

# The Cutlass



April 2019

## From the Commodore

Max Meyers

I am proud to say that Lowry Bay Yacht Club is alive and well and all due to our members who want to keep it that way by being involved and participating in the club.



March was a busy month all round and enormous praise goes to the army of volunteers who have made the events possible.

Friday nights, both on and off the water, continue to be the club's most popular occasions.

The iconic 24-hour race was another resounding success story and a credit to Theo Muller and his large team of support people.

particularly pleasing to see many non-racing members enjoying club events.

April and May bring more racing, technical evenings, club nights and other social events to be announced. Please check What's On for updates each week.

Congratulations to Jamie Reid who has recently joined the Executive committee. It's encouraging to see Jamie's willingness to step up and learn the ropes.

Many thanks to our club manager, Matthew Nolan, who continues to work tirelessly behind the scenes to keep the club running.

With the Easter holidays coming up, some of you will no doubt be heading off on your boats. Whether you are out on the water or driving on the roads I wish you all safe journeys.

## What's Coming Up?

**Sunday 7 April**  
**Sprint Series Race 1**  
**1.00pm**

**Sunday 14 April**  
**Long Harbour Series Race 2**  
**10.00am**

**Thursday 18 April**  
**Technical evening**  
**Diesel engine fuel systems –**  
**faults and cures**  
**7.00pm**

**Saturday 27 April**  
**Interclub Series**  
**RPNYC Island Bay Race**  
**TBA**

**Sunday 5 May**  
**Antarctic Challenge**  
**TBA**

**Saturday 11 May**  
**Practical demo of 'Viking'**  
**Life raft deployment and sea**  
**survival summary**  
**presentation**  
**5.00pm**

**Sunday 12 May**  
**Sprint Series Race 2**  
**1.00pm**

**Thursday 16 May**  
**Technical evening**  
**Gearboxes, props and shafts**  
**and seals, anodes – faults**  
**and cures**  
**7.00pm – 9.00pm**

**Sunday 19 May**  
**Long Harbour Race 3**  
**10.00am**

# Celebrating success

## Recent racing results

### 24-Hour Endurance Yacht Race

Results on HANDICAP

Place	Name	Corrected Distance
1	Masterpiece	162.02
2	Pulse	158.92
3	Am Meer	154.86
4	Kama II	154.12
5	Quetzalli	152.42
6	True Blue	151.14
7	Freedom	149.76
8	Misty Clipper	147.48
9	Tandara	144.77
10	Tussock Jumper	144.61
11	Out to Lunch	143.39
12	Millennium Spirit	143.24
13	Vanilla Ice	141.81
14	Chickadee	139.67



### Friday night pursuit series C

#### *Race 4*

Mint Condition first  
Kama II second  
Masterpiece third

#### *Race 5*

Vanilla Ice first  
Masterpiece second  
Amnesty third

#### *Race 6*

Vanilla Ice first  
Masterpiece second  
Amnesty third

Full results are on the website

[lbyc.org.nz/copy-of-results-2018](http://lbyc.org.nz/copy-of-results-2018)

Photos: Top right: Millennium Spirit.

Bottom left: Y-Knot, 24-hour race support boat.

# From the executive committee

## Decisions from meeting on 21 March 2019:

- Nine membership applications were approved.
- Three resignations were recorded.
- Members who have not paid their subscriptions by 31 March 2019 will be struck off the membership register.
- Jamie Reid was accepted as an Executive committee member.
- Approval was given to Spring chickens for an amount up to \$600 for the installation of the new additional mooring at Somes Island.
- Approval was given for the Honours Boards to proceed.

## 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
- Review of pricing and conditions for hire of clubrooms
- Review of bar pricing and stock levels
- Staff recruitment and training
- Planning for the future direction of the club
- Health and Safety Policy (land and water-based)
- Management of club documentation
- Sale of Kiore
- Almanac

## New members

A very warm welcome to:

Morgan and Ian Blixit

Simon Law

John Lord

Dan Bishop

Jeffrey Ilot

Sarah Gilbert

Rapaera Waitai

Ben White

## Resignations:

G. Nielson

S Barlow

A Dawson

We hope you enjoyed your time with the club and wish you well.

