



*Plimmerton Boating Club*



# REEFLINE

## Fishing & Diving Competition

**Plimmerton Boating Club**  
Saturday 12th & Sunday 13th March  
7am - 5pm

Briefing  
Friday 11th March 7pm  
at Plimmerton Boating Club

Prizes.  
Fin Nor rod & reels Icey Tec etc..  
Fish Auction  
from 5.30pm Saturday & Sunday

Meals available  
at the Club Restaurant  
Live entertainment;  
"South Coast Train Wrecks"  
(Pete Lamb's Band)

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**Heaviest snapper**  
(caught on a hook)  
8 night P&O Mysterious Islands Cruise

Dive Prizes; Cray/Kingfish/ B Fish  
Sea Hornet Tank & Valve, Atlantis Legacy  
Wet Suit, Picasso Spear Gun etc

Quality Spot prizes & Lucky draws

## REGISTER NOW

Registration form and rules on website  
[plimmertonboatingclub.org.nz](http://plimmertonboatingclub.org.nz)  
Register NOW to avoid missing out

or at Plimmerton Boating Club  
Friday 11th March from 4pm

On the day cancellations NEWS TALK ZB  
or on the CLUB WEB SITE

Full prize list on CLUB WEB SITE  
FRESH FISH/CRAY AUCTION BOTH DAYS  
FROM 5.30PM

phone number 233 1592

**February 2011**

## Commodores Report.

This is the first reefline of the year. I hope that everyone had a good break. I know that there was some concern that the club closed for the Christmas and New Year period but unfortunately going on past years economically it was the best thing to do as it meant that all our staff had most of their leave and we were not lumbered with paying extra days in lieu when our clientèle is at it's lowest.

This brings me onto the next subject, the committee at our meeting on the 15th of Feb. decided to increase the bar prices as since the last time we increased the prices there have been at least two industry price increases and also an increase in GST. We hope that we will be able to hold these prices for some time but like every one else the club is also feeling the effects the general price increases and the economic down turn. So please support your club when you can, we are receiving great accolades from all sides about TJ's food .

Now on an other subject: The land sub committee met with the Porirua City council several times over the last few months to try and have the reclamation made by club members in the 60's vested back into the club (at the moment it is classed as a recreational reserve vested in the PCC) The club leases this land from the PCC but this does create quite some problems as most of our clubhouse is sitting on this reserve. This could create funding problems when we are near the end of the lease period and we may want to do clubhouse improvements.

We met with the full council at their last meeting prior to their elections and received a very good hearing with the final outcome approved unanimously by the full council, that they would support the club in principle right up to ministerial level as the department of conservation is the third member in the triangle.

We have tentatively agreed in principle to a possible small land swap with the council. We will tell more when there is more to report.

### Anton Sutorius Commodore

*Junior Sailors  
looking refreshed after  
a good sail  
on Wednesday 16th  
February.*

*From Left;  
James Barham  
James Rodertshaw  
Matt Parsons  
Conor Quin  
Reece Saunders  
& James Moore*



## Hi All

Welcome back to a new year which is already in full swing.

I would like to thank all my Staff for all their hard work during December.

I am very pleased to see more of you enjoying a meal or beverage at the club.

We have a few exciting events coming up in the future, one being a very special Indonesian Dinner and the other is the launch of Kevin Clarks new Jazz CD so keep an eye out for more information on these events. Also March will see a new menu for the restaurant.

Sadly we have lost another member, Arthur Miskimmin. We would like to pass on our condolences to his family and friends.

We have had a few complaints recently about the boat ramp and people not being considerate to others, below is one of the complaints. Please think about your actions and how they affect other people.

Regards

**Sandra McGill**

**Secretary/Manager**



As I was passing the club on Saturday at 9.15am, a group of 3 arrived, got their boat setup and ready to launch on the slip way area. These guys had a new boat and were obviously out of their depth about how to launch as well as "club rules." I watched them for 15 minutes - and as luck had it no one came to launch or retrieve. On Sunday it was bedlam at 0950 when we arrived - I counted 16 cars in the club car park without trailers ( I'm not talking about people parking in their boats space once launched ) We had to park elsewhere. I spoke to one of the committee guys who said some of those cars were there at 0730 when he arrived. Someone else talked to the yachtie bunch who just ignored the comments !!

