



Commodore's Report

The good weather continued through to Easter which allowed for a successful cruising race to Rocky Bay. Although showers threatened regularly the temperature was still above 20 degrees and water temperature was still 21 degrees. A good finish to an enjoyable cruising series.

The next event on the sailing programme is the winter series, this year sponsored by Wet and Forget. This is being run in conjunction with Gulf Harbour YC with the first race completed on May 4th. There are currently 25 entrants to this series with an even split between Weiti and Gulf Harbour. Helpers for the start boat for this series are still required so please let the office know if you are able to help out.

The sailing programme for the 2014-15 season has been completed and will be distributed shortly. A feature of this season's programme is that the tide times work in well with having Friday night cruising races which allows for longer weekends on the water. We are just finalising the combined cruising series with Gulf Harbour so once this is done the programme will be released. A draft version of the programme is available on the website.

If you have visited our website lately you will have noticed that the current website has been replaced with a new version. The new site allows for updates to be done more easily by more than one person which should make for more up to date information. Let us know what you think by visiting the contact us page.

The Communications group has been doing lots of thinking and has put several initiatives in place to improve the communications within the club. A recent car boot sale attracted several sellers and buyers as well as signing up 6 new members. The other main initiative you will have noticed is the regular information updates via email and Facebook. Thanks to Evelyn and her team.

The Social committee has also been active in organising several Saturday afternoon social gatherings which has at times seen in excess of forty people in attendance. This is to be kept going through the winter months on the third Saturday of the month. Additional social events are also being planned, some of which have already been advised. Check out the events calendar on the website for details of what is on and when.

Our new Club manager, Katie Clark is now settled in. Drop by her office next time you are down at the club and say hello (check the office hours first !).

See you all at the AGM in July !

Regards,
Colin Thrush
Commodore

New Members

We'd like to welcome our new members to Weiti Boating Club.

A huge welcome to:

Neil Brock	<i>Mr Blue SkyJohn</i>
John Ewins	<i>Tianna</i>
Paul Hallowes	<i>Navigator</i>
Stan Bolton	<i>Bliss</i>
Jonathon Dee	<i>Reflection</i>
John Thornton	<i>Mykonos</i>
Mark Shaw	<i>Hurangi</i>
Garry Hull	<i>Seven Seasa</i>
Matthew Paulin	<i>Island Time</i>
Russell James	<i>Yard Arm</i>
Michael Crane	<i>Quo Vadis</i>
Ian Cross	<i>Le Avenir</i>
Lance Cargill	<i>Patrice</i>
Dean Gibbons	<i>Night Hawk</i>
Philip & Kerry Payne	
Chris Ireson	<i>Sea-Eye</i>
Brendan Sands	<i>Settlers Reach</i>
Johnson Birdsall	<i>Vision</i>
Bruce Ryan	<i>Gecko II</i>
Grant White	
Neil & Wendy Turner	<i>Nemo</i>
Alistair McNish	<i>Alize</i>
Paul Cook	<i>Sea Star</i>
Kees Van Heezik	<i>Zucchini</i>
Nigel Wells	<i>Naoma</i>
Garry & Lynnette Peters	
Glenda and Kevin Fawcett	
Neil Lawton	<i>Dynamo</i>

We trust you'll enjoy the club as much as we all do and we hope to see you on the water (or down at the club)