## New Executive committee member

Congratulations to Jamie Reid on joining the Executive committee.

## Rear Commodore – House vacancy

The role of Rear Commodore – House is vacant. If you are interested in leading this dedicated group of people, please email the Commodore on [commodore@lbyc.org.nz](mailto:commodore@lbyc.org.nz)

## Catering on Friday nights

Evan Still, our chef and Champion of the kitchen, has been working hard to bring members a range of food options. His voluntary efforts are much appreciated and if there are other club members who can lend a hand on Friday evenings or Sunday afternoons, he would welcome your help.

## Update your contact details

If you have moved address or changed your phone or email address, please let the club know by emailing [info@lbyc.org.nz](mailto:info@lbyc.org.nz)

## Membership subscriptions overdue

All members with overdue subscriptions as at 31 March 2019 have been removed from the membership register.

# 24-Hour Endurance Yacht Race 2019

Theo Muller

## *Sponsors of the 24-Hour Endurance Yacht Race in 2019*



I was humbled by the acknowledgement I received at the prize-giving for organising the 24-Hour Endurance Yacht Race. Nice, but not entirely correct. Getting an event like this organised and run it smoothly cannot be the work of one person – it has to be and was the work of a truly amazing team. A team of dedicated volunteers. Volunteering is not dead; it is well and truly alive at Lowry Bay Yacht Club.

I would like to take this opportunity to thank all those involved, but in doing so I know that I run the risk of overlooking some people. If that is you, I apologise.

First of all, I like to thank Commodore Max for his tremendous and enthusiastic support for the race. He was always there for advice and guidance. Many thanks Max.

Vice Commodore Brent has been involved in all three 24-hour races and responsible for the technical aspects of the race – setting the course, preparing the Notice of Race and Sailing Instructions (with input from the Race Officer), laying the marks and liaising with other yacht clubs around Wellington Harbour. Brent did a phenomenal job, sometimes under fairly stressful conditions. Many thanks, Brent.

Race Officer Bob with his attention to detail was an invaluable member of the team. Bob is hot on safety and insisted that all participating yachts got physically inspected on safety requirements in accordance with the rules set out by Yachting New Zealand. He did his homework, consulted the rule book and sought guidance from International qualified Race Officer Paul Davis (known to many in the club as crew on Jigsaw). Bob tried hard to play down his role as Race Officer during the prize-giving by stating that it was 'only' his first 24-hr race and that he learned a lot from the experience. You did a fantastic job. I want you back next year, Bob.

Bob was not on his own as RO – he had surrounded himself with a great team of helpers: Lynn Porter (also a Race Officer), Wendy Edwards, Liz Davis, Richard Davis, John Lloyd and Barbie Mavor. Between them, they managed the race during the entire 24-hr period with always somebody communicating with the yachts on VHF radio. To all of you, many thanks.

Oliver and Anjuli Muller could be seen racing around in Kiore, checking up on the yachts, ferrying photographers back and forth and picking up a spinnaker bag that was washed overboard from Freedom.

Oliver spent the days before the race arranging for some necessary repair work to the inflatable tube of Kiore, setting up navigation lights and checking over the outboard. Kiore was operable.

Anjuli not only helped Oliver on board Kiore, she also took a huge number of photographs, liaised with photographers of the photographic society and was very active providing content on the 24-hr Facebook page. Anjuli filled a huge gap in my knowledge and experience with social media. To both of you, many thanks.

Speaking of photography, there was also a lot of videoing going on with Sue Eathorne behind the camera. Many thanks Sue. We will soon get together to work out how we are going to put it all together in a snappy video and picture record of the race.

Y-Not and Wavelength could be seen motoring around the race course. Tony Lucy-Smith (Y-Not) and Brent Porter laid the course marks and fixed the GPS position of the marks. Thanks.

Many other people helped over the weekend; a Coastguard rescue vessel cruised the race course during the hours of darkness. Members of the photographic society spent many hours taking action shots from the various vantage points either on the water or on shore. The House Committee, Lynn Porter, Wieke Muller prepared the room for the prize-giving. Evan Still was busy in the kitchen preparing food for hungry sailors, their families and friends.

