



LOWRY BAY YACHT CLUB INC.

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THE CUTLASS

JULY 2017

EXECUTIVE NEWS

The members of your Executive are Gareth Edwards (Commodore), Brent Porter (Vice Commodore), Tracy Longstaff (Rear Commodore House), Mel Hines (Rear Commodore Cruising), Carl Longstaff (Treasurer), Barbara Mavor (general) and Sarah Boone (general). They meet once a month to make decisions for the Club on your behalf. Please talk to any of them about the running of your Club.

Key items from the last meeting on 13 July were:

- Noted a good year-end financial result for the Club, subject to auditing. Financial accounts will be provided ahead of the AGM.
- Agreed to reduce bar prices for members and to introduce a small increase for functions. The reduction will reduce profit margins from a target of around 63% to 50%. Visitors of members (who must be signed in as usual) will also be charged the lower price to keep things simple. Members who hire the clubhouse for a function will have the lower bar prices charged at their function. The reduction is possible due to the good financial position of the Club and it is hoped this will encourage members to use the Club more often and to encourage more people to join the Club. These price changes will take place once a new till which has been ordered arrives as this will allow for easier programming of the new prices and of switching between member and function prices.
- Set the date for the AGM as Sunday 13 August (see separate note later in Cutlass).
- Agreed that, to encourage people to stay for the AGM after racing, a free drink will be provided for those who attend the meeting (bring a plate also please for food to have with it).
- Noted that the following Executive members are willing to stand again for their current roles and will be nominated by Gareth – Brent Porter (Vice Commodore), Mel Hines (Rear Commodore – Cruising), Tracy Longstaff (Rear Commodore – House), Carl Longstaff (Treasurer) and Sarah Boone (general).
- Noted that Barbara Mavor (general) and Jaqui Watson (general) have decided not to stand next year.

- Noted that Gareth Edwards is ineligible to stand as Commodore after three terms but defaults to being a general member as immediate past Commodore
- Noted that Al Hines has agreed to stand as Commodore and will be nominated by Gareth.
- Noted that advising members of people willing to stand for election provides some certainty that the Club's key governance roles can be filled but positions are contestable and members are encouraged to nominate alternative people to represent them in these roles.

NOTICE OF MEETING

The Annual General Meeting will be held on Sunday 13 August 2017 at 1700 hours. Please bring a plate loaded with food for a meal after. A free drink will be available from the bar after the meeting.

The agenda and related documents will be emailed to members next week.

FAMILY FISHING FUN

The day finally came around – the day of the Family Fishing Competition.

The Cruising Committee met at the club rooms at a spritely 6:50 a.m. ready to sign up the keen fishers. One group at the club rooms and one at the boat ramp. We didn't really know how many people we were expecting, as this was the first time this has been done in a while. We were pleasantly surprised.

As people turned up at the boat ramp, we found most people were aware of the competition, and we had good rates of signup. A number of people had swung by the clubrooms on their way to the ramp as well. Mostly people that were going fishing anyway, and keen to add to the fun with a bit of competition, but also a few family's and groups that had come out specially. All up we had about 50 entries, with which we were very happy!

The morning weather was stunning – calm and sun shining, making the competition a tempting proposition. The forecast was for it to turn into a wet southerly in the afternoon, and it was spot on. Though it pretty much held off long enough for everyone to come in for the 3p.m. weigh in – mostly!



There were some great catches on the day, with the overall winner being a 2.0 k.g. Kahawai – nice work !



There were all sorts caught on the day, and as we were giving prizes for biggest and runner up per species, we had plenty of happy winners. We even made a winner out of this killer Mackerel... who would've thought!

The PlaceMakers BBQ trailer was a welcome sight for those coming in off the water, and we even managed to score a few sales from people wandering by – a bonus for the day!

Prize giving was well received, with the kids and the adults getting some great prizes thanks to some fantastic sponsorship – it was really good to see the happy people and convivial atmosphere at the end of it all.

