



The Spinnaker

The official magazine of the Evans Bay Yacht & Motor Boat Club

March 2018



Photos taken during December's Mish Mosh poker race

Contact Details

Club office:

Telephone: 04-939-4167

Fax: 04-939-4168

Office open:

Mon & Fri 930am-6pm

Tue: sometimes

Weds & Thur 10am-2pm

Email address:

admin@ebymbc.org.nz

Web Page:

www.ebymbc.org.nz

Postal address:

PO Box 14-496,

Kilbirnie,

Wellington 6241

Physical address:

501 Evans Bay Parade,

Kilbirnie,

Wellington 6021

Slip master / Bookings

04-939-4169

Clubhouse (members) phone

04-939-4170

Management committee contact details are on Page 11.

The Spinnaker is produced quarterly, contributions (written and photographic) are welcome.

Editor: Gavin Pascoe

027 309 8936

gavin.pascoe@gmail.com

Black & White Advertising

Business card size \$30

Quarter page \$50

Half page \$100

Full page \$150

Bulk orders placed in advance:

20% discount for 2 ads

25% discount for 3-5 ads

30% discount for annual contract.

Colour printing is the same for business card or quarter page, but for anything larger is \$220 for one issue or \$800 for a year.

The Spinnaker is printed by
AdPrint
60 Cambridge Terrace
04-384-2844

From the manager:

Is it seriously March already?

It's been a fast start to the year and things are really going well. January saw a multitude of club members head away to represent EBYMBC at National regattas including, 13 Paper Tigers in New Plymouth, a Ross 780 up in Napier and David Laing-Maguire competing in the O'pen BIC nationals down in Wanaka. (How come the juniors always get the nice places to sail?)

The end of January saw EBYMBC host our annual regatta with 55 boats taking to the water it was fantastic to see the Bay busy again. A huge thank you to everyone involved, it was a great weekend. The weather has finally come good since Christmas and it has been great to see the Paper Tigers and Cruising Division out there each weekend enjoying themselves. Where have the rest of you been? Because you are really missing out.

Our junior and youth programme continues to go from strength to strength, in fact it is going so well we have had to split the programme into two groups to accommodate all of the sailors in a boat. This now means that some juniors are racing with the seniors in the afternoon now, and last weekend we had 10 BICs having some magnificent racing in some very difficult conditions. A huge thank you needs to go out to David Nalder and team for making this such a success!

The Wellington Yachting Association Centreboard Champs have been hosted by Muritai Yacht Club and it was great to see so many EBYMBC representing the club, all of our BICs participated along with a strong PT fleet.

The Wellington O'pen Cup (BIC Regatta) is being hosted on 17/18 March, this is looking like a fantastic regatta again this year and a huge thanks to the organising committee who have been working really hard to make it bigger and better than last year.

We still have plenty of sailing left on the calendar this season, so get yourself organised and get out there on the water. And don't forget if you miss the summer season we still have winter series kicking off on 9 June.

See you all around the Club.

Cheers,

Rowdy

The Spinnaker

A Tenacious tale

Introduction by Grant McNamara

Story by Jazza Williams

On a weekly basis Yachting NZ fire out their news email, and just occasionally I actually read it. Well last March there was an advertisement to sail on a tall ship; The Tenacious, operated by the Jubilee Sailing Trust. It was a 14 day trip from Wellington to Auckland via the East Coast. So I signed up and paid my money. The trip was in June, and besides myself, a handful of others from our Club also joined the ship for what was really an adventure of a life time.

We were due to meet for embarkation at Queens Wharf, and it was there, on a very miserable Wintry day that I first met Jazza Williams from Christchurch. So I'll hand over to Jazza to tell the story of our amazing passage to Auckland on the world's biggest tall ship.



I can sniff adventure; it flows through me like a river....so when Ben from the Jubilee Sailing Trust contacted me I was all ears. The Tenacious Tall Ship was embarking on our Kiwi shores as part of its world tour.... the invite was to join this incredible vessel for the East Cape leg, Wellington to Auckland. Twelve days of open water sailing; there was no hesitation. Bring it on!! Like my predecessors before me I feel empowered to discover new lands aboard these historic beauties of the ocean.

