

The Cutlass



February 2019

From the Commodore



Warm conditions recently have been great for being out on the water this season and members continue to explore the harbour and other parts of the country with regular outings to the Sounds and beyond as is evidenced by the gaps in the marina berths.

Coming up there are several events for members to enjoy that have been organised by both the house and cruising committees. These will be entertaining and informative and provide a fresh approach to what we do. Particularly there is a deck concert with the Fleetwood Mac rendition band, as well family movie nights and technical evenings.

This month the executive is having a serious look at how the club operates and the resources needed to function effectively. We have a planning meeting to identify what's needed to effectively run the club.

Thanks to Jan and Megan (Bullfinch) for stepping up to take over from Sally in managing the website and What's On. We are currently looking for someone to manage health and safety and to assist with accounts. I would love to hear from you if you are able to help.

At the clubhouse the Spring Chickens have been very busy keeping things in order. Many thanks to this incredibly hardworking and dedicated team that give their time and energy to the club to keep us looking "spick and span".

I was saddened to learn of the recent passing of Karen Snowden, the wife of our previous commodore Warren Snowden. Our condolences and thoughts go out to the Snowden family.

Regrettably our Treasurer has resigned due to work commitments. The executive wish to thank Shawn for all the work he has done for the club.

We are now looking for someone to step up into the Treasurer's role, and given the planning session scheduled for 14 February, it would be a great time to get involved.

Enjoy the summer season and keep safe on the water.

Max Meyers

What's Coming Up?

Friday 8, 15 and 22 February
Pursuit races 6.15pm

Sunday 10 February
Single-handed Series Race 3
10.00am
Summer Series Race 3
1.00pm

Tuesday 12 February
Cruising presentation
7.00pm
Adventure sailing and
cruising in the Southern
USA, Bahamas and
Caribbean

Wed 13, 20 & 27 February
Twilight Series 6.30pm

Sunday 17 February
Single-handed Series Race 4
10.00am
Summer Series Race 4
1.00pm

Saturday 23 February
On the Deck Concert
5.00pm
See website and Facebook
for details. Be in quick.

Friday 1 March
Pursuit race 6.15pm

Saturday 2 March
Movie night
5.00pm Pre-movie
6.00pm Main movie
Bar Open + BBQ + Popcorn

Celebrating success

Recent racing results

Friday night pursuit series B

Series B:

Masterpiece first

Sika II second

2 Low 4 Zero third

Single-handed race

Race 1:

On Handicap

Minika first

Impulsive second

Mint Condition third



Summer series races

Race 1:

Combined Division - Handicap

Am Meer first

2 Low 4 Zero second

Race 2:

Combined Division - Handicap

White Heat first

True Blue second

Cruising – Handicap

Impulsive first

Chickadee second

Full results are on the website
lbyc.org.nz/copy-of-results-2018

From the executive committee

Decisions from meeting on 24 January 2019:

- One membership application was approved.

Work being undertaken by your executive committee:

- Business as usual
- General Rules update
- Affiliate Membership
- Refurbishment and purchase of additional chairs
- Club start box relocation
- Membership updates (debtors)
- Boat register
- Internet fibre connection at clubrooms
- Friday night catering options
- HCC/MPI Foodplan
- Review of pricing and conditions for hire of clubrooms
- Review of bar pricing and stock levels
- Staff recruitment and training
- Planning session to assist committee in shaping the direction of management of the club
- Health and Safety Policy (land and water-based)
- Management of club documentation
- Sale of Kiore

New members

A very warm welcome back to:

Titus Heydenrijk

Unpaid membership fees

Please let the club know if you no longer wish to retain your membership.

If you do wish to continue please ensure you have paid your subs.

Reminders are being sent out shortly to non-financial members.

LBYC racing support boat and Kiore

Kiore was acquired by LBYC with funding from a grant which was obtained with support from Sailability. The boat was acquired to support our racing programme, particularly the Sprint series, the Rum Regatta and the Sail Wellington Regatta. At the time of the application, agreement was reached for Sailability to use Kiore and to pay for maintenance and storage costs, which was very much to LBYC's advantage. Sailability now have a new support vessel "Trader", and no longer need Kiore.

Because Kiore is not needed very often, is no longer suitable as a support vessel, as well as needing maintenance (that we would soon have to pay for) and the additional cost of having to pay for storage, the Executive has decided it should be sold.

