



October 2016

NEW MEMBERS

We welcome the following to our club:

Chris Hall

Maria-lec Bulrand

They have the pretty motor sailer Kiwi Dream and can be seen there at the weekends resting from their home.

CRUISING COMMITTEE

This year's committee under the leadership of Carl Longstaff have a created series of planned activities. Our website will shortly show the detailed programme. For Labour weekend there is a boat rally. This was originally intended for the Saturday but now will be held on Sunday 23rd starting at 0930. The Commodore has already fully tested the course

The following event will be on Thursday 27 October with a brush up on racing rules and start box signals.

If you are heading off over Cook Strait on Labour Weekend get in touch with Carl (LBYCcruisingcapt@gmail.com) to register your intentions and find out who else is heading that way that you could cruise or meet up with.

FROM THE EXECUTIVE

Gareth Edwards Commodore

The members of your Executive are listed here [here](#). They meet once a month to make decisions for the Club on your behalf. Please talk to any of them about the running of your Club.

Highlights from the Executive meeting 13 October are:

Agreed that the Executive will hold a dedicated meeting to discuss how the Club can support and benefit from the Wellington Boat Show.

Approved investigating a LBYC hosted event with Red Cross for Syrian Refugees.

Approved free juice and soft drinks from the bar for kids, to signal support for families to use the Club.

Supported Cruising Committee's plans for a busy cruising programme this year

There was discussion about the use of Tweets for race cancellations. Members should be aware that we are unable to send tweets to Vodafone customers. If your telco supplier is Vodafone you need to check either our website or Facebook

OPENING DAY

Our ceremony this year went with a more impressive bang than usual. After the mayoress had made her speech everyone went outside for the breaking open of the flags. Major Buck had prepared our cannon and the blast this year put all others to shame.





The parade was led by the launch Wavelength(thanks to Peter Jackson) and the fleet flying bunting headed out for the start line.

The start provided a little drama but all cleared without a recall.

The conditions gave good sailing with a flat sea and wind averaging under twenty knots but gusts near thirty at times. The spinnaker run did not seem to provide dramas but looked colourful.



and finally the Commodore won the prize for the best dressed crew.



CLUBHOUSE

There has been completion of painting work over the last month and now a new digital television has appeared. This is connected to the internet and can take directly display photographs and videos from USB sticks. Thus we can look forward to watching the antics of our sailors.

Our thanks go to Pub Charity for the funds to be able to buy the set. Thanks also go to Jamie Reid and Kevin Thomson who had the muscles to lower the old unit and lift the new one into place.

At as requested by the Cruising Committee the old TV will be placed in the Lowry room for videos etc.

AROUND THE MARINA

Clare Robinson was returning from a holiday in the Sounds and had just left Tory Channel on her Cavalier 36 Bullfinch when the launch Why Not came by. A little later the launch came to a halt because of an electrical fault. As Bullfinch approached the obvious action by the launch crew was to ask for assistance and this Clare was happy to give. Bob and Tony arranged a tow rope while Clare sorted out a towing bridle and the rope was attached.

The tow commenced by motor and as there was a beam wind, the sails on Bullfinch were also called to assist. The launch did not of course slip through the water with the ease of a yacht but application time achieved reasonable results. Thus they progressed across the Strait with Clare setting a course that would take them well clear of the Karori rip.

All went well until they neared the North Island. The wind then went from the beam to dead ahead. The headsail was rolled away and into the rip the small flotilla dived. The tow rope snapped, was recovered and the tow continued. Then there was a repeat and after a lot of time a call was made for serious assistance from the Police Launch. Clare then cleared away the ropes, tidied her running gear and was violently seasick twice. With those jobs completed she felt very much better and once the Police boat arrived Bullfinch continued at normal speed for Seaview

As reported in earlier issue Quetzalli has been spending the winter ashore. A new engine has been installed, refrigeration reconnected, companionway adjusted to fit and dashboard amended. Max then set to work on the hull. All the antifouling was removed, surface filled and sanded. Then came three coats of epoxy primer followed by two coats of antifouling. The result looked splendid and launching day was Friday 30 September.



In flat glassy conditions the test run of the engine was made with Rose in attendance as camera boat. With engines on both boats at maximum revolutions, at equal speed they scorched across the harbour like two destroyers. Well perhaps not, but the wash from both yachts was impressive and at 3200 revs the boarding platforms were level with the water.