An extra shout out to our sponsorship from Burnsco, Bivouac, PlaceMakers and Whittakers for their generous contributions, and looking forward to the next one!





P.S – just including a quick snap of the Cruising Committee hard at work...

REPORT FROM THE CRUISING COMMITTEE

From Mel Hines, Rear Commodore - Cruising

The last few months have been busy for the Cruising Committee, and we hope, as a committee, that you have enjoyed some of the events that we

have done for the club. Below are some of the activities we have done and are still actively doing, and some new ones coming up. Roll on the summer months where we can have some outdoor activities, on which we have already starting working.

As the AGM is around the corner, I would just like to take this opportunity to say thank you to the committee for all their efforts this year. It has been a fun year, and I look forward to the time ahead. If any club member wishes to help with any activity, or has an idea for an activity, then please let us know. We are always open to new ideas and input from any one of you. The Cruising committee not only encompasses cruising, but club activities, so don't be shy in coming forward.

Lifejacket Library – we have started to collect some old, but useable lifejackets for the new library we are installing at the club. Thank you for your kind donations. We hope to have a working bee to get them setup at the club ready for use.

Petrol / diesel engine first aid night – June. We had hoped to have Strait Marine and Red Hot Marine deliver an evening discussing engines, inboards and outboards, but unfortunately, other circumstances changed the evening slightly. Phil from Strait Marine presented to us about things to look for in the inboard engine, and that was really interesting. We didn't get the info about outboards as RHM couldn't make it, but not to worry, we are going to hold another session in a couple of months, dealing with electrolysis on an engine and the things to look at on the outboard engine.

Round the North & South Islands evening with Am Meer and Celebrity – May. We had a lovely evening at the end of May, listening to the adventures of Dave & Sally and Geoff & Katie over Christmas, regarding their trips around the islands. It is wonderful to hear stories of our fellow members, and maybe inspires a few of us to try as well?

Events coming up at the club:

EWOF night – Is your boat's power compliant?, Friday 28th July, talk starting at 7pm, LBYC. We have invited the marina manager Alan McClellan and their recommended electrician to discuss with us the current legal requirements for connecting power onto your boat at the marina.

Maritime Radio & Rescue Co-ordination Centre visit – Tuesday evening, 15th August. We can do blocks of 10-12 persons at a time, so we can run a few groups through the centre. If you are keen to attend, then let Mel know on by sending her an email to LBYCcrusingcapt@gmail.com. Further information will then be distributed regarding where and when to meet etc.

LBYC Steinlager 2 Charter - November, 17-19th. The last charter was a great success, and everyone who took part seemed to enjoy themselves. As a result of this, we have decided to hold another charter. It's a three-day adventure, and we hope to head north on the Friday, do some night sailing, which should get us further a field. It should be fun and a little warmer. Cost is \$390 for the three days, which includes food, drink and accommodation. Spaces are still available, so if you are keen, contact Alastair on alastair.hines@xtra.co.nz for more information.

Training courses – if you are keen to do any sailing course, then Coastguard run them all the time. View their website: www.cbes.org.nz. Or, if you have any other enquiries re courses, just let any committee member know, and I'm sure we can help you.

Happy sailing / cruising / fishing.

NEW BUOY FOR WELLINGTON HARBOUR TO BOOST WATER QUALITY INFORMATION

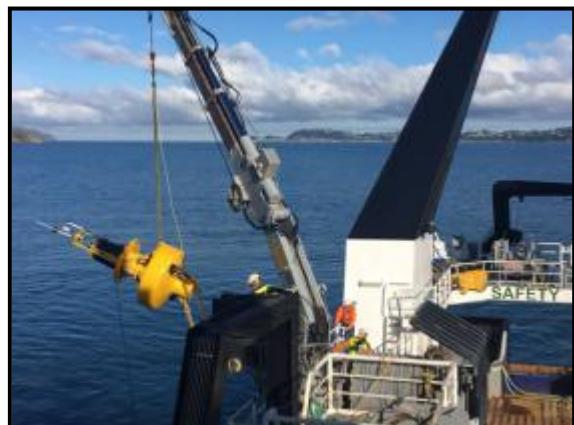
A buoy with the ability to “phone home” has been deployed in Wellington Harbour today to monitor currents, waves and water quality in the harbour.