Sailability has offered LBYC use of the new support boat, which is purpose built. A condition of this use will be affiliation to LBYC. This is not Sailability's choice but a requirement of their insurers who are mitigating their risk. The terms on which we use the vessel will need to be negotiated. We need to be clear about when we could use it and the costs. If agreement can be reached this will be for a more suitable and reliable craft at a lower cost than we would have to pay for retaining Kiore. If agreement cannot be reached, we should be able to get support from other clubs as we have in the past and as we have to other clubs with Kiore.

Get ready for the 24-Hour Endurance Yacht Race 2019 – Part Four

Sponsors of the 24-Hour Endurance Yacht Race in 2019



Practice makes Perfect

This is also embodied within the 7 P's: Proper Prior Planning Prevents P... Poor Performance. How can you prepare for the 24-Hour Endurance Yacht Race? This race is not the watery equivalent of a walk in the park; you as the skipper, your crew and your boat need to be ready. When was the last time you checked the running gear on your boat? Are your navigation lights working? Has your engine been serviced lately? Talk to Phil Trowbridge of Strait Marine. Do you have all the safety gear on board like life jackets/harnesses, torches, flares, tethers, wet weather gear etc. Kirk and his team at Burnesco will help you out.

Have you organised your crew? If you need more crew, put your name down on the 'crew wanted' page <https://www.lbyc.org.nz/24-hour-endurance-race>. Make sure you get a firm commitment from them. The last thing you need is somebody pulling out at the last moment.

You haven't sailed during the hours of darkness? That need not be a show stopper; the club has a trial night race on Saturday 2 March (changed from 23 February as mentioned in the almanac). The race starts at 2030 (the onset of darkness) and finishes at around 2230 or 2300. Get a feel for what Wellington Harbour looks and feels like at night time. Familiarise yourself with the navigation lights and take somebody with night time sailing experience with you. You might want to crew on a yacht with an experienced skipper. Don't use the 24-Hour Endurance Yacht Race as your first night time practice run. Be sensible, be responsible.

Racing for 24 hours can obviously cause tiredness at some point, usually later in the race. Be aware of this and take the necessary precaution. The Notice of Race (NoR) and Sailing Instructions (SI) stipulate that each participating yacht shall have at least one other crew member (besides the skipper) who can take control of the yacht while the skipper is resting. The NoR also stipulates that at least two crew members must have experience in sailing during the hours of darkness. While eligibility to enter the race requires a minimum number of four crew (including the skipper) on each participating yacht, perhaps you might consider taking an extra crew member (if there is enough space on your boat) so that all on board have ample opportunity and time to take a rest in the comfort of the cabin. While resting in that way is not the same as your warm bed at home, it is still vitally important that you and your crew lie down for a few hours to avoid the onset of exhaustion.

Now for something very different.

We are going to make a film of the 24-Hour Endurance Yacht Race, and if I say 'we', I mean 'you'. I am calling on all skippers and crew to have their cameras at the ready and film or photograph the event from the yacht you are on. Take footage of 'life-aboard', action shots, other yachts in the race. Some of you may have a Go-Pro camera on board. They provide great footage. You may be a skilled drone operator and provide a bird's eye view of the fleet in action. After the race we would like to collect all the material and try to combine it into a cinematic record of the 2019 24-Hour Endurance Yacht Race. I would be the first to admit that this is utterly new territory for me, so if you are even half an expert in this field, please come forward – we have a job for you.

Dates to remember

- 24-Hour Endurance Yacht Race 16 and 17 March 2019
- Entries open on 30 January and close at 2200 on 6 March. Late entries may be accepted up till 2000, 12 March.
- Entry form, Notice of Race and safety inspection sheet available from 30 January on www.lbyc.org.nz or LBYC club house
- Entry fee \$125.00. Late entry fee \$150.00
- First skippers' briefing at LBYC club house on Thursday 7 March at 1930. Sailing Instructions will be available.
- Pre-race briefing at 0830 on Saturday 16 March. Compulsory attendance for all skippers.

Look forward to seeing you on the start line.



Theo Muller

Race Director 24-Hour Endurance Yacht Race 2019

Saturday 16 March—Sunday 17 March 2019

From the Cruising Captain

Martin Payne

The Cruising Committee has been busy creating new 'summer' and 'winter' programmes with a range of activities and events which will be entertaining, interesting, fun and informative - both on and off the water!