When Max brought Quetzalli back to her berth waiting on the pier was her new mainsail. So altogether it has been a happy money spending time.

Quetzalli is going to be absent from the marina during the week as she is Max and Mary's home in Chaffer's marina. They will back to our side of the harbour for the weekends.

Some of our members are tireless workers and Ray Flaws would have to be the champion. He has successfully completed the lounge access to behind the bar but continues to always help in other ways. The photo below shows that rain or shine he is always working.



LBYC LIBRARY NEWS AND REVIEWS

Bill Dashfield

Good to see more book donations/donations. Thanks!

Be great to have more sailing magazines; cruising guides - old editions are fine; classic cruising books e.g. Mariners Library; next time you are pruning the shelves or at a school gala, share some good reading with your mates at LBYC...

Swanhilde - Across the world in a concrete boat (1972) Gwen Skinner: Bernie and Gwen Skinner built their 40' sloop in their Auckland backyard out of steel pipe, chicken-wire and concrete, sold their house and took their family to New York via Cook Island, Tahiti, San Francisco and Panama. Interesting construction details, enjoyable read, wanted a sequel. ***

Fatal Storm - 54th Sydney to Hobart Yacht Race (1999) Rob Mundle: 115 boats left Sydney December 26, 1998; hurricane force winds, 90' swells, 5 yachts sunk, 7 abandoned, 57 sailors rescued, 6 died. Gripping; an amazing rescue effort. ****

Godforsaken Sea (2000) Derek Lundy: 16 started in the solo 1996-7 Vendée Globe, racing from the Bay of Biscay around the 3 capes of the Southern Ocean and back; the author interviewed most of them. 3 boats sank - with amazing rescues, 1 was eventually found empty. This book leaves one in awe of the Southern Ocean and of the people who sail it. Well written, by a sailor.

Sailing videos or DVDs that you long to see again?

The cruising committee are after sailing videos or DVDs to air on Friday nights and Sundays after racing. Just to give us some light entertainment after some fun hours on the water.

You can either donate them to the club library or loan them.

The club will place a box in the bar to collect any DVDs or videos that you would like to loan or give to the club. If you are loaning, ensure to put your name and contact details on your property so that we can return it to you.

RACING

Opening Day naturally heralded the start of the racing season and the following Friday was the first of the pursuit series. It was not exactly a nice day as a fresh southerly was blowing and rain had been falling for most of the afternoon. The rain cleared around 1600 and by 1700 the wind had eased to just below twenty knots. But half an hour later the wind was again rising and Barbara and John after launching Bojangles decided that they had to go sailing as it was too rough to get the boat back on her trailer.

Eleven yachts headed for the start line. From my view in the warm clubhouse there was strange action just after the first start at 1815. There were masts lying over at vast angles and within ten minutes some yachts were returning to their berths. A call to the start box revealed that a severe gust had swept over the harbour. On Smokie the main halyard had tangled with mast and spreaders and did not want to move so a retirement decision was easy. Fellow Sea and 2 Low also retired before the start having decided that retreat was a better option than starting in the cold wind.. Bojangles and Amnesia (the two smallest) had handled the gust without problems and having started kept sailing. The wind settled back to below twenty knots and thus the race officer saw no need for action.

The rest of the yachts enjoyed the cold weather and fresh wind. Stolen was first on handicap flowed by Clarebuoyant and then Amnesia. There is a suspicion that work is rather hard aboard Amnesia. Certainly they went out well prepared.



Two days later was so very different. In the morning the first of the Two Handed races was abandoned. Lack of wind meant the boats did not even get to the start line. Just before midday a light wind rose from the south. The first race of the Spring Series started promptly at 1300. The main fleet headed off to Ward Island enjoying the beat into a 10 knot wind. Ten minutes later the Cruising Division hardened their sheets to get to Day's Bay. Both fleets dealt with the slowly rising wind speed. The wind hovered around 12 knots for most of the race time and although the race officer had plenty of fines for the Coast Guard collection box there were no incidents.

The young lads on Mystery Achievement won the main division and Bojangles the Cruising Division.

