



March 2018

UNSUNG HERO - TOM TRAPP / LBYC GARDENER EXTRAORDINAIRE

It's time that LBYC thanked some of our members who put the extra effort into the club, without many of us knowing who they are or what they actually do and who fly under the radar.

Tom Trapp, a quiet gentleman, who sails on Am Meer and occasionally Smokie, previously owned his own yacht, and has been a member for quite a while, take a bow!

Tom mows our club lawns, with his own mower. He lives in Point Howard, so is happy to pop down and see to the gardens every few weeks. Most of us wouldn't even know he was there, but he does a wonderful job, and we just want to say a BIG THANK YOU for doing this voluntarily. The club really appreciates your efforts, and that you devote your own time to doing this Tom, so Thank You, and yes, we do notice.

As a small thank you, Tom will receive a petrol voucher to hopefully, put to good use in the mower.

LAURA DEKKER – YOUNGEST SAILOR TO SAIL AROUND THE WORLD

Carl Longstaff

On the evening of 2nd March, the day before the start of the 2018 -24hr Endurance Yacht Race, our club had the pleasure of hosting Laura Dekker, who is well known for being the youngest person ever to circumnavigate the world at the age of 14.

Laura is an articulate, softly spoken, thoughtful young lady whose wisdom and sailing experience belies her years. From the moment Laura started her two hour presentation to a clubhouse which was heaving at the seams, she had the entire audience enthralled with her story of being born in New Zealand and then growing up on yachts for her entire life.

We learnt that Laura's passion saw her solo sailing (with her dog) at the age of 6 back

in the Netherlands, and then heard about how she progressed to larger sail boats and then eventually keelers on her own, and normally self funded through part time jobs.



Laura explained that the Dutch authorities attempted to stop her, and it took her seven court cases before a panel of three judges finally allowed her the chance to prove herself. The court said that if she was able to undertake another solo voyage across the English channel and back, without any issues, then they would consider granting her permission to undertake the around the world journey. She almost immediately set sail for the double crossing, and with only a couple of minor incidents, including fouling both of her propellers while becalmed in the main shipping channel, managed to return to the Netherlands in one piece, and more experienced.

Upon her return she fronted the court, who this time now granted her permission to undertake the journey. Five hundred and eighteen days later she would become the youngest person ever to sail around the world alone. And as Laura explained to the club, she never really cared about the record at all, she just truly wanted to sail.

Club members were regaled with stories of the many people she met, and the amazing & remote places that she visited along the way.

Going into the presentation as a father of three teenage boys, I like many club members present, could totally understand the Dutch authorities hesitation at allowing a young girl of only 14 permission to Sail solo on such a journey. However after hearing Laura's full life story, the amount of experience she had growing up, and how she rose to the challenges placed in front of her every step of the way. I now agree that given her experience, knowledge and tenaciousness she was ready to take on the challenge.

VOYAGING CANOES

The harbour was a special sight on Saturday 23 February. As part of Festival celebrations there were four replica voyaging canoes visiting the harbour. Along with smaller versions and local whaka the scene was colourful.



24 HOUR ENDURANCE RACE

RACE REVIEW

Theo Muller



The second 24-Hour Endurance Yacht Race has been and gone on 3 March. Feedback from skippers and crew was again very positive – everybody had a ball. The weather was fabulous and by and large everything ran smoothly. Ray and his Race Management team did a great job and apart from the odd hic-up, all competitors remained reassuringly ‘in view’ on their computer screens. As Ray mentioned in the prize-giving, racing was very close between some of the yachts, which makes the 24-Hour Endurance Yacht Race a very competitive event. Ray and Brent and their teams have identified some areas where improvements can be made and these will be discussed and addressed in the next meeting of the Sailing Committee. We all realise that the 24-Hour Endurance Yacht Race is a ‘work-in-progress’ and with every race we learn new things that enable us to deliver a better event the following year.

Personally, I would have liked to see a larger fleet on the start line, but with the Port Nicholson regatta taking place a week before our race, caused many skippers and crew to opt out – two weekends in a row on the water was just too much for some. Brent will have discussions with Port Nicholson and Evans Bay, to ensure that there is at least a couple of weeks clearance between their regattas and the 24-Hour Endurance Yacht Race and that they don’t have any club racing on the weekend of our big race.

