



October 2017

COMMODORE MESSAGE:

Al Hines



Wow! It's been a very busy few weeks since our last Cutlass for both me as Commodore, our club Committee's and volunteers.

The Commodores change over dinner was a great success with a good turnout even given that it was election night and many of our members were attending election night parties. The organising group lead by Tracy, Sue and Helen did a fantastic job.

Our next big event was opening day, but before that we had our traditional working bee on the Saturday before with a fantastic turnout of keen and willing members who washed, wiped and cleaned. Great effort by all concerned and the club looked fantastic for opening day. Thank you to everybody who contributed to that.

Opening day dawned with sunny weather and a nice little sailing breeze with a small hint of rain staying away until after the formal opening proceeding's. With the speech's, flags broken and cannon fired the new season is underway.

With our opening day race being the first race of the new combined interclub series, we had a number of visiting boats from Evans Bay and Port Nicholson which was fantastic. A great site to see nearly 40 boats on the start line in great conditions.

I attended a number of the other yacht club openings over the last few weekends including Evans Bay and Port Nicholson and it was pleasing to see the number of LBYC boats heading across to race in the interclub series races in a variety of conditions and I hope that continues for the 3 remaining races.

It was also great to see the number of boats out for the first Friday night pursuit race of the season and people in the club after which was a positive sign of things to come.

Our next big event is the Rum Regatta on the 12th November and I'm hoping with the success of the combined series so far we can look forward to a big fleet if the weather gods are kind to us.

Also make sure you keep the 9th December free for the annual Christmas party. Its shaping up to be a really fun and slightly different event with details coming shortly.

EXECUTIVE NEWS

Key items from the last Executive meeting on the 12th October 2017 were:

We welcome three new members to the club Geoff Jewell, Cathy Wood and Shaun O'Grady.

Planning for Rum Regatta is well underway and sponsors being sort.

The life jacket library has been set up and details for members will be available shortly.

Issues around the YNZ Member Card have been worked through to allow LYBC members to take advantage of this programme. Details on how to sign up to this will be provided to members in the next few weeks.

The Executive are looking to review the club's communication channels and publicity strategy and stream line processes. A working group will be formed to provide a recommendation to the Executive. The previous membership survey results will be a key input to this process.

The Executive are also looking to take a more proactive approach to potential sponsorship and Grants opportunities. A working group will be set up to look at what funding requirements the club may have over the next 3 years i.e. Clubhouse upgrades etc. and look to how we may fund those projects.

Club catering. This is our biggest issue right now and the House Committee is working hard to find a resolution to this issue as soon as possible. We are looking to approach several catering companies to find a constantly reliable solution. The Executive appreciate the members' patience on this issue while it is being resolved.

LIBRARY NEWS

Bill Dashfield

It's good to see so many new books appearing - we've had to get a bigger bookshelf! We have a few duplicates, which will go on the 'swop-a-book shelf. They tend to be of the more popular/better books too so keep your eye on it for your own library...

BOOK REVIEWS

**** Three Sheets in the Wind (1973) - Thelwell's Manual of Sailing. Known for 'fat pony and small girl' cartoons, he is a sailor too. His boating cartoons give new meanings to 'entering up the log' and 'lashing down' etc. Recommended ****

*** Cruising under sail (1981) Eric Hiscock A classic and comprehensive manual of blue water cruising under sail. Dated but still useful ***

**** This is cruising (1976) J D Sleighthome. Old but surprisingly helpful due to its copious use of simple, clear illustrations for showing each techniques. Great for newbies, but old hands will learn something too ****

John and Helen Rushton have just donated a large number of books to our library. There are many classic titles in the box that need inspection.

LIFE JACKETS

When did you last check your inflatable lifejacket?

Your inflatable lifejacket can save your life – *if it works*. In the water a good lifejacket will let you survive hours instead of minutes - in rough or cold water **few swimmers survive more than 30 minutes without a PFD.**



But did you know 1 in 3 inflatable lifejackets don't work?

About 30% of lifejackets checked by the UK RNLI's advisers would not work properly.

