



The Cutlass

Lowry Bay Yacht Club Quarterly Newsletter



February 2021

From the Editor

Sally Betts

The February Cutlass comes to you at the end of a long weekend which featured blue skies and light winds. Saturday and Sunday were both excellent sailing days and we counted numerous boats (both sail and motor) out on the harbour making the most of the conditions.

Our boat is currently on the hard stand and the yard is also full with plenty of people taking advantage of the fair weather to do some annual maintenance.

We spent 3 weeks over the Christmas break down in the Marlborough Sounds as did plenty of other LBYC folks and it was always nice to raft up and catch up with fellow LBYC members. We are still working on finding out where the best spot to catch blue cod is though!

Aside from a 3-day front that passed through from Xmas Day we had reasonable weather and in Pelorus and Kenepuru Sounds, pretty good access to mooring buoys.

It also sounds like quite a few folk have bided their time and waited for the weather to settle and will be heading away soon. If not for better weather, then definitely for quieter moorings.

Summer is always exceptionally busy with people taking to the water in all sorts of craft so it is always saddening to hear of accidents, boat rage and stories more serious so please all take care when you are out and about, ensure you have the right safety gear, you know how to use it and it is current and in good condition. And as our current leader would say "Be Kind."

Not wanting to end on a sad and serious note, hasn't the Americas Cup been fascinating to watch?! The Club has been open for all races so if you want to catch all the live action and support both Team NZ and LBYC head on down to the club for the upcoming Prada Cup and then the Americas Cup. Keep an eye on the What's On for details of when the club will be open.

The deadline for the May Cutlass is the end of April so get any photos and stories through to cutlasslbyc@gmail.com by then.

The Commodores Update will be back next edition.

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From the Executive Committee

The people

At the AGM in August members elected an Executive Committee that consists of the following people:

Max Meyers	Commodore
Jamie Reid	Vice-Commodore
Keith Murray	Treasurer
Lynn Porter	Rear Commodore - House
Guenter Wabnitz	Rear Commodore - Cruising
Ingrid Harder	Planning Team Lead
Brent Porter	
Mary Meyers	

Changes to membership

New members:

Malcolm Jones
Kathy Nixon
Jeff Illott
Gavin Middleton

A very warm welcome to you all.

Here is a brief update from the Executive committee meetings in the last quarter:

November meeting

- Four member resignations were received.
- The planning group provided an update on their findings to date.
- Financial results for October are positive, although the income from racing fees is below budget.
- An agreement is in place with the new caterer for Friday nights.
- It was agreed to act on several recommendations presented to the committee for a review of the club's Health and Safety Policy.
- Upcoming club events were reviewed from the Rear Commodores (house and cruising).
- A proposal for a Coastal Skipper Course to be run from LBYC in 2021 is being considered.

December meeting

- Two new membership applications were accepted.
- One request to re-join was accepted.
- One resignation was received.
- Approval was given to purchase a new fridge for the kitchen.
- Financial results for November are positive and ahead of budget.
- Unfinancial members will be removed from the membership.
- VHF radio repairs to be progressed.
- Updates from Flag officers were received on upcoming events.
- Planning group update on 1 December to members.
- Mary Meyers to oversee Health and Safety compliance (land-based).
- Spring Chickens update, including donation of sound system and ongoing work on the Honours Board.
- Agreed to remove BYO option for venue hirers.

January meeting

- Two new membership applications were accepted.
- VHF radio has been checked and appears to be in working order. Further rigorous testing is to be undertaken ahead of the 24-hour race.
- Confirmed a protocol to manage conflicts of interest for staff members on the Executive committee.
- Agreed to approach club members for recruitment of additional bar staff and completion of training modules by volunteer staff.
- Agreed to review/update job descriptions for the bar manager and booking officer roles.
- A venue hire policy is to be drafted for executive approval.
- Discussion on maintenance of club moorings jointly owned with RPNYC and the need to identify who could co-ordinate this.
- Updates from flag officers on upcoming racing, cruising, and house activity.
- Health and safety policy has been updated and is to be put on the website.
- Discussion around incentives to encourage club members to come to the club on Friday nights.

The monthly update is not a comprehensive list but covers the main items aside from the day to day running of the club. If members would like clarification on any of the items covered please email the Commodore directly on commodore@lbyc.org.nz

The Executive Committee meets on the second Thursday each month. Have your say! Send your comments and suggestions to commodore@lbyc.org.nz for consideration at the meeting. We are here for you.



What's the Plan? Update from your planning team

Article by Ingrid Harder.

Happy New Year everyone.

It feels good to put 2020 behind us and look ahead to 2021 and beyond. While we aren't out of the woods yet, it looks like the economic impact of COVID-19 isn't as bad as we thought it might be. Which means the club is ticking along nicely. That said, we still have some significant longer-term decisions to make about what kind of club we want to be and how we want to get there, including what we want to do with our clubhouse.

Last year, many of you came along to a series of workshops to share your thoughts about what's working well, what we can do better, and what your vision is for the club. We also met with the marina and the council to understand what is on or off the table. We pulled all of that together and shared it with members at the end of the year and ask for any additional comments.

If you would like a copy of that material, please contact me at ingrid.harder@gmail.com.

The next step is to think about what we want our future club to look like, including all aspects of the club, such as: membership, activities, affiliations, management, the clubhouse, etc.

The Planning Team has a bit of work to do to design another workshop with members to shape up those options. We'll be aiming to hold that workshop at the end of March. In the meantime, we continue to want to hear from members. If you have anything you want to share with the planning team, please contact me at the email above or chat with any of us when you see us at the club.