Closer cooperation with these clubs is also high on our agenda. We want to develop a more effective platform of promoting the race to their members. The presentations we did this year have not been as effective as we would have liked and there may better ways and avenues to do this.

A couple of skippers who entered the race last year left it a bit late to sign up crew and a last-minute attempt to find some crew regretfully failed. A couple of other boats had very good reason for not competing this year; True Blue is on the hard and Am Meer is in New Plymouth in preparation for the single-handed Trans-Tasman Race.

This year we had three Raven 26 yachts competing in the 24-Hour Endurance Yacht Race – not only did they race hard for an overall placing, they also raced each other. That gave several of us the idea that we should directly promote the race to the owners of other class yachts – Lotus 9.2, Davidson 28, Noelex 25, Gazelle, Ross 780, Ross 930 and others. We will approach several class associations and seek their assistance in promoting the 24-Hour Endurance Yacht Race to their members.

I also feel that we can do better with our social media, including Facebook, Twitter and other platforms. Discussions are already underway to bolster our effort and bring in the right people.

The concept of the 24-Hour Endurance Yacht Race is not in dispute – without exception, skippers and crew had a great experience and want to do it again. The

positive messages on Facebook testify to that. We may look at making some changes to the course and/or starting time/position, but we will be racing for 24 hours non-stop in the same way as we have done in the previous two races. Further down the track we could also be looking at including 'a half 24-Hour' option, similar in concept to a 'half marathon' in road running. In the meantime, put 16 and 17 March 2019 in your diary and get your crew sorted early.

Winners of the 24 Hour Endurance Race – again!

Mel Hines

Saturday 3rd, noon, to Sunday 4th, noon, - 15 yachts lined up and competed in the 2nd LBYC 24 Hr Race around Wellington Harbour. It consisted of one long harbour lap taking us about 3 hours, and then consecutive smaller laps going around Somes Island and marked buoys, through the night and early morning. The crew needed to keep the boat moving and going fast, as well as eating and sleeping.



Extension, a 36" Davidson IOS (International Offshore Racer), lined with our competition, including a navy yacht, complete with navy crew, that came down from Auckland for the race.

The weather gods were kind, bringing in beautiful sailing conditions. Sun was out, the wind was kind and the sea flat. Perfect.

Extension had won this race last year on handicap, completing 9 laps. This year we managed to complete 11 laps, with being two metres off our 12th lap. The navy beat us on distance covered, (never getting out of our sights), but we won again on handicap. The Extension crew were stoked to be able to pull off a second win in this race. Needless to say it was early to bed Sunday night. We were very happy and very knackered!



White Cavaliers Endurance Race

Chris Rutledge

Following the inaugural Lowry Bay 24 Hour Endurance Race we (White Cavalier) were keen to join in the race again this year and to see if we could better last year's placing. This year's race was held in near perfect conditions. It was bought forward by a month so it was warmer overnight and the race was timed to coincide with a near full moon. Best of all the wind held in for the 24 hours with only a short lull on Saturday at dusk. The first part of the race was an enjoyable tour of the harbour with long kite runs down Evans Bay and to Leading Light. This year we completed our first lap of the circuit from the start line at Lowry Bay to Petone to Horokiwi to Ward Island before nightfall, which made it easy to locate and enter the marks in the GPS. As night fell, with 15 boats on the water, we needed to keep a careful watch to avoid any mishaps with other boats. It was great to see Manga II, one of the Navy's Chico 40s, had come down from Auckland especially for the race.

The Endurance Race is something different, it's a great combination of daytime sailing, night time sailing, watches and match racing. From the start the fleet quickly sorted itself out with like boats racing each other and with the lead changing regularly between the closely matched boats. One of the keys to this race is staying focused for 24 hours, which is demanding on the crew, particularly when the racing was as close as it was this year. We knew any slip in concentration would cost us.

One of the highlights of this year's race was the kite run from Horokiwi to Ward Island. It was a tight reach and was a good test for all the crews flying their kites overnight.