Making sure your PFD will work (1) - Every time you put it on

check the green indicator clip is and the gas cylinder is screwed in securely (they work loose; don't but over-tighten)

eyeball the jacket for snags, broken stitching or buckles

adjust for your clothing so your fist just fits under the chest strap



Improve the odds - extend your survival time

A **working** lifejacket will

keep you **afloat** if

it **inflates automatically** - we all get cold-water shock, you may be knocked out, or have a heart attack

it stays on. It needs to fit well and have **crutch straps (\$15)**

let you **breath air not water** if

you have **crutch straps** to keep the lifejacket down and you up
<https://www.youtube.com/watch?v=NNfXMLG5pI4>

it has a **spray hood (\$70-80)** - in rough or cold water it **trebles** survival time

minimise heat loss - if you keep still in the HELP position. You lose heat 26 times faster in water than in air; in cold water **swimming can cut survival time by half.**

Do you know what to expect? Do you know the 1-10-1 rule? How long you'll survive? What will kill you in the end? Knowledge and practice can be life or death.

<https://www.youtube.com/watch?v=8nH3i7Fv5IU>

https://www.youtube.com/watch?v=_ZtAM5ZTn4k

Making sure your PFD will work (2) - self service checks



See video and advice at <http://hutchwilco.co.nz/our-stories/self-servicing-your-inflatable-lifejacket/>

At start and end of season, and every couple of months take 15 minutes to

Open it out and inspect over carefully:

straps & stitching all OK?

buckles and fasteners, OK & operate freely and correctly?

inflation chamber in good condition - not worn or punctured?

whistle attached and works?

Gas cylinder

hasn't been used? - no hole in end; weight of charged cylinder is marked on the outside and can be checked by weighing on postal scales (replacement=\$15-55)

free of corrosion? - which can wear or puncture the inflation chamber

Inflation mechanism

green indicator clip is in place?

manual inflation mechanism operates correctly (remove green clip and unscrew cylinder first!)? - look for pin moving inside where cylinder screws in

auto inflation cartridges/tablets are in date and not "fired"?

Check recommended 'options'

light is in date (4-year life) and works?

hood and crutch straps attached and in good condition?

built-in safety harness is OK, any shock indicator not showing?

Wash lifejackets with fresh water to remove salt deposits then allow to dry thoroughly

Check airtight

inflate jacket using mouthpiece using a dinghy or hand pump

Inflated chambers stay firm for 24 hours?

Screw in cylinder firmly but don't over-tighten, replace the green indicator clip and repack, following the manufacturer's diagram carefully

Make sure the crew's & spare lifejackets are also checked.

Lifejackets should be serviced in accordance with the manufacturer's service instructions and this can be arranged through most local chandlers.

Information collated from Coastguard, RNLI etc.

Responsibility for safety remains with the skipper, as always.

WORKING BEE – Saturday 30th September

Saturday morning, woke up to throwing it down with rain! Wonderful. So much for a working bee. By 9am, the sun was out, and no rain. Fantastic. Someone was on our side for a change.

About 20 members and partners turned up to give the club a spring clean, and in the limited time we had to do it, (4 hours), as the club was booked out in the afternoon, we had managed to empty the back garage, get rid of the crap and rubbish lurking in there, and put it all back again, creating a lot more room in the process.

The windows got cleaned inside and out, glass doors polished, and the kitchen given a major scrub. The club house got a water blast, the fountain got a spruce up, lights replaced and weeding done.

Thanks to everyone who devoted a few hours of their time to this. The clubhouse thanks you for it. She looks all new and shining again!

FUND-RAISING QUIZ NIGHT CHALLENGE

Mana Cruising Club would like to challenge local boating clubs to a fund-raising quiz night on behalf of Te Omanga Hospice, Lower Hutt. We would like each boating club to send one or two teams.



When; Saturday 25th November, 7pm

Where; Mana Cruising Club, Pascoe Avenue, Mana

Cost; \$10 per person (Maximum 8 per team)

RSVP to editor@manacc.co.nz to reserve your table.

