



LOWRY BAY YACHT CLUB (INC.)

SAVERI MARINA
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NEW ZEALAND

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The Cutlass

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The Commodore and his Executive invite all members of the club to the launch of the 24-Hour Endurance Yacht Race to be held on Friday 30 September. The bar opens at the usual time and we will start the evening with a Triple-H, the *Heineken Happy Hour*. Obviously there will be many members wanting to take advantage of Graeme's cooking and enjoy their meal at the club (beats doing your own cooking!) and the A-Pier band will jolly up the evening with their repertoire of great tunes from the past.

The launch of the 24-Hour Endurance Yacht Race will be delivered in the form of a video presentation and following the presentation, club members will have the opportunity to ask questions. Sponsors of the race have also been invited to the launch. In the coming months the same presentation will be taken to other yacht clubs in the greater Wellington and Marlborough area. Come and show your support. The 24-Hour Endurance Yacht Race is a significant and unique event for the Lowry Bay Yacht Club and we are aiming to have a large fleet of yachts on the start line on the 8th of April 2017.

Gareth Edwards, Commodore

24-HOUR ENDURANCE YACHT RACE

Theo Muller, Lead Organiser

First a correction from my previous article. Brent Porter, the Vice Commodore pointed out that the handicap for the 24-Hour Endurance Yacht Race is designed to work out the placing of yachts for corrected *distance*, not corrected *time* as I wrote in my August article. Just as well we have a VC who knows his stuff!

For those of you who have done some coastal or blue water sailing, the following is something you already know or at least should know. I have written this article particularly with the smaller boats in mind whose skippers have

shown a huge amount of interest in competing in the 24-Hour Endurance Yacht Race. This race is as much for the Novas, the Davidsons, Lotuses, Ravens and indeed trailer yachts 20ft and over, as it is for those who have some coastal and ocean miles under their belt in bigger yachts.

Make no mistake about it, this race will be a challenge and you need to be prepared. Remember that the skipper is responsible for the safety of his/her crew and vessel. This responsibility is not to be underestimated as you are going to be tested and challenged, so you'd better be prepared. It is not for me to tell you what to do or how to run your ship, but allow me to at least mention some points that require your attention. Remember, **safety first**.

Is your boat up to the challenge? Cat 5 for keelers and Cat C for trailer yachts. Check out the safety requirements. Are your navigation lights working? A VHF and GPS are essential communication and navigation tools. So is a mobile phone and the ability to charge all these during the race.

Do you have life jackets or floatation devices on board for all your crew?

Have you practiced the (wo)man-over board manoeuvre? If not, with the summer coming up there will be plenty of opportunity to have a go. While the internet is a good source of finding out the steps to take when somebody falls into the drink, practicing a real MOB manoeuvre will give you and your crew the confidence of what to do when it happens.

Make sure to have to have a waterproof torch on board – check the battery. It's a good idea to carry strobe lights that strap to one's arm. It makes the MOB manoeuvre at night so much easier!

Wet weather gear and warm clothes – it can get cold during the night.

Select your crew early. Do they know what to do in an emergency? There should be at least one other person on board besides you who is capable of helming the yacht around the course. You can't be on the helm for 24 hours – you and your crew need rest programmed in your sailing plan.

The race course will be known well in advance and perhaps you should take your crew around the course before the race to familiarise yourself where the marks are.

You will need a watch system that gives everybody on board time to rest. Set up a crew meeting before the race and talk things over and give crew members the responsibility for certain tasks. Racing a yacht is a team exercise.

Make sure there is enough food on board to feed the crew – sailing makes you hungry.

The consumption of alcohol is not recommended during the race. Our sponsor Heineken would wholeheartedly agree with this principle. There is plenty of time to celebrate after the race.

Also make sure that your vessel is fuelled up. For whatever reason, you may need to get back to the marina or assist another yacht in an emergency. Don't leave it to chance.

A first-aid kit on board is not a luxury – your crew deserve it.

No doubt there are things that I have over-looked. The over-arching principle here is that safety for crew, self and vessel should be taken seriously and that you enter this exciting race being fully prepared. Involve your crew, share responsibility, develop a plan. Make sure that after the race you only have wonderful memories and stories to tell and that you will come back for more in 2018.