I have concerns that people abuse the facilities, there were committee people on hand and the hardcore of members abide by the rules and common courtesy of the club while a whole heap of people have zero tolerance for anyone but themselves.

Gary Roberts

### **Editors note**

Gary has a good point here. One of the reasons we no longer have a **Classic Boat Festival** at the club is the difficulty we had in providing a safe and convivial environment for all the people, including young and old who would come to this event.

**Note that our club is again running the Annual Schools Championship Regatta on Wednesday 2nd March. This involves Primary, Intermediate and Secondary School students.**

If everybody is aware and considerate, this should again be a great event. When children are involved, we need to pay particular attention to safety both on the club grounds as well as on the water.

## SAILING REPORT

It's currently Sunday afternoon and we have just had the best, closest racing we have ever had. The weather has not been that kind to us so far this year, but by good luck more than anything else we are only one race down, and we should be able to catch up by doubling up over the next week or so. Because of the weather several boats have suffered damage, with Eliot Ness suffering a broken mast, Cougar a broken boom and Antidote suffering from ongoing rudder problems. I don't think any boat has been completely free from damage, with plenty of minor breakages happening.

I understand that the Plimmerton Boating club may have the largest fleet of trailer sailors racing regularly in the Wellington region. We can have up to 11 boats on the water at any one time and that's not including the open class boats. There are more boats racing at Plimmerton than they had at the recent Nolex 22 Nationals held at New Plymouth.

Congratulations should go to Andy and Andrew (Antidote), for competing at the nationals and finishing a credible 2<sup>nd</sup> on handicap. They may well have come first if it wasn't for the rudder problems they have been plagued with.

Competition is starting to hot up to the point that over the next few weeks we should start to see first place shared amongst several boats. Cool Change has had major work done on the dagger board and a repaint; other boats have been doing tweaks here and there as well, so that today the time between first and last was around 5 or 6 minutes, way better than the 20 or 25 minutes that it has been. As you can see from the table below for the TYA Handicap series, Tom on Phoebe still has a commanding lead on the rest of the field, but considering there is still another five races to go the other minor placing can go to anyone.

Boat	Sail No	Series Place	Series Points	Race 1	Race 3	Race 5	Race 2
Phoebe	1607	1	6	1	2	2	1
Ladybird	1736	2	19	3	8	4	4
Golden Breeze	969	3	20	12	1	5	2
Cougar	2487	4	26	12	5	3	6
Ceto	1262	5	28	12	12	1	3
Elliot Ness	3629	6	29	2	3	12	12
Cool Change	3721	6	29	12	6	6	5
Nemo	1509	8	37	12	11	7	7
Antidote	2487	9	40	12	4	12	12
Voodoo Magic	3616	10	43	12	7	12	12
Time Out	789	11	45	12	9	12	12

The Wellington TY Champs are coming up and this year there are hints of several other boats coming to join us, which should provide some exciting racing.

There is also the winter series held in conjunction with the Mana Cruising club. It would be good to see more trailer yachts competing this year. At the very least it is good practice for the coming spring series.

That's about all for now. I hope everyone got what they wanted for Christmas and had a good holiday break. Till next time, fair weather and happy safe boating.

**Kevin Beach**  
**Vice Commodore Sail**



*'Elliot Ness' and the 'Untouchables' with touch down at the end of race 3 on 30th January. Bruce (Neddy) Bradey claimed it was just their fast de-rig procedure. Could be a Tuis' poster in this.*



*John Chipper doing a bouancy test with his Navigator Classic Boat. It did take on a bit of water.*

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## POWER BOATING & FISHING REPORT

Hi all power boaties, fishos and divers.

So far this year it has been poor weather wise but those of us who have been able to get out have had good success. The weather does help preserve the fishing in this area so we can be thankful for that.

Roger Mizzi, the fishing competition committee and I are in the final stages of organising this year's event. There is a lot of effort put into this and all involved should be commended for their dedication. We ask you as club members to be sure to enter the competition and also invite friends and family to help make this event another success. Just a reminder all proceeds benefit all club members one way or other.