Thank you for the hospitality provided by Lowry Bay and all aspects of the weekend were very well organized. The complimentary berth provided by Seaview Marina for visiting boats was much appreciated.

This year RPNYC was represented by two boats, Footprints and White Cavalier. We did improve on our placing from last year and we were chuffed to place 2nd on corrected distance. We had a great time again this year and will encourage other RPNYC boats to join in the race next year.

Congratulations and thank you to Lowry Bay, Theo, all of the sponsors who made the race possible and all of the volunteers involved in organizing and running the race.

Freedom's Endurance Race

Keith Murray

In contrast to the previous year Freedom was pointing in the right direction, moving at best speed for the wind and on the line just after deputy mayor David Bassett fired the

club's starting cannon. It was great to see the Royal New Zealand Navy's yacht Manga as part of the fleet. The yacht had been sailed from Auckland for the event and with its large complement of crew and huge sails she was a splendid sight.



The start of the race was without recalls and the yachts had a reasonable breeze to take them around long harbour leg of the course. The wind was not over ten knots but that was enough to have the water chuckling under the forefoot. A couple of tacks were

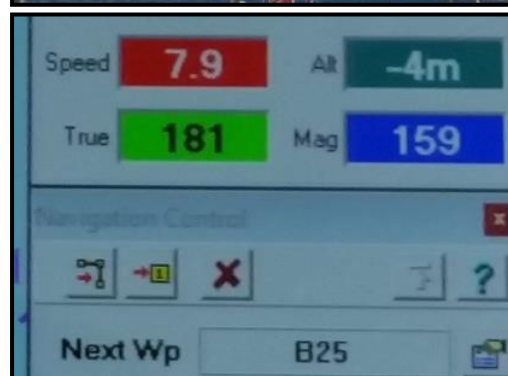


needed from the start up to mark 19 at Petone and then came a fast run along to Horokiwi and mark 4 near Ngauranga. Freedom seemed to be heeling a little more than usual a fact that we ignored. Some of the yachts had spinnakers flying on this leg but being more conservative we waited until mark 4. There was a tussle at the mark with Vanilla Ice being able to round it before the navy.

As we neared the Horokiwi mark there was tension among the crew of Freedom. At the pre race crew meeting it had been decided that the spinnaker should be taken out of the storage locker and kept aboard the vessel for the first time in the Muller's ownership. That meant that the spinnaker pole had to move from a garage in Waterloo to the marina. The roof of my car managed that the day before the race with the parrot beak firmly grasping Oliver's Hi Vis jacket to show the overhang. The rest of Friday had been spent checking and placing the sheets, down haul and topping lift. Rather late on Friday, when Captain Theo was busy entertaining Laura Dekker, there was the realisation that the clip on the spinnaker halyard did not include a swivel. A bit of rearranging solved that.

A little after 1300 hours Saturday, Freedom was fast approaching mark four with the crew to prove their worth with the spinnaker. It was a bear away set, which made things simple, and the sail soared faultlessly into the air, filled nicely and for the first time in seven years Freedom was flying her party dress. The speed went from a three knots amble in the light conditions to a five knot bustle of water. As we crossed Lambton Harbour the speed built and our fastest speed for the day of 7.8 knots was recorded on our track record. Janet's camera recorded a momentary speed of 7.9 knots and she swears that she saw over eight on the computer screen. That will not seem much to the serious racers but for 14 tonnes of Freedom in relatively light conditions it was most impressive.

We rejoiced especially as we thought we were the fourth boat in the sixteen boat fleet. Ahead we could see the Navy's Chico 40, Manga, the equally long IOR classic flyer Ex-Tension, and the light weight flying trailer yacht Madness. Bearing down on us were Smokie, Halo, Kama II, Chickadee, Bojangles and Pulse but we had lost sight of Vanilla Ice. The three Raven 26's Finesse, Tandara and Footprints were in another group behind.



The wind drew to the northwest while we went in and out of Evans Bay. We had managed to hold our own against the lighter smaller boats but it was clear we would again need spinnaker horsepower when we rounded Halswell Point. The spinnaker had been carefully packed and banded with some rubber bands for the first hoist. This time it had just been stuffed in the bag with clews and head available. Amazingly the hoist happened without tantrums.