There will be a Movie Night once a month on a Saturday (5.00 - 9.00 pm) and we will introduce Saturday Safety Sessions from (3.00 - 5.00) with events like deployment and inflation of a life raft, flares and uses, presentations by the NZ Coastguard.

The summer programme will be focused on water events, such as Cruise and Dinner to Wellington, rafting up at a convenient place and having dinner and flotilla trips to the South Island, with two pre-planning sessions for first timers (like me!). The winter programme will aim at off-water events such as 'Technical Evenings' and Entertaining/Information evenings.

Hope to get to meet some of you at the next two events coming up

Invitations to club members and friends

What: **Cruising Presentation – 5 years cruising the Southern USA, Bahamas and Caribbean**

When: **Tuesday 12 February 2019 at 7.00pm**



Martin and Kathy, and two Boston Terriers sailed from the Mexico border across the southern US states to the Bahamas and Caribbean and back to Texas. The things that are not in the cruising books! The good, the bad, the happy, and sad.... BUT very worthwhile!



What: **Movie Night**

When: **Saturday 2 March 2019**

Pre-Movie Movie 17.00

Latitudes and Attitude – New Zealand
Bob Bitchin is an ex 'bikie gang leader' turned cruiser and has some original thoughts (22 minutes)



Main Movie 18.00

'Captain Ron' 1992 – Martin inherits a sailing yacht and hires a long-haired, one-eyed, drifter Captain Ron, to pilot the yacht to Miami. During the journey, the somewhat inept sailor frequently loses his way while becoming a hit with everyone in the family--except Martin.



Bar Open + BBQ + Popcorn

Around and about

Molly celebrates 80th Birthday

Congratulations to Molly Melhuish who turned 80 in December 2018.

Molly is the club's oldest still-actively sailing / helming club member and has inspired many people, young and older, to take up sailing and is still going strong.

Keep up the good work Molly.



Spring Chickens make a difference

The Commodore commented on the work of the Spring Chickens earlier in this issue. However, it is worth noting the extensive list of tasks that this hardworking group have undertaken on a voluntary basis. Here are just some of the things they have done or are working on:

- Updating the Honours Board in Lowry Room
- Painting soffits outside Seaview Room
- Hedge trimming and garden tidy up
- Storeroom cleaned out and shelving made and assembled
- Rubbish taken to the tip
- Kitchen cleaning
- Replacing tags on club moorings and general moorings maintenance
- Concreting in of anchor pole

Thanks to everyone for the great work you do.

Have you noticed the Summer Concert Banner?

Robert Baldock, our Rear Commodore (House) has done it again. Bringing the Fleetwood Mac Showcase to the club on 23 February. This will be an event not to miss, so get in quick to secure your tickets and have some fun.

'Crewcut' joins the LBYC fleet

Big welcome back to John and Barbie with their newly acquired boat "Crewcut".

Keith Murray from "Rose" accompanied them back on their delivery trip from Auckland to Wellington. Keith wrote an account of the trials and adventures they had on their way....

John Lloyd and Barbara Mavor bought the 9.5 Beale designed yacht Crewcut in December 2018. The pretty vessel was berthed at Pine Harbour, Auckland and of course needed to move to Wellington. I strongly recommended that they use the boat in Auckland before deciding about whether to sail it south or use a truck. After Xmas they went to do just that, but as with most boats there were several jobs that had to be completed before any cruising.

The major jobs had to wait until after the New Year holiday period so they made a mini cruise out to Ponui Island. The sailing went well but the overnight stop revealed a failure of the domestic battery.

Back at Pine Harbour they used the ferry to get to central Auckland and return with a 105 amp hour battery in their handbag! That shows how resourceful people can be, especially those with Gold Cards.

Prior to Xmas the Yanmar engine had been given oil changes, new fuel filters, the water pump a new impellor and the injectors had been serviced. Next was the rigging. No one knew how old it was and it was unlikely to be less than twenty years. Thus Crewcut was moved to Half Moon Bay marina and the rigging was replaced on the 7 January. While the mast was down the wires for VHF aerial and navigation lights were replaced. Feeding the new wires down into the cabin became a huge problem that was eventually solved with some new access holes.