Please check the club's website for entry forms and details on the competition and the prize list.

We have included more diving prizes this year so hope to see more divers taking part.

You will notice this year we have deleted the biggest crayfish category after discussion with our sponsor and other divers we feel if we are to continue with this type of competition we need to be aware of our environment and only take fish that are sustainable. We also need to encourage safe diving practice as we have learnt that some divers have been pushing the limits to catch the bigger crayfish so felt with those two reasons alone it would be best to change the format. I welcome feedback on this.

As we know no competition is possible without sponsors. We encourage all our members to have well maintained vessels, diving and fishing equipment as boating in general is much more enjoyable when you know your equipment etc is reliable. Please give our sponsors first choice for anything you need and do it soon if you haven't already as the competition is now only a few weeks away.

Can all those with divine powers pray for good weather for this weekend.

I mentioned in my last report to not wait and see what the weather will do before you enter the competition as prizes will be drawn if the event is cancelled plus it helps immensely with administration if you register early.

To all members, when you decide to go out for dinner please give the club a thought. TJ our resident chef is providing excellent meals so invite some friends or neighbours to join you. Please help promote the club by advising non members they are more than welcome to use the club as another local restaurant even if they are not with a club member. They only need to sign in on arrival as this is a requirement of our licence.

I welcome any feedback or ideas, remember we all have an equal share in the club.

In the rehashed words of JFK "ask not what the club can do for me but what can I do for the club".

On that note, here's to safe boating on and under the water.

### Pete Clarence

Vice Commodore Power

*This photo is of Scott Wilson, past member and original fishing competition convenor. I was with Scott when this crayfish was caught. After the photo was taken he let it go along with another one of similar size – lets all think of the future.*



**Plimmerton Boating Club 12th and 13th of March 2011  
Fishing & Diving Competition Entry Form**

<b>Boat Name</b> .....			
<b>VHF Call Sign</b> .....	<b>Trailer reg. no.</b>		

**TAG NO.**

**SKIPPER** ..... mobile number.....  
**Senior** CLUB MEMBER / YES / NO

Address ..... Home Phone .....

Email Address .....

**Fisher 2** ..... Senior / junior

Address .....

**Fisher 3** ..... Senior / junior

Address .....

**Fisher 4** ..... Senior / junior

Address .....

**Fisher 5** ..... Senior / junior

Address .....

**Fisher 6** ..... Senior / junior

Address .....

Please calculate the total of your entry fees	Category	No.	Fees	Total
	Senior		@ \$50	
Junior = 16 years and under (Junior prizes only)	Junior		@ \$25	
Family = 2 seniors & maximum 2 juniors (same family, no friends)	Family		@ \$100	
			Total	\$ .00

Send entry form & payment to:

Fishing Competition Plimmerton Boating Club PO Box 54019 Mana.

Cheques made out to Plimmerton Boating Club.

Late entry on the day: Cash or EFTPOS only.

All individual angler competition tags must be picked up on Friday night (9<sup>th</sup> April) at the briefing.

All information relating to the competition is on the website at [www.plimmertonboatingclub.org.nz](http://www.plimmertonboatingclub.org.nz)

NO FEE – NO ENTRY

SCRUTINEERING: Will be done at random, at launch or arrival, at the discretion of the Scrutineers. Non-compliance with ANY of the Competitions Rules and Entry Conditions will result in immediate disqualification in fairness to all other Competitors. The Committees decision will be final.

**I have read and agree to the Competition Rules and Entry Conditions of the Competition. I understand the risks associated with boating and related activities and enter this Competition at my own risk and have briefed my Crew accordingly.**

**MANDATORY**

**Signed by Skipper.....Date...../...../.....**

## 'Last of the Summer Wine' St James Walkway Tramp

7<sup>th</sup> – 12<sup>th</sup> December 2010 *Story & photos by Bruce Brady*

Greetings all, It's that time again. Up out of bed at 4:00 am to the beginning of another one of our summer sojourns this time it's the 67 kilometre long St James Walkway whose access point is off the Lewis Pass highway in the South Island. This year we are only three in number. Sadly as many of you are aware a dedicated member of our group, Sandy Smith, passed away late October after a short illness. He will be remembered fondly by us all and indeed some of his tramping exploits were reminisced upon during happy hours on this trip. Also Rex Ambler wasn't available for this one. So it's Mike Barry (Happy), Malcolm Suhr (Yogi) and myself participating this year.