The Tenacious is a special vessel, built in 2000 by a crew of all abilities, to promote the integration of all physical abilities through tall ship sailing in the open sea. This wooden masterpiece has accessibility for all, including wheelchair users.

Wheelchair users? Wowser that means me....after a canyoning accident in 2010, I was unfortunate to break my C5 vertebrae, changing my physical abilities. This includes quite a lot of lost function from my upper chest down, arms and hands. But also other things that may become an issue at sea in the winter, temperature control (non-existent), balance & holding on, getting around & bathroom facilities. These could hold someone back if they had a disability, lucky for me these are awesome challenges to overcome as I do with my other adventures. I don't see myself as disabled, owning an adventure company "Makingtrax" for all abilities here in Kiwiland. www.makingtrax.co.nz Disability is just a word, but a word that can hold people back. We all have our issues; mine doesn't tend to slow me down too much, just very obvious to see.



My helper the wonderful Sofia

The Spinnaker

Warm gear, toilet chair and my amazing personal assistant Sofia, we're ready to roll... Tenacious is waiting calmly in the Wellington harbour, the southerly winds cool the steel in my neck, rain saturates my lap and wet push rims give me time to appreciate the ship in all its beauty. Like the ancient docks of the centuries prior, the beast is in its element. With curiosity flowing and anticipation growing - I never researched, winging it is all I know. So excited to get aboard and discover my home for the next two weeks, the crew tied a rope to my chair and hoisted me up the gangplank to the scrubbed teak decks above. Expecting a rag tag bunch of seas dogs, I was pleasantly surprised to meet warm smiles of a welcoming crew.

Tradition aboard a tall ship goes back centuries and is alive today, as we meet our watch leaders and get given our provisions; it comes plainly obvious this is no cruise ship. Watches are four hour shifts where the teams crew the ship, morning, noon and night- at the helm, lookout, weather observation and deck security. Navigation, chart plotting and radio communication we leave to the pros. As time flies in the brisk wind the crew of scallywags arrive and basic training commences. The anchor will soon be raised, definitions and directions pins, sheets, yards, tailor, fast, ease. Important jargon is the least, using these terms is what gets this beauty rocking. Tall ship, hands on, simple as that. Above us the ropes drape like a March Poll on steroids off the upper rigging, Jacobs Ladder is the stairway to it all. Harness divided and the scallywags are released aloft.

The clanging anchor chain indicates freedom to the waves, under the hum of prop power; we are escorted out the Wellington harbour by the local pilot boat. Dark clouds loom, the brisk southerly, white caps and dark ocean waters give Tenacious a mystical departure. Settling into life at sea takes a bit of getting used too, as the rolling ocean took its toll...with the help of fish pie, my vision blurred, nausea crept in and saliva filled the back of my mouth. Always one to be cool under pressure... hiding this is not going to be possible and the first time in my new life...the fish pie fought back. Lying horizontal was the cure, with the help of little sea lollies the first evening was spent listening to the waves slap and the purring generators, white noise and rocking cradle, sleep came deep and fast. Sadly we missed the first night watch of Midnight to 4am. I'm sure my watch team was coping without this salty sea dog, and his trusty assistant.

The accommodation aboard Tenacious needs to have a story within its self. Our room consists of a bunk, enough room to stow our rags, curtain for privacy and an accessible bathroom opposite, with hot fresh water!! Life a sea isn't as difficult at all. Whenever I needed help getting in and out of bed the awesome crew were always available to assist my assistant Sofia. Unable to transfer solo due to my limited strength having the crew more than willing to help without blinking an eye was amazing. I've come to the conclusion that everybody is willing to help, and with help comes experiences. Missing out due to not being man handled doesn't exist in my world. Ramps, lifts and rails throughout Tenacious join the levels to doorways to sea air. Depending on the angle/lurch of the ship, I'm free to roam with limited assistance. Tenacious is a big ship so most of the time it slices through the ocean, leaving me under my own power. However when the swell of the ocean meets with the wind full sail above, it's a totally different story. Quite the workout, keeping my chair upright with me still in it.....before I even get to move around the ship.