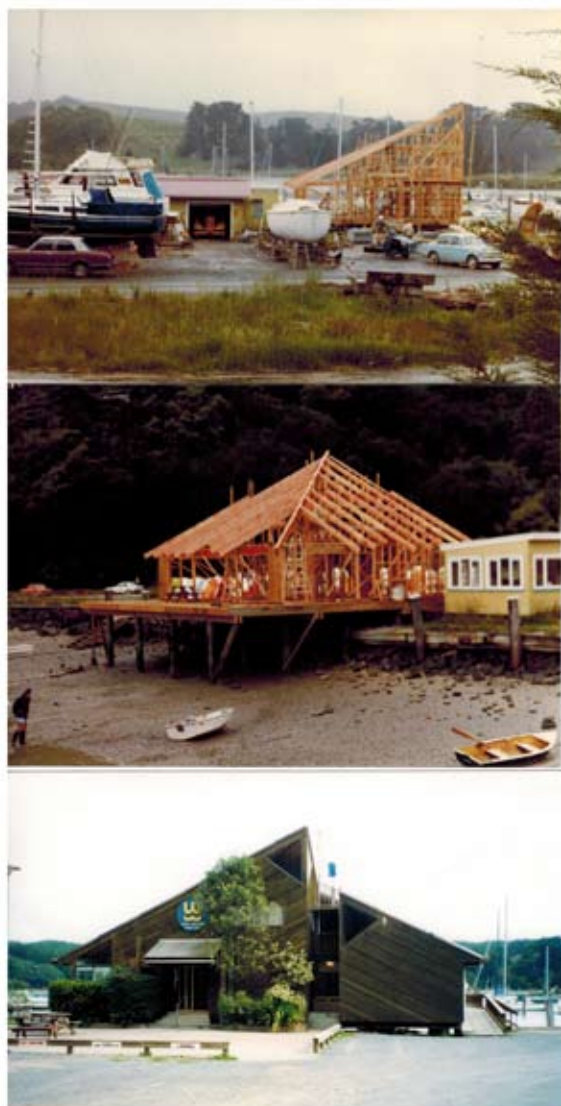
AGM Sunday July 27th

You are invited to attend the 2014 Annual General meeting to be held at the Club House on Sunday July 27 at 2 - 4 pm.

This is your chance to have a say on how the club is run. Please support this event and have your vote.

In Memory of Tom Rutter Past Commodore (1988-1990)

Who passed away in March 2014 – Tom was instrumental in building the club house which was completed in 1983



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Breaking 'News'

Yay, two weeks to spent at the Barrier.

All packed & on our way for a nice long break. We had a great family Christmas & were ready for a nice relaxing time.

Set off from the river about 8am – as soon as the tide would allow, with a not so friendly weather forecast but an easing mid morning weather report. Wind on the nose & choppy seas meant main up & motor sailing (definitely in cruise mode) through to the other side of Tiri. Discussions were had re heading for Kawau if the weather was too nasty.

Four to five meter high swells through Tiri channel but long & lazy. Unfortunately, as we continued on the other side of Tiri the swells became a little more energetic & a large chop came up in between.

John was feeling a little unwell & decided to go for a lie down inside. He put the Autohelm on & I sat up on the stern to keep a lookout while he was resting.

We were frequently taking large waves over the bough but nothing seemed to be untoward. About 1.5hrs towards Barrier from Tiri, John surfaced to see how we were getting on & noticed water on the saloon floor. A lot of water. He quickly turned off all of the stopcocks & came out to helm.

At this stage we did not know where the water was coming from, but we knew it was from the forward end, so a Pan Pan call for help was made to the Coastguard. And the bucket bailing began. The electric bilge pump was doing a great job until the water level got to the wiring & the installed manual Whale bilge pump would not prime so was unable to be used. In between bailing water into the cockpit & answering queries from the coastguard as to position, lifejackets & dinghy & trying to source the problem we were busy as bees & John no longer had time to be under the weather or tired.

We were joined by 'Sue Sea' a coastguard member launch, who stood off on watch in case we needed to abandon ship prior to the Coastguard arriving. And I bailed & bailed. At one stage I went to the bough & discovered the anchor locker was chocker full of water & realised this was how the water was getting inside the boat. Eventually the brain kicked in & we turned the boat away from the waves which stopped the water coming over the bough into the anchor locker & we were slowly winning.

Shortly after, the first smaller Coastguard boat arrived & dropped a couple of Coastguard volunteers onboard with a Whale manual bilge pump. Thru' the hatches & pump flat out. Still bailing. Then Lion NZ the large Coastguard boat arrived & dropped a medic on board to see all aboard were OK.

We headed for Gulf Harbour under our own steam at 6.5kts, (we think maybe we are not loading the boat up enough when we are racing as we had five people onboard & still quite a volume of water & were still able to do 6.5kts!!!)