I arrived in at the Half Moon Bay marina around 1300 on the 8 January and at that stage the rigger was completing his work and the electrician was returning to complete his work. Barbara and I went to the supermarket to secure lunch supplies. When eating was complete we split duties. Barbara and I went to find spare impellers, battery operated cabin lights, torch batteries and then food supplies, while John assisted the electrician and rigger. Somehow everything came together with great ease and by 1700 the vessel was declared ready to go to sea. The water tanks had been filled so Captain John backed Crewcut out of the berth and we went as far as the fuel berth. The main tank was topped up to 52 litres and another 120 went into 6 plastic containers. Two of those went into the cockpit locker and the other four were lashed into the T at the aft end of the cockpit. It was 1734 when we cleared from the fuel berth and nosed out into the Tamaki estuary. The wind was brisk from the southwest and refreshing, so the number 2 headsail was unrolled and the mainsail hoisted. As we took the channel between Brown's Island and Musick Point the engine was stopped. For Barbara and John it was the first moments of relaxation since buying the vessel. There were ferries to avoid, but the boat was sailing swiftly, the sea was flat and all cares, except about preparing dinner, vanished. Soon after even that care vanished.

"That is the first time I have prepared dinner whilst under way," Barbara declared as Crewcut swooped along the north side of Waiheke Island. A good dinner it was being golden sausages with potatoes, pumpkin and salad.

We were heading for Cape Colville and as a result the wind was well aft. The genoa was poled out to starboard and the mainsail eased to port. The autohelm appeared to be handling the course although the boat did seem a little tender. We had tucked one reef into the mainsail to ease the strain on the helm. We set watches of three hours and John suggested I take 2100 to midnight, that he follow until 0300 and then Barbara to 0600.

At 2100 we assessed the wind to be southwest 15 knots, the boat speed between five and six knots and we were able to directly make the required course. It became very dark after sunset, as it was the time of New Moon. I recorded in the log at 2200 that there was no change in the conditions and that the sea was flat. The yacht was starting to yaw and the autohelm was working hard to maintain the course. Ten minutes later there was a gust of wind, the autohelm disconnected from the tiller, Crewcut rounded to windward, the whisker pole holding out the genoa headed skywards, broke its fitting to the mast and vanished overboard.

After sorting out the mess, Crewcut was again headed in the correct direction but with both sails on the leeward side. An hour later the sea was becoming boisterous but of no height. The sea state was caused by the strong spring tides rushing around the Cape Colville. At 2330 I called for assistance to pull the second reef down on the mainsail and wind up some of the genoa. It was clear that Crewcut was a little skitterish on the water and required hand steering or keeping the speed down. Channel Island light blinked at us in the dark showing the clear passage around the Cape. Everywhere else was dark with no other shipping and little in the way of shore lights. At midnight we were clear of Port Jackson and in calm water. As we came into the Colville channel the engine was started to get us through the dead spots.

John's first night watch was without incident during which I was lying in the quarter berth pondering why the autohelm had disconnected from the tiller. I was also pondering why the ignition key had been removed from the instrument panel when the engine was running. Diesel engines do not need electric keys once started but without the key in the on position the alarms do not work and the alternator does not charge. Was that the reason for the battery failure?

When it was dawn we were between Cuvier and Great Mercury Islands. The sea was flat and empty and it was very pleasant sailing. Around 0600 the engine was needed for 40 minutes and near us were two big game fishing boats and one small cabin boat towing lines. By 0800 we were motor sailing and half an hour later had rolled away the genoa. We were having a problem with that, as the locking pin did not readily release. That required

thought and as the day progressed there were answers to problems but in the mean time I questioned John about the ignition key.

“The key fouls the cover for the panel. You cannot close the cover when the key is in place,” was his response. I explained my concern and convinced myself that lack of charge would not have helped the old battery but the tests made showed replacement was due.

My 0600 to 0900 watch showed me the auto helm problem. The powered arm is designed to drop onto a pin on the tiller. That pin has to be on the same horizontal plane as the cockpit seat that takes the other end of the autohelm. The tiller was able to be move up and down with no limit to the lower position. Once the tiller dropped below the seat the bulk of the unit hit the seat and disconnected from the tiller. Only the tension on the bolt on the rudder head kept the tiller at the right height and was soon upset by the constant pushing and pulling. The other problem was that the pin on the tiller should be vertical. With the tiller at the right height the pin was at 45 degrees so with tiller hard over it was easy for it to become dislodged.