The wind eased as we approached the front lead light. I significantly overestimated the time it would take to lower the spinnaker and clear the foredeck with the result we had to watch Smokie, Kama II, Halo and Bojangles overtake and sail away. Once around the leading light the wind recovered. Ward Island was exactly in the way, so we climbed back to the start line taking the course to the west of the island. Only Footprints elected to go east of the island and it was a disaster. They sat becalmed for nearly six hours and a local on shore reported the yacht as being in distress. The crew of Footprints enjoyed the afternoon with swims, food and reading.

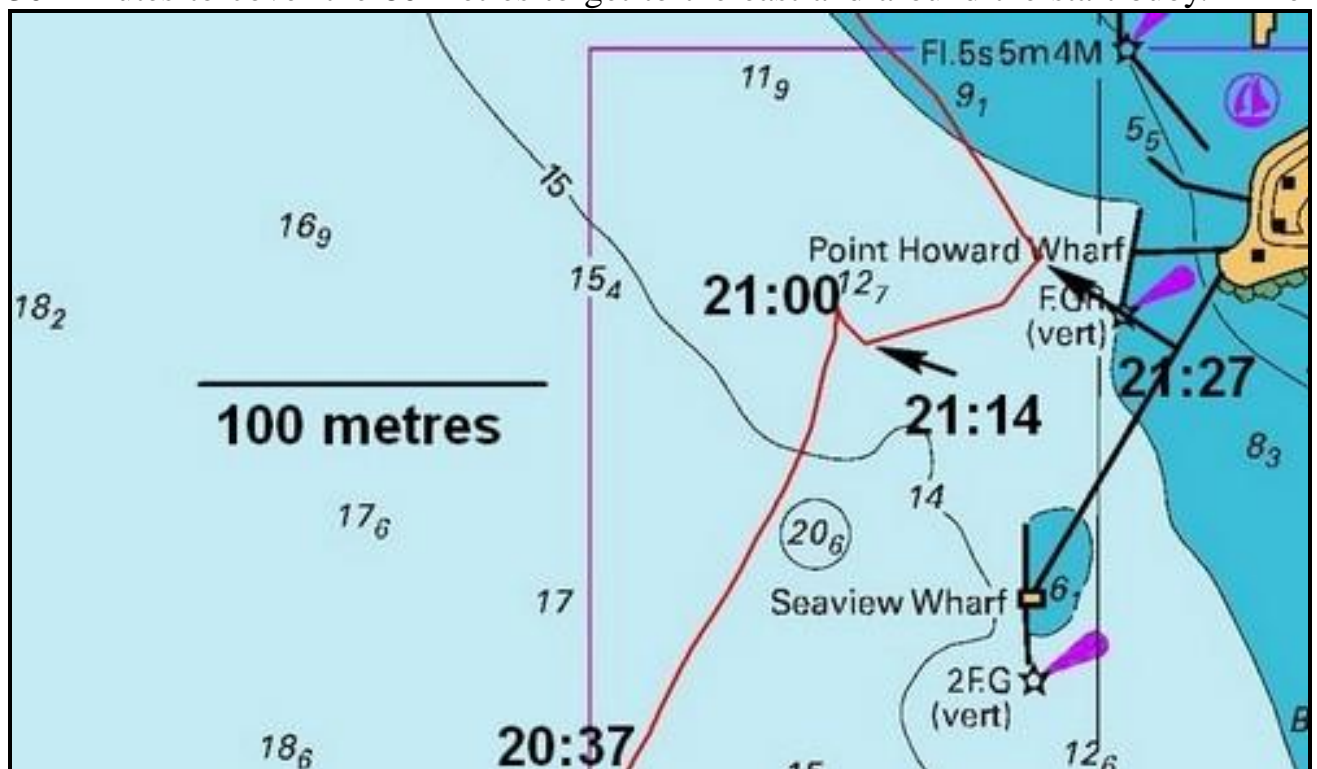
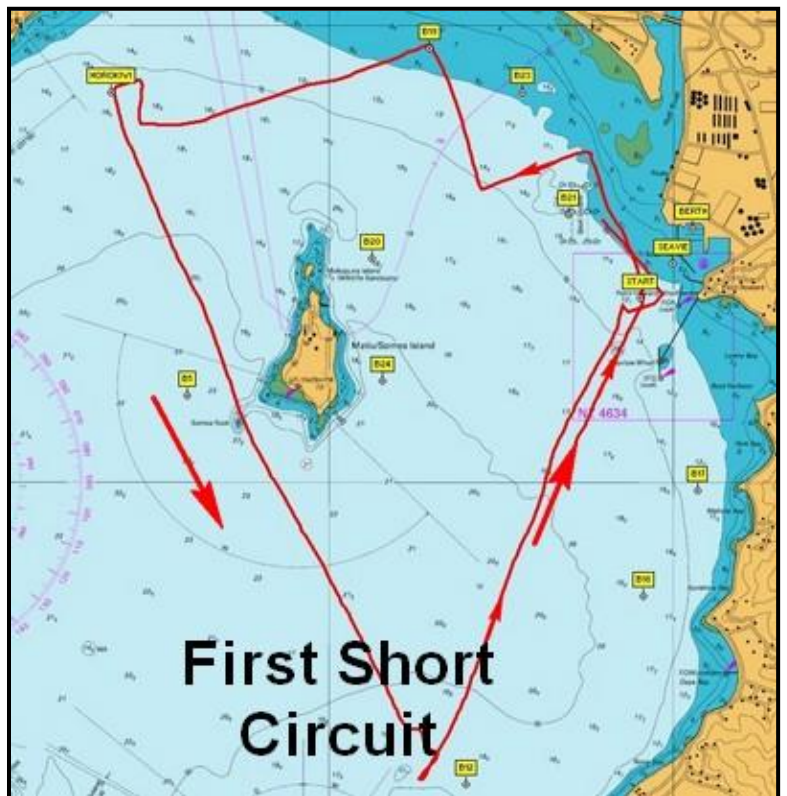


