



**LOWRY BAY YACHT CLUB (INC.)**

SEAVIEW MARINA  
Lower Hutt  
NEW ZEALAND

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# The Cutlass

August 2016

## SAILING

Vice Commodore Brent Porter

Mother Nature can be cruel sometimes, especially when it came to our Winter series race days. It was hard to enjoy the fine weather during the week when race day after race day was decimated by bad weather and strong winds. (3 out of 5 race days lost) I was about to make a command decision to change our race day to a Monday and everyone just tell their bosses!! We did get 2 race days in with 2 races each day, in the end; not ideal but we got the minimum amount of races for the series to be completed – At one stage I didn't think we would.

The 1<sup>st</sup> race day was a strange light wind Easterly; strange in that we haven't raced in too many Easterly winds which made setting a course a bit difficult. Madness made the most of this and came away with 2 wins. We learnt 3 lessons this day; we should not have the final leg of a race from mark 20 to finish; if it is unclear which way to cross a finish line i.e. line is 90 degrees from last mark it is acceptable to cross either way; and we can't put on the notice board which way to cross a finish line, as the finish line is a definition in RRS, a boat is to finish from the direction of the last mark, this includes when a course is shortened.

The 2<sup>nd</sup> day was a shifty South-easterly with big swings in direction and wind strength. It was a day of getting the start right and picking the shifts. Amnesia did this on the 1<sup>st</sup> race of the day we ended up 7<sup>th</sup> out of 13 on line, which we were very pleased with. Madness did enough on day 2 to take out the Winter series on handicap. Chickadee and Bojangles had a good tussle over the 2 days, which ended in a tie for 1<sup>st</sup> place on handicap. Congratulations to the series winners.

In the last long harbour race a big thanks must go to Flying Circus and Millennium Spirit for stopping their race and being a mark boat for their divisions when mark 4 was missing (not one of ours). Redress was given and time was taken away from their finish time.

The long harbour race was the last race of the season and it wraps up our compact season, with the preparation for the next season well underway. The Annual Prize Giving Presentation will be held in the Seaview room of the club this Saturday 27<sup>th</sup> August at 7pm. Come along, bring your

crew to celebrate your on the water achievements of the 2016 season. Bring a plate of food for supper.

We have just purchased anchors and chain through grant funding and these will be used on our ace marks giving us the ability to lift and maintain the marks and chain. We are formulating a plan to have new marks laid before the start of the next season in October.

## **SKIPPERS BRIEFING**

The annual Skipper's Briefing will be held on 15 September 2016. Details of time will be advised nearer the date.

## **YANMAR 1GM10 FUEL FILTER STUCK**

There are problems with engines and this one from the United Kingdom captures the nature of things.

Didn't do my filter up tight enough and the filter bowl undid itself and it dropped off which managed to empty my fuel tank into my bilge.

Problem 1, Engine stopped, auto bilge pump running. Uhm a problem...

Problem 2, Stink of diesel above and below. OK bigger problem.

Problem 3, Fuel all over starboard side of engine space... narrowing down the problem...

Problem 4, It's a pitch black night, so everything is really being done by touch as you can't get a torch in AND see anything anyway...Problem

Problem 5, There's absolutely no wind - which was why I was using the noise generator anyway. No worries.

Problem 6, 1/2 miles NW of the Manacles with the tide pushing me quite hard. Big Problem

Problem 7, I CAN'T find the filter or filter bowl anywhere.....Very deep bilge in a long keel.... It's not gone down there has it ?? 'cause if it has I'm in deep doo doo

Plot position

Where's the bloody filter bowl

Plot position again, how long would it take the inshore life boat to get here? 15-20 mins. How long 'til I drift onto the rocks about 30 - 35 mins.

Start the stop watch

Found the filter bowl hanging on the end of a tie-wrap on the engine mount rail. Have I got enough time to refit it and bleed the system, hand pump to lift fuel until filter bowl's full, nip off bleed screw, pump more until the pump bleed screw starts to bubble. Ensure the engine battery is isolated, I really don't want to risk draining that.