The planning team consists of Ingrid Harder, Barbie Mavor, Jennie Darby, Geoff Thorn, Philip Orchard and Dan Benton. If you want to find out more about what we've been doing or if you want to share your thoughts about the future of the club, please email ingrid.harder@gmail.com or talk to any of the other members when you see them around the marina.



Racing

Even with unsettled weather and people away or with boats out of action, racing has continued, and it has been great to see the fleets out on the water.

In the last 3 months the following series have been contested and completed:

Pursuit B series – 1st Total Eclipse, 2nd True Blue, 3rd Vortex

Friday night as always is very popular with a total of 24 boats that participated at some point in this series.

Woman's Race – Combined: 1st place to Christine Luiton on Shardik

Cruising: 1st place to Jenny Mason on True Blue

Full results for all racing is available on the LBYC website: <https://www.lbyc.org.nz/results-20-21>

Also a shout out to Snowden Bricks and Blocks who are providing prizes for the new Wednesday night Two Handed series.

Currently being contested by Minika, White Heat, Stunned Mullet, Kaea, Siki II, Synfinity and Vortex.

A big shout out and thank you to Jennie (Out To Lunch) for making labels for all the cups that are proudly displayed in the entrance area of our club. Makes it nice and easy to see who is currently holding each cup.



Practical Boating, Technical Evenings & Cruising by LBYC



Practical Boating (PB) and **Technical Evenings (TE)** aim at reducing drama at sea with the objectives of:

- Having fun and being social beyond Club membership
- Promoting our safety & health like that of marine wildlife
- Sharing maritime knowledge in practical activities.

Launched on 23 June 2020 with a mid-winter sun-sight taken by sextant, for the “dolphins” of LBYC and Seaview Marina. Two or three PB and TE events were held on Saturday afternoons or the last Thursday night each month. Up to Christmas, 18 events included Knots, Berthing, Anchoring, Galley Food, Navigation, Ghost Diving, Beach Cleanup, Flax and Toitoti planting at Marina, Course Planning, Maritime Radio, an Election Party, Rescue and Survival, Climbing the Mast, Voyage Preparations, and Man Overboard.

Unfortunately, this summer’s cruising was overshadowed by erratic weather patterns, making the coordination of travel plans and firm commitments impossible. Still, individual boat owners and skippers seemed to have great times at the Sounds together with friends and family. LBYC boats were seen or recognised on Channel 63 for meeting up with friends from LBYC or other clubs or booking restaurants.

The Practical Boating email list has grown to 69 and events were attended by 10 to 20 people. Some great presentations were given by members and friends with the help of LBYC’s multimedia facilities.

The web-page <https://www.lbyc.org.nz/practical-boating> details the concepts. Contacts and feedback to Guenter on g.wabnitz@xtra.co.nz or by phone on (021) 616255.

Upcoming events:

- **Boat Building on Thu, 25 Feb, 19.00 h**
- **Seaview Summer Blast: Sat 6 March**
all day: big screen viewing of America’s Cup,
multi-club event, car boot sale, trade shows,
food and entertainment for family and
friends... **not to be missed, everyone to
engage !!!**
Dress up in Black and White - Go Team NZ!

Thinking of doing a Coastguard Course?

Upcoming courses are being run in the Wellington area in the next few months.



A RANGE OF COURSES

CBE are excited to be delivering a course in your area!

Wellington / Mana

Maritime VHF Operator Course

10 & 17 February 2021, Wellington Ocean Sports

20 March 2021, Mana Cruising Club

Day Skipper Course

13 - 14 February 2021, Mana Cruising Club

Boatmaster Course

13 April – 20 May 2021, Wellington Ocean Sports

Inboard Engine Maintenance Course

17 & 24 March 2021, Wellington Ocean Sports

Please visit our website for more information

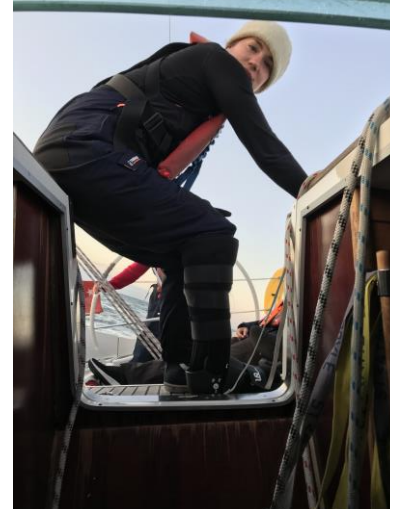
Visit www.boatingeducation.org.nz or call one of our team on
0800 40 80 90 to book a course



RYA Course Experience

Article by Paula

In November, Jarred and Paula, who own a Chico 40, Cabaret, went on the RYA Coastal Skipper Course with Sail Nelson.

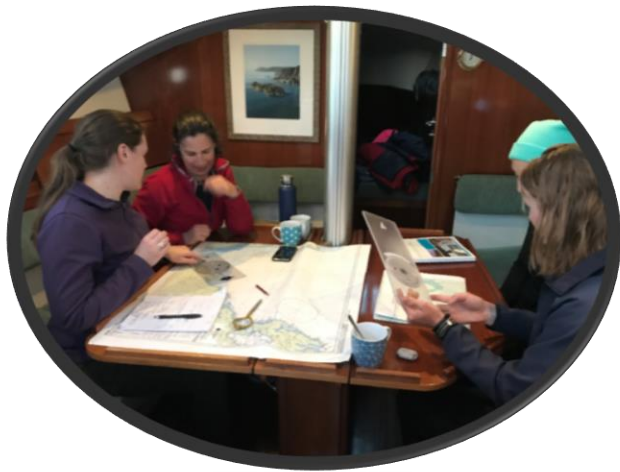


“We had owned our 40 foot yacht for over a year but had not yet built the confidence to venture out of Wellington so we wanted to make sure that when we did, everything was safe and we knew enough to get by if something went wrong. The Sail Nelson RYA course was the boost of confidence we needed.