We fly to Christchurch where we are greeted by our shuttle bus driver who is to take us to our drop off point at the start of the track. On the way we stop at Amberley to purchase gas canisters and fill our water bottles then on to the start of the track arriving at 10:20 am. We then pose for the customary group photo and then it's 'packs on' and away at 10:35 am. We first descend into Cannibal Gorge and stroll upstream alongside the Maruia River unperturbed about any imminent cannibal activity as we figure three PIBc oldies would have to be a last ditch meal for any prospective cannibal with the munchies .. Mind you could probably get a reasonable sized meal out of a Yogi Burger if you stretched the imagination a bit. We reach Cannibal George Hut without incident for a lunch time break at 2:10 pm after which we head for our digs for the night, Ada Pass Hut, reaching there at 4:10 pm. It's been a long day in overcast conditions with the odd rain shower and we get to bed early after happy hour and a good feed .. and oh the bloody sand flies !!!! Stats - 13 kms with walking time including breaks 5 hrs 35 mins

**Day Two** – Some quite heavy showers during the night but are easing off as we begin our trek to Christopher Hut. The tramping environment today is in stark contrast to the first day's forested one as after crossing Ada Pass at altitude 1005 metres we open out into tussock grassed flats flanked by the ever majestic sights of the surrounding snow capped ranges. On nearing the hut we encounter our first sighting of a group wild horses resting in the heat of the day on a grassy spot next to Ada River. We greet with a loud hail which gets them to their feet but being quite some distance from us they don't seem overly worried about our presence. We move onto the hut arriving there at 1:22 pm and settle in for the night again being the only residents in house and .. Dam sam it, more sand flies. Stats – 10.5 kms with walking time including breaks 4 hrs 12 mins . During the day we entered the St James Station which has been farmed since the 1860's

**Day Three** - Up at 7:00 am to cold near frosty morning. It's overcast with light winds as we head out to Anne River at 8:12 am. The track initially heads down the Valley flats flanking the Ada River. It's on this leg that we expect to see cattle beasts grazing on the open pastures but we never did see any although we did see the Ada homestead in the distance roughly halfway through this leg. After a while we encounter the Henry river which we track alongside until a crossing of it was required. Aha, how do you do that you might ask .. Yes it's Happy's favourite the dreaded swing bridge. So it's Happy to go first .. theres quite a strong cross wind blowing and at about a third of the way across his forward momentum ceases and it becomes evident the other two thirds of it are not

### What to do in the Lewis Pass area?

The Lewis Pass area is a beautiful and diverse landscape. It offers a wide range of activities for all ages and abilities. Whether you are a keen walker, a nature lover or simply looking for a peaceful place to relax, the Lewis Pass area has something for everyone.

**1. Walk**  
 The Lewis Pass area is a fantastic place for walking. There are many routes of varying lengths and difficulties. Some of the most popular routes include the Lewis Pass Walk, the Lewis Pass Loop and the Lewis Pass Trail.

**2. Picnic**  
 The Lewis Pass area is a great place for a picnic. There are many beautiful spots where you can enjoy a meal in the fresh air. Some of the best spots include the Lewis Pass picnic area, the Lewis Pass picnic area and the Lewis Pass picnic area.

**3. Camping**  
 The Lewis Pass area is a great place for camping. There are many beautiful spots where you can enjoy a night in the open air. Some of the best spots include the Lewis Pass campsite, the Lewis Pass campsite and the Lewis Pass campsite.

**4. Fishing**  
 The Lewis Pass area is a great place for fishing. There are many beautiful streams and rivers where you can enjoy a day of fishing. Some of the best spots include the Lewis Pass fishing spot, the Lewis Pass fishing spot and the Lewis Pass fishing spot.