Falling into the traditional life at sea comes with ease, days fly by and our evolution as deck hands grow. Every yard, every sail, has a sheet or two, coiled on a pin, to make this beauty beam. The scallywag crew tail, fasten and coil, but mostly pull. Sweating those sheets like pirate treasure. When the sun overtakes the wind, it's up the Jacobs ladder to stow. Happy hour brings shine to teak and brass. Then when you're in the groove, you find yourself on watch.

The Spinnaker

Now a salty old sea dog, the body accustomed to the ocean, a watching I do go. Our first watch the dog watch, from 18 hundred to 20 hundred hours eased us in. Southerly winds off Antarctica gave the setting. Dark clouds, dark sea gave the white caps definition in the night as Tenacious sliced through cutting its groove into the future. Watch brings responsibility, the course is set. At the helm we follow the compass into the dark night. Port and starboard lookouts at duty, gazing into the clearing sky, spotting land, boats and debris, drifting into a trance, the horizon disappears and the sea touches the stars. Reality in the pilot house, radars flicker, printer's message clearing skies, our chart is set, lined on the map that glows in the red light to save our vision. Upon the hour records are updated, directions, wind speed, swell, temperature both sea and air.....it's warmer down there than up here. At the helm my favourite place to be, the watch flies by as I steer out to sea.

The first days brought brisk wind and rain, not a worry as below deck the warmth invites a game. Cards, chess, scrabble the social evenings fly, but seriously the cradle calls as the sea air takes its toll.

Our crew of scallywags is a highlight for me, each an individual with a story or three. Not often you get 50 characters, different interests, humour, beliefs, shapes, abilities and generations... each here for a reason...this holds us like glue. Sociology is here, as group dynamics plays its game, friends are made and little groups form, but being on this ship we meet and relate to a stranger you would never had the pleasure. I love people, everyone is unique, first impression is society's flaw, when you least expect the beauties lie beneath. I'm also surprised by the tall ship following, the jargon, interest and culture. Exciting stories of big storms, lost at sea...the salty sea dog Tony, of home built yachts, of sails done before, home life and the spiritual, stories are shared galore. As do I.....intrigued scallywags hear my story how I ended up here in all my glory. It's not only I that has obvious issues. Three more wheelies keeping it real, each with different backgrounds, struggles, and stories. A trip like this-environment, experience and challenge may open a door; an idea can bring the outside in. I feel a few boundaries are broken as I share with them.



Galley life is part of the trip, cleaning, prepping and serving. The chef Hammy and her left hand Glennis are too sweet....the responsibility I would hate to think. The food is hearty and flows all day, cakes and biscuits the traditional way. To me the food queens have the stress - of timing, strategies, menus and diets to suit. I would hate to think of sickness aboard, so my hat comes off to these gems, so don't forget to wash your hands.

Life on deck as our journey deepens, the westerly bets the south, and our sun shines strong, bringing warmth to winter on the sea. This environment breeds reflection, hypnotic waves and roll, living in the moment, mindfulness is set free. Then the wind changes or the chart is new and the First Mate or Captain shouts for all stations - fore, aft, starboard or port to sweat the sheets for a change of course. The yards are set to and sails are dropped, sheets to pins and Tenacious rolls on.

The Spinnaker

Days flow forward, watch comes and goes, day becomes night, night becomes day. The wind subsides and the scallywags stow sails aft, motors purr as the Tenacious creeps north. Land lovers get a hit as a stop in Napier calls...a night in Port. North is calling and our path awaits as Tenacious heads out with rumours of high winds at sea. Bay of Plenty, floating islands and mist, on we go, minimal sails, course set to Coromandel with 40 knot gusts shelter is short. That night watch is for the pros as a dragging anchor keeps the crew busy. I venture to the deck as surreal winds moan and hiss through the rigging aft. It feels free back at sea before its gone and just a memory.