The buoy is part of a joint project between NIWA and Greater Wellington Regional Council (GWRC) around monitoring Wellington Harbour health. The buoy can deliver real time data of currents, waves, salinity, temperature, oxygen, chlorophyll, ocean acidification and wind. Named WRIBO (Wellington Region Integrated Buoy Observations), it was deployed from NIWA’s flagship research vessel Tangaroa this morning, south east of Matiu/Somes Island.

Real time data delivery

NIWA coastal physicist Dr Joanne O’Callaghan has been leading the project and says the buoy’s key advantage is the ability to deliver information immediately.

“The buoy makes a phone call to a computer and sends back data of up-to-date conditions in the Harbour. This means we don’t have to wait for good weather to collect the data which is never easy in Wellington.”



The buoy is three metres high and powered by solar panels. It has been constructed by NIWA’s mooring technician Mike Brewer over several

weeks at Greta Point and is the most complicated of its kind in New Zealand waters.

One of its key roles will be to monitor plumes from the Hutt River that wash into the harbour following heavy rain. These plumes carry sediments and nutrients from the Hutt catchment to the Harbour.

“We have not sampled the Harbour routinely before and this will help us learn how much the river influences the harbour waters,” Dr O’Callaghan says.

Analysing Water Quality In Plumes

A number of instruments will be attached to the buoy to enable scientists to analyse Harbour response at various depths. River plumes are only one to two metres thick so there is an instrument just under the surface to capture it. Waves and currents move sediments during storms so there is an instrument near the seabed and two more through the water to know the size of the impact.

“The plumes last for three to five days but the material is in the system for much longer.”

A trial buoy was deployed last September and found that surface salinity in the Harbour gets very fresh after large amounts of rain from events such as cyclones. Water quality instruments observed an algal bloom after ex-tropical cyclones Debbie and Cook.

GWRC coastal scientist Dr Claire Conwell says this is the beginning of a dedicated water quality monitoring programme for Wellington Harbour and the region’s coastal marine area.

“This information will help us to make links between the freshwater and marine environments, and to assess the impacts on water quality of land-based activities,” Dr Conwell says.



“A key focus for us is to also make the data accessible, so we’ll be working with the NIWA team after the buoy is deployed to get the data streaming via our respective websites. In the long run, we’d like to see this sit alongside other data from buoys across New Zealand, forming part of a national network.”

GREATER WELLINGTON REGIONAL COUNCIL

Harbourmaster’s Direction 1/2017

Restricted zone North East of Point Halswell

Area of Restricted Access

1. Preamble

This direction is issued pursuant to section 33F of the Maritime Transport Act 1994, to define areas North East of Point Halswell, and prescribe the manner in which the vessels will navigate within this area.

2. Definitions

“Harbourmaster” - means a Harbourmaster appointed by Greater Wellington Regional Council under section 33D of the Maritime Transport Act 1994.

“vessel” - means any description of craft used in navigation

3. Application

These directions apply to all vessels.

4. Navigation Requirements

No vessel, which is not directly related to the work of the barge *Tuhura*, may enter into or remain within the areas defined in 5 (below) without the prior permission of the Harbourmaster. Attention is also drawn to the wave height measuring buoy located in approximate position 41° 16.30' South, 174° 50.20' East and vessels are asked to keep clear of this.

5. Area Concerned

An area of Wellington Harbour that is within a circle of 150 metres diameter, centred on the jack-up barge *Tuhura*. In addition a 50 metre diameter circle around the nearby mooring for the tug, usually *Capricorn Alpha*, that is servicing the barge. The barge is currently at location 41° 16.69' South, 174° 50.44' East and at some stage may move to position 41° 16.30' South and 174° 50.28' East.