**5. Birdwatching**  
 The Lewis Pass area is a great place for birdwatching. There are many beautiful spots where you can enjoy watching the birds. Some of the best spots include the Lewis Pass birdwatching spot, the Lewis Pass birdwatching spot and the Lewis Pass birdwatching spot.

**6. Photography**  
 The Lewis Pass area is a great place for photography. There are many beautiful spots where you can enjoy taking photos. Some of the best spots include the Lewis Pass photography spot, the Lewis Pass photography spot and the Lewis Pass photography spot.

**7. Relaxation**  
 The Lewis Pass area is a great place for relaxation. There are many beautiful spots where you can enjoy a peaceful day. Some of the best spots include the Lewis Pass relaxation spot, the Lewis Pass relaxation spot and the Lewis Pass relaxation spot.




Anne Saddle 1136 metres

St James Walkway; photos by Bruce Brady

going to be graced by his passing. His experience at bus driving ensures a successful reverse gear selection and he quickly backs out and wanders down river to wades across it instead. Yogi and I do use the swing bridge to cross but to be fair it was a bit dodgy. We reach the Anne River site at 1:13 pm and inspect the damage caused by the fire that levelled the Hut earlier in the year. One aspect of this catastrophe which I am sure is a vital point of interest to readers is that the long drop in all its glory had escaped the conflagration unscathed. One stroke of luck though is that we don't have to pitch our tents as there is the old four bunker hut still standing and its empty .. You couldn't fit a cat in it let alone swing it. After a lazy afternoon we cook and drink outside before heading to bed in our fully air conditioned accommodation.

Stats – 15 kms with walking time including breaks 4 hrs 50 mins

**Day Four** – Next stop is Boyle Hut which is the last Hut on this trip. We head out at 7:50 am and find the open terrain rapidly narrowing as we approach the Anne saddle. It's quite a grunt to get to its highest point but we are really pleased we weren't tackling it the opposite direction as the decent from it to the Boyle River seemed to take forever. We reach Boyle Hut just before 2 pm and again spend a lazy afternoon mooching about the place avoiding the ever present sand flies.

Stats – 15 kms with walking time including breaks 6 hrs 2 mins

**Day Five** – Over night rain and strong winds have abated somewhat as we head out at 7:33 am on the final leg of the walkway to Boyle Village. We reach the finish at 12:20pm and are lucky enough to have our shuttle bus out to Kaikoura arrive moments after our arrival. A couple of hours later we arrive and sign into a back packers establishment in Kaikoura's main street. After a much needed shower we herald the arrival of Rex and George Warren (the chief) who have travelled down to meet us for the evening's celebratory events. We walk the length of the main street sampling the various establishments wares and after watching darkness fall over the peaceful tranquillity of the windless Pacific ocean we head back to participate in our traditional end of tramp nosh up. After that some of us last a bit longer into the night.

Stats – 14.5 kms with walking time including breaks 4 hrs 46 mins

**Day Six** – We board the Trans Coastal mid morning for the trip up to Picton which in itself is a trip I thoroughly recommend. We are lucky that the day is fine and sunny with little wind so the coastal scenery North of Kaikoura especially stands out for the spectacle it is. We reach Picton and board the InterIslander for home with an ever diminishing thirst.

In summary – No mountain climbing this time with the ascent of the Anne saddle the most strenuous in our journey at an altitude of 1136 metres which is roughly only 600 metres above our starting point .. Perhaps we like mountain climbing !!! The open river valleys and grassy pastures was a bit of a change to us and so is another addition to our repertoire of conquered terrains. Again the weather gods heeded our call with some rain but at nights and only a couple on days on the track with light drizzle.

***Our next ventures** – A two day tramp into the Ruahine Range north of Apiti in April and our big one at the end of the year in the Nelson Lakes area on a loop track including two days at Mt Angelus Hut .. You see .. Mountains back on the menu. **Neddy B***

## Rear Commodore House

Its hard to believe I'm half way through my year as Rear Commodore House. Socially things have been going well, with our facilities being put to good use by members, as well as being frequently hired for outside functions such as weddings, birthdays, conferences etc. These functions give us essential income, so are vital to our club.

Our new chef has settled in well & we have had very positive comments about not only the food, but all the staff involved.