While inspecting and thinking about that the autohelm gave the tiller a firm shove to port, disconnected from the pin that promptly jumped off the tiller. The pin landed on the cockpit floor headed for the aft scupper but Crewcut gave a jiggle at just the right moment so that it rolled into the T of the cockpit. I grabbed the pin, called John for assistance and continued hand steering. John hammered the pin back in place and I reflected on the poor installation and lamented the possibility of hand steering all the way to Wellington. Almost by accident I put a line across the cockpit to keep the tiller up and then said, “I need a sky hook,” which I manufactured with some light rope slung off the backstay bridle. That worked for the rest of the passage.



During the afternoon I experimented with the furling gear. I found that with tension on the locking pin wire what was needed was a jiggling pull on the furling line before the pin released. That became the procedure whether furling or unfurling.

The trip across the wide Bay of Plenty was simple we had a light wind from 45 degrees and were heading 120 degrees true. There was almost total cloud cover and it was hot and humid. At times the motor was asked to assist speed and in the afternoon it was mostly off. There was no shipping seen and the land was soon too far away to be visible. White Island was just visible through the heat haze in the late afternoon.

At the start of Barbara's afternoon watch there had been a loud screech from the propeller shaft. John was asleep so Barbara and I stopped the engine, removed the hatches and there seemed nothing wrong or overheated. I gave the grease cup on the shaft a half turn, restarted the engine and there was no noise. As there was enough wind, we stopped the engine for four hours to give it a rest.

The motion of the boat increased the further we went across Bay of Plenty and inevitably it upset shore-based stomachs. Barbara needed cockpit time right at dinner preparation time so under instruction I carried out that duty. The steak was delicious.

By midnight we were seven miles north of Cape Runaway and could see its light and a few other shore lights. We were averaging 6.5 knots and the miles were flying by. I had the midnight to 0300 watch and it was pleasant despite the overcast. The tidal current was helping as were a pod of dolphins. To start with they had rushed to the boat and the sight of the bow apparently going to run into a lump had been disturbing. The dolphins soon settled into a lazy accompaniment of Crewcut until we passed Hicks Bay.



It was 0430 when I turned the ship fifty degrees to starboard to go through the channel between East Island and East Cape. It was not properly light but the island could be seen looming up on the port side and my computer showed exactly where we were. The wind had freshened but soon eased once out in clear water. Cell phone



reception returned and communication with the outside world resumed. It had vanished when we left Mercury Islands.

It was a calm passage as far as outer Hawke Bay. A two masted mega yacht went by under motor. Both masts were of equal height so there was no telling if it was a schooner or ketch. Far out to sea there was a container ship.

At the midday engine check there was water to sponge out from the engine bay. The stuffing box for the stern tube needed attention that it was not going to receive at sea. The grease cap got another turn and twenty litres of fuel went into the tank.

It was 2000 when we were abeam of Mahia. We were seven miles to the East of Table Cape and the haze made the lighthouse a little difficult to see. The wind was still from astern and most of our progress through the night came from the motor that while noisy was smooth at its operating speed.

Friday was not a good day. In the morning I found that the cylinder that held the stub from the autohelm was loose from the cockpit seat. Normally the cylinders are glued into a block secured on the underneath side of the seat. On Crewcut only the three small screws through the flange were holding the cylinder in place. I reverted to hand steering, which was not that comfortable. The rudder was not heavy the problem was the width of the cockpit well. If you sat with your back supported by the coaming you could not brace your legs against the leeward side. Thus you had to sit on the edge of the seat and in the sloppy conditions I could not comfortably wedge myself in place. The cockpit was fine for harbour racing where the helmsperson would be perched on the coaming using a tiller extension. It was comfortable when the autohelm worked but not for long stretches of hand steering of the tiller.

When John was awake he looked at the problem.

“If you have some small diameter bolts then they could be used with a plate under the seat as a washer,” I suggested. He did not have spare bolts. Instead he turned the fitting slightly, drilled new holes and reattached the fitting.

By 0730 we had crossed Hawke Bay and were abeam of Waimarama. The wind had changed direction to the west but was still light. With the motor rumbling and sails pulling we started the long glide down the coast. It is a coastline that goes on for ever. By 1100 we were due east of Blackhead and based on the forecast decided it would be a good idea to swap the number two headsail for the number four. Stronger winds were predicted. It was an easy change to make but we found that we could not furl the sail. It was about metre shorter than the forestay and thus the halyard was wrapping around the furling spar rather than the causing the swivel to turn. We pulled the sail down and after some thought attached a length of rope to the head of the sail. We could then furl the sail and left it that way as by then the wind was too light to keep the rather nice looking sail full.

