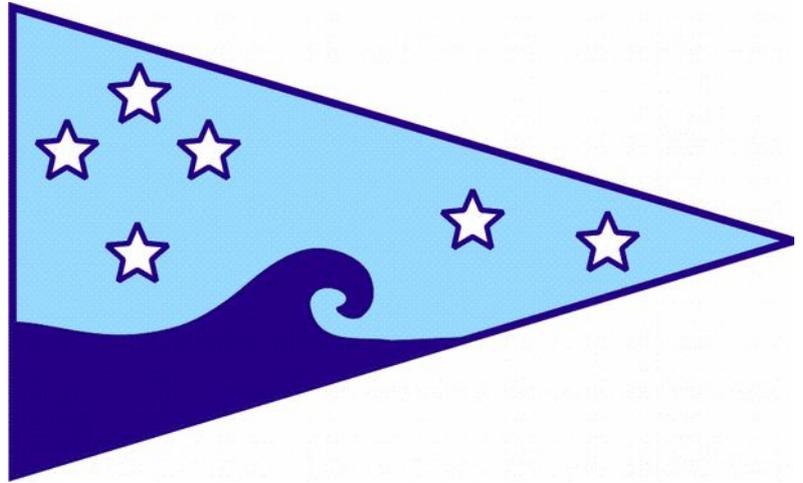


# CANANZ Newsletter

March 2016



## **Featuring**

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- ✓ Activities for April
- ✓ Summer Cruise – Bob McDavitt
- ✓ February Meeting - Bob McDavitt
- ✓ Update on Donna Lange of Inspired Insanity - Bob McDavitt
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- ✓ The La Chica Saga – Paul Thompson

## **April 2016 meeting**

The April meeting will be held at the normal date, namely the second Monday of the month which in April will fall on the 11<sup>th</sup>. It's special as it is our Annual General Meeting, please do attend if you possibly can.

When : Monday 11 April, usual time starting 1930hr

Where: The usual place, Richmond yacht Club

1930hr: Our traditional President's shout at the bar – a good reason to attend, it's not every day you get offered a free drink... or two!

2000hr: AGM comes to order

After AGM: Our guest speaker is Peter Minturn.

Peter Minturn (now a retired jeweller and Goldsmith of great renown) spent some time on SOREN LARSEN and has agreed to come and share his photos and stories with us, SO come to be enthralled (and help him celebrate his 79th Birthday).

**Lastly a plea from our President Bob McDavitt, anyone who wants to join the committee to please let him know before our April AGM. You can email him at [bobmcdavitt@hotmail.com](mailto:bobmcdavitt@hotmail.com)**





## A note from your editor

As you are all well aware by now, the meeting on the 11<sup>th</sup> April 2016 is our AGM. It would be very good if we have a full house. Dear members, this is your opportunity to review the clubs and the committee’s activities over the last year. It is also your opportunity to make suggestions and help set the agenda for the next year. Finally you can kick out the present committee (and even our president!) and replace them with a selection more to your liking should you so wish. So grab the opportunity why you can.

As there has been zero response to my plea for articles (presented again in the last paragraph of this note) I carry out my threat and you get an article on my La Chica, a junk! If you can’t stand it... send articles or vote me out at the AGM.

Getting serious for a moment, a lot of our members are on the downwind side of fifty and will be finding their boats increasingly hard to handle. I strongly suggest that you take a long open minded look at the junk rig. I know of few things more likely to enable you to continue to sail into your sunset years than to convert your boat to a junk rig. It’s not too difficult and it’s not all that expensive either.

Lastly my dear readers... please, please submit your stories and articles. We all have stories to tell, they do not have to be tales of daring do in the southern ocean or extensive cruises to Fiji or the Caribbean Islands, even an afternoons pottering around the backwaters of Auckland will provide many an entertaining story. So please, don't be shy else you are at risk of a continuing diet of junk rig and junk related articles.

You can send anything for publication direct to me. Email is [paul@bathroomdirect.co.nz](mailto:paul@bathroomdirect.co.nz)

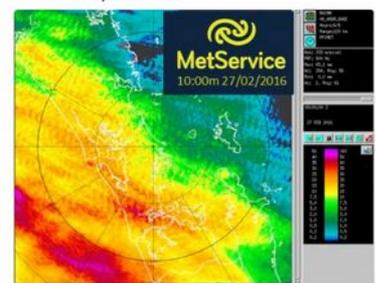
## Summer Cruise: 27<sup>th</sup> February

Four yachts attended at Rocky Bay, Waiheke, others were frightened away by the rain forecast. Rocky Bay was chosen because the isobars on the weather map showed a definite northerly flow all weekend.