Te Omanga Hospice in Lower Hutt was condemned following the Christchurch earthquakes and needs to be re built. Many of us have friends and families who have been supported by Hospice and now is the chance to give a little while the hospice is in need.

Building a purpose-built hospice creates an opportunity to develop something special for the community; a place in which the hospice can continue to provide the very best care, support and lasting memories for patients and their families for many years to come.

<http://www.teomanga.org.nz/support-us/our-new-hospice/>

Mana Cruising Club would like support the fundraising of a new “Travel Lift” or patient hoist in the new hospice building. This vital piece of equipment enables the nurses to move patients safely from bed to arm chair when the patient is no longer able to move by themselves. It costs in the region of \$5,000 per bedroom.

Any questions or queries you can also contact me, Eleanor.barrett@teomanga.org.nz, or Mike Quayle, commodore@manacc.co.nz

Please support this good cause and we look forward to challenging you on the 25th November.

A SLICE OF CLUB HISTORY

John McSherry, 29 June 2017

A long-time club member asked me recently to put some background to photographs hanging on the club walls after he was asked by some newer members what they were all about. The photographs are on the right hand side just inside the entrance to the Seaview room and have recently been restored by John Rushton.

It has been 23 years and 23 days since I found myself in a category 4 cyclone aboard Silver Shadow 150 miles southwest of the Kermadec Islands on our way to Tonga. With me were club members Peter O'Neil owner, his son Murray and fellow crew member Richard Jackson. We had planned the trip of a lifetime intending to catch up with the annual Island Cruising Race/Regatta that had left Auckland a few days before us.

The Shadow was a beautiful yacht. Built by Brin Wilson in 1981 of 4 skins of Kauri she was a 42 foot Neil Craddock design brought up to Cat 1 racing condition by Peter O'Neil and a top contender in Port Nich's offshore programme in the early 90s.

We were running late leaving Seaview's A pier due to Murray's work commitments but finally got away on 2 June 1994. Had a great sail up the East Coast max wind about 30 knots for half a day but being off the wind we were comfortable clocking 200-mile days. Approaching Raoul Island things began to change. Our daily schedules with John Cullen's Kerikeri Radio were starting to paint an ominous weather picture. The main body of the fleet – around 30 yachts were well to the northeast of us approaching Tonga and well out of radio range. Of course they couldn't tell us that they were catching the tail end of a cyclone.

Around us were 8 yachts, Quartermaster, Pilot, Heartlight, Ramtha, Sofia, Mary T, Waikiwi II and Destiny. Destiny was the first to set off her EPIRB after pitch polling in 70ft waves and 70 knot winds. This was to set in motion the biggest sea rescue operation in New Zealand's maritime history. It's now June 4 and we were seeing the barometer dropping rapidly and wind speeds and wave heights increasing dramatically. We had gone from full main down through 3 reefs and 2, 3 and 4 jibs and ended up with no main and a tiny storm jib. Even that was too much when at about midnight the wind was a constant 50 knots with gusts to 65 and 70. We tried to deploy drogues and steer downwind about 35 degrees to the waves but the circular cyclonic winds were creating extremely confused seas of massive height. These seas were causing the drogue to pull our stern beam on to the next waves which came from a completely different direction so we cut that away. It was now too dangerous to have anybody in the cockpit so we strapped ourselves in below and listened to the boats around us reporting their horrendous conditions. Then it was

our turn. About 4am we heard an almighty roar way bigger than the normal roar and felt the boat get smashed by a freight train. She snap rolled 360 in about 4 seconds and we knew we'd lost the rig. So amongst the shambles below we were taking on water from somewhere and found the speed transducer had been forced completely up into the boat leaving a 2" hole. The emergency bung was right there so rammed it in and problem fixed. Armed with bolt cutters and a handful of Ginzu steak knives we set to at first light to get rid of the mast. The sight that greeted us on deck was indescribable. Waves with breaking crests were 70ft high and the scene was a complete whiteout with the screaming wind turning the rain and sea into horizontal needles that could not be faced. Crawling along the deck we discovered our liferaft had gone. This was the valise type and was secured to the deck by 4 stainless steel bolts, they had been sheared off by an awesome force. There was a 3ft stump of mast left and the rest of rig was trailing beside the stern quarter. Bolt cutters made short work of the stays and we only used 4 \$2 steak knives to slice through the halyards and electrical cables in the mast. Instantly it was gone and we slid carefully down below again safe in the knowledge that our solid kauri hull would protect us. It would be tested again.