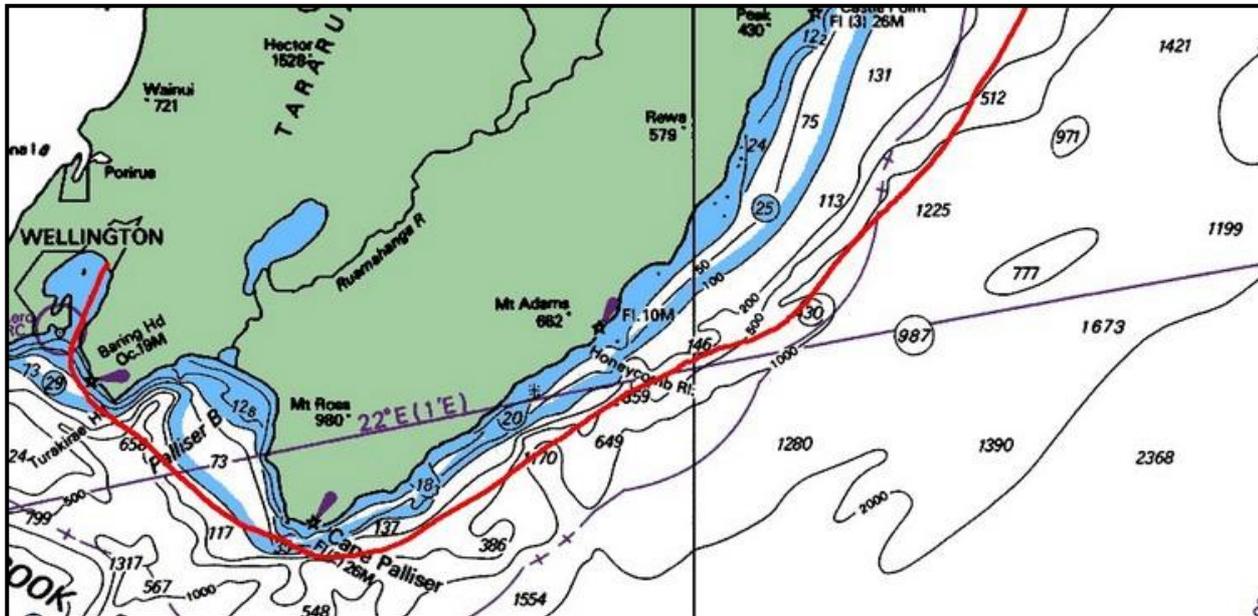
At midday the wind went to the southwest and rose to twenty knots. The forecasts talked of northwest winds turning to southeast. Both those directions were suitable for us but what we had was directly from our required direction. We applied motor and two reefs to the mainsail and plugged on into an increasing sea. Two hours later the wind backed to the south at 10 knots and the sea calmed. That meant we could fill the sail on the port side and make our required course. Another three hours went by during which another twenty litres went into the fuel tank, a bucket of sea water was sponged out from below the engine and we were due east of Cape Turnagain seventeen miles to seaward.

Around 1700 I went to unfurl the number four headsail and found that it was jamming. At the top of the stay our added rope had wound around the spar. There was little wind so we took the sheets off the sail, unwound it from the spar lowered the sail and removed the top rope. The sail would be used without the roller blind ability.

It was midnight before we were due east of Castlepoint. Although we were only sixteen miles from the land the lights were hard to see. A mist or low cloud was masking the lighthouse. Our progress had been slow as there is a permanent northeast setting current around the South Madden bank. It was not until after midnight that our speed crept over five knots. At dusk we had seen black clouds ahead that we presumed was the predicted southeast wind and rain. What wind we had was from the west and during the night there was only a slight dampness. The dawn arrived rather grey with the wind only lightly from the southeast. The sea was sloppy, and along with the current was reducing Crewcut's speed over the ground to about four knots. It was not until 0500 that the speed came back to five knots.

At that time I was hand steering, as the fitting for the autohelm was again loose. That was my excuse for not seeing that there was a 13 metre yacht close astern. They had a mostly furled headsail, motor operating and like ourselves were bucking about in the seaway. There was leftover southwest and southeast sea. John produced three new longer screws and reattached the fitting. I continued to hand steer for my watch but the new screws did the required job for the rest of the day.