Lastly, a tribute to all skippers and crew who were brave enough to take on this challenge. We hope to see you back next year. And of course, a big thank you to all our sponsors. Without their help it would have been a darn side more difficult to organise and event like the 24-Hour Endurance Yacht Race.

Once again, if I have not mentioned you by name, please know that your help has been very much appreciated.

If I can work again with this same team next year, we are going to have a fabulous time.

Theo Muller  
Race Director 24-Hour Endurance Yacht Race



## From the House

The bands playing on the deck in February and March have been great fun for many members and their guests and something we want to continue next summer.

Evan Still and his kitchen crew have done a great job delivering a new menu.

Note your diary for events coming up:

**Quiz evening on Friday 3 May** (this is the Friday prior to Antarctic Challenge which is being held on Sunday 5 May).

**New members' evening on Friday 24 May.** More information to follow.



# From the Cruising Captain

Martin Payne

The Cruising Committee have been busy over the past month, developing an exciting and varied winter cruising programme for 2019 and making some changes to the way we operate!

Firstly, as we all lead busy lives, few of us can commit to serving on committee's – going to meetings, reading minutes, etc. So, we have decided to introduce the idea of 'Champions'. A 'Champion' is a person that only looks after one event. They organise all that is required to stage an event and make sure it goes according to plan – no Committee meetings! Next month a list of events, that we need help with, will be published – so, please step up and stage one event!

Events that are coming your way:

- **Yachts Engines 'n' stuff**

These are 2-hour sessions on yacht engines, propulsion systems and auxiliaries, with an emphasis on the faults and how to solve them to ensure you have a good day on the water! A must-see for all boaties – male and female!

The first session in March was well received by members. Martin has a marine engineering background and his knowledge of the ins and outs of boats is worth tapping into. Upcoming dates to diary are:

Thur 18 April at 7.00pm Diesel engine fuel systems– faults and cures

Thur 16 May at 7.00pm Gearboxes, props & shafts and seals, anodes – faults and cures

Thur 20 June at 7.00 pm Electrical systems – safety, components and functions – faults and cures

- **Life Raft Deployment Demonstration:** In association with Viking/Denray. 5.00pm – Saturday 11 May 2019 at LBYC (see flyer below).

- **Movie & Nautical Trivia Night:** Friday 17 May 2019. Nautical Trivia is a sailing board game designed for sailors combining the strategy of a sailing race with the popular concept of a trivia game. Nautical Trivia has captured the mystique of blue water racing by simulating the sailing elements of changing winds, changing tides, tacking, racing strategy (block your opponent's wind) and nautical knowledge. Form a team, by yacht, by table or just your partner and pit your sailing knowledge and skills against the other teams.

- **First Time Cook Straight Crossing:** This is a practical planning and escorted flotilla to Port Underwood and return. Planning night Saturday 28 September @ 5.00pm. Flotilla crossing 26/27 October (subject to conditions).

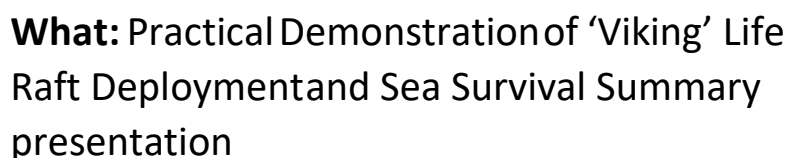
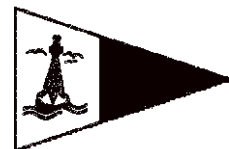
- **Steinlager Charter weekend 4-6 October 2019**

See full details on the website: [www.lbyc.org.nz](http://www.lbyc.org.nz) Contact: Melanie Hines, email: [melanie.hines@xtra.co.nz](mailto:melanie.hines@xtra.co.nz) or call 021 480712

And much more to come.....

Have fun and be safe!

Martin



**When:** 17.00 - 11 May 2019

This event is being held in  
Association with Denray Marine  
Services Ltd

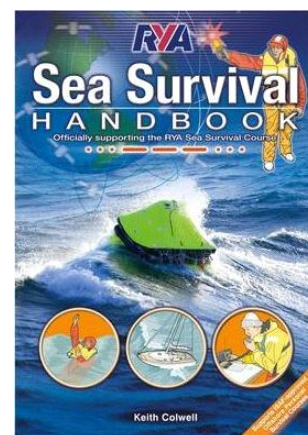


## 6 Man RescYou Liferaft

17.00– 17.30 Presentation of Viking life rafts and their contents.