The first short circuit saw the fleet spread out. The wind had turned to the northwest making it a beat to 19 and to Horokiwi. As we progressed under spinnaker south to Ward Island the wind dropped away. At 1808 hours Freedom was doing circles on the spot in south and easterly winds of next to nothing. At that time the captain was advised air was coming out of the fresh water taps. He assured us that there had been 700 litres in the tanks three weeks previously, but that was no help. The dismaying news that all tanks were empty was remedied by a large bucket of water from Shariba and later a slab of water bottles. Without that the crew would have been forced to drink beer or become hyper active on soft drink. We had dinner during this difficult time. It was a modest roast of beef etc followed by chocolate self saucing pudding

with whipped cream. At the pudding stage we were having an overtaking drifting match with the Noelex 25 Pulse. As we went by in the light air we handed them a generous helping of the pudding. When the wind again died Pulse managed to capture a stray current of air so the crew handed us back the empty cleaned plate. We promised them breakfast around 0700 if they were nearby. We managed to surprise Smokie by overtaking her. The wind had moved back to the northwest and we had eased sheet whereas they were still close hauled.

The wind stayed light until 1920 when at last Freedom was moving at two 2 knots. The wind then faded 25 minutes later and had a 12 minute rest during which all of the lighter boats again left us astern.

At 2020 the boat speed was below one knot and it took fifty minutes to cover a nautical mile to get abeam of the start line. There was worse to come. It took another 30 minutes to cover the 80 metres to get to the east and around the start buoy. The



water was like glass and there was only the faintest of air in the sails. All too often the boat was headed forcing us to bear away or tack. The genoa sheet had to be handheld and the sail coaxed to fill with wind. Proper mainsail trim was vital.

We had passed the start buoy for the second time at 2126 and that was the end of the very light weather. The short circuit had taken us five hours nineteen minutes whereas the long circuit had needed only four hours seven minutes. The wind seemed to have veered back to northeast and to start with the boat speed to buoy 19 was only about 4 knots and slowed a bit more on the run to the Horokiwi mark. Should we have hoisted the spinnaker on that leg? The answer was, “Yes, look at the others,” but it would have to be gybed as we rounded the mark. Grant and I felt our skills had been sufficiently stretched to get the spinnaker in the air four times and more difficult manoeuvres could wait. Thus it was not until heading from Horokiwi to mark 12 off Ward Island that the spinnaker was again flying. Before hand the question was,