Photos of the barge and moorings are shown.

Barge
Tuhura and tug mooring.



Wave measuring buoy and dan buoy.



6. Liability

Greater Wellington Regional Council shall not, in any case, be responsible for any loss or damage arising from the negligence of the master or crew of any vessel to which this direction applies, or for any loss, damage or incident involving the vessel.

N G Nalder

Regional Harbourmaster

Greater Wellington Regional Council

6 July 2017

CHANCERY TO SANDSPIT(continued from previous issue)

Our journey from Seaview to Gisborne had been successful so after refuelling, checking the engines and a shower, at 0805 Trevor and I were ready for the next 24 hours. We had intended to eat breakfast before setting out.



"We may as well eat under way," suggested Trevor. I agreed but that was a mistake. Trevor reached up to the engine controls on the saloon dashboard and turned the key for the starboard engine. Apart from a click from the fuel pump relay there was silence.

"It's done this before," said Trevor and that did not reassure me. He then tried the port engine that instantly fired and settled to a steady rumble. The starboard engine remained dead. In my mind I was thankful that we had no cause to stop the engines whilst en route. The engine covers were again raised and Trevor peered at the wiring but there was nothing loose. We then removed the engine control panel from the dashboard and could see no problems there apart from noting that the colour of the wires from the key switch bore no relation to the colour of the wires at the starter motor relay.

At that point I cranked up my computer, accessed the Internet and looked up marine electricians in Gisborne. Trevor then proceeded to phone them. No answer to the first, the second could not help but recommended the first number we had tried and with doubt supposed that Benson Auto Electricians might be able to help. So we phoned Benson Auto Electricians who promised to send someone as soon as possible. In the mean time Trevor got out his multimeter and a length of wire with alligator clips at the ends. We started checking for a circuit to the key switch under the guidance of a Wellington electrician via the phone and had just got past the exciting bit when Benson's electrician arrived. We asked him to wait while Trevor finished the last check and handed over the phone so the two electricians could share information. That done the

young man, who was smartly dressed in clean black trousers and a black jacket showing the company and his own name, introduced himself.

“I’m John O,” the electrician said.

“It says Matt on your jacket,” I observed.

“Oh that is my real name but at work I am called John O,” was his cheerful reply. I mused to myself that as he would have only recently started work he would have been given the sobriquet of the “new Johnny” and it had stuck.

The exciting bit of our preliminary investigation had been when Trevor was asked to attach the end of the wire lead to the terminal on the key switch and the other to a screwdriver. The screwdriver then became an extension of Trevor’s arm held over the engine and placed on the starter relay terminal. There was instant response from the engine and happiness of Trevor and myself. We had learned the hot wire solution, could start the engine and thus proved the problem was the wiring from the key switch. The Wellington electrician jolted me back to concern level when he said to stop the engine.

“How???” was my reply. Normally the key is turned anticlockwise from run to stop and when the engine ceases turning the key is turned further anticlockwise to off. The key was at already at the off position. Very tentatively I turned the key clockwise as if starting the engine. That put the key at the stop position, activated the fuel cut out relays and the engine stopped.

John O might have been young but from the information we gave him he knew what had to be done and had soon traced the fault. At the gear box there was a cut off switch that ensured the engine could not be started if in gear. The switch showed corrosion and no longer worked and thus the starter circuit was not being completed. The cure was to bypass the switch and remember to make sure the starboard engine was in neutral before turning the key.