## 17.30 – 18.00 Survival SkillsSummary

18.30- 6 Man RescYou Liferaft deployment (on land).

[illegible]

## Around and about

### Seaview Marina to install barrier arm to carpark entry

A proposal is underway to install a barrier arm as additional security to the carpark area following a spate of thefts from cars, members of the public using the rubbish facilities and random cars being abandoned in the carpark. Marina management have agreed to work with LBYC to allow access for sailors on race days and other occasions where the club will require additional parking facilities.

### Noelex 25s gearing up to dominate next year's 24-hour race!

Ed Cox wrote this article for the Noelex 25 Association newsletter.

This year the Lowry Bay Yacht Club 24-hour Endurance Yacht Race proved it is an ideal event for Noelex 25s with two of our class entered, *Pulse* (LBYC) and *Tussock Jumper* (TYC). They may have been the smallest boasts in the fleet, but both proved size doesn't matter in a distance handicap race.

The start at 1100 on Saturday 16 March was a crowded affair off the Days Bay wharf in a rising northerly. *Pulse* sustained damage to a couple of stanchions after a Davidson 28 made a late luff for the pin end, but the two Noelexs got away together with *Tussock Jumper* leading them out. The visitors showed good form initially, sailing slightly faster and higher than *Pulse* for the first two legs up to the Petone wharf.

The first quarter of the race is two long harbour legs, approximately 13nm each, with a long spinnaker run down to the forward leading light before beating back up to Pt Howard and where the water is flat and the track fast. Picking a route up wind became important as the wind slowly dropped later in the afternoon and the inshore side of Ward Island proved quicker. *Pulse* gained some separation and tried to make what gains they could as conditions lightened. Being only 4 up may have given them a small advantage.

By dusk it was calm enough to cook on *Pulse* but on *Tussock Jumper* it was cold rations. A southerly change forecast for late evening had all yachts keeping an eye toward the harbour entrance and scheduling early rest watches. A late moon was obscured by cloud and finding the marks became an exercise in picking the lit buoys against the backdrop of land lights - "go the BP service station and count several street lights along" became the exercise. The last 30 minutes of northerly were quiet, just keeping the boat moving in the smooth water.

At 2300 the southerly arrived in typical fashion; on time and initially fast and noisy. The northerly-set night course around Somes Island now became a largely fast reaching track across Petone to Horokiwi but with a close-hauled beat across the lee-shore of south Somes reef. Yachts that could make it without tacking held their lap times. Charging up-wind in the dark gave a great sensation, with wind and sea conditions just in the range of the Noelexs' being able to hold a full main. Nevertheless, it was always a relief to round the Ward Island mark, hoist the kite and enjoy the downwind run back to the lap start/finish line off the Seaview Marina entrance.

Crews were required to text or radio in as they crossed the line each lap and the small gap between the two Noelexs was being monitored closely.

During the graveyard shift the southerly dropped, but even when lighter the wind had more puff to it than the northerly. Keeping the kite up on an almost beam reach across Petone beach became a delicate judgment.

By the 0700 radio sched the grey of dawn was lifting and there was still plenty of wind for making the boats go as fast as possible. The radio humour suggested all the crews were having a good time and cooked breakfasts were being appreciated, for those that had them. Few reported having much sleep. If you haven't tried to sleep on your Noelex while it is sailing, it is a rewarding challenge.



By now there were only a few hours to go and some of the big boats were making their intentions clear, especially *Masterpiece*, a Beale 45 with a Royal New Zealand Navy crew.

However, this was a distance handicap race and both Noelexs kept charging hard, knowing every mile sailed converted into valuable corrected distance. Sometime during the night *Pulse* had put an extra lap on *Tussock Jumper*, but as the 1100 finish countdown was called over the radio both boats were beating to windward behind Somes Island only a few hundred metres apart. As we cleared the point and bore away for the marina, a quick wash down and a hot lunch was on everyone's mind. On the dock it was smiles and handshakes as the two boats came out together and the crews tentatively walked the pontoon.

