

# The Cutlass



October 2019

## From the Commodore



*Mayoress Linda Goss-Wallace prepares to fly the flag to announce the opening of the new season.*

It's been a busy time for the committees and staff over the last month with the prizegiving, commodore's dinner and preparing for opening day. Thanks to all those who helped with these events and the clean-up of the club on Saturday 28 September.

With Friday night sailing starting this month, it's a good opportunity to introduce people to sailing and enjoy a meal and drink at the club afterwards. If you don't have a boat and want to sail, come down to the club before racing and we'll try to get you out on the water.

The new season has something for everyone, be it racing, cruising or social events. See you out there!

*Max Meyers*

### What's Coming Up?

**Club nights are every Friday**  
**All welcome**  
**Bar opens at 5pm and meals**  
**are available at 5.30pm**

**Friday 4 October**  
**Pursuit A Race Day 1**  
**First start at 6.15pm**

**Friday 11 October**  
**Pursuit A Race Day 2**  
**First start at 6.15pm**

**Saturday 12 October**  
**Interclub Race Day 3**  
**EBYMBG Opening Day**  
**Start TBA**

**Friday 18 October**  
**Pursuit A Race Day 3**  
**First start at 6.15pm**

**Sunday 20 October**  
**Two-Handed Race Day 1**  
**Start at 10.00am**  
**&**  
**Spring Series Race Day 2**  
**Start at 1.00pm**

**Saturday 26 October**  
**Port Underwood cruise**  
**Pre-cruise briefing at 9am**  
**(breakfast available at cost)**

## Celebrating success

### **Interclub racing**

#### **Spinnaker Division**

##### **Series results (after 2 races)**

###### *Handicap*

First – Am Meer (LBYC)

Second – Usurper

###### *PHRF*

First – Gucci

Second – Kaimai Flyer (LBYC)

###### *Line Honours*

First – St Laurence

Second – Kaimai Flyer (LBYC)

### **Non-Spinnaker Division**

#### **Series results (after 2 races)**

###### *Handicap*

First – Coriander

Second – Quetzalli (LBYC)

###### *Line Honours*

First – Coriander

Second – Quetzalli (LBYC)



*Team Am Meer*

A great turnout despite strong winds and gusty conditions for the Opening Day, Race 1 of the Spring Series and the second Interclub race.



*Kaimai Flyer wins the LBYC Opening Day Trophy*

### **LBYC Opening Day Race & Race 1 Spring Series**

#### *Combined Division*

First – Kaimai Flyer

Second – Alize

Third – Am Meer

#### *Cruising Division*

First – Quetzalli

Second – Chickadee

Third - Crewcut

# From the executive committee

## Decision from meeting on 19 & 24 September 2019:

- Eight membership applications were approved.
- The agreement with Sailability Wellington Trust for affiliation with LBYC was approved and signed.

## New members

A very warm welcome to:

Geoff Infield

Marcus Smith

Linda Cory

Peter Montgomery

Greg McDonald

Keely Fairweather

Max and Di Cooper

## Work currently being undertaken by the committee:

- Upgrading heat pumps – quotes and application for funding
- Blinds in Seaview room
- Replacement of cracked window in Seaview room
- Upgrade of sound system in Seaview room
- Planning for Wine Race (25 & 26 October)
- Website upgrade
- Application for funding for club furniture

## General Notices

### *Hire of LBYC clubrooms*

Members are reminded that they are eligible for a discount when hiring LBYC clubrooms. Please contact Matthew, our Club Manager, [info@lbyc.org.nz](mailto:info@lbyc.org.nz) or go online to get more information.

### *Club Burgee*

LBYC burgees are available at the bar for \$20.00. Please note that you must fly the club burgee when using the various moorings in Wellington Harbour.

### *Volunteers needed*

If you are keen to help with race management or at the club bar, full training will be given. It's a great way to meet people and very rewarding. You may know someone who could be interested. Contact Matthew, our Club Manager, [info@lbyc.org.nz](mailto:info@lbyc.org.nz).

# From the Cruising Captain

Martin Payne

Spring has sprung (I think!)

In the past few weeks we have had a couple of outstanding events.

Firstly, Geoff Thorn gave a presentation on the latest technology (and great advice) on electronic navigation, communication and weather forecasting. He explained how he used these to great advantage in winning the Single-Handed Trans-Tasman race, by using a daily position update in PredictWind, he followed a course that was best for the conditions... He also explained the relationship between PredictWind and Iridium GO! For obtaining satellite weather forecasts.