We met on MOKOIA (Jim and Karin Lott’s yacht) because, indeed the rain interfered with the idea of a BBQ on shore. Had a great time, returned to our yachts in a lull around dusk. Weather is a mix of pattern and chaos.... Those isobars remained unchanged, but there was a convective shower around Auckland overnight, and this swapped the local wind and produced some southerly waves, so we all had a rocky time in Rocky Bay overnight. Not enough to do much about it, but enough to produce strange dreams (or was it the blue cheese and whisky?) We woke to a “lull of the

Rainfall in #Auckland over 6 hours to 10.00pm. Key shows amount of rain in mm. Around 40mm in spots. ^EB



morning” and light winds meant a motor as we returned home:



Grant and Deborah from *DELIA*



Kim and Karin on *MOKOIA*



Chris and Liz from *Southern Venture*



Paul from *La Chica*

## **February Meeting**

Jim and Karin's account of their adventures in Europe in 2015 were presented on 15th February, and a recording was made. You can now see it as a video on our website at

<https://www.youtube.com/watch?v=Oodu0NV9PvY>

or go to

<http://www.cananz.org.nz>

and look under videos.

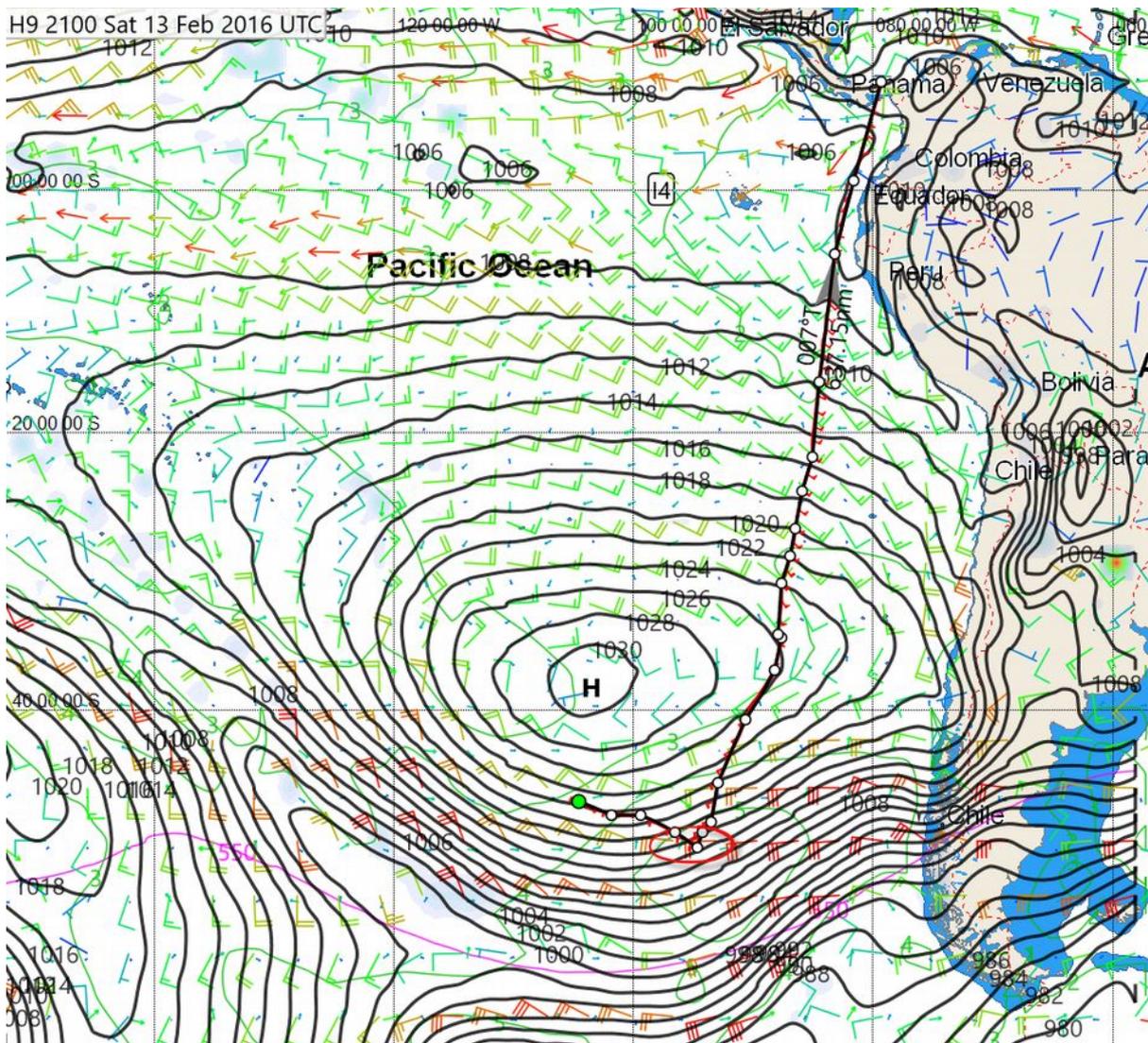


## Update on Donna Lange of Inspired Insanity

In our last newsletter we mentioned Donna Lange's blog at

<http://www.sailblogs.com/member/sailtwicearound/>

It certainly is making for interesting reading.