Prize giving confirmed this race should become a class fixture for our class as both Noelexs beat their comparative competitors, including the Davidson 28, Raven 26 and the Chico 31, coming 11th and 10th on actual distance sailed (*Tussock Jumper* 89.66 and *Pulse* 98.53). That extra 10 nautical miles put *Pulse* far enough ahead that our identical handicaps advanced her to overall Runner Up for the event with 158.92 nautical miles on corrected distance. To show how close the race was, and how well the handicap distance system works, *Pulse* was only 4 nm behind the winner, the storming *Masterpiece*, on corrected distance. *Tussock Jumper* was 10<sup>th</sup> on corrected distance with 144.61 nm. Opportunity abounds next year for N25s!

## MPI summer marine biosecurity survey results 2018-19

### From MPI

A summer survey of Wellington Harbour occurred over the 10<sup>th</sup>-14<sup>th</sup> of December 2018 and **no new-to-New Zealand** species were detected. This survey is part of a national surveillance programme that searches for non-native marine organisms that could impact on our marine environment, kai moana, economy and wider values that marine and coastal areas provide for us all. Further information on the marine surveillance programme can be found [here](#).

### **What was discovered during this survey?**

Non-indigenous marine species that have been found previously included the:

- Light bulb ascidian [Clavelina lepadiformis](#)
- seaweed *Striaria attenuata*
- colonial ascidian *Didemnum* sp.
- Asian kelp [Undaria pinnatifida](#)

If you want to map the current nationwide distribution of any marine species mentioned click [here](#)

### **What's new?**

All the reports for the original marine biosecurity baseline surveys that were completed throughout a number of New Zealand ports and high-value locations in the early 2000s are now on the marine biosecurity porthole [website](#). Two baseline surveys were completed in Wellington Harbour in [2001](#) and [2005](#) and they describe the diversity of life that was found in the harbour across those time periods.

### **When's the next survey?**

The next survey will occur this winter, but the dates are yet to be confirmed.

### **Why does Wellington have marine pests?**

It is likely that non-native species arrived in Wellington via vessel biofouling, either on the external hull or within sea chests, or via ballast water. When fouled vessels, dirty equipment (such as fishing gear) or ballast move around the country, there is a high likelihood that marine pests are transported with them. To prevent the introduction and spread of non-native species ensure your hull is clean before you depart, and before you arrive back, not only to protect the areas you are travelling to, but also to protect your home port when you return. Click these links for more information on the role that [boat owner's](#) play in stopping the spread of marine pests, and how to clean [equipment](#).

For help identifying marine pests please refer to [New Zealand's marine pest guide](#).

## 'Rose' responds to call for help!

Keith Murray

March 2019 has been a nice warm end to summer. It certainly attracted me to the water and a repeat cruise to the Abel Tasman National Park. It was the return that proved the most testing and interesting.

March 9 was warm in Torrent Bay and at 0730 there was light mist and drizzle. Around 0800 I saw that Anna Louise (large yacht that I was to accompany) was in the process of leaving and decided that perhaps I should do the same. Both boats headed east over Tasman Bay towards French Pass.

Rose was swept through the Pass at 1414 and headed out into Admiralty Bay. Almost immediately I heard a Mayday relay from Maritime Radio. At first, I thought they were referring to one of the charter boats in trouble but then I heard that the vessel was Sail La Vie owned by Bob Davies from Seaview. They had an engine problem, no wind and were being swept onto Jackson Head (the mid channel lighthouse). I had the strong feeling that by the time the broadcast was made the disaster had happened. I responded to Maritime Radio's request for assistance and advised I was heading to Cape Jackson but was at least 3 hours away.

Maritime Radio was difficult to hear but over the next hour the reports were that the yacht was being towed with the dinghy and 500 metres west of the lighthouse and then a launch had taken the tow. I tried to make phone contact but failed. I headed to Ship Cove and on the southern moorings found Sail La Vie. It was 1920 hours when I tied alongside to hear the story of the wrecking.