The course was everything we had hoped it would be. It consisted of about 60 hours of theory learning online and then the practical week aboard. It was exhausting but rewarding, educational but very practical. The practical week was aboard Breeze, a 36 foot Jeanneau, and took place with a backdrop of Nelson, Croisilles Harbour and a small part of Abel Tasman. It focused on navigation (without electronics), tides, skippering the boat and skills like boat handling, mooring and anchoring.

When we later sailed from Wellington to Pelorus Sound on our own boat over the holidays (our first Cook Strait crossing) we planned and executed our trip as we had learned. There was no stress at all, partly due to the excellent weather and partly because we felt we were fully prepared. Further passages over the following weeks with poorer weather proved the same, a testament to the course.”







Buoy Zone – Optimist National Champs

Article by Ray Manning

Optimist Nationals at Worser Bay Boating Club 6 – 9 November 2020

I have had the privilege of being able to assist with the Optimist Nationals on the Race Management team as Deputy Race Officer, under Brett Linton and PRO Harold Bennett.

We only got sailing in on the first 2 days before the weather turned really foul, but we did manage to complete 8 quality races for the Open Fleet and 6 races for the White and Green Fleets. The event was originally scheduled for Easter 2020, but Covid-19 messed with that. Typically total entries for the Optimist Nationals would have been about 180-200 boats but the club was happy to host the event with around 125 boats on this occasion, following the event being rescheduled.

There were 26 official Race Management and support boats required, so RHIBs, and launches from many other clubs were borrowed. This number of official boats excludes the coach and parent owned RHIBs that follow the fleet around, and there were at least as many of these as they were official boats. Of course volunteers are needed for all these boats along with a good number of shore based volunteers as well. It takes a big team to run an event like the Optimist Nationals.

The Race start is a delight to observe with over 70 boats fluttering down the 200 metre line with about 2 minutes to go. Surprisingly we only had a handful of OCSs over the 8 races. We did have a couple of General Recalls but a move to U Flag as Preparatory signal mostly fixed that for the next start. We did however have a few UFDs (U Flag Disqualifications), while starting under U Flag Prep.

Fortunately for us the Race finish position is elsewhere on the course. You can imagine the bedlam as the boats (99% white boats with white sails) stream across the finish line. The boats are recorded from a Finish and Finish Pin boat, with two recorders and a spotter on each. In addition someone else on each boat is taking a video to ensure every boat is given the correct finish place. Being on the Optimist Finish or Finish Pin boat is not something I would volunteer for. I applaud those that do.

Setting up the Optimist course is interesting as Worser Bay has limitations because the Optis sail a very specific course known as IODA. This is a trapezoid course with a Reach equal to the Beat length. To lay this course configuration and keep the fleet out of the shipping channel is a challenge, particularly when the winds swing severely to either the West or East. Room also needs to be left to set up the Green fleet course close to the shore. Another article I have written for this Cutlass talks more about the course and the Buoy Zone App we used to set the course. (Nov 2020 edition) Race target times of 45 minutes are expected to be met within 2 minutes. Thus knowledge of Optimist VMGs, while sailing On-the-Wind, and while Reaching and Running, in various wind ranges, is important. Sailing has to be fun and it was lovely to see the course marks that were used for the Green (novice) fleet on the inshore course. The marks were large blow-up pool toys. A Unicorn, a Swan and a Flamingo were used. Very unique and colourful!

Having got through this event the Worser Bay Boating club is now looking forward to running the Laser / Radial / 4.7 Nationals over Wellington Anniversary Weekend 2021. This will be another large event which should attract over 100 entries. I am pleased to have been invited to join Brett Linton's team again. It would be great if some other LBYC members could also put up their hand to volunteer.

Ray Manning

August Sun Delivery Trip Report

Article by Keith Murray

In August 2020 Martin Payne asked if I would be able to take his yacht August Sun back to Auckland. After quickly confirming that there was no urgency we agreed that early December should be a reasonable time for the journey. Theo Muller had indicated that he would be available for the trip and a third person would be arranged later. By November Linda Cory had asked to join as crew. Thus a test sail about the harbour was made half way through November. All seemed well except for the placing of the reefing lines. Martin quickly arranged for those to be repositioned as well as replacement of the main halyard, changing oil, filters and injectors.