Unfortunately the Childrens' Christmas party didn't eventuate due to lack of interest, but we may have some other type of family oriented function later this year,

There's plenty of activities coming up soon for both sailors & fishers, so come & support them & the visit the clubrooms.

**Regards,**  
**Julie Hemera**  
**Rear Commodore House.**



*Happy punters on the bus returning from the day out at the Tauherenikau races*

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## An Abel Tasman Cruise (Two men in a boat) January 2011

Trailer yacht 'Blue Wind' is a Fi Glass Rover formerly known as a Freedom 6.80. Rob P and I bought it with the purpose of some summer cruising up the Abel Tasman coast. Last year we spent a bit of time installing some bits and pieces for safer cruising. At just under 24ft, the Rover has a spacious cockpit and a pop top cabin hatch which enables some standing area for persons under 6ft. In scouting the shoreline in January 2010 we concluded that the Talleys Marina at Motueka was the best place to launch, as Blue Wind has a stub keel and needs a good steep ramp with plenty of water at the bottom. Kaiteriteri beach ramp is very gradual and often shallow, not to mention crowded. Tides in the Abel Tasman area are massive with up to 7meters range at times. Marehau could be used at high tide but it's a bit of a winding road to tow a big boat over and probably a bit scary when you see Sandy Bay completely dry at low tide. So Day One saw us dig the boat out of the shed, GPS, radio, battery and other bits all shipped aboard and tested. The voyage provisioning for two blokes was a special journey to the super market, where P gazed longingly at the meat section periodically traversing the whole length then pausing for another long deep contemplation. In the end I gave up waiting and potted off to get some pâté and blue vein cheese. An adequate wine allowance was also added to the stores. Day Two was early rise and down to the marina with boat in tow. Mast up is achieved with a winch onto the jib halyard and some vice grips to pop in the forestay pin. For this first days sail, Warren, another mate from Hawkes Bay was part of the crew and by 11am we were rigged up, on the water and ready to catch the tide. Entry to the Talleys Marina is by card which is obtained from the nearby gate office for \$10 plus a refundable bond of \$20. The helpful gent at the office assured us there would always be plenty of water in the channel and on the bar no matter what the tide. We had found it so on a day sail last year but were still cautious. Blue Wind needs about one meter. It's a long channel and going and coming with the tide is always useful. Sunshine and a good Nelson style sea breeze were present and 'Blue Wind' pounded out after crossing the bar with main and no2 jib, at up to 10 kilometers per hour according to the GPS. There are considerable areas of shallows along this coast and it's good to give them a wide berth as wind against tide can kick things up and you certainly don't want to run aground. The mouth of the Motueka River is one of these areas. We probably tacked about 2 kilometers to sea as we sailed up this section of the coast.

Following the big downpours between Christmas and New Year, a lot of trees and material from forests in the Tasman region had washed down rivers and out to sea. A few other items had also relocated including a house and a caravan which ended up, up a tree and impaled by a forestry log. We came across a number of these semi submerged trees just north of Motueka. A bit over 3 hours and about 5 tacks saw us level with Kaiteri and we wandered past up to the Split Apple Rock for a brief survey. Blue Wind has an Evinrude 8hp outboard and this proved reliable over the whole trip. About 15.30hrs we slowly motored into Kaiteri, found a suitable little sheltered spot under the bluff at the northern end of the bay and dropped anchor with just enough rope to swing clear of the dozens of other moored (mainly power) boats. Dave G, another mate, runs a cruise boat from this spot and he soon arrived in dingy and we had a preliminary catch up. Dave ferried Warren off to Robin who had come up to collect him and we arranged a meeting later in the day after Dave completed an evening Evening Cruise. Dave is a fount of knowledge on this bit of coast and also had good advice re anchoring techniques. Namely he lent us a "Pudding", a voluminous lump of concrete with a cunningly embedded safety hook. This unappetizing but greatly functional appendage calms the boat when attached by a couple of loops to the anchor rope at a suitable point, half way along or nearer to the boat as desired. I am now casting my own 'Pudding' and am a firm Pudding believer. Later that evening, after we had

inflated our 3meter Seahawk tender (\$99 @ the Nelson Warehouse) and rowed ashore for a visit to holiday town supreme, we boarded Dave's cruise cat, chewed the fat and quaffed a noggin & coffee.