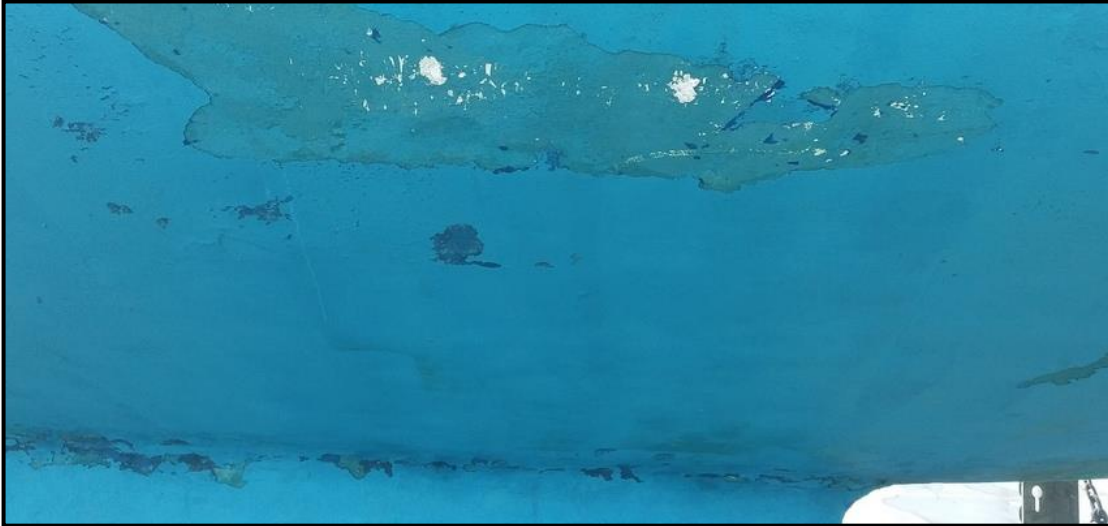


Bob and Gary had come from Havelock and in similar conditions as I had experienced had motored out of Pelorus and east towards Cape Jackson. Abeam of Ketu Bay in Pelorus the autohelm had mysteriously died. About 50 metres from the Cape Jackson passage the engine abruptly

did the same thing along with the gauges. Bob's first reaction was to get the sail hoisted but that was of no effect in the glassy conditions. The yacht was swept by the tide, beam on to the rocks on which the lighthouse stands. An attempt was made to push clear using the boat hook, but the rocks just seem to crumble and give no leverage. There were four large crashes as the keel made contact during which the boat heeled to port against the rock. The current dragged the boat stern first to seaward giving Bob and his crew time to take a breath. The dinghy went into the water, outboard was attached, and an attempt was made to tow the yacht. Rubber dinghies are not designed to pull anything as there are no effective attachment points and by the time they worked that out a launch owned by Dave and Pam White had come to assist. Once they were on the

mooring in little Ship Cove the engine was again tried. The gauges lit up, the engine fired and all seemed well.

In the morning the wiring was checked, and no fault found, and I looked at the undersides. There was an area 100mm square of scuffed paint on the hull amidships and scratches in the paint along the bottom of the lead keel. It was best described as a successful wrecking.



At midday both yachts were ready to leave. There was the slightest draught to fill the mainsails of both yachts as we motored out to Koamaru and headed down the Strait for Karori Rock and its rip on the North Island. The sea was glassy flat and the hint of wind did nothing for progress. We came abeam of Karori Lighthouse without any trouble, a flat sea and three knots of wind. Our speed over the ground had increased to nine knots but ahead I could see a line of white caps that were not caused by wind.

The rip was extending out from Thoms Rock and Rose put her nose into the rollers and at times I slowed the engine so as to ease her over the steep one and a half metre close spaced waves. I looked behind me to watch Sail La Vie and had a warm feeling about how well the sister ships took the evil conditions. At 1625 I heard Bob calling on the VHF. There was no panic in his voice and I did not at first understand what he had said. Then I realised it was,

“The engine has stopped.”