Secondly, Keith Murray held a session on Planning a Cook Strait Crossing – again another outstanding event – based on ‘real world’ experience. He explained where to be - at what time – and for what reason – Cook Strait has some unique features, not found anywhere else in the world that we should all be mindful of! Due to re-scheduling issues and number of people missed out on the session – but I am twisting his arm to hold another session before the next Port Underwood Cruise – watch this space!!

There will be a pre-Port Underwood cruise briefing @ 09.00 on Saturday 26 October (breakfast will be available at cost) to give an update on conditions. Any yacht not yet registered, please sign up online @ <https://www.lbyc.org.nz/cruising-events>



*Beautiful Port Underwood*

The 4<sup>th</sup> – 6<sup>th</sup> October will see twenty-seven persons from LBYC, and associates, sailing on Steinlager 2 in the Hauraki Gulf – report next month...

Take care, plan and enjoy....

Martin



A competitor's view of the 24-hour endurance yacht race....

“Sir Edmund Hillary said that he climbed Everest “because it was there”.

Doing a 24-hour Endurance Yacht Race is a no-brainer in comparison – it's a lot easier, a lot safer and a lot closer. But it's still a challenge. How much of a challenge is entirely up to the crew of each boat and that's a big part of what makes this event so special. Where else have the New Zealand Navy sent a race crew who sat out on the rail all night in a 40-footer, then come morning sailed past a 26-footer who stopped to take a swim. And the nice thing about this race is that both boats finished at exactly the same time as 'line honours' and handicap are measured by distance travelled over the 24 hours.

On Kama II (and before her Amnesia) the crew have been happy to take the approach that we will race reasonably hard to start with then, if we're not doing well, we will relax and just enjoy being out there. We've run four-hour shifts, giving people time to get at least some sleep, and we've ensured plenty of warm clothing, reheated meals and percolated coffee. The light winds in all three races to date have allowed us to fly a spinnaker day and night, but we've been clear that if the wind comes up we will just pole out the headsail. Other boats might want to take a more serious approach than us, even staying awake the whole time. Equally though, there's the option to leave the spinnaker ashore, prepare first class meals and having long sleeps to the sound of water going past the hull. The 24-hour



race really is a race for everyone. And like a marathon just finishing is a worthy of achievement in itself. Anyone who has done the race can attest to the comradery on the course and after the race.

For those who haven't sailed at night before this is a great opportunity to get used to doing so and will provide the confidence to sail much further afield. There's plenty of other yachts out there with you, rescue vessels are on hand, and the city lights make a fantastic backdrop.

The 24-Hour Endurance Yacht Race is an iconic event and it's right here at LBYC! So skippers, why not give it a go if you haven't already? And crew, if you can't persuade your skipper to enter, then you can register to sail on one of the other boats and find out what all the fuss is about.

To quote Hillary again, if you haven't done the 24-Hour Race yet, make 2020 the year you “knock the bastard off”.

*Gareth Edwards (Skipper of Kama II)*

**Note your diary now for the upcoming 24-Hour Endurance Yacht Race**  
**Saturday 14 to Sunday 15 March 2020**

# Out and about

## Three go wild in Fiordland

Fiordland is one of the world's largest and most scenic national parks and has world heritage status. It has a long history of Maori settlement and later European settlers trying to make a living from the land and the sea.

In September Jennie, Margaret and Matthew made the journey south for seven days and six nights to experience a very small slice of this amazing part of our country. Below is a summary of what we did, what we learnt and what we experienced.

### Saturday 14 September

We flew to Queenstown, good lunch in the Big Fig then a 2.5-hour bus ride to Te Anau. Dinner with most of our group, a chance to catch up with old friends and meet new ones.

### Sunday – Day one



*from Wilmott Pass, first glimpse of Doubtful Sound*

Now in the care of Real Journeys. Bus to Manapouri, boat over the lake, bus over Wilmott Pass into Doubtful Sound and onto the Milford Wanderer our base until next Saturday. Lunch, the first of many wonderful meals on board.

Gentle persistent rain as we head up the Sound and out to the Tasman. Into Breaksea Sound for our first night on board and anchored in Vancouver Arm. (*interesting information snippet: little bits of string on the anchor chain are called shackles and are 27.5 metres apart*), five shackles put down.

### Day two



*Through Archeron Passage and into Wet Jacket Arm (not apparently anything to do with Captain Cook losing his coat overboard!).*

Gentle motoring through a narrow gap, around Earshell Cove and then anchored near Pigeon Island. Trip ashore to Richard Henry's (early conservationist) house among the trees.

Into Dusty Sound with around 20 of the 120-resident population of bottle nose dolphins. Lots of mossy trees (*there are apparently about 120 different types of moss some of which can hold 20 times their own weight*).

Anchored in Supper Cove. (*Moose were released here in 1910*).