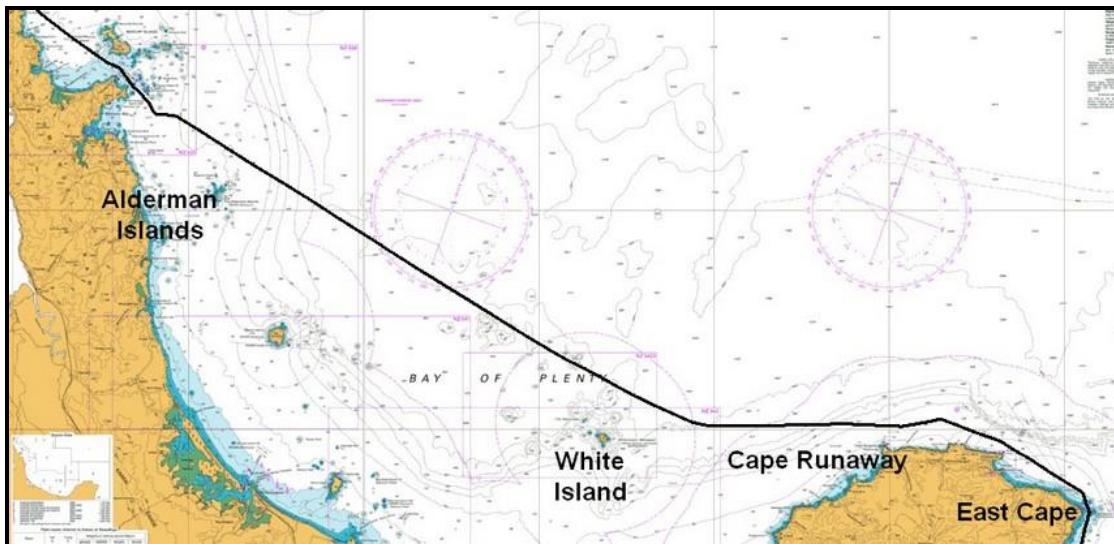
Whilst John O was working Trevor was dealing with another mishap. The breastwork was exposed to the swell from the south and Chancery had been working against her fenders and mooring lines. One of the fenders came undone and was under the breastwork out of reach. In a trice Trevor proved his dinghy launching system was fast and efficient as single handed he launched the dinghy, retrieved the errant fender and restowed the dinghy.

With the electrical systems fixed we were much relieved, tidied the ship, fired up both engines and at 1016 were again under way but breakfast had not really happened.



The swell in Poverty Bay was rather more noticeable when we left the harbour and I took Chancery one point six miles out from Tuaheni Point before turning the bow to the northeast. It took us six hours to get to East Cape and we were fortunate to enjoy sunshine, calm sea with at times some southeast swell. There were no ships and only one small craft during the passage. At East Cape the passage inside the island was calm but the wind had gone to the west so as soon as we turned to port we were butting into a head wind. We reduced speed to idle and again made a transfer of one drum of fuel. It took only 17 minutes but we were then reluctant to increase speed. We had tide with us against a 15 knot wind so kept the speed at 9 knots for a mile before deciding to return to 2100 revolutions and 12 knots. That continued for two hours before we were again at 1600 revolutions and eight to nine knots. We were north of Matakaoa Point and in the full force of the sea from the day's westerly wind. The wind speed had increased to 18 knots from about 290 true and that fortunately was directly ahead.

Whilst bouncing along I called Maritime Radio for our evening schedule. They had trouble hearing our transmission and asked that I spell out the boat name and call sign. With a scratch of my memory banks I could remember the phonetic alphabet but almost faltered. Without the name written down in front of me I had to think hard of the spelling and at the second Charlie almost completely lost my way over Echo Romeo Yankee.