SAVING WATER

Next time you're on a cruise and are trying to conserve your fresh water, consider the Italian method of using diluted seawater to cook your rice, pasta, potatoes and seafood. Using seawater to cook is a centuries old tradition in Italian coastal villages, and it is claimed to improve the flavour of food, with the added benefit of giving you extra minerals. In Europe, supermarkets even

sell bottled, filtered seawater for a few dollars. Use one part seawater to two parts fresh water – and don't add table salt, obviously. Put it through a coffee filter, paper towel, or teatowel to remove any particles. As long as you boil the diluted seawater at a rolling boil for one minute, it will be perfectly safe from any pathogens, according to the US Centre for Disease Control. Make sure you collect absolutely fresh, clear seawater from open, tidal water, away from sewage outfalls, septic tanks, or other boats that might not have holding tanks, and where there are no algal blooms.

DON'T OWN A YACHT, BUT WANT TO CREW IN THE 24-HOUR ENDURANCE YACHT RACE?

Theo Muller



Many thanks to all of you who were present at the launch of the 24-Hour Endurance Yacht Race. What a fantastic turn-out and what enthusiasm displayed by so many club members! Our Vice Commodore, Brent Porter and I will be doing a similar presentation at Evans Bay Yacht and Motor Boat Club, Royal Port Nicholson Yacht Club and Mana Cruising Club. Brent was at the Opening Day of Mana Cruising Club recently and several of their members had obviously heard about the 24-Hour Endurance Yacht Race – news travels fast – and wanted to hear more about it. They are looking forward to the presentation later this month.

Some LBYC members told me that they would like to be involved in the race as crew, as they don't own a yacht. Also, a couple of skippers, who regularly take part in LBYC's racing programme, told me that they would love to do the race, but 'who would skipper/steer my boat while I take a nap down below'? Obviously, that's a concern, but it is not unsolvable. Skippers in that situation could team up with skippers in a similar position. Between the two of you, you can decide on the yacht that you want to enter and the problem has gone away.

There are also members who would like to crew in this unique but challenging event, but they have no boat to crew on. Ask around, talk to skippers, offer your services and be prepared to be part of a team. The 24-Hour Endurance Yacht Race is not for everyone; you would need to have a sense of adventure and look forward to a different challenge. If your regular skipper is not the adventurous type, don't let that hold you back. There will be other skippers who would love to have you on board.

Closer to the time, we will set up a page on the website, where crew and skipper can meet and make arrangements to team up. But don't wait for that.

Get sorted as soon as you can. Ask around and make it known that you are available.

NEW COMMITTEE FOR SEAVIEW MARINA USER GROUP

Bill Dashfield, Secretary, Seaview Marina User Group

At the User Group AGM on 8th October, Bob Davies stood down as Chair. The new Committee is: Greg Marsden (Chair), Bill Dashfield (Secretary), Mike Pynenburg (Treasurer), Les Prescott, John Worth, Wayne McEwen and Andrew Boswell. Bob Davies will stay on ex officio for a time and Bob Rowell later confirmed he would continue. The committee thanks Bob Davies as outgoing chair and acknowledges all the hard work undertaken to date.

Greg is relatively new to the Marina, a Point Howard resident, part time broker for Vining's and very experienced on high-speed endurance RIBs. (Google 'World Record for Team Pulsar')

New committee's key themes:

Discussion in the AGM and after highlighted key themes which committee members are sure about. These include;

Marina users want their marina to be successful, well-run, have excellent facilities and be good value for money.

With the first Wellington Boat Show being planned, and with Hutt Council and Seaview Marina Limited considering development plans for the marina, there is a strong need for all marina users - berth-holders, liveaboards, trailer park holders, traders, tenants, casual users, local residents and others - to be seen as key stakeholders in the marina and planning processes.

Building a more positive, forward looking and constructive relationship with Council and Marina is needed for this, as well as being able to give robust feedback and raise day-to-day marina issues when needed.

For the user group to carry weight and be effective it needs as many marina users as possible, with a unified voice. Please [Subscribe](http://facebook.us14.list-manage2.com/subscribe?u=b3043d5fb07793765e6b5bfcf&id=f228047cd7) at <http://facebook.us14.list-manage2.com/subscribe?u=b3043d5fb07793765e6b5bfcf&id=f228047cd7> to join the User Group email list. There's no charge and you can leave at any time.

To aid good communication, SMUG have set up a Facebook page at www.facebook.com/groups/Seaviewmarinausersgroup for facts, discussion, news, polls and feedback. Greg will act as the user group liaison to the Boat Show so please send him questions or issues you wish raised at enquiries@mmservices.co.nz Please Join the page as well as [Subscribing](#) to the email list.