I circled back through the maelstrom and by then Bob was on the bow wanting to throw me a rope. The sea conditions meant it was a struggle to stand and I knew that I had no hope of catching a rope while trying to control Rose’s speed and helm. On the VHF I advised that the tide would soon sweep us into calmer water and then I would float a rope to them. I got out my long rope used for tying to the shore, an old flare container was tied to the end and it was laid out ready. As the two yachts floated east with the tide, I reflected how well they were looking after themselves in the untidy mess of waves. Seven minutes later I circled again and came across Sail La Vie’s bow paying out the rope and then went down their port side, around the stern, back up to the starboard side and slow ahead. Gary and Bob grabbed the rope as it went past the stern, took it to the bow and tied it on. The tow commenced.





Once we were clear of the tumbling water, I got out another stretchy rope and added that to the first. The additional length took up all of the shock loadings and with sails at last drawing and normal engine cruising revolutions the two yachts continued for home. While I was dealing with the ropes the harbour dolphin pod had been to inspect us and play. It was close to 1700 hours by the time I had ropes sorted to my satisfaction.



We rounded Westledge at 1800 and headed into Wellington harbour. The light wind had turned to the north and of course that did not help. The headsail on both yachts was furled and the mainsails close sheeted. The Volvo pushed mightily but the speed dropped to a bit over four knots and averaged 4.5 from there to the marina. I did have a quiet word to the engine room and request 2300 rather than the usual 2200 revolutions. While we trundled up the harbour I ate my dinner and presumed the crew of Sail la Vie were doing the same. It was 1937 when I slowed the engine to idle whilst outside the marina. The long tow rope had to be shortened to get into the marina and there I put Rose alongside Sail La Vie to push her up to pier A and to her berth. A few more hands aboard would have made things easier but Graham and Sue Eathorne were at the pier to assist. It was just after 2000 when Rose was in her berth and the engine stopped.

The tow had been for fifteen miles and I was thankful the weather had stayed benign. If the wind had freshened, then Sail la Vie would have had to use her sails until arriving at the marina. The cause of the engine failure was found the following Thursday. A terminal on the supply box on the engine had not been properly crimped or soldered.

### **‘August Sun’ arrives in NZ but all is not well**

Martin was excited about the arrival of his boat in Auckland, having been shipped from U.S.A. ‘August Sun’ is a Bavaria 45 and his intention is to bring her to Wellington to liveaboard at Seaview Marina. On arrival in Auckland it was revealed that the boat had suffered extensive damage during its travel. First inspection by a surveyor said that it was not able to be repaired. What a set back! A few more opinions and things are looking more positive that repair work can be done successfully. Hopefully all will be well in the end and Martin will be reunited with his yacht and D Pier will have a new neighbour in due course.

### **Additional mooring at Somes Island**

Thanks to our industrious and hardworking Spring Chickens who have been busy getting a new additional mooring at Somes Island ready for use.



Photo: Facebook post from Claudia Pierce.  
‘The new club mooring testing is really hard work’

Club members are reminded that the rules for use of moorings are on the website

<https://www.lbyc.org.nz/club-moorings>

and club pennants can be purchased from the bar for \$20.00

### **Coastguard gains \$520 from the ‘kangaroo court’**



Brent Porter, Vice Commodore of LBYC, presents the Coastguard with the proceeds from LBYC kangaroo court at the 24-hour race prizegiving.



## Advertise your business here....

Your name  
Your business / trade  
Your contact details

Members are welcome to advertise their business or trade in The Cutlass at no charge.  
Send the details to the editor before the cut-off each month.

## Almanac sponsorship



The club has commenced preparation of the next issue of the Almanac and is looking for sponsors. In return you will receive a full or half page colour advertisement and acknowledgement as a sponsor in the Almanac as well as on the club's website.

This is a book that many of the members refer to on a regular basis during the season and provides good exposure for sponsors for the whole year.

Please email the editor to obtain more details of advertising rates and deadlines.

## From the editor

Attention members who own launches, as well as liveboards. Your stories are most welcome.

If you are out boating at Easter, send me a pic for the next issue.

My email is:  
marymeyers100@icloud.com

The cut-off for the May issue of  
The Cutlass is Friday 27/4/2019

### Club contact details

04 568 3715 | [info@lbyc.org.nz](mailto:info@lbyc.org.nz) | [LBYC Website](#) | 