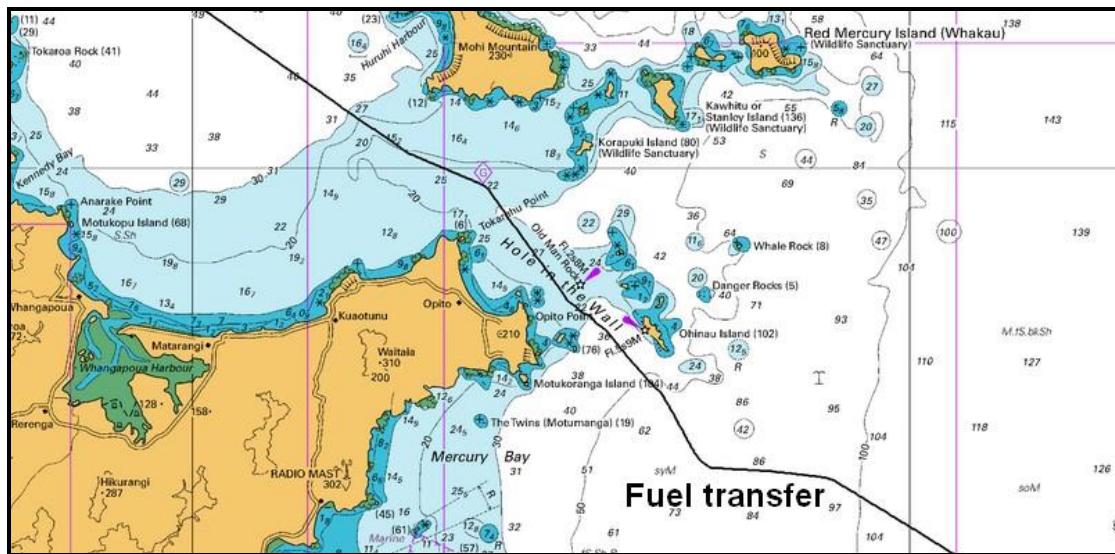
At 1850 we abandoned the hope of making a comfortable direct course across the Bay of Plenty. There was too much wind and sea to have Chancery planing and although nine knots was a good economical speed I felt sure we would find calmer water by heading inshore. Seventy five minutes later we had found the calmer water, only ten knots of wind and were back at the 12 knot cruising speed. I kept Chancery heading due west determined to stay in the calmer seas and review the situation near White Island. I did not need to wait that long as an hour later I had started on a gentle curve more to the northwest and by 2200 Chancery was heading 294 degrees true for Mercury Bay.

There was trouble with the Captain at the 2300 watch change. He had instructed me to be sure to wake him if he overslept and had suggested I sound the foghorn. 2300 came and went and fifteen minutes later I tried the foghorn. It deafened me but did not wake Trevor. I left the flying bridge and descended to the master cabin to apply the shake a leg trick. That worked.

During his watch Trevor slowly altered the heading to 300 degrees true. The wind returned half way through my 0200 to 0500 watch. By then we were on the same latitude as the Alderman Islands so the fetch was considerably reduced and there was no need to reduce speed. Our dogs leg across the Bay of Plenty had required an extra four miles but had enabled us to maintain 12 knots for seven hours. It had been a twenty minute cost to save 150 minutes.

There were some spots of rain and flashes of lightning when Trevor came up before 0500. We had headed into Mercury Bay so as to have calm water to transfer fuel. When I pulled the throttles back to idle and went out onto the upper deck it was a lovely warm night but still very dark. There were breathing sounds around the boat and I could see the vague shape of a few dolphins circling us. After five minutes they left us to find another vessel to chase on the empty sea. Our fuel transfer took twenty minutes and it seemed as though we were very close to the shore. The

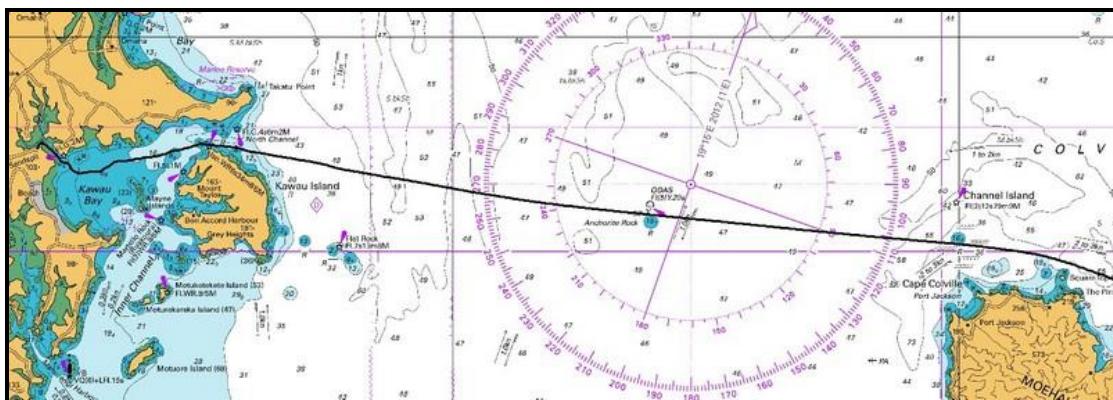
GPS plot shows that Chancery was three miles from the lighthouse that had been our beacon.



