thank-you' to Janet and Molly for taking her (and dog) sailing, to Molly and Janet (who introduce many to the sport!), and to the anonymous donors.

With winter storms, it's time to sit by the woodburner with a good book - and there are many to choose from. Just make your selection and enjoy at your leisure. Sometime later, return those with LBYC labels. No rush, no red tape, no hassle. ☺

The 'Swop-a-book' section is in the narrow bookcase - the books with no labels. Mostly fiction, constantly changes, donations welcome.

RECENT DONATIONS (Partial list)

Shapes on the Wind (Updated, 2002) David Lewis

Pass safely, sailor (2004) Bill Kemp

OSMOSIS and the care and repair of glassfibre yachts (1991) Tony Staton-Bevan

How to read a NAUTICAL CHART (2003) Nigel Calder

Many Practical Boat Owner, some Boating NZ mags

Book Reviews

***Practical Boat Owner (many issues 2010-date) is Britain's most popular boating mag., with much to offer NZ DIY boaties. The Seamanship, Practical and regular columns are excellent, largely applicable and don't date; larger yachts reviewed may be available here, and Gear and Cruising articles are often of interest. Last but not least, the Sketchbook page is full of useful ideas. If you do your own boat maintenance, take a few home for a browse.

***The Royal Port Nicholson Yacht Club 1883-1983 Lots of lovely photos - interesting to see how things have changed. These days not many yachts sail off moorings at Clyde Quay or Customhouse Quay!

****The Romance of Tall Ships (1995) Jonathan Eastland Covers many aspects of square-riggers, with lists and many photos of survivors and new tall ships. Excellent.

****Boats and Blokes (1991) George Brasell's nautical life: starting young, a winning dinghy sailor, shipbuilding apprentice and professional fisherman. Interesting stories and anecdotes, including rescuing the crew of the Astral in the Wellington-Lyttelton Centennial Race. Enjoyable

THE BOATYARD



After a long battle True Blue has at last returned to the water. A rope caught around the propeller resulted in broken P bracket, damage to engine mounts and a propeller shaft that was not happy. It took four months to obtain the replacement parts did that

not make Ian Blair happy but did give him more time for cycling. He was also seen as crew aboard Minika and declared himself responsible for some spectacular spinnaker runs.

The Eathornes' were keeping Ian company for a while. Their new treasure was lifted out to attend to underwater paint. The decision was made to strip all of the paint back to bare glass. The weather has caused some



delays but recoating happened between showers and cold blasts. Verdict is now back in the water.

Also hard at work removing old layers of paint was Clare Robinson. Her approach was to use a planing machine that was remarkably quick and effective.



From the April issue of Navy Today is following article about their entrant in our 24 Hour Endurance Race

NAVY ADVENTURE TRAINING CENTRE WINS ENDURANCE RACE

By Andrew Bonallack

Handling a sailboat is an experience given to all sailors and officers during their common training in the Navy. But for those who develop a taste for sailing, international qualifications are available through the courses and boats available at the Navy Adventure Training Centre (NATC) at Devonport Naval Base.

Last month six personnel sailed one of the centre's three 12-metre Chico 40 yachts, MANGA II, from Auckland to Wellington, to take part in the annual 24-hour Endurance Race on Wellington Harbour. The trip had the double benefit of qualifying one of the crew with his Ocean Skipper ticket, while the others built experience towards their own qualifications.

The Navy visitors, crewing 10, set a new record over the 24-hour race, which runs from noon to noon on a lap course on the harbour. They were fourth under handicapped adjusted results, but claimed "Line Honours" by sailing the furthest distance of 104 nautical miles, nearly two miles longer than the previous record. Despite being a much heavier boat than their competitors (10 tonnes) and the winds (10 knots and below) being suited to lighter boats, good seamanship and tactics from skipper Phil Bishop and second-in-command CPOET Hamish Ivey earned Navy the result.