A little bit about the volume of water. The anchor locker was full, all of the front lockers under the front birth were full, as well as the holding tank (as the vent is in the front under bed locker), the bed area foam squabs also. Water was water falling off the top of the bed & out of the adjacent cupboards, there was about 4" of water on the saloon floor. The bough of the boat was about a foot off the water, which made the stern of the boat way up & the bailed water could not drain out the open transom. Guessing the volume of water, 2.5 cubic mtrs +.

The easing weather finally arrived around 4.30pm.

We spent two days in Gulf Harbour Marina emptying & drying out the boat, washing & drying what we could. Put what we could back on the boat & headed for barrier once more.

On this second attempt to the Barrier we found wet towels in the bathroom cupboard, wet tea towels in the galley & water running through the locker cupboards above the saloon seating. Water definitely gets everywhere, especially when you are rolling around in choppy seas.

Damages; electronics, timberwork, upholstery, handheld GPS, battery charger, pillows, nav lights, deck wash pump, wiring, auto helm.

Things we learned;

Lettuces do not like swimming in salt water, neither do pumpkins.

Check safety gear is working, wear life jackets, bilge pumps work. Safety systems are in place, radio check & other means of communication, (Scored a tick on all of these, excluding the manual bilge pump).

We were very grateful to have Marcus, Nick & the Medic from the Coastguard around to assist us. We definitely felt safer with them around. We were also very grateful to Sue Sea for standing by, just in case we had to abandon ship.

Ps. We had a lovely stay at the Barrier.

John & Evelyn 'News'



Summer Racing Season



The summer season racing calendar jumped back into gear this year after a bit of slow start with the cancellation of the Barrier Race due to very windy conditions, and so our first race was the Short Handed Male/Female race which had 5 entries. The course of the day was around the Haystack and Tiri Islands, a fabulous day on the water with sunny conditions and although it started out very light, a nice breeze from the north east came through to give the competitors a good downhill spinnaker run home. Weather conditions have also been more favourable for our cruising racing this season and it has been good to see the increase in members enjoying the competition and socialising afterwards that these events always provide.

The Barfoot & Thompson Short Handed series which is combined with Gulf Harbour Yacht Club is just at the completion of its second successful season with 14 competitors having entered. Experiencing mainly very light conditions, it has been very strategic thoughtful racing, with some very wise early decisions made by some, and sometimes there surely had to be a certain amount of luck involved.... certainly some good challenging sailing.



This year's Hair Scene Ladies race has again been a success, our ladies coming out in force with 12 boats competing, it was very impressive seeing so many yachts out there on the water and so, it's well done to our ladies! The weather was certainly in our favour with light conditions and flat water, with great social getting together at the after function, of course our social committee put on another lovely spread at the after race prize giving. A big thank you to our Hair Scene sponsor who also joined in the days racing activities - a great atmosphere and a very enjoyable day.

So we now find ourselves breezing into the winter season, with the combined Winter Series sponsored this year by Wet and Forget, which has just kicked off with no less than 25 entrants! This Series is a lot of fun, there is always room for more, and if you are interested in joining in as crew, do let us know as there are always boats requiring more people.



WHAT'S ON AT WEITI BOATING CLUB OVER WINTER....

Saturday	24 May	Prize giving
Saturday	28 June	Bar open from 5pm
Saturday	26 July	Mid Winter Christmas Party
Sunday	27 July	AGM 2 - 4pm
Saturday	23 August	Bar open from 6pm
Sunday	14 September	Summer briefing at the club 8am
Saturday	27 September	Bar open from 6pm
Oct date	TBC	High Tea for the ladies and home brew tasting for the gentlemen



Echo and Vera cruising to Stony Batter

October - lunch time in club house- brain storming!

Where to cruise to? Whangerei, Poor Knights, Coromandel, Thames. When- early December? try for that! Weather; Ken Ring shows Dec 9th pleasant, dry through to Dec 18th-decision! Bottom end of Waiheke, maybe across to Coromandel.

December 9th is here, weather is calm, perfect, we are off at 11.30hrs, first night Islington Bay.

