



March 2017

FROM THE EXECUTIVE

Gareth Edwards Commodore

The members of your Executive are listed [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.

Key items from the last meeting, on 10 March, were:

Receive a report from the Vice Commodore on the Ross 780 National Championship regatta.

Noted Executive's thanks for all those involved in organising the event.

Noted lessons learned for future events.

Noted Boat Show update from Margie.

Agreed to seek volunteers to be hosts for LBYC being open to public during Boat Show/24 Hour Endurance Race, to assist Wellington Yachting Association stand and to help Lions.

Approved providing members names to Seaview Marina Limited, subject to confirmation of privacy criteria, for the issuing of free passes to members for the Boat Show.

Approved creation of a casual account clerk position to help reduce Club Manager's hours worked.

Approved a new brochure for the Club.

VICE COMMODORE'S REPORT

Brent Porter

By this time each year, we are usually all trying to catch our breath with so much sailing going on, not this year. It started off with a cruising season in the sounds to forget, a Summer series (Summer??) that has only had 2 days out of 5

racing and all those blown out Fridays; the autocorrect on my phone knows that when I start to type A, I want to say Abandoned.

On the days we have raced, we have had some nice close racing. Pulse being consistent in the Friday Pursuit Series C; White Heat and Minika scrapping it out in the twilight 2 handed; Sika II doing a nice job in the Twilight Fully crewed; and Amnesia and True Blue neck and neck in the Summer series.

Glorious weather was put on the Ross 780 Nationals which helped produce a brilliant regatta with close exiting racing (different leader after all 3 days). Tatra Lass collected the trophy for the 1st owner/driver of the regatta, well done Josh Hayter. Also, well done to the race management team, which featured a number of LBYC members. There were loads of positive comments from the competitors ranging from the weather, the nice patch of water we have, the facilities, and to the friendly feel of the club as a whole. Congratulations LBYC for putting on a great regatta and thank you to all that helped.

The next event to look forward to is the Boat Show and 24hr Endurance yacht race. We ran a trial night race, which was enjoyed by those that took part and was beneficial to both competitors and race management alike. We will be asking for volunteers to help out as the Boat Show and 24 Hour race get closer and it is this helping out that is one way you can showcase your club to the public.

There's lots of sailing still to come this season so let's get out there and go racing.

ROSS 780 NATIONAL'S

There are times when spinnakers do not set properly



and it can happen to the best of people



and persist



but when they do set properly there is happiness



and battles



MAINTENANCE WOES

From the SSANZ news on the round the north island race, on their website .

Leg 1 race leaders Rigmarole reported earlier about their lesson from that Leg. "After grinding off fibreglass it is very important to remove ALL grinding dust, especially from the locker that holds the toilet paper..."

No photos attached to that report.

VENDEE GLOBE RACE

New Zealander Conrad Coleman has finally finished the Vendee Globe around the world race. Details can be read here <http://www.stuff.co.nz/sport/other-sports/89843880/gritty-kiwi-sailor-conrad-colman-finally-finishes-vendee-globe-race> about his battles to nurse his damaged yacht to the finish line.

24 HOUR TEST NIGHT RACE

Keith Murray

There was no logic in why I agreed to take part in this. After all I have had plenty of practice at sailing at night, but Captain Theo was insistent that the ship Freedom should take part and that he needed a spare helmsman and navigator. The event was set down for Saturday 11 March starting at 1800 hours and ending at midnight. The weather on the day gave me even more doubt at my involvement. The wind was from the south, not warm, but not that cold and it was wet. Some of us were well rugged up when boarding in the marina.



The briefing took a little longer than expected with the result that the boats were rather late getting to the start line. However, as this was only a practise, that should not have mattered. Amnesia showed normal form by being on the line as the start horn went, Pulse was close behind followed by the mighty ship Freedom. Well her forty feet and 14 tonnes made her the heavy weight compared to the trailer sailers and Chico 30 that made up the fleet.

Aboard Freedom was Alex Patterson a professional photographer and keen sailor. The photos attached are with thanks to his ability and editing. He captured excellent shots of White Heat before the start and Madness and Amnesia after the start.