Margaret and Matt had a rude awakening when the anchor dragged during the night and had to be reset – their room was next to the anchor well!

### Day three

Hail, rain, hail, wind – short walk to DoC Hutt at the end of Dusky Track. Anchored off Shag Island (wonderful name!). Some people walked over the top, others of us went out in the Stabicraft, wind, hail and waves got up – very exciting trip back to the Wanderer. Anchored in Duck Cove where the crew put down cray pots.

Fine(ish) day. Luncheon Bay. Walkers went for a long walk to Lake Kirirua and others of us went to shore to see where European sealers had built a hut and a boat (in case they were not rescued) and over eighteen months killed, skinned and ate (?) 4,500 seals. Saw lots of baby seals and picked up 12 crays from the four pots.

## Day four



*white headed Mollymawks 1*

Out to sea 2-3 metre waves, crew threw down fish frames to attract birds. Mollymawks, Royal and Wandering Albatross and Cape Pigeons (also known as spew bird for obvious reasons.)

Went ashore at Astronomer Point where Cook moored the Resolution in 1773 and brewed beer to ward off scurvy. The astronomer was William Wales who had been tasked to check the accuracy of the new invented ship's chronometer against a fix available from celestial observation to enable a ship's longitude position to be fixed accurately.

## Day five



Lovely morning. Went ashore at South Port, picked up rubbish – mostly fishing debris, bits of rope, plastic, and blue strapping. Lunch was crayfish!

Off to Isthmus Sound, Tarawera, where we visited the site of not very successful gold and silver smelting and a very interesting horizontal chimney.

Then to the Puysegur Point lighthouse landing site. Swells too much to land so Plan B came into force and we went to Cromerty, site of what was once a fairly large gold mining town of some 4,000 residents with a school, store, hotel and boarding house all laid out on straight streets. Gold mining was not very successful there and so Cromerty reinvented itself as a sawmilling town to service the smelting furnaces further along the bay.

There is a large, incongruous and private lodge on private land. The North Island owners fly in occasionally by helicopter and employ caretakers to look after it. There is very little else man made to be seen except some machinery for quartz crushing and an old sawmilling boiler. A huge rhododendron remains in the garden of what was once the hotel. Stayed the night in Revolver Bay

## Day six



Misty, still, lovely day. Another go at the Puysegur Point landing but still too much swell. Anchored in Cuttle Cove. Half the group walked to the spit, site of a battle between Ngai Tahu and Ngati Mamoe. Stories tell that the Ngati Mamoe chief was badly wounded and swam to a cave. He died and his body gradually calcified from water drips from the limestone on the roof of the cave. Years later British authorities of the day mounted an expedition to take the body to England. Hearing of this Maori, removed the chief's body and presumably laid him to rest at a secret location. The rest of us took a cruise in the tender and

looked at the caves where the body is said to have lain. Cuttle Cove was also the site of NZ's first whaling station (beating John Guard's Marlborough station by two years). The station lasted only 1829-36 when whales stopped coming largely because of the whaler's habit of killing mainly cows and their calves, and offshore whaling. Still no go at Puysegur so a lovely 40 km run to the far end of Preservation Point and anchor in Cascade Cove. Kayaking and cruise in the tender. Fascinating rock formations show how much the land has moved over the millennia.



## Day seven



Helicopters brought in the next group and took us back to Manapouri where we landed at the power station. Wonderful trip across Fiordland for 30 minutes of snow-capped mountains, lakes, sounds and dense bush, no wonder the moose got lost.

### A bit more information

The Milford Wanderer takes up to 36 passengers (there were 32 if us) and 6 crew. It is 30 metres long, weighs 258 tonnes, has two desalinators, 2 Detroit 250 horsepower engines and two Cummins generators. Cruising speed 8 knots. No internet or cell phone signal! Every evening Richard, the nature guide gave us information on the history, the wildlife and often showed short films about the area. Cook John conjured up cooked breakfasts, morning teas, lunches, afternoon teas and dinners. Royden the skipper, Felix the mate, Melissa, crew leader, and Forest were informative and lovely. The experience exceeded expectations in every way, facilitated by the skilled, flexible and lovely crew.

The cost (excluding the air fare to Queenstown) was \$3,500

The old Tourist Board once ran an advertising campaign “don’t leave home ‘til you’ve seen the country”. We think you should put Fiordland on that bucket list!

*Jennie, Margaret and Matthew*

For more information:

<https://www.realjourneys.co.nz/en/experiences/expeditions/preservation-inlet-discovery-expeditions/>

The cut-off for the November issue of  
The Cutlass is 24 October 2019

### From the editor

Send me your stories and photos to share with members here.

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