The question uppermost in my mind on this first night was, "Would I ever get to sleep with P aboard?" P's history of snoring is legend. It is orchestral, with voluntaries, discords and bellowing crescendos that would make a modern composer green with envy. Once at a hut up the Cobb Valley, we all went to bed early after a hard days tramp. Other people arrived late, filled with bon homme, jovial tales of the day and other exploits. When they finally went to bed at midnight I expect they thought they were going to have a sleep. How wrong they were. At 1am P was just getting into his rhythm. At 1.45am the sleep apnea pauses were lengthening and after a particularly long 20 second silence every writhing insomniac present was hoping the end had come and he had passed away. But no, the night was shattered again by another sonorous bellow, followed by a "Bloody Hell!" from one of the tormented souls in a far corner of the bunk house. At this point two of our company retreated in the pitch black to our four wheel drive 100 yards down the track. It was a 'Night to Remember' a Titanic flavoured nocturne. But this night aboard Blue Wind, surprisingly, P's new diet regime and weight loss had achieved a miracle, and he slept like a baby with little more than an occasional purr. What joy! I'd had visions of slinking ashore to sleep in a pup tent. On darker occasions I believe some have considered a quick slash to the jugular.

Next day. Up for a shower and a morning latte and muffin at the Kaiteriteri Beach café. All good. Care taken not to tread on the sunning maidens wall papering the length of the beach. On a hot summer day this place is densely populated by all shades from copper to ebony and the only thing missing on this morning was Gauguin with his easel and oil paints. But on with the cruise. Up anchor and out to the open sea. 20knots and rising 25 up towards Astrolabe Roadstead. Pleasure seekers hiding in a sheltered bay at the Southern end of Fisherman Island. Tacking up through the Roadstead and hitting some 30 knot gusts coming out the top. The Rover handled it well with a handy cleat for main dumping as the occasional need arose. GPS indicated various submerged items for avoidance and we steered clear as we pounded up this section of the coast to Torrent Bay where wind against tide can cause short steep seas. No problems on this day for us, but a few kayakers were testing their skills roped up and running with little balloon style sails. The sea breeze was blowing into Torrent Bay (and often does, as stated by the Cruising Guide)-so we opted for Bark Bay a few miles further up the coast. And this was a great destination. On the North side is a buoy where you can water up in the shelter of the steep bush clad hillside, not that we needed water. We took more than enough of most things. Only a few cruising cats were in residence and we had plenty of room in clear sheltered water to anchor and spend the night. The beach and surroundings at Bark Bay are of particular beauty and the population was only a few trampers at the DOC hut and campsite. Not even a kayak on the water, rare in these parts.

P was in charge of the cooking as I was in charge of sailing. And he did an excellent job. Earlier he had fretted about not having a barbeque on board, but the little gas stove in the cabin was a real cracker and stir fry stuff and all manner of meats and succulent morsels were created by the master and complimented with suitable Pinot and Blanc. Rocking gently at anchor, savouring the good things of the cruising life, it was a Shangri La moment, and a place where we want to return and spend some more time. A sunrise filtered by cloud eased through the open hatch of day three on the water. Morning at Bark Bay was cool but promising. A small tarp draped over the boom and tied to the hand rails had collected the dew and prevented damp in the cabin. P did his sleeping in the forward compartment while I squeezed into a stern berth