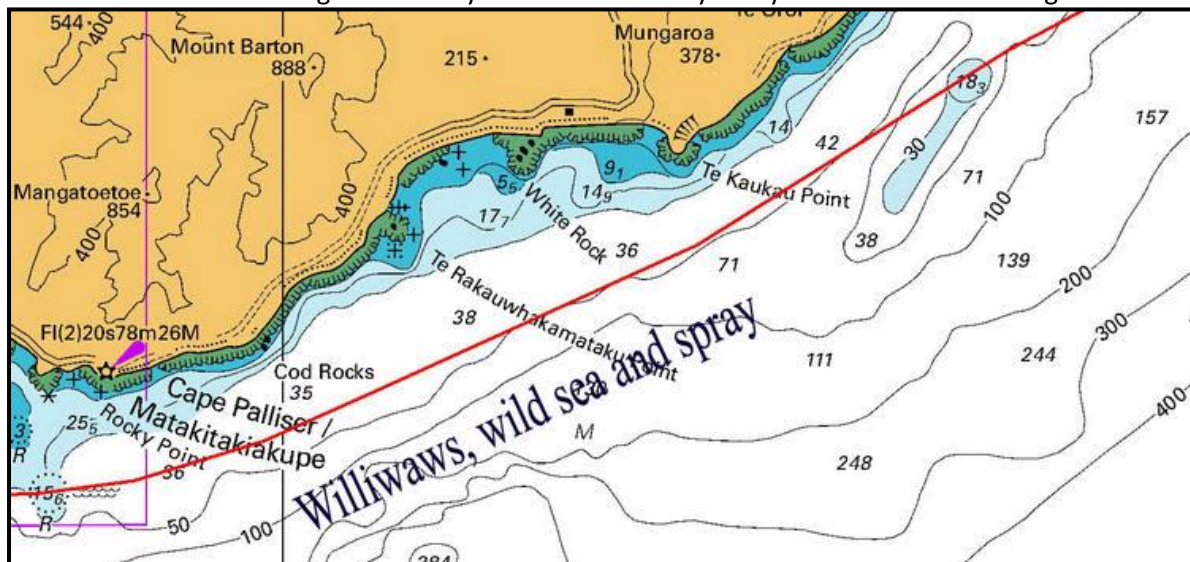
The weather became boisterous but there was an indication 2nd December would at least produce favourable winds. The wind strength was predicted at 20 to 25 knots that I knew the boat could easily handle. As we went North we would be leaving stronger winds behind.

Tuesday 1st December had strong southerly winds that eased in the early morning leaving a grey cloud covered sky. Linda and myself had purchased and loaded food aboard that day and I acquired last minute supplies on the way to the marina Wednesday morning. By 1120 the engine was running, Josh had finished installing the new main halyard, water tanks had been filled, deck gear secured and lines were being cast off. There was almost a difficult moment when Wietske pointed out that the heavy duty power cord was still attached. A delicate touch in reverse kept the cable slack whilst the plug was released and final breast lines brought aboard.

We unrolled only part of the headsail as we went out of the harbour. The northwest wind had more than adequate power and the wind was definitely stronger than predicted. At the harbour entrance the squalls coming off the land were lifting the water into the air. There were only two problems with the yacht. The steering seemed very heavy and all of the crockery was crashing from side to side in the cupboards. Paper towels made the crockery quiet.

The sea state quickly became a steep short chop and there was no sign of a southerly swell from the previous days storm force wind. When we were clear of Turakirae Head the wind and sea state eased and I hoped that it would continue that way. The Raymarine alarm systems were annoying. The depth sounder kept screaming about maximum depth and trying to get the exact point on the touch screen to clear the message was difficult in the rough sea. A message from Martin explained how to turn the depth sounder off. A little more of the headsail was set but there was no need for the mainsail. With the wind on the port quarter I preferred that the headsail pull the boat rather than having the stern pushed about by the mainsail. The canopy over the cockpit was also providing some drive and we resolved to remove that once in calmer water. Theo soon decided he needed to steer rather than watch the autohelm and he commented about the heavy steering. We checked the aft lockers and found no problems but eventually Theo's question about a steering lock made me look at the starboard wheel. The brake had been twisted on and once off, Theo had finger tip control.

I had hoped that the wind would ease as we neared Cape Palliser. It usually does but not on this trip. At 1600 the wind was thundering down the steep slopes and churning the sea into a short steep chop. In one of the gusts the strop holding the front bar of the canopy frame broke and pulled the pole from the deck. The need to lower the canopy had become urgent. Once passed the Cape's lighthouse I looked forward to gentler seas. I had to wait a bit. From the Cape to Te Kaukau Point the wind was stronger and the shore difficult to see because of spray. The waves were about two metres high and nearly vertical. With only a tiny bit of headsail and engine we crossed the bay.



Once clear of Te Kaukau Point we were out of the severe wind acceleration and the wind reduced to 10 knots from the north. The wind then fluctuated with stronger periods as we crossed various valleys. Thus we continued under a rig that consisted of windage, a small amount of the headsail, the mainsail cover and motor.

At midnight we were a little north of Flat Point. The Honeycomb Rocks lighthouse was blinking brightly 18 miles astern and the passage was slow but not uncomfortable. To the east the moon was rising like a broad fire above the sea. Ahead Castle Point lighthouse was visible and the sky clear apart from a nasty black cloud ahead. The headsail, that was 75% set, was hastily reduced to 10% just before the wind arrived. The wind remained for about an hour and then the sky cleared to display the stars. With a residual sea from about 60 degrees true, which was exactly the course we required, progress was reduced to below five knots with at times some small thumps as the hull hit the steeper waves.

August Sun was abeam of Castle Point by 0600. The wind was still hard on the port bow and the sea conditions unchanged. Most of the headsail was set but was reduced in area during gusts. So far the wind had been about ten knots stronger than Windy.com had predicted but the direction and time of change had been accurate. So late morning, as we neared Cape Turnagain, the wind turned southwest and blasted at us at 35 knots. It did not make life unpleasant, as it meant no more spray over the yacht and a great improvement in speed. In the two hours before midday we covered sixteen miles.



The wind held for the rest of the way to Napier but gently eased after 1500 so it became a very pleasant sailing day. We had dinner after passing Bare Island and enjoyed the view of the coast. Cape Kidnappers was rounded a little after 1900 hours and the wind got progressively lighter as we crossed Hawke Bay. It also got progressively darker and the lights of Napier whilst pretty camouflaged the navigation beacons. Fortunately GPS chart plotters provide an easy solution. As we came up to Pania Reef the lights of what looked like a Christmas tree turned into a tug towing a large barge.