Carefully we resumed speed for two miles and then I bought the engines back to 1600 revolutions. We seemed to be very close to the rocky shore. Our height above sea level, the black night and lack of other reference points but the two lighthouses made distance an impossible mental calculation. Our GPS information said we had half a mile clearance on either side but it looked hardly more than a boat length. We were soon by the northern light(Old Man Rock) and I knew the way from there was clear of dangers so resumed speed, handed over the Trevor and retired for a rest. I came to in daylight as we crossed Port Charles. The wind was at ten knots from ahead, the sea little more than a ripple and there was no swell. It was overcast and warm. Ahead the chart showed tide rips and we could see some white water to the west of Square Top.

"I know it can get unpleasant here at the top of the Coromandel," said Trevor, "but I do not believe it is anything like the Karori rip." I readily agreed having only ever seen a few small white caps in the Colville channel whereas the Karori rip can be devastating.





The ride across the Hauraki Gulf to Kawau Island was uneventful. To the southwest Auckland was hidden by dark cloud and then rain. The north did not look better but dead ahead Kawau Island was in sunshine. As we entered North Channel Trevor decided that all of the 500 horses could be unleashed. For four minutes Chancery dashed along at 17.9 knots and then sanity was restored along with pouring rain. At 1040 we entered the narrow channel to take us to the Sandspit marina. The worst of the rain cleared at that point and by 1052 we had tied up in berth B20. Our height above the water made Chancery seem huge as we came to manoeuvre first along the marina fairway and then into the berth.

It took a while to get the lines in place and then tidy the ship. Refuelling had to wait until another visit. The engines showed no sign of problems and all other systems were in order. We had travelled 544 nautical miles in fifty hours. That included three hours stationary in Gisborne. It had been a successful journey. Communication had been limited. Cell phone reception died half way across Palliser Bay and did not recover until abeam of Riversdale. On the second stage my phone was out of range when five miles south of East Cape. Once west of Cape Runaway the phone said I had coverage but neither text or voice calls would work until nearly at Mercury Bay. The marine VHF contact was adequate until the very last. At Sandspit when I tried to close our TR there was no reception so that duty was done by telephone.



The Sandspit marina had only been completed eleven months previously but all berths were occupied mostly by launches of similar size to Chancery. It was adjacent to the original wharf and considerable dredging had been required to create the marina. There was no public transport but we were lucky that the marina manager was able to take us through to Warkworth and from there we used the daily bus service to central Auckland and the Sky bus to the airport.

LOWRY BAY YACHT CLUB (Inc.)

Nomination Form for Executive Committee positions/Sailing Secretary/House Secretary/Flag Officers 2017/18

I wish to nominate _____

for the position of _____ on the 2017/18 Lowry Bay
Yacht Club. (Enter Executive Committee; Sailing Secretary; House Secretary;
Commodore; Vice Commodore; rear Commodore Cruising; Rear Commodore House)

Proposed by:

(signature) _____ (name) _____

Seconded by:

(signature) _____ (name) _____

I agree to stand for election to the position as proposed:

(signature) _____ (name) _____

Nominations must be made by a senior financial member, accepted by the person
proposed and received at least 48 hours before the AGM. Refer to the Club General
Rules 14(a) for details.