An experience as such is to be cherished, not forgot, of freedom, new experience, of inclusion and learning, of friends and banter.....for we are a crew....a scallywag crew. What an experience thank you JST and Tenacious and all of you.

Jezza Williams
Trax director @ Makingtrax www.makingtrax.co.nz



Junior Learn to Sail class - Feb 2018. With coaches David Nalder, Steve Holt. Ollie Rigby, Henry Murdoch, Reuben Thistoll, Paige Thistoll, Bella Nalder & Paul Wavish Great team work with the RS Fevas and Optimist Yachts sailed today in a building northerly breeze. Lots of fun had by all.

This should have gone in the December issue!

<https://www.yachtingnz.org.nz/news/201710/sailability-wellington-have-plenty-to-celebrate-after-15-years>

What started with nine sailors and three boats 15 years ago has grown into the biggest sailability programme in the country.

Sailability Wellington celebrated their 15th anniversary last week [October 2017] with a special dinner at the Porirua Working Men's Club. Olympian and America's Cup winner Josh Junior spoke at the event, entertaining the 100 guests with stories from Emirates Team New Zealand's successful campaign, but it was only one feature of a significant night.

Some of the nine who participated in the first day at the Evans Bay Yacht & Motor Boat Club in 2002 attended and, incredibly, seven are still part of the programme.



There are now 190 sailors with disabilities actively involved as well as 50 volunteers, 22 yachts and a raft of safety boats. The programme operates out of three bases (Evans Bay, Seaview Marina and Titahi Bay Boating Club) five days a week.

"We are bigger than your average yacht club," Sailability Wellington club captain Don Manning said, "and the biggest sailability programme in the country.

"Most of our members come back year after year and we have a waiting list of 90 which we are trying to overcome by building a new \$150,000 jetty at Porirua. We hope to have the money for that in the next month or so."

It's just one area Manning hopes to expand. They have been asked about setting a base up on Lake Henley in the Wairarapa and they're also investigating offering the programme to people from the Kapiti Coast.

"I just want to get people with disabilities into sailing," Manning said. "We take people from therapeutic sailing right through to our race squad."

New Zealand presently has one world champion in Sarah Dunkley in the Liberty class but there are also a handful of other talented sailors including Michael Jones and Alexander O'Connor who were there on the first day 15 years ago.

Sailability Wellington are a charitable trust that provides sailing opportunities for people with any form of disability. For more information, see [sailability-wellington.org.nz/](https://www.sailability-wellington.org.nz/) or contact Don Manning on sailabilitywgtn@xtra.co.nz

****Don credits Jennifer Loader with being the driving force in getting the programme off the ground and onto the water****

Evans Bay Yacht & Motor Boat Club Sailing Academy Sounds Weekend 4th May to 6th May 2018

Evans Bay Sailing Academy would like to offer you the opportunity to spend a weekend cruising the Marlborough Sounds and enjoying some extra boating. We have organised this trip annually for many years and it always proves to be a great weekend! It is not a full-on sailing weekend and there will be time available for walks, visit to scenic reserves etc. The trip is suitable for non sailing friends and partners.

We will be hiring yachts based at Waikawa Marina (10 minutes from Picton). The boats come fully equipped with cooking facilities, showers, toilets etc. and typically sleep between 6 and 8 people.

This year we are also offering the opportunity to cruise on a motor launch instead of a yacht. Please indicate on the registration form if you wish to do this instead of sailing. Numbers will be limited.