The night air was cool as we turned into the channel to the old port that leads to the marina. We were very happy at 2200 hours to tie up to the pontoon in front of the yacht club.



After a very good nights sleep we spent Friday rinsing salt off the boat and clothes, drying things and cleaning. The only supplies required were water and fuel. We resolved to stop at the fuel wharf just before 1800 hours as we departed. The wharf is designed for larger vessels than private yachts and it was a steep clamber up a long steel ladder. I then had to work out which of the pumps had a hose long enough to get down to the yachts deck. What did disturb me was to find that the deck filler was loose. I hoped that no water had got into the tank that took 81 litres of diesel to fill.

Just on 1800, as planned, we set out to cross Hawke Bay for Mahia Peninsula. Once clear of Pania Reef the headsail was set to a nice gentle breeze and calm sea. The wind was not sufficient for good progress but the evening seemed

perfect. The air was warm, the yacht was sailing easily but the wind was very light and fading and the motor was the driving power. A little later we set the mainsail and that required heading directly to windward to get the sail to clear the lazy jacks. In the process the headsail was backwinded and we executed a graceful 360 degree turn to get the sails in order. As it got dark the boat's deck became very wet from dew. Thus we donned full wet weather gear for our night watches and enjoyed the wonderful view of the stars. The coast lights soon disappeared, as there was haze of fog particularly around Mahia Peninsula.

At 2345 I came on deck to be ready for my watch commencing at midnight. Linda was concerned that she could not see the Portland Island light. The reason was the light was only visible for six miles and we were about 15 miles away.

"You can see a boat to the south," I said pointing to the red light. "It should be a yacht from the sole light and in this wind they will not be moving fast." During the first hour of my watch I kept an eye on the red light. It seemed to be on the same course as ourselves so I expected to see the vessel as we passed. At 0120 the red light became two red lights.

"A fishing boat? Well it will also be going slow," I muttered to myself, "and I do not want to go down the port side and stern and entangle in lines or nets." Then the deck became a blaze of light and a searchlight was shone ahead.

"Ah, a fishing boat running with no forward white steaming light and with the AIS no doubt accidentally on purpose turned off." I turned August Sun to starboard and passed astern. I received a torrent of sexual abuse from the carefully unnamed boat over channel 16. My experience shows fishermen usually believe they own the water whilst ignoring regulations. The search light and deck lights were soon turned off and the boat continued without proper navigation lights or AIS.

At 0132 August Sun rounded Portland Island and I made a wide swing to port to ensure we cleared the outlying rocks. There was a fairly strong current sweeping us to the north. The sea was still calm, the stars bright and it was a fine "moonlit nich to'noo," as the Scots might say. Theo took over from me at 0300 and I had a wonderful sleep until 0530. Then Theo woke me with the news that there was blue smoke from the engine exhaust. We stopped the engine, set the sails for best effort and started to hunt. The engine had not overheated, had plenty of oil but the water trap bowl of the primary filter did not look good. After conversations with Theo's son Oliver we replaced both filters. The primary filter was clogged, the inside of the water trap had gray sludge and I could not get it completely clean. A phone call to Phil at Strait Marine said to just flush fresh fuel through and out the drain and it should then work. That was done but the drain promptly blocked. The secondary filter was not as bad. I put everything back together, primed the filters, and used the hand primer to remove the last of the air to the secondary filter. We cranked the starter motor, the engine fired and there was great rejoicing.



During the two and one quarter hours of toil Linda had been hand steering and doing an excellent job keeping August Sun close hauled while making two to three knots towards Young Nicks Head. The sea had remained calm and the wind was little more than five knots.

The engine coughed a bit before coming to steady revolutions and the blue smoke mostly cleared. Just after midday we entered Gisborne marina and the hunt commenced for replacement spare filters. While that happened Theo and Linda moved the yacht to a berth as directed by the Marina Manager. The filter hunt was unsuccessful as the Yanmar supplier had shut for the weekend and there were no Raycor filters available at Repco or Super Cheap Auto. We then decided to turn the boat so it was facing the wind and found we could no longer get the engine to start. Phone calls to Martin about the problem made him decide to drive to Gisborne and he arrived midday Sunday. After an afternoon's battle in the engine bay it was clear the whole tank had been infected with diesel bug and there was a problem with the starter motor. Martin felt the best option would be for him to drive to Wellington and

gather up his spare clean fuel tank and spare starter motor. That happened Monday whilst Theo, Linda and myself tidied ship, cleaned ship, walked about town and had a swim. Martin returned Tuesday and made a secure temporary installation of a plastic 88 litre fuel tank and then checked various fuel lines. The Raycor primary filter was replaced with a different brand for which spare filters were available.



Martin had been unable to find his spare starter motor so ordered a replacement. That was supposed to arrive Wednesday but did not. The spare secondary fuel filters did arrive. Thus more waiting so Linda had used the Intercity buses to leave the ship and visit her mother in Hamilton. Theo went for a long walk, but the heat of the day was too much for me to indulge in exercise. Instead I washed clothes and turned the hose on myself. Martin dealt with his work and later Theo was swimming.

Gisborne's big ship harbour was busy. It takes only one log carrier at a time and for the five days we were tied up there was a continuous line of log trucks arriving to unload. Two ships were loaded and left port both at around 0600 and the tugs at 0500 were an unwelcome alarm clock. Watching the tugs bring each 60,000 tonne ship into the port and swing them 180 degrees in the small turning area was awe-inspiring. When we departed the third ship was being loaded and three more were waiting at anchor in Poverty Bay.