Engine starts after a few goes. Set course on autopilot to clear Manacles and nip off bleed screw and check for any new leaks.

Plot position and check safety course. Engine's running sweet and there should be enough fuel to get to my mooring. Work out a route to get into shallow (anchorable depth) water as soon as.....just in case a fuel line gets blocked by sludge.

Most of the lessons are in the story.

Only other thing to do is to fit a retainer to the filter bowl so it can't go into the bilge if the same ever happens again. Though a spare filter bowl would be useful. (More beer for my pet marine engineer.)

Oh, by the way clean the gunge out of the bottom of your tank from time to time. I drain the diesel out of mine, remove the bottom tank union and then blast it through with a jet wash, it works for my tank layout, it probably wouldn't with yours!!

<http://www.ybw.com/forums/images/ybw/misc/progress.gif>

## **LBYC LIBRARY NEWS AND REVIEWS**

Many thanks to Ian Craig, Les Prescott, and others for recent book donations.

Please look over your shelves for books to return or donate.

### **BOOK REVIEWS**

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](http://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. \*\*\*\*



Theo Muller, Lead Organiser 24-Hour Endurance Yacht Race

I am extremely encouraged by the positive reactions I get from club members and others about the 24-Hour Endurance Yacht Race. I have been stopped at the marina by club members asking me questions about the race mostly to explain the handicap system giving every yacht, big or small, fast or not so fast an equal chance to win the race on corrected time. I have also talked about the promotional programme leading up to the big day, making sure that there will be a big fleet on the start line. I mention the sponsors who are signing up in great numbers, even eight months out from the start gun.

This is going to be an iconic event, not only for those who will compete in the race, but also for our club, Seaview Marina and the boating community. With the support of the Wellington Boat Show that will take place at the same time of the 24-Hour Endurance Yacht Race, the publicity we will get is not to be under-estimated. Robert Baldock and Margie Petherick and their colleagues at Event Associates Ltd, organisers of the Wellington Boat Show on behalf of the Petone Lions Club, are doing a very professional job in ensuring that this is going to be a resounding success. Seaview Marina has also been very supportive. Apart from the generous sponsorship, they are also making free berths available to visiting yachts that will be competing in the race. How good is that!

Over the next few months, Brent Porter and I will be making presentations to the yacht clubs in the greater Wellington area; we want their members to be aware of the 24-Hour Endurance Yacht Race and the Wellington boat show and we want them to come out in big numbers.

None of this is possible without the support of our sponsors. Heineken was the first potential sponsor we approached and they did not hesitate in coming on board with a very generous package. Others have joined since then and we are very grateful for their support. We ask you to support them in return.



## CLIPPER RACE

This may be of interest to some of our members

**CALLING ALL ADVENTURERS**

**THE RACE OF YOUR LIFE**

The Clipper Race crew recruitment team are touring the world looking for people like you.

**BOOKING ESSENTIAL**

Don't miss the opportunity to find out about the selection process, race training, the fleet, stopovers, personal logistics and most importantly, the race crew. You'll either walk away inspired or scared. One thing you won't be is bored.

- ✦ **AUCKLAND** 10/09 | 1630 Royal New Zealand Yacht Squadron
- ✦ **CHRISTCHURCH** 14/09 | 1800 Christchurch RSA Inc.
- ✦ **WELLINGTON** 16/09 | 1800 Royal Port Nicholson Yacht Club

CLIPPER ROUND THE WORLD

CLIPPER 15-16

YOU?

DOCTOR  
MARKETEER

ANALYST  
ENGINEER  
NURSE

DANANG

## EARNEST DISCUSSION

All sorts of things get arranged in our clubhouse. Just imagine what was being decided here.



Perhaps the discussion revolved around the splendid work done by Ray Flaws to give direct access from the Seaview room to behind the bar. It has been a job needing to be done for several years and at last it has happened. At time of writing the door and flooring was still in process. Many thanks to Ray for his magnificent work.