A report on a previous trip is in the [June 2016 Spinnaker page 9](#)

The format of the weekend is as follows:

- Take Friday off work, travel to Picton, and provision the boats while the Skippers carry out the safety checks. Then we go for a sail and be moored up in a cosy bay by nightfall (the charter boats cannot be used at night).
- For those who cannot get the day off work other options would be the 2:45pm InterIslander or the 4:00pm Sounds Air flight. If we have a minimum 4 people arriving after our 2:00pm departure we will arrange for a Water Taxi to meet the Sounds Air flight that arrives in Picton at 4:25pm to take you to the yachts. Only one water taxi will be organised, for whenever the last person arrives.

Cost

\$275.00 for current club members and 2017/18 Sailing Academy members
\$375.00 for current non-club members.

NOTE: If you are not currently a member of the club, by joining in this weekend and paying the \$375.00 you will become a senior member of the club from 1st May until 31st August (the end of the financial year). This will entitle you to join in the activities of the club including our racing and social programme for this duration.

If you any questions at all please contact me using the details below. I will contact you with further details nearer the time.

H: 970 9014

M: 021 590 678

E: colin.p.lee@gmail.com

I cannot recommend this trip enough, you will have a wonderful time, learn a lot of new things, get to know lots of club members and all for a very reasonable price! Have a good time...

Colin Lee
Organiser
EBYMBC Sounds Weekend

The Spinnaker

The Wahine 50 programme of public events – 10 April 2018, Wellington

In Eastbourne

6.30am Dawn Service at the Wahine mast memorial – Eastbourne

The Hutt City Council is hosting a dawn service in Eastbourne in memory of the 53 who died in or as a result of the Wahine disaster. Forty-nine of the 51 deaths that day occurred on the Pencarrow Coast near Eastbourne. The service will also pay tribute to all involved in the rescue and support of the Wahine's passengers and crew.

Hosted by the Mayor of Hutt City

8.30am Eastbourne Remembers – a public display at Muritai School

Muritai School is hosting a special Wahine display featuring works by its students, memorabilia, and photographs from New Zealand's national collections.

Hosted by [Muritai School](#) with the support of [Hutt City Council](#), and the [TG Macarthy Trust](#)

In Wellington

7.30am – 8.30am Songs They Sang – Wellington Railway Station

The Wellington Community Choir, directed by Julian Raphael, will sing songs passengers sang on the *Wahine* and later in lifeboats to keep their spirits buoyed. Wellington Railway Station was the official reporting centre for survivors brought by buses from the coastlines of Seatoun and Eastbourne on 10 April 1968.

Supported by: [Wellington Community Choir](#) and [KiwiRail](#)

10.00am – 5.00pm Memories at the Museum – Wellington Museum, Wellington waterfront

[Wellington Museum's](#) Wahine exhibition of artefacts, photographs, documentary films and more will be open to the public all day.

11.30am – 4.30pm The 'Wahine 50 - PS Are You Prepared' display – Shed 6 Wellington waterfront

The public is invited to visit a display of the Wellington region's leading emergency response organisations, organised by The Wahine 50 Charitable Trust with the support of New Zealand Search and Rescue.

The Wahine disaster gave rise to the formation of several emergency services including the Life Flight Trust and the Wellington Volunteer Coastguard. Volunteers make up 94% of the people providing operational search and rescue response. This display is an opportunity for the public to meet those who might well save their lives in the future, find out how they can take action on a personal level to prepare for the worst, and how they might get involved in helping the wider community as a volunteer.

BP's 50-year partnership with Surf Life Saving NZ, originated from the Wahine disaster rescue efforts. In early 1968, Europa (later acquired by BP) donated a new surf life-saving boat, *Miss Europa*, to the Worsler Bay Surf Club. On 10 April, five surf lifeguards from Worsler Bay rowed 'Miss Europa' into the stormy Wellington Harbour to help save the lives of passengers and crew from the sinking *Wahine*.

BP's sponsorship of the display is an acknowledgement of the invaluable contribution volunteer emergency/search and rescue organisations play in New Zealand.