Track of Inspired Insanity The red ellipse marks where Inspired Insanity was knocked over twice by 5 metre waves and suffered damage to mast and dodger, with seawater taking out laptop and satphone. The weather map is for the time of the knockdown. Fat black lines are isobars. Thin green lines are combined wave height in significant m, Grid of barbs are winds, arrows are currents.

Donna has turned towards Panama and is still heading there, with occasional reports coming from her DeLorme transponder. What an adventure.



## Meet Bailey the boat Cat

Bailey Boat Cat, a male seal point Siamese, is making waves as a sailing sensation as he shares his [maritime adventures](#) with the world. Bailey lives with his humans, Louise Kennedy and her partner, James, aboard *Nocturne*, a Tayana 37 sailboat based out of Rome, Italy. Not only is Bailey an avid sailor and Internet-famous feline, but he's also the star of his own book "[Bailey Boat Cat: Adventures of a Feline Afloat.](#)"





## **Port and starboard - From Wikipedia**



The image is from the Bayeux Tapestry showing a longship with a steering oar on the starboard side

Port and starboard are nautical terms for left and right, respectively. Port is the left-hand side of or direction from a vessel, facing forward. Starboard is the right-hand side, facing forward. Since port and starboard never change, they are unambiguous references that are not relative to the observer.

The term starboard derives from the Old English *steorbord*, meaning the side on which the ship is steered. Before ships had rudders on their centrelines, they were steered with a steering oar at the stern of the ship and, because more people are right-handed, on the right-hand side of it. The term is cognate with the Old Norse *stýri* (rudder) and *borð* (side of a ship). Since the steering oar was on the right side of the boat, it would tie up at wharf on the other side. Hence the left side was called port.

Formerly larboard was used instead of port. This is from Middle-English *ladebord* and the term *lade* is related to the modern load. Larboard sounds similar to starboard and in 1844 the Royal Navy ordered that port be used instead. Larboard continued to be used well into the 1850s by whalers. In Old English the word was *bæcbord*, of which cognates are used in other European languages, for example as the German *backbord* and the French term *bâbord* (derived in turn from Middle Dutch).

At night, the port side of a vessel or aircraft is indicated with a red navigation light and the opposite side with a green one, to help avoid collisions. The International Regulations for Preventing Collisions at Sea state that a ship on the left must give way to a ship on its right. If the courses of two boats are intersecting, the helmsman usually gives way to a red light by going around the stern of the stand-on vessel. Sidelights are each lit from right ahead to 22.5 degrees abaft the beam on its corresponding side. A mnemonic for this is "If to starboard red appear, 'tis your duty to keep clear. Green to green, red to red perfect safety, go ahead."



## The La Chica Saga

After sailing La Chica (hence forth referred to as LC) for three years since her re-fit clocking up around 3500 miles in conditions in winds ranging from 0 to 30-35 kts, I thought I would take a moment to review things. Some ideas have worked well, while others have proved to be somewhat so, so and because this subject is so very much on my mind right now, it seemed the subject that I should be writing about.

Before I start with my review, I'll take a moment to give a brief rundown of LC's history. LC is a Tahiti Ketch designed in 1932 by American John Hanna of Dunedin Florida, who like myself was also deaf. The original design was for wood but in the early 1970's the design was redone by Weston farmer for steel construction. When I finally committed myself to building a boat, I happened to have these drawings on hand... so that is what I built. Building her over a period of time starting in 1989 and putting her in the water early 1991. She was the first boat that I built and so I served my boat building apprenticeship building her. Being my first steel boat (I've subsequently built a few more) I succeeded in making most of the errors that one can make when building a steel boat. However despite my ham fistness, LC has turned out to be a very solid boat and nothing structural has ever failed. In fact, surprisingly few things have failed although there have been things that have not worked so well. But that is life and gives reason for this article.

When I arrived in New Zealand, I'd been sailing LC more or less continuously for 11 years. We'd had a few adventures together, one of the most fraught being caught by hurricane Luis (1995) in St. Martin (Caribbean). We should not have been there but I had a job as skipper of the Port de Plasaint ferry and the money was really good. The locals all said "doona waarray mon St. Martin has not had a hurricane in years!" that should have warned me to get out ASAP but... none so deaf as those who will not hear. Anyway, the hurricane is a story for another day but the end result is LC landed up ashore and collected some fine dents (all under the waterline) and horror of horrors broke a plate and two wine glasses is pertinent to this article.