A one and a half hour walk on rough scoria paths to Rangitoto Wharf, A calm night, and a good sleep.

10th-morning 'council of war'-where to? " Outside Waiheke?" "yes" - Oneroa for lunch. Thro Motuihe passage, don't get run over by a quickcat thundering past, " watch that wash!" Oneroa, Waiheke's downtown, cafe's and shops complete with tourist prices, but it is a lovely sunny bay. Lunch, panninis were excellent- then a walk almost to Owhanake. Had a park bench 'council of war'- weather perfect, try for Hook's Bay this evening. Sea gets more lumpy towards Thumb point, not a problem - round the corner and into Hooks Bay for the night.

Morning sun warms the boats and us, and lights up the bay. Breakfast, with views of sandy beaches and green farm slopes, views all the way round and across the Firth of Thames to the misty ranges of Coromandel.

Decision:-Speak to the farm manager, get permission to walk

up farm road to Stony Batter. Luck! He is seen on quad-bike coming over a rise, quick wave and he joins us on the beach,- "Please can we use the farm road"? Yes, but slight problem. He is moving a large mob of sheep across the farm towards Stony Batter and does not want us to spook them by walking in front of them - " Meet me on the road in thirty minutes" he says; you can then have a lift on the quad bike up to the top, behind the sheep. Jamie - the farm manager, is right on time. We climb on the bike's platform; "Sorry dogs, you will have to run"! For a couple of townies this was educational! The sheep (1,800) flowed along in front of us like an undulating sheepskin rug. Real Fred Dagg stuff "Get in behind" "left, left, LEFT!" dogs racing back to Jamie when job done, barking like crazy. "Quiet boy QUIET!" "That one doesn't know where his off button is" They lie down panting, lean working dogs, totally alert. Some sheep, old ones, were making hard work of the climb. Jamie stops and waits patiently (Norm and I would find it at least as hard). Jamie says! " Those ones will be next year's \$40 mutton roast". The dogs streak off across the paddock to bring them back into line. Jamie drops us off at the top, close to the tunnels. " Thank you Jamie".

Stony Batter, a vast area of land with huge rocks lying on top of the ground as if scattered by a giant (a big one) The sheep have trimmed the grass down to an even height, so that the whole area, with big old evergreen trees in small groves, has a park like feel to it.



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Unfortunately there is a sinister side to this lovely piece of land. Guns! Huge guns! WW2 guns in huge concrete pits. Guns that were capable of throwing an explosive shell 9.2 inches in diameter, 19 miles from the bottom end of Waiheke all the way to Tiritiri Island. There are concrete tunnels burrowed deep underground, connecting 3 gun emplacements, their magazines, and hydraulic operating machinery. Norm and I paid \$8 each and were given high tech torches, then we disappeared underground for at least half an hour or more.

First impressions!- surprised at how free of dust and dirt the tunnels were; no spider webs, bugs or insects. The air was fresh. The floor, dry concrete and even. The long steep staircases would have kept the gun crews fit! Back out and into the sunlight, then into a small somewhat rough but interesting museum -"No photos please"!

We head off back to the boats, across country, stop to eat an orange and take in the wonderful panorama of the "Islands of our Gulf"

John Rea and Norm MacLeod.



Odds & Sods

Moorings Available

We have a few shallow moorings ranging from 0.25 to 1M deep, and ranging from 8.4 to 13.5 metres long available, may be suitable for launches, trailer sailers or bilge keelers.

Please contact Katie if you are interested.

Have you got a Great Photo?

We are looking for a photo for the cover of the year book, your photo could be it.

Submit your photos to Katie at Weiti@xtra.co.nz

Dinghies

Please can club members ensure their Dinghy's are named.

WEITI BOATING CLUB SUMMER SEASON PRIZE GIVING SATURDAY 24th MAY 2014

Bar open from 5.00pm

Kitchen open from 5.30pm

(\$4.00 Hamburgers & \$3.00 American Hot Dogs)

Prize giving 7pm

RSVP by Wednesday 21st May

weiti@xtra.co.nz or 424 5905

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