These shots show the weather conditions. Rain over the city that came and went over our race course, the sea was not large but was making the smaller boats bounce. Freedom was in her element. The wind hovered around 20 knots and the skipper had called for full mainsail.



I thus insisted that the genoa be left with three turns on the furler but we were still over canvassed on the first leg, a beat to windward that took us to Hope Shoal. Freedom pushed her weight into the sea with a flurry of water of down the leeward deck



My navigation duties were combined with the more important duty of chef. That was made particularly difficult by the angle of heel.



After rounding Hope Shoal, unfurling all the genoa and heading for Korokoro the boat was on an even keel so dinner was served. By then Madness was leading, White Heat was close alongside and the rest of the fleet a little further back. There were also dinner preparations aboard Chickadee but that was made difficult by the kerosene stove not burning cleanly. The smaller boats eschewed haute cuisine and made do with snacks.

The temporary mark at Korokoro was rounded without fuss and then the rain pelted us as we stormed along on a beam reach to mark 19. We prudently wound three turns back in the genoa just before the mark. When we came back to the start line it was dark and my turn to take the helm. The wind had eased a little and I soon called for full genoa. The easing of wind was combined with a squall of very solid rain that lasted until the next rounding of Hope Shoal.

As we approached the mark on starboard tack we had Madness and White Heat approaching us on port. We had been sailing with the tricolour light since darkness as that also lit up the windex. I had found that with the rain I could not read the cockpit displays and I like to check that my steering instincts match the actual wind angle. With other boats approaching, I asked for the lower navigation lights to be turned back on and in a flood of light we approached the smaller vessels that promptly tacked away. Madness tacked again when she was clear of the mark and passed close, but not too close, across our bow. While that was happening we had heard on the VHF that Chickadee had problems with her headsail furler and was retiring to calm water to sort things out.

It seemed an easier run the second time and Matthew was on navigation duty down below peering at the tablet. Towards the end of the leg I had the skipper and other crew members telling me the buoy was to port where White Heat was heading while Matt was telling me to head to starboard. I could not see the lights on the buoy and eventually believed the navigation equipment. We

gybed, followed the GPS, saved some time on White Heat and saw Madness pass to leeward of the buoy dead ahead.

Again the beam reach was a beauty with the log showing nine knots at times and the mainsail causing considerable weather helm. Repeatedly I asked for it to be eased, which Theo and Janet did with misgiving. We managed to overtake White Heat and she stayed in our lee for the next two legs. After rounding mark 19 both sails had to be winched in hard. Grant dealt with the headsail while Janet and Theo did the mainsail. In ordinary races I am usually on that mainsheet and the skipper is often fretful at how long it takes to be sheeted properly. To my amusement when the sail was about a third of the way back inboard Theo asked,

“Is that enough.”

“No, you still have two thirds to go,” was my reply.

The rain was back by then for what was an easy beat up to the start line where I handed over the helm to Grant. It had taken a little under two hours for each circuit. Shortly after the change over the VHF radio came to life with the instruction to finish racing at 2205 and to record our GPS position. Aboard Freedom we were disappointed as we were enjoying the race but I duly recorded what the Tablet said at the time and we brought our sails down and motored back to the marina.

FROM EBYMC

Ryan (Rowdy) Leatham

As you may or may not know, Evans Bay recently launched a fleet of O’pen BIC sailing dinghies for our juniors and youth.

This weekend we have the privilege of hosting the Wellington O’pen Cup, an event on the O’pen BIC summer series.

We have had an incredible response to the event and have received **50 entries** making this the biggest ever O’pen BIC event to be hosted in New Zealand.

EBYMC will be buzzing with 50 boats racing right off the front of the club. There will be a party atmosphere here at the club all weekend with music, games and obviously some sailing. We would love to encourage anyone interested to come down to EBYMC at any time over the weekend and have a look around.

We are also excited to announce that Sir Russell Coutts will be attending the event and coaching the sailors all weekend.

Sir Russell has also agreed to run a Q&A session for those interested on the Saturday evening, we would like to extend the invite to all Wellington Clubs. Prior to the Q&A session there will be a meal (Fresh carved ham, sausages, salads & dessert) available for \$15.

So please, if possible, let your members know that there will be plenty going on at EBYMBC this weekend and they are all welcome to call in and have a look at any stage.