Thursday was a windy day with a fresh northwesterly. Martin was out early for breakfast, then to the automotive electricians and returned triumphant at 0900 with a new starter motor. That was easy to fit. Then he bled the fuel lines and the engine started with a cloud of blue smoke, which eventually reduced a bit. More tests and two of the injectors were removed and replaced with older spares. That was a great improvement but left one with a slight dribble of fuel. Martin declared the engine adequate, the weather looked right for a couple of gentle hops to Hicks Bay. Martin and dog Priscilla departed while Theo and I tidied ship, filled the new tank, filled the empty diesel containers, turned the ship end for end, had a swim and hose down and retired for a snooze.



Another yacht called Mr X arrived and tied to the opposite side of our pontoon at dinner time. I had a brief chat with the couple aboard who were from Italy. They had sailed out from Europe and were of the view that the New Zealand coast was a difficult one for cruising. They had found the previous days wind a problem and had paused at Tolaga Bay. Then getting to Gisborne the wind had torn lower part of the jib just below a seam.

The fresh northwest wind eased during the night and by the time we were ready to depart at 0800 the wind was 10 to 15 knots from the west. We motored out of the harbour, set the headsail and once clear of the channel markers

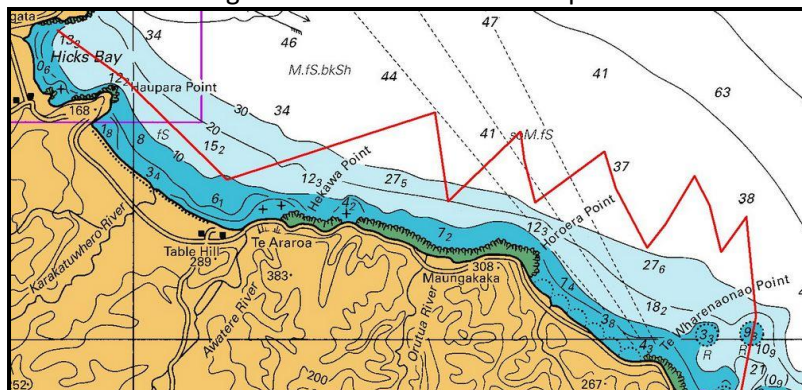
turned August Sun to the east and stopped the motor. When around Tuahine Pont we turned further to port and set the mainsail. We had a peaceful enjoyable sail over a flat sea until midday near Gable End Foreland. Large calm patches were ahead so the motor was started and the sails soon furled. The sea was devoid of any other boats. At 1400 hours, as planned, we were anchored in Cooks Cove, Tolaga Bay. The southwest wind had freshened and it took three attempts to pick a suitable spot where the anchor was in clear water and the yacht out of the wobble. The first attempt resulted in the anchor caught in rocks. I had to use a delicate touch with the engine and rudder to turn the yacht stern to the wind and then went gently astern to get the anchor free. A swim, general clean up of the yacht and resting followed.

The weather forecasts still seemed positive and to make use of the favourable wind we set off at 0600 on Saturday. To start with only the headsail was needed and at times was half furled. As we travelled north the wind became lighter and abeam of Waipiro Bay we hoisted the mainsail and helped progress with the motor for half an hour. After lunch we were nearing East Cape and I could see extensive white caps on the sea ahead.

"We could turn back and wait awhile," I suggested to Theo.

"But it is only 14 miles from here to Hicks Bay," Theo responded.

"Yes, but those miles are directly to windward," was my reply. We continued, reduced the mainsail to the second reef and progressively wound up the headsail as we came through the passage and into the wind. The tide was favourable at first but after 1400 was setting east against us. With mainsail and motor we tacked up the coast into a short lumpy sea and between 25 and 30 knots of wind. Those 14 miles were hard earned as it was 1700 when we were in the shallows abreast of Te Araroa. The mainsail was furled and in the smaller sea we were able to motor directly into the still fresh wind to Hicks Bay. Off Haupara Point there was a fish boil of Kahawai but I was too tired to go below to get my camera. It was 1800 before August Sun was anchored adjacent to the old wharf in Hicks Bay. Dinner was cooking while we had an overdue 5pm drink or two.



The plan had been to leave Hicks Bay at 0900 the next morning but the wind had other ideas. A bit after 1000 there were puffs of wind from the east. That was encouraging but I thought that midday would be the best time to leave. A bit before 1100 we felt certain the conditions had improved so the anchor came aboard and we headed out of the bay. To seaward I could see white caps but there was no strength in the wind. It seemed best to continue for a bit. There were more fish boils by Matakaoa Point and a fishing boat a bit further out. Our course was directly into the light breeze. There was a left over short sea from the westerly wind creating a nasty mess that August Sun disliked. She would climb over the waves easily enough at idle but with normal engine speed would land with a crash on the next wave. So at gentle revolutions we ambled north at four knots for three hours. At 1500 when I came up from a snooze I saw that the wind had veered and immediately set both the mainsail and headsail and stopped the motor. There was peace, the speed increased and soon we were enjoying the best sail I had ever experienced when crossing the Bay of Plenty. From 1500 hours Sunday until 0600 Monday the wind was our driving force. The new wind direction flattened the westerly sea without creating much of its own waves. The boat was averaging nearly six knots and the wind moved to the east meaning it was on our starboard quarter. Thus August Sun was upright and comfortable as we dashed through the black night. The wind slowly freshened and for most of the night we had two reefs in the mainsail and about 60% of the genoa set. Glorious easy sailing.