Mr Bishop, a former Chief Petty Officer, is the NATC manager. His primary job is to support the development of leadership by teaching core mariner skills to recruits. But beyond that he is authorised to qualify sailors for their Royal Yachting Association International Certificates of Competence (ICC), as they train and gain experience in the squadron's three yachts, MANGA II, PAEA II and MAKO II. Anyone in the New Zealand Defence Force, civilian or military, can come to the NATC to gain qualifications.

"These boats are a wonderful tool," he says. "The boats are used for leadership, and pushing people outside their comfort zone. It's teamwork in a confined space, in a maritime environment. You can go tramping in the bush, but it's not the same. With this, you can send a skipper and crew away, and they need to make decisions in a hostile environment. The boats are capable of six to seven knots, perhaps topped out at nine knots. They are not race boats, they are sailing training boats."

You have got to have a love for the sea, he says. "It's never the same, and that's the challenge I enjoy. The last time we came down to Wellington, we had a 50 knot blow, and broke a window. They had to stop and ride out the weather – and had plenty of stories when they got in."



One of those with a taste for sailing is Able Electronics Technician Andrew Boshra. He's not born to it, having being born in Egypt to an army officer father who was scared of the sea. He joined the Navy in 2012, wanting a new challenge after his public service work.

"There's nothing like racing to push you to the absolute limits and test your sailing ability," he says. "These yachts challenge you in a way that nothing else does. Being on the water, being in control of a boat, isn't as easy as you imagine, with the amount of variables that exist. Keeping yourself safe, keeping the crew safe, is a big challenge."

He says he was definitely "humbled" by the Wellington race. His goal was to go 24 hours awake, but couldn't manage it. His sailing goal is to qualify for his Coastal Skipper ticket; at present he is qualified as a Day Skipper.

"The sea energises me. The more I find out about the sea, the more I want to push it. I'm working at NATC at the moment, as a full-time skipper maintainer. I love the variety, and I really love taking recruits out for their first week." ■

From top to bottom: MANGA II making the best of light winds on Wellington Harbour; The successful crew of MANGA II, displaying the plaque for setting a new record in the Lowry Bay Yacht Club 24-hour Endurance Race.

CRUISING COMMITTEE NEWS

Table top games, Friday 8th

12 people enjoyed a variety of modern table games, with quick fun games like Pass the Pigs and Set, and longer games of Carcassonne and the Viking themed Raiders of the North Sea.

Have a go - there will be an assortment of games plus help to get you started this Friday, 22nd. We hope to make this a regular thing for winter Fridays when nothing else is scheduled at LBYC clubrooms.

Orienteering on Water. A boat rally with a twist, postponed from Saturday 9th to 10am 23rd due to weather. Come pit your wits and seamanship against other boats. Bar will be open afterwards.

Tall Ships talk, Friday 15th

Bill Dashfield and Jenny Darby's slideshows and talks about recent voyages were well received by an audience of about thirty.

Bill helped sail the newest and largest wooden ship in service from Wellington to Auckland over 12 days. SV Tenacious is a 3-masted barque 54m long (65m including bowsprit), 586 tons, built with the help of thousands of volunteers and launched in 2000, with a crew of 11 + 40 passage crew including up to 20 with physical or sensory impairments.

Half a world away, Jenny helped sail one of only two surviving west-country coasting ketches, from Scotland to Fowey ('Foy') in Cornwall over 10 days. The Bessie-Ellen is 35m overall, 98 tons, with a crew of 4 plus 12 charter crew, launched in 1904 and lovingly restored by her owner.

From biggest to small, newest to oldest, one side of the world to the other with LBYC!

And from overseas comes a few messages from Bob Davies who has been on the lovely yacht Findhorn.

They set off from Opuia with the Island Cruising Association and are currently enjoying the Tonga Islands.





Bob reported that the ocean passage was reasonable but he had his head bumped fairly early on had some rest time. Surely the warm tropical weather will help for mending.