We were only five miles out from the coast but it was not until the afternoon that the mist cleared and the sun appeared. When John came on watch in the afternoon I had another problem to report. The tiller is attached to the rudder head by two bolts through flanges. One of the nuts had unwound and was only hand tightened. John started to feel that coming on watch was not a good idea as I always had a problem to report. He tightened the bolt on the tiller as well as the bolt on the rudder head.



The southeast wind was trying harder and at times we had enough power from the sails to stop the motor. At 1545 we were due south of Cape Palliser and could at last change the course to head north of west. The sails were sheeted to the port side and home was in sight. The wind was cool and helping but not enough for full speed across Palliser Bay. It was sufficient to heel the boat. It was only 26 miles from Palliser to the harbour entrance and we should easily do that before the strong northwest wind due in the morning. There was a sense of victory as we enjoyed our 1700 hour biscuit and cheese snack. Two bottles of Pinot Noir had been purchased especially for this daily celebration. Both had been declared undrinkable, poured overboard and a cider substituted. John took over the watch at 1800 and soon after Barbara declared dinner was ready. At that point the engine revolutions spiralled down, the engine coughed and gave up Captain John had a look of horror on his face, Barbara wanted an explanation and the wind was at last was strong enough not to need to listen to the motor.

“What we do now is eat dinner and then we find out what has happened,” was my strong advice. “With this wind we will easily enter the harbour.” So I enjoyed Barbara’s lovely stir-fried dinner followed by fruit and yoghurt but I think that the rest of the crew were a little edgy.

First we checked the fuel tank. There was about twenty litres left and another twenty litres was added. Then the covers came off the engine. There did not appear to be any loose fuel lines and my eye followed the engine supply line to the tank. It went into the top of the tank at the starboard side edge rather than the centre. The tank was a rectangular box shape mounted across the ship. The boat had been heeled twenty degrees to port so it was reasonable to suspect the fuel to have been all on the port side and for the fuel pick up to have waved about in the air. I retired to the cabin with the engine manual, read through the requirements to bleed the engine and commenced action.

First I gave a few pumps on the hand primer and then tried starting. There were some helpful coughs but not sufficient for action. So I followed the instructions and released the bleed bolt on the secondary filter. More priming that produced nothing until another quick burst on the starter motor put the cam in a better position and I could feel that the hand primer was pushing fuel. At last there was a squirt of fuel out of the bleed bolt and

with Barbara holding a rag over it a decent squirt was produced as the bolt was tightened. It was little more than five minutes work to have the engine again operating as normal.

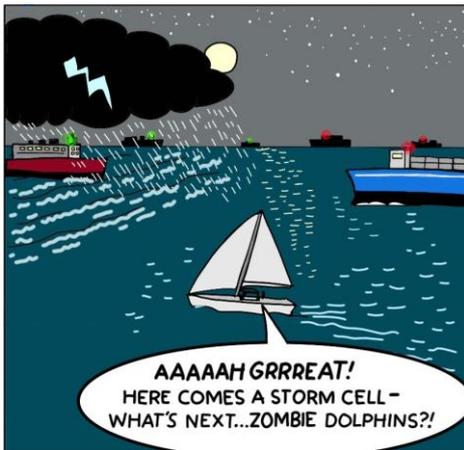
I let the engine run for five minutes before shutting it down. There was more than enough wind for our needs. At 1930 we were due south of Turakirae Head and ahead was a jumble of white water. The tidal current was coming straight at the sea created by the southeast wind although my experience told me the sea can be bad here even when the wind is offshore. We entered the tide rip where the tops of waves were being thrown sideways. As navigator I called for a change of course to the west but strangely the track shows no deviation. The call of the harbour entrance was too strong and we were making about four knots. The motor was asked to perform and did so. By 2000 we were clear of the nasty water and half an hour later had very little wind. By then there was a magnificent sunset.



At 2124 we were abeam of Barrett Reef Buoy and could declare ourselves in the harbour. The jib was lowered and bagged and we watched the Aratere come by on our port side. At 2243 Crewcut was stopped in a berth at Seaview marina. We had covered 537 nautical miles in 101 hours making an average speed of 5.3 knots. The motor had been used for 78 hours and the sails had always been working.



The night watch



The cut-off for the March issue of The Cutlass is Monday 25/2/2019
Thanks for the contributions to date.

From the editor

Please send me any interesting stories/photos or notices to share with members. My email is: marymeyers100@icloud.com

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