“Can we hoist the spinnaker in the hours of darkness?” Well of course we could and did. The remarkable thing was the ease with which the crew managed each hoist. The spinnaker just flew into the air with the bulk of Grant Nalder pulling the halyard at the mast and Janet, Ernst and Matt tailing on the cockpit winches. “Were there wine glass complications?” Never, the sheet and guy trimmers made sure of that. “Was the spinnaker carefully banded when packed?” Hardly, it was dark. Complete reliance was placed on the swivels on the halyard and each clew and the large valise type spinnaker bag. The only particular care was to ensure the spinnaker was hoisted in the lee of the genoa and filled from the leading clew. It was dazzling to watch the mass of red, white and blue cloth unfold by the wind’s power and any twists just vanish into the ends of the sail.



Circuit 3, 4 and 5 proved no difficulty with maximum speeds of 7.2 knots on the spinnaker run to mark 12. We managed to catch up to various boats that had overtaken us in the very light weather and we were trying hard to overtake them. The key to success was to use the spinnaker between 19 and Horokiwi. On circuit five we

had it ready to go before 19 and, in what had become normal, it was effortlessly airborne. We gained lots of ground but at the gybe the foredecks instructions to the helmsman lacked detail. Theo made the port turn slowly, but the mainsail was gybed before Grant and myself had finished gybing the spinnaker. The tangle resulted in the spinnaker streaming out on both sides of the forestay. Given the size of the sail it is not something to contemplate for too long. We managed a half drop, lots of pulling and finally all of the spinnaker was around the front of the forestay and flying out to the starboard side. The hoist was hard work and we had sagged 300 metres to leeward to sort out the mess.

We then managed to catch Bojangles who gave us a luffing match. With our three sails pulling it is easy to understand the temptation for that action even though it was contrary the Collision Regulations. Freedom's speed solved the problem and we powered over the top of the smaller yacht. Dipping below them would have been simpler and probably quicker.



On circuit six the on deck crew were a bit light on muscle power. Ideally we needed a crew of five but could just manage a spinnaker hoist with four. On circuit six there were only three in the cockpit so we omitted the spinnaker hoist but still managed a circuit in two hours ten. Maybe the wind had been a little stronger. The wind veered again on this leg and five tacks were needed to get from Ward Island back to the start buoy. Daylight came with circuit eight and that is always a peaceful time at sea. We were still jockeying for position with Halo and Bojangles as they made better progress than ourselves in the upwind legs. Thus there was another luffing match when we were three quarters of the way to buoy 19. Theo conceded the luff and dipped below Bojangles. It had been a busy night aboard the smaller boat, as there had been an

incident with Smokie that had resulted in penalty turns.

All of the runs from Horokiwi to mark 12 were fast but a little tense. As we built up speed the apparent wind drew forward to a close reach with the pole just off the forestay, spinnaker drawing, half of the genoa flying and the full mainsail. The wind was freshest from the Horokiwi mark until well clear of Somes Island and then eased. On leg eight Captain Theo was concerned that the mainsail was being back winded.

“Should we pull in the mainsail?” he asked, despite the weather helm he was fighting.

“No,” was my emphatic reply, as I knew that the yacht was already at maximum power and it would take only a little gust to spin her to windward with a crashing rattle of sails. The GPS track said we were moving at 7.5 knots on this run

From mark 12 it was again five tacks to get back to the start buoy. At buoy 12 the wind was northeast so we made a long tack up the east side of Somes Island and then either the helmsman was asleep, or there was strong current, or the wind veered another 30 degrees. Whatever the course sagged horribly. The wind obliged us by turning back to the north when we were half way between the Start and 19 so another two tacks were required. Oh well any race should have some windward work but aboard Freedom we do our best to reduce the number of tacks. It is a ponderous business that requires lots of effort by two people on the sheet winch. Gybing the mainsail takes even more effort.

During that time there was disturbing advice over the VHF radio that Kama II had problems. The halyard for the spinnaker had jammed in the sheave at the mast head. The crew anchored the yacht near Ward Island and Andrew Swan went up the mast to release the snap shackle holding the spinnaker. Unfortunately the tail of the halyard then wrapped around the furled jib and it was impossible for the remainder of the race to use all of the headsail.