In 2002 I landed up in New Zealand and was working for a really decent man, Graham Johnson of Johnson Yachts International. I had the boat on the hard and Graham had come to look at the boat that his project manager owned. All was fine while he looked upon LC's port side but in the fullness of time, he came to the starboard side of her hull and there for all the world to see was LC's lumpy, bumpy hull the results of her



brush with hurricane Luis in St, Martin, all those years ago. This mess had been under the water (and surprisingly did not appear to affect her sailing performance) and thus hidden from prying eye's. Poor LC was mortified and Graham was scandalised, declaring that no one who worked for him could have a boat that looked like this.

I of course too, was mortified but put on a show of bravado and declared that should Graham not like the condition of my poor boat... he was most welcome to do something about it... and I then promptly forgot about the incident. It was much to my surprise then that one Friday afternoon while having a few beers after work with Graham, he offered to give me the material and the loan of a welder if I would then undertake repair LC's damaged hull. I was quite stunned but it was (as I now know, having had Graham as my good friend for quite a few years now) just the kind of thing that Graham would do. I of course had no real option but to accept and so began a project that would ultimately see 8 years pass before LC went back into the water.

Well dear reader, to repair the starboard hull side of LC meant stripping out essentially all of the accommodation on that side, in order to gain access to the hull. While the joinery was put in with access to the hull in mind. It was not contemplated that the joinery would have to be removed in its entirety. So all joinery on the starboard side of the boat would essentially have to be destroyed... not something that I contemplated with any great happiness.

Trying to see the bright side of this got me thinking (always a dangerous thing for me). I'd now been sailing LC for quite a few years and there were things that were rather less than optimal and since I was now pulling the boat apart to affect repairs I realised that if ever an opportunity had come to make the changes that I wanted to, this was it. And so grabbing a sledge, the the interior of LC was demolished. Two years in building... two days to destroy and not without heartache but I had a vision of what I wanted to achieve and so I set to work with a will.

One of the things I did after LC's first sailing trials all those years ago back in Cape Town was extend her keel. She'd been built with the typical shallow draught that Tahiti ketches have but I found that she made rather more leeway than i liked. So to fix this, I'd welded a 200mm extension to her keel. However, because it would have been a major job, I did not lower her ballast which was a single piece of steel 150mm x 350mm x 4.5M and the foundation upon which the whole boat was built upon. Instead the extension was just a suitable I beam that was closed up and welded to the bottom of the ballast keel. It had worked well but I have always wanted to lower the ballast all the way because lowering 3 tons of ballast by 200 to 300 mm has got to be a good thing... the sort of thing that a racing yachtsman would give a left arm to be able to do. But of cause there would go his handicap. Fortunately my only handicap is what I make for myself.

So that was the first thing I did after removing the interior joinery. I carefully cut the ballast keel out, then made up a new keel box, put the old ballast keel inside it and welded it all up again. It's wonderful how easily (relatively speaking, it is still a great deal of work) that you can make these kind of changes to a steel hull. LC's new keel was another 50mm deeper and 50mm wider and the ballast was now right at the bottom where it should be. The space where the ballast formerly was, was now empty but I had plans for that.



Next on the list, cut out the damaged hull plating (cut out because there is little hope of panel beating 4.2mm mild steel. I Did make an attempt but the 10kg sledge wielded by the biggest guy I could find in the boatyard, made absolutely zero impression on the hull.), straighten the distorted frames, replace bent stringers and finally template and weld in the new plate.

Looking around after all of the above labours, I found that I had essentially gone from having a slightly down at heel but sailable boat to what was now effectively a bare hull. It was a disheartening thought. To think that after all the years of building then a few years sailing and now here I am in a strange and new country... and I have to build my boat all over again. Despite the initial enthusiasm, I was disheartened and discouraged. Thinking of doing something and then having to motivate yourself to do it, every day after a full days work, is hard. Very hard as anyone who has built a boat from scratch can tell you. Some days you just want to throw in the trowel, walk away and take up something a little easier.

The point is however, you cannot give up... at least I am unable too. I have far to much emotional investment in LC, we have sailed thousands of miles together and crossed oceans. Through out all this, she has never let me down although she is stern mistress and never fails to demand her pound of flesh. When the chips are down LC has delivered in spades and now it was my turn to do the needed.

After a few weeks break in which I did absolutely nothing on LC, I returned to the job with vision of what I wanted to achieve completely renewed.

To be continued...