With dawn the wind slowly eased and by 0600 the engine was back doing its important helping job. At 1100 we were passing "the Hole in the Wall" as the passage between the Mercury Islands and mainland is called. The name is apt as although there looks to be wide gaps there are rocks in the way apart from the main passage. The wind remained light. Enough to enjoy sailing but not enough to give us full speed over the flat sea. Theo had the urge to get to our destination rather than just enjoy the sailing. There was merit in finishing the voyage as we had been away for nearly two weeks and Tuesdays forecast was not impressive.



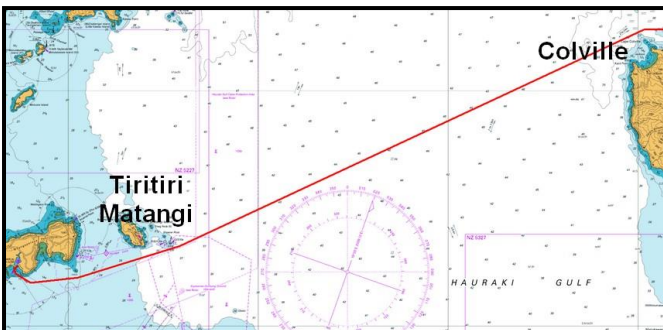
At 1410 the engine was stopped and 30 litres of diesel added to the tank from our deck cargo. We had gazed at the coast with its amazing volcanic lumps. The western entrance to Port Charles has a fascinating face showing in the rock. It could be a dog or a person.



Cape Colville was rounded at 1600 and by then the wind had moved to the north and our required course was 245 degrees true. The sailing across the Hauraki Gulf was even better than the Bay of Plenty. There was neither swell nor waves and the wind direction again comfortably abaft the beam.

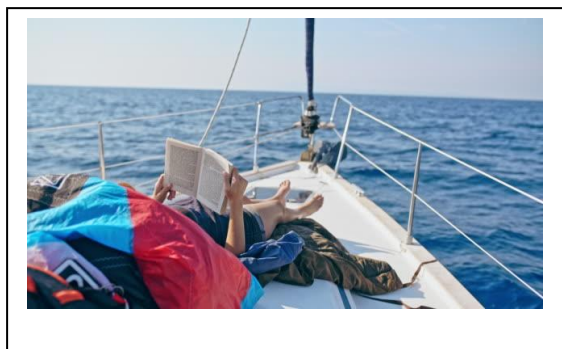
About a third of the way across the Gulf, at 1730, I lifted the companionway steps forward to make my regular check of the engine. There was oil splattered across the rocker cover from the crankcase breather. Below the engine was a pool of black oil. The engine was stopped and when it cooled a bit I checked the dip stick. It showed the oil as over full and very clean. I advised Martin of the details and phoned Oliver for some comfort. My conclusion agreed with the engineers. Diesel was getting in the sump. Martin's comment had been, "Battle to the last."

We sailed the rest of the way across the Gulf and ran out of wind south of Tiritiri Matangi Island. By that time we had pumped 5 litres of oily diesel out of the sump. That brought the level well below the dipstick so I added about two litres of clean oil that brought the level to the full mark. When the wind died we started the engine and at low revolutions motored the last five miles.



As we approached Gulf Harbour it was very dark but with blinding shore lights. The navigation beacons seemed all in the wrong place and feeble. A car's headlights blinked and we knew that was Martin. Fortunately a ferry arrived at that time and demonstrated where the entrance was. We were tied up in berth H68 Gulf Harbour at 2200.

It had been a lengthy passage with challenges but included some magnificent sailing. There had always been some sail set during the entire trip. The motor had assisted for 67 hours and the period of sails alone had only been 45 hours. The 112 hour total journey time had not been fast but detours into Napier, Gisborne and Tolaga Bay add a lot of extra miles.



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The club has an extensive library of books about boating and the sea. You can take any books you want to read. No red tape, no time limit, no borrowing register.

The library is organised into:

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- **'How Did':** true stories boating, the sea, cruising and racing.
- **'Sea stories':** fiction about boats, the sea, cruising or racing.
- **Boating magazines:** especially SeaSpray and Practical Boat Owner.
- **'Children' and 'young adult'** books about boats or the sea and good New Zealand books.
- **Swap-a-book:** 'unstickered' books and magazines, free to all LBYC members to keep, preferably with a book donation in return.