At the midday race end we had nearly completed eight short circuits and felt it had been a great challenge. We had certainly made a better showing than in the previous year having achieved 6th place. We had sailed 94 nautical miles to cover the straight line distances between the marks of 82.7 miles. The Navy in Manga had covered 104 miles and were followed by Ex-Tension, the winners on handicap, at 101 miles.

RAFT UP / RESTAURANT NIGHT, SATURDAY 17TH MARCH

Saturday afternoon turned out to be a lovely evening to sail across to Queens Wharf, and moor up on the fingers outside Fergs Kayaks and Foxglove. And Sunday morning was beautiful to sail back to LBYC in complete cruise mode.

A small bunch of club members took part in the raft up / restaurant night in Queens Wharf. Ten of us to be exact. Two boats sailed over, Celebrity and Finesse. The rest

of us met the sailors at Wagamamas. We decided this restaurant was far too busy, so we made an executive decision, and went to One Red Dog next door and that was a great decision. We enjoyed the casual dining, pizza, chips and drinks and great company. For those of you who didn't come, you missed out on a really fun night. We thoroughly enjoyed ourselves. Thanks to the Cruising committee and Boss for organising. You did well bro ! Due to us all having a good time, no bad photos were taken at this event ! Sorry.

NZ POLICE MARITIME UNIT (LADY LIZ IV) / NATIONAL POLICE DIVE SQUAD VISIT, WEDNESDAY 14TH MARCH

Mel Hines

23 LBYC members and family turned up to hear all about how the NPDS operates, enjoying a good tour of Lady Liz, plus some hospitality at the club beforehand with the bar open and savouries to munch on.

The NPDS operates out of the shed by the paint bay in the haul out area of the marina. A small unit, but what an amazing team of people. It was an eye opener. The squad is on call at all times, and can mobilise within a couple of hours to get to a 'situation'. They have an amazing lot of kit, and we were lucky enough to try this on, and get hands on with it. It's heartening to know that they are there when we need them, and the team are a really neat bunch of guys. Very down to earth, and were happy to answer any questions we threw at them.

The team on Lady Liz were just as jovial, and it was a real pleasure to be able to board her, and to listen to this small team expound their stories and what it's like to operate Lady Liz. She is an awesome machine, and extremely spacious inside, and well kitted out. The team advised she wasn't plush by any means, but she is quite homely inside. Very clean and tidy, with plenty of room to move around, and extremely functional. These guys are also on call 24/7, so it's not an easy life for them, which they explained, but if you are into it, it would be a great career choice!



NAVIGATION UPDATE

Keith Murray

Most sailors are aware that there is a requirement to announce on the VHF radio your vessels imminent use of three narrow waterways in our local cruising area. Requirements change and observation shows that not everyone keeps up to date with requirements. Just in case here is a summary:

Entering or leaving Wellington Harbour:

Regulation 6.1.1 requires all vessels to call Wellington Harbour Radio on channel 14 and report number of persons aboard, name of the Master and the operational status of the vessel. Pleasure craft are exempt from this during the hours of daylight and good visibility.

If you do not have a working VHF or a cell phone then you may not enter or leave the harbour during the hours of darkness unless in an emergency.

Entering or leaving Tory Channel

Previously the requirement was to transmit an All Ships message warning of your transit 10 minutes before reaching the entrance and some charts suggested that channel 19 be used. Marlborough Radio suggests using channel 63.

The current requirement is to transmit on channel 18 when you enter the *reporting zone*. The reporting zone arc is four miles outside the channel entrance for incoming vessels and a line from Motukina Point to Te Uira Karepa (Clay)Point that is 3.5 miles inside the channel. You may also transmit the information on channel 16 and 63.

Unless you are travelling at 24 knots it will take more than ten minutes to get from the start of the reporting arc to the channel entrance.

French Pass and Stephens Island Passage

The proposed bylaws(2017) require a listening watch on channel 16. The latest chart(NZ6151) states that you should make an All Ships call on channel 16 and 65 ten minutes before the transit. I have never had much luck using channel 65 in this area.