*Bark Bay, Abel Tasman January 2011*

with the aid of a shoehorn. But the easy motion of the boat was conducive and nodding off had been easy. An exploration of the Bay on foot followed breakfast. What an excellent place. A stream runs down a boulder framed cutting into a small estuary behind the beach which like many places along this coast, fill up and drain with the tides but are mostly invisible from the sea. After a brief meeting with some of P's friends found at the camping spot, we walked along the track for a while then back across the sands to row back to the ship. Motoring out with little wind we tried sailing up towards Tonga Island. I thought the tide was causing us a bit of leeway but later discovered the plate was still up. Around Tonga Island the Roadstead was total calm and groups of Kayakers and a few other boaties were all listening to the loud eerie cries of some birds. They were suggestively prehistoric calls. I wondered if it was some pranksters having us on. This day we towed the light inflatable with no trouble, but beating into a breeze on other days it would have been a nuisance. Finally a bit of breeze arrived and we entered Torrent Bay. Inadvertently we crossed a water ski lane and the diligent Harbour Master soon put us right and gifted us the helpful Tasman District boating booklet, a good item to have and study. There can be masses of craft from high speed water taxis to lunatics on jet skis at times in these places and keeping everybody law abiding and safe is no doubt a just and worthy mission. I prefer places far away from water skiers and such like, but I am for the quieter life, mainly. The exception might be the round the buoys on the weekends at PLBC.

Back through the Astrolabe Roadstead inside Adele Island. Passing Split Apple Rock again we sounded our horn to some friends who have a home above Towers bay. They came out and waved. Dave was meandering back on his coffee cruise cat but we were not game to follow him inside Ngaio Island, a rock strewn area. Later that day we anchored again in our favourite spot at Kaiteri. The wind piped up a bit and Blue Wind started rolling around. After an evening walk ashore we went to bunk down but bits and pieces were banging, clanging and groaning. I got back up, raised and lashed the rudder, shut the cabin hatch as rain started and slept like a log. P in the front bunk was tossed about and demented by a persistent squawk in the woodwork. He finally fixed it with a combination of rage, rag and a kitchen knife. He didn't sleep much, or so he said. I was up and ashore early and found him two hours later still slumbering incarcerated in his sleeping bag.

Grey and cool Day Five, the last on the water and the run back to Motueka. A good ride to sea and down the Tasman Bay. Still a lot of suspicious flotsam around and watchfully we searched for the entrance to the Motueka Estuary. What had taken three and a half hours to beat up to Kaitere had taken only two hours to run back. The power to the GPS had mysteriously vanished and finding the green buoy that indicates the approach to the channel was not easy in the dull conditions with a rolling lee shore. We approached the area under jib only and with motor at the ready. The high tide made the entrance invisible and merged with everything else. It's certainly not a place you would find easy to locate at night without a GPS. Motoring up the channel with the tide and the rising seas beyond the sand spit, I was glad we had reached shelter. Later that evening from P's cottage at Kina, I could see big rolling seas breaking across the Bay.

All up, it was a great trip. We learnt a lot about Blue Wind, what to take and what to leave next time. And a bit about sailing this great bit of NZ coastline. For other trailer yacht sailors, it's a recommend. But do your home work. Don't always expect perfect conditions. Prepare well and enjoy this excellent cruising ground.

**Murray Bloxham**



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# *John Leen*

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## Pigeon Post Mana Island News

Well we're most of the way through the busy summer season, and it has been quite a productive one so far, with milestones occurring across several of the species on the island. The shore plover have largely finished their nesting; there were 18 nests this year, including one at Plimmerton, which unfortunately failed. We have banded a total of nine Mana-bred chicks to date, with a few more too small to band just yet. We now have second-generation Mana-bred shore plover here after two Mana-bred birds from 2009/10 nested successfully this season. We are into our fifth and final year of planned transfers/releases from Pukaha/Mt Bruce – last month we released another eight little juveniles out onto the beach, and another transfer is planned for early March.

Most of the seabird species (fairy prion, diving petrel, and fluttering shearwater) have also finished brooding and raising their young, with just the sooty shearwaters still to fledge. We had our very first known fluttering shearwater nests, and the first chick fledged (a male) - a real testament to the work of volunteers who helped with this seabird transfer project during 2006-2008.

Some of you may remember that we undertook a transfer of bellbird and whitehead from Kapiti Island last August. It appears the transfer has been successful as juveniles of both species can be seen and heard in the forest canopy. Bellbirds are notoriously difficult to translocate as they often disperse elsewhere, in seek of a mate! So to see unbanded juvenile birds on the island has been quite exciting.

Our two temp staff, Jenny and Lois, finished up last week, having completed grid-searching the island for weeds. We have also been part of the Bioblitz – a survey of marine, plant