Please tell other marina users about the group and encourage them to join.

Coastguard Nowcasting Weather Information Channels*

New Channels to take effect from 1 October 2016

CHANNEL KEY

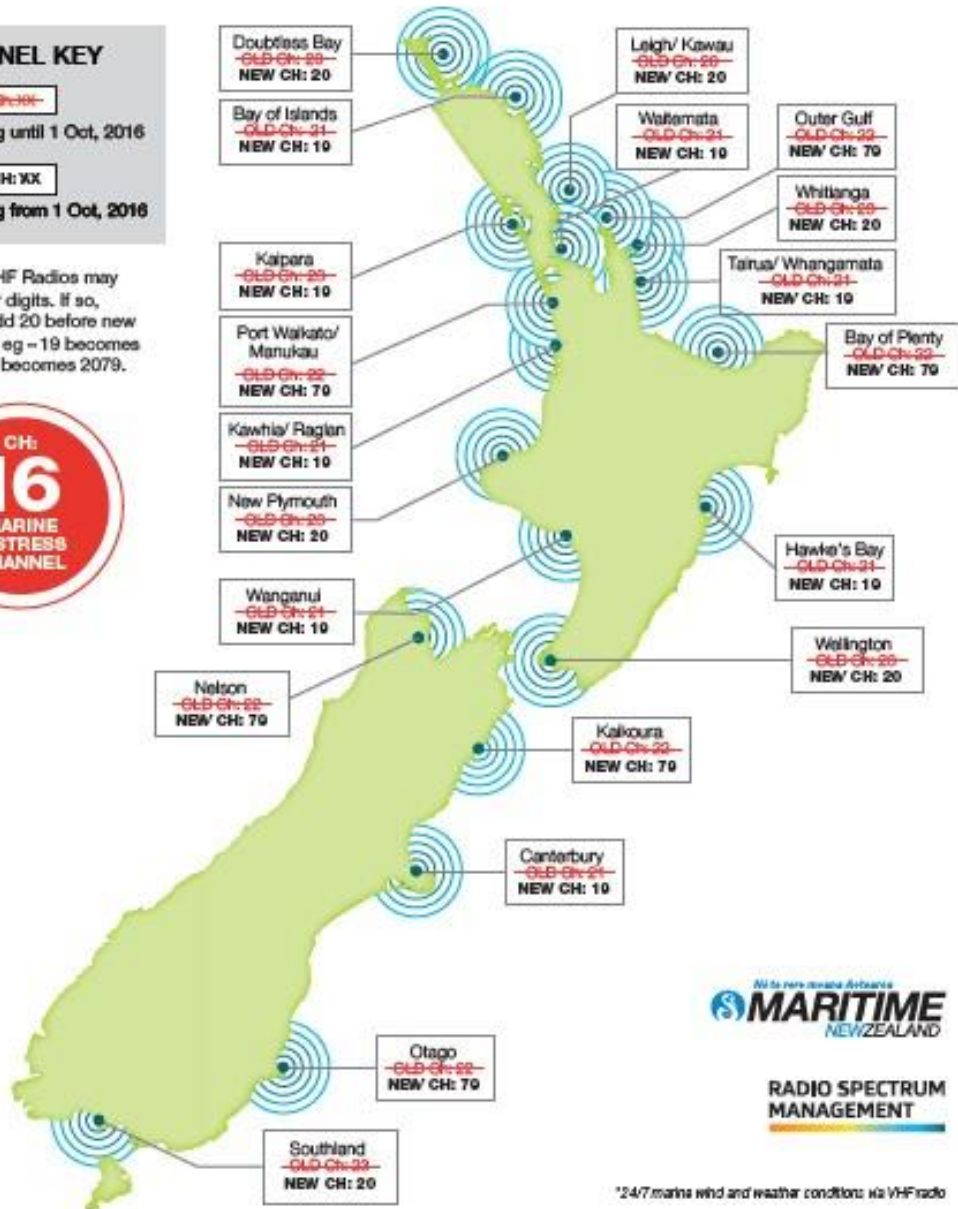
~~OLD CH: XX~~

Operating until 1 Oct, 2016

NEW CH: XX

Operating from 1 Oct, 2016

Newer VHF Radios may have four digits. If so, please add 20 before new channels eg - 19 becomes 2019, 79 becomes 2079.



RADIO SPECTRUM MANAGEMENT

*24/7 marine wind and weather conditions via VHF radio