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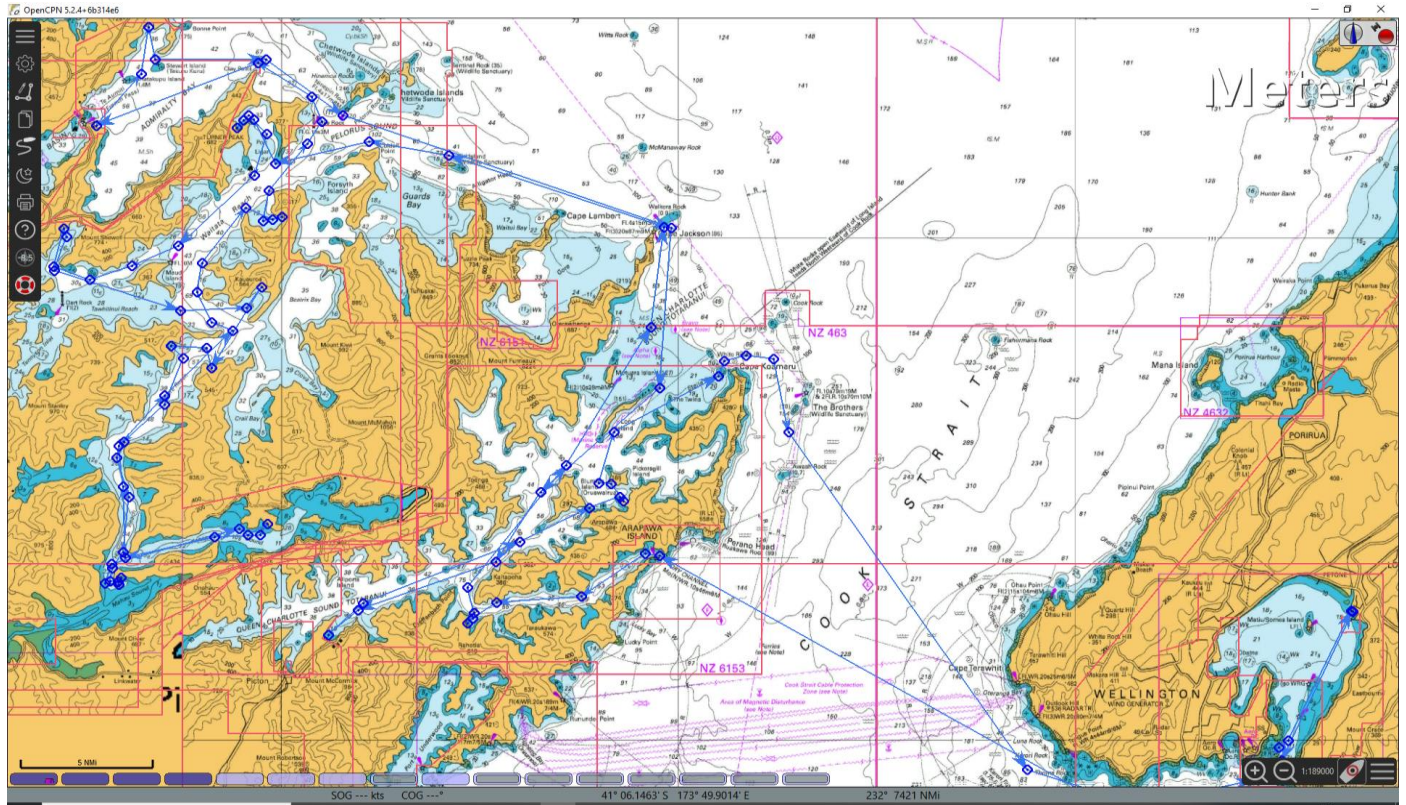
Children/young adult

- Some 'Swallows and Amazons' sailing adventure books, by Arthur Ransome, the J K Rowling of his day.
- Some of Tessa Duder's 'Alex' books – a teenage competitive swimmer growing up in the 50's – what NZ was like when your parents or grand-parents were young
- Huckleberry Finn – a teenage outlaw and runaway raft down the Mississippi
- Treasure Island, 'Coral Island' – adventures in the days of tall ships

How To & How done, ex the Smith family:

- Capable Cruiser, Lin and Larry Pardey, 2010 – a must read for couples going cruising - 'go small, go simple, go soon'. Fully revised with great new chapters.
- World Cruising Survey, Jimmy Cornell, 1989 – proven advice from hundreds of long distance sailors
- The Annapolis Book of Seamanship, John Rousmaniere, 1989 – everything the sailor needs to know
- The World's Best Sailboats, Ferenc Mate, 1989 – 19 boatyards, 60 beautiful yachts, in beautiful photos
- First Lady, Kay Cottee, 1989 – the first solo, non-stop, unassisted circumnavigation by a female sailor
- A Gypsy Life, Clare Allcard, 1992 – a family rescue a rotting 69' Baltic Trader and sail from the Caribbean around Europe

Opportunity: 2 P.O.B and 1 C.A.T.





Opportunity left Seaview marina on Christmas afternoon and headed over to the Marlborough Sounds on a 3 week trip and the first trip with her new owners, Dave and Sally.

The above is a map of where we travelled and aside from an issue with electric toilets, Opportunity was a comfortable boat and it was lovely to ease into cruising mode in such comfort and dare I say - style! We waited out the 3-day front in Hitaua Bay off Tory Chanel and then headed over to Pelorus where we spent most of our time. Along with a visit into Kenepuru which we have not been to before. We also finally visited the shop (for ice cream) in Elmslie Bay (French Pass) where we saw thousands of brilliant red krill in the water and on the beach (stinky!) and we spent a night at Catherine Cove on Durville Island. Sadly, we couldn't explore Durville further as we needed to fix the issue with the electric toilets so a trip back to Burnscoes at Waikawa was required.

We caught up with Codebreaker and Caberet on a number of occasions and also had drinks with Am Meer and chats with Clear Vision. The cat survived and Marine Radio sounded slightly surprised when I lodged the homeward bound trip report.



Photo Gallery

Brothers in Cook Strait at a quiet slot.
Photo from Guenter Wabnitz



Crewcut Adventures

Crewcut. Departed Seaview Thursday 21 Jan... Punt Rails... Deep Bay (Admiralty Bay)... Bulwar (Pelorus) ... Catherine Cove (D'Urville) ... back to Pelorus...Wilson's Bay... Stafford Bay... Raetihi (Kenepuru)... Havelock Marina... Mary's Bay... Warwick... Double Bay (Queen Charlotte)... Punga Cove... Motuara Island... and back to Seaview Wednesday 3 Feb

Sailed whenever we could and saw only 7 other yachts sailing. Caught no fish, tried for 20 minutes!
Rested, relaxed, swam, ate well, read a book or two, and one of us knitted.

John & Barbie



Motuara Bay



Stafford Bay