The following is a sequence of events over the next couple days as the storm continued to rage.

Sunday June 5

0035 Quartermaster reports another knockdown.

0204 Last call from Quartermaster

0440 Another EPIRB detected – probably from Quartermaster

0500 Ramtha asks HMNZS Monowai for help

0745 Tui Cakau rescues Destiny's crew

0750 Heart Light activates EPIRB

0800 A Hercules rescue plane reports Sofia in distress

1000 Monowai rescues Ramtha's crew French navy destroyer Jacques Cartier sent to aid Sofia

1210 Hercules finds Silver Shadow dismasted.

1446 Quartermaster's liferaft found empty

1738 Fishing vessel San Te Maru sent to Heart Light

1800 Low pressure system bottoms out at 978mb

2000 Orion finds Pilot in distress

Sunday June 6 and it's Silver Shadow's D-Day, ironically 50 years to the day from the real D-Day. Boy was it great to hear the roar of that

Hercules overhead, we were no longer alone in the maelstrom. But the storm is still raging, we have no radios and no instruments except for a handheld GPS. The handheld VHF is receiving calls from the Hercules but we can only transmit with clicks 1 for yes 2 for no. They ask us on a scale of 1-5, 1 being we are all OK and can continue on and 5 meaning we need an immediate rescue. We give them a 2. They reply saying that's a gutsy call and bid us goodbye as they have to go and search for Quartermaster.

As the day wears on we finally get the boat quartered on to the waves by rigging the spinnaker pole to the port stern pushpit and tying a jib around the stern and along the rear port stanchions. This kicks our stern to windward and helps us avoid the worst beam seas. By nightfall we are all pretty knackered, cold, wet and hungry, but adrenalin is an amazing thing you can stay awake and alert for days. We strap ourselves into wet berths for the night except for Pete who is in the galley making us a cup of coffee. We hear the roar and are hit again rolling the boat 360. This time a flying floorboard hits Murray in the back, Peter is thrown across the cabin smashing his shoulder and Richard has damaged his hand. I am unscathed. Now water is 3" deep on the cabin sole and we can't find where it's coming from. No battery power to start the engine therefore no bilge pumps. I dig out the trusty enormous Whale Gusher manual pump and we take it in turns to pump through the night. Pete's in a lot of pain but we don't know how bad his injury is so make the decision to turn our EPIRB on. We make it through the longest night in our lives and as daylight returns we hear the engines of our trusty Hercules homing in on our 406 beacon. What a relief to hear them tell us our position has been relayed to Monawai and they are steaming towards us expecting to reach us mid- afternoon.

Finally, after 3 days, the wind and waves by mid- morning are starting to abate with the odd spot of blue sky appearing. We begin the cleanup down below and on deck except for Pete, his right arm duct taped to his chest and tied into his bunk. He is quite claustrophobic but heaps of Panadine keeps him calm. By midday we've got the engine going, rigged the emergency tiller and are heading west towards Monawai. At 2pm we spot the great white ship on the horizon but she can't spot us so I have a great time firing off every flare we have on the boat. This does the trick and within 20 minutes we are 200 metres off her starboard side. Their jet-powered RHIB is soon by our side and our hearts are in our mouths as Pete is strapped onto a stretcher and almost tossed into the RHIB, he screams only once. We close up The Shadow for the last time blocking the hole in the transom with a coffee cup (this was where the water was coming in) and sadly leave her to the ocean.