Hosted by The Wahine 50 Charitable Trust Sponsor: [BP](#) Supported by: [New Zealand Search and Rescue](#), [Archives New Zealand](#), [Alexander Turnbull Library](#), [Ruth Pretty Catering](#) the [Salvation Army](#), [TG Macarthy Trust](#), [Wellington City Council](#)

11.30am – noon New Zealand Remembers – Wahine Mast memorial, Frank Kitts Park, Wellington

The public is invited to gather with survivors, rescuers, and family of those who died, at the Wahine Mast memorial to remember the 53 who lost their lives in the Wahine disaster, as well as thank the many who set out in stormy weather to rescue and support the ferry's passengers and crew. The Orpheus Choir will perform a choral tribute.

Hosted by The Wahine 50 Charitable Trust Sponsor: [KiwiRail](#) Supported by: [Wellington City Council](#), [Orpheus Choir](#)

12.00 noon – 12.45pm The Flotilla Steam-Past Review – past the Wahine mast by Frank Kitts Park on Wellington's waterfront

A flotilla of 40+ vessels will participate in a Steam-past Review – a tribute to those who set out in their boats, tugs, and launches in appalling conditions to save the lives of the passengers and crew of the *Wahine*. Those vessels that took part in the rescue will receive special mention by a narrator as they move into view. The retired rail ferry *Aramoana* (and its lifeboats), once part of what is now the Interislander fleet, assisted in the 1968 rescue. KiwiRail's Interislander ferries have a history of rescue operations in Cook Strait.

Hosted by The Wahine 50 Charitable Trust Sponsor: [KiwiRail](#) Supported by: [the Royal Port Nicholson Yacht club](#) and others

3.30pm – 5.00pm Seatoun Remembers – display and afternoon tea at Seatoun School

The public and in particular the Seatoun community are invited to a Wahine display and afternoon tea at Seatoun School. The Seatoun community was very involved in the rescue and support of passengers and crew from the *Wahine*.

Hosted by: [Seatoun School](#) with the support of The [TG Macarthy Trust](#)

5.30pm The annual NZSAR Awards ceremony (invitation only) in Shed 6 on Wellington's waterfront

The Spinnaker

The great mooring Heist Heist

By Paul Beaumont

Last year in a severe southerly gale my yacht Andal parted from her mooring near the Sea Cadet building. It was entirely my fault...I had misread the surveyor's report. My pathetic excuse is that my printer had failed to talk to my computer - or is it vice versa? I relied on my memory...and that is becoming deficient...ok!

Fortunately the escapee was almost immediately discovered and a rescue effort was put in action. The Lady Liz saved the day. But that is another story.

My mooring would need some repairs. Steve Hazlewood lent me his mooring and as he no longer needed it, he generously sold it to me...for spare parts! So now I just had to recover it from fairly shallow water (a few metres), just north of the Club hardstand area.

I received considerable advice from the smoking shelter and elsewhere. It was not always supportive (why should it be?) Some discussion was certainly constructive though. My first scheme was to use an old inflatable that I had bought for a few dollars on Trademe some years previously. It was of the type with an inflatable keel. But two of the three air compartments had serious leaks. The special adhesive to repair/patch the problems cost near \$100, but having repaired it I had second thoughts. My plan was to connect the inflatable to a the mooring heavy base chain (pulled up tight) at low tide, and then allow the moon and sun forces to lift the very heavy block. My problem was stopping the inflatable distorting.

I intended to hang the mooring by a sling positioned amidships over timber stiffening so the dinghy would hold its shape. My timber engineering structure was beginning to look as though it might need to be a bit complex. A major problem was that the small tide range in Wellington harbour would not allow much latitude for the system to take up slack etc. ... So...a new plan was hatched. I would use Andal. I would hang the deadweight off the bow. I had originally been inclined to think that if the block was well sunk in to the sea floor then wee Andal might exhibit a very extreme bow down attitude before the block would burst out of the sediment. But the mooring block was just a large railway wagon wheel. It could be seen, therefore was not totally buried. Incidentally laying peacefully alongside it was part of a centreboard yacht hull! Almost worse than plastic bag litter?