ANNUAL PRIZE GIVING

This was held on Saturday 28 September. Notable winners for special prizes were:

Bruce Unsworth Memorial Trophy Special Service to the Club	Sally Betts
Hands Up / Stirrers Award	Robert Baldock & Margie Petherick
The Russell Bates Memorial Trophy Older Active Sailor	Warren Snowden
Coopers and Lybrand Cup Crew Person of the year	Ann Dormer
Commodores Tankard Most Improved Performance	Mark Stanton - White Heat
John Gibson Memorial Trophy Participation in Commodores Division	Molly Melhuish - Chickadee
Walker Offshore Challenge Award	Paul Rickard - Impulse

The Championship winners were:

Altex Devoe Cup	Combined Div Handicap	Tatra Lass
International Cup	Combined Div Line	Flying Circus
Elaines Solitaire trophy 2	Cruising Div Handicap	Bojangles

Elaines solitaire trophy 1 Cruising Div Line
Friday Night Pursuit Series Championship

Chickadee 1st =
Bojangles 1st =
Bojangles



Warren Snowden



Molly Melhuish
- Chickadee



MEMBERSHIP

We are pleased to welcome the following new members to the club:

Frances Potter of Stokes Valley
Margaret Lissette of Maungaraki our ex Manager
Anthony Lucie-Smith of Belmont

LBYC LIBRARY NEWS AND REVIEWS

Bill Dashfield

Many thanks to Ian Craig, Les Prescott, and others for recent book donations. Please look over your shelves for books to return or donate.

Tinkerbelle (1966) Robert Manry: Manry built a cabin on his 13'6" dinghy, so his family of 4 could sleep overnight. After plans to crew across the Atlantic on a 25' yacht fell through, he decided to solo in Tinkerbelle (unsinkable, self-righting, 9" freeboard) sleeping doubled up on 90 day's supplies, leaving in secret. He matter-of-factly tells of 78 days alone, hallucinations from fatigue and Benzedrine, and being washed overboard 6 times... Well worth reading. ****

Sheila in the Wind (1959) Adrian Hayter: Born in Timaru & ex Ghurkas (WW2 Burma & Malaya), in the 1950's Hayter was the first single-handed UK-NZ sailer in Sheila II, a 40-year-old 32' gaff-rigged yawl, via the Suez Canal. With little money and more time, Hayter overcame many difficulties & hardships. An inspiring time-capsule. www.albertstrange.org has photos of Sheila II and other classics. ****

Homeward round the Horn (1997) Jim Cottier: In 1991, the lovely wooden brigantine Søren Larsen returned from Sydney to Liverpool, around the Cape Horn, in company with brig 'Eye of the Wind'. Ships, crew, ports of call, life on a modern tall ship all get lively pen-portraits, by the third mate. An enjoyable read. ****

MARITIME RADIO CHANNELS WILL BE CHANGING ON 1 OCTOBER 2016

New Zealand, along with a number of other countries, is required to change some maritime VHF repeater channels to make space for newly allocated international services for ship tracking and data services.

On the 1st October, New Zealand will be moving a few private VHF repeater services, most Coastguard VHF repeater services, and all NowCasting weather services. An updated radio handbook and frequency stickers are available with the new changes.



Although some maritime channels will be changing, the existing marine Channel 16 used for safety, distress and calling purposes will not change.

Current radios will be able to access all the available channels after the changes take place. However, you may need to switch to a new channel number to continue to access your local repeater or listen to the weather forecast.

The biggest change is the new 4 digit maritime channels for the Coastguard and privately provided weather service. These 4-digit channel numbers are allocated internationally to new maritime channels. New Zealand will be using some of these new 4-digit maritime channels for the Coastguard and privately provided weather information services.

You will still be able to listen to the weather channels on your current VHF set by simply dropping the first two digits, and using the last two digits of the 4-digit channel number. For example, in the Waitemata Harbour where the new weather channel number is 2019, you only need to use channel 19.

For more information, and to find out which repeater and weather forecast channels you should be using from 1 October 2016, go to www.retune.co.nz

PIRATES PARTIES

These happened on Friday 16 for adults and Saturday 17th for children. Many thanks to Robert Baldock for arranging then life size statues and decoration. The children were lead by chief pirate Brent for treasure hunts and games.



Best dressed adults.



The chief pirates and crew