After a hair-raising trip in 5 metre swells back to the ship we were all hoisted up in slings by the chief bosun and his team in an operation that went like clockwork. Later he told me they had never practiced that before. We joined the crews of Pilot and Ramtha and for the next 3 days were the guests of the Senior Ratings Mess and just managed to sober up before docking in Nuku'alofa.

Soon we were on a plane back to NZ and an emotional reception from our families. Media interviews followed and later a TV3 documentary was made by Ninox Films called "Pacific Rescue". At least 3 books were published about the event the best of which "Rescue in the Pacific" by Tony Farrington, I understand, is still in print.

It was not to end there. Commodore of LBYC at the time, Keith Holdsworth, decided the Club should honour the crew of HMNZS Monowai for rescuing Silver Shadow's crew. On opening Day 25 September 1994 Monowai came to LBYC, anchored off Point Howard and acted as the start vessel for the Opening Day Race. Later in the afternoon the Commodore presented Cmdr Larry Robins and the whole crew of Monowai with Honorary Membership of the Club. Over 50 Officers and crew attended in full dress uniform. It was a momentous occasion.

So what happened to Silver Shadow? A month after the storm Peter got a call from his insurance agent to say she had been sighted by an air-sea patrol plane drifting near Vanuatu. Peter made arrangements to fly up and retrieve his yacht. About to board his plane he got another phone call. The Shadow had disappeared. That's the end of it he thought. Three months went by, another phone call, she's back. Peter and Murray flew up to a small island in the Solomons. What they found was heartbreaking. She had washed up on a reef, had been completely stripped and now was a total loss. Peter told me that the pilot who first spotted her had not kept her position to himself and suspected some undesirable had boarded her stripped her of everything and set her adrift again. Such a sad end to a beautiful craft.

COMMODORES DINNER – 23rd September

The dinner to farewell the immediate Past Commodore, Gareth Edwards, and to welcome the new Commodore, Al Hines, was held on Saturday 23rd September.

This was a formal evening, with the theme being red & white. Everyone got into the spirit of the event, and all looked superb. Some finery definitely came out on the night. So different from normal sailing garb!

Ray Manning was MC, and our guest speaker was Sgt Bruce Adams from the NZ Police National Dive Squad. He amazed us with stories from the squad. We take our hats off to his team, and the jobs that they have to face and do. There wouldn't be many of us who could, I suspect.



The evening was catered with a buffet dinner and bubbles. Red and white balloons adorned the club. Thank you Robert for organising those. They looked amazing.

Our thanks go to Tracy and her House Committee, Graeme, the caterer, and all the members/partners that helped to make this a fun and successful evening.



OPENING DAY – Sunday 1st October

9am – 11am. House and Exec members met at the club to prepare the sandwiches and the food for the opening day ceremony. Name badges were being printed, seats placed, flags brought out, and the canon got prepared for its debut. Club members were in and out, as those that were competing in the first combined race with Port Nicholson and Evans Bay in a long while, were getting their boats and crews sorted for the afternoon.

11 am onwards, dignitaries started to arrive and congregate around the club. Great to see the Commodores from Evans Bay and Port Nicholson arrive, especially as their club members were coming over for the race in the afternoon.

The ceremony started with the Commodore welcoming everyone, and wishing all members a safe and fun year ahead. The Vice Commodore then outlined some key aspects of the sailing calendar year.

The guest speaker was Mr Grant Nalder, Harbourmaster. He gave a very positive and entertaining speech, wishing us well, and reminding us to be



safe out there. Then it was the flag raising and the canon. That went off with an awesome blast!

Into the clubhouse for sandwiches, cake and refreshments and social interaction.

Then to the serious stuff. The afternoon race. The fleet was led out of the marina to the sound of the bagpipes. Into the arms of the awaiting fleet of yachts that had travelled over from the other clubs. 38 boats in all. A spectacular site. I've never seen so many yachts out to play in our neck of the harbour for a very long time. It was great. The race committee had set a long course, and we all seemed to really enjoy it. We were all relishing the chance to get some good runs along with some fine competition.



Thank you to all the committees for their help with organising the day. It went off brilliantly.