Anyway, I figured that Andal should manage the lift... if the operation tuned to custard it would be simple to just dilute the bay (with custard) by cutting the mooring free. Nothing to lose!?

I would do it that night. King tides had just peaked but there was a still a range of 1.2mtres. Low tide was just before 4am and it was near calm. I overslept of course, and in my hurry to get the heavy chain as vertical and tight as possible I did my aged back no service. But it seemed not too bad. I laid out an anchor to windward in case the operation worked. It would be embarrassing for the whole affair to end up aground at the end of the hardstand. In that event some comment in the smokers' shelter would be worth hearing (for others!). I filled a couple buckets and a chilly bin with water to act as a bit of counterbalance on the stern. My back seemed just OK.

The 'rise' was very smooth. There was just one clunk and jump - presumably when the chain readjusted. Andal (less than 1500kg displacement) sank by the bow less than 300mm (the stern rose too - you worked that out!). However clearly the wagon wheel was not hanging flat...it was tilting on its edge and only came free of the seabed with about 100mm of tide remaining. I doubt that the inflatable plan would have done the trick.

The Spinnaker

I immediately began the slow trip to the club jetty. The wheel only once tripped on something - for a moment ...and also..... only once did the prop get into thin water and speed up. All too simple?

The original plan was to lift the block from the boat with the travel lift, dump it directly on my trailer, and take it home to dismantle etc. But my trailer was on loan to a friend up country, so rather than do a double lift operation I had decided to lift it on the jetty directly in front of the clubhouse. The old flying fifteen crane was not available and my plan was to put perhaps 3 or 4 lengths of rope through the chain and have 6 or 8 press-ganged blokes at the rope ends and use true brute force to slowly heave the block onto the jetty. I was persuaded (Errol) that it would be better to set up various blocks to make up a 4 purchase tackle system.

This worked OK until one sheave disintegrated. I replaced it (there is so much useful junk on Andal!), and with just some minor hitches the block was secure on the jetty. Graham (total fount of 'knowledge technical') declared that the block was an 'LA' wagon wheel of X (I have forgotten...but a 'lot') kgms. Of interest was that I had been advised that if the wheel had had teeth it would belong to the Historic Places Trust, as it would have been from the nearby (and historic) Patent Slip. If I had secreted such a cog away this would have been a *real heist*. LA wagon wheels are apparently not historic enough yet!

Time for a cup of coffee. Returned to inspect the achievement, and Andal's dinghy (hanging back from Andal and the jetty) was full of water. I enquired of the 'jetty jumpers' (swimmers):

“Who swamped the dinghy?”

“Not us. What is a dinghy?” (Butter wouldn't melt)

At least they did not ask what a swamp was! I could have referred them to Donald Trump perhaps. (*He of 'Drain the swamp'of US public servants/lobbyists/democrats,etc*)...

More coffee (and koha of course), and another inspection.

The whole chain was back in the brine. I suspect the wagon wheel would have been 'over the edge' too if it were not so heavy. That would have been an 'awesome' splash? The boys could perhaps have defined the new ubiquitous 'awesome'...for me!

I asked no questions, and got no silly answers. I just advised the 'jumpers' that the club security camera could see the jetty end. A lie I think. Oh well.

Next day I borrowed a trailer and picked up the whole affair. Sven produced a chain block and it was a pretty easy 'load'. I then lifted it at my home by means of an overhanging tree (we have those in the outer suburbs), and a lever hoist - easy again. Obtained excellent chain for my mooring, thanks Steve. The wagon wheel is a garden feature, for the moment.

Thoughts; Hire the travel lift next time!! Also moorings from deep water would be a much greater problem. They could not be dragged into shallower water; they would need the proper raft/winch for the purpose, for example, the one at Clyde Quay.

Helpers etc: Steve, Errol, Graham, Sven, Bob, Doug et al. And Rory for use of his marina berth while I was blockless. A beer, (or coffee koha) to all on request is available to all on request.

My back recovered fully. I am looking forward to testing the repaired inflatable. I must just find a use for another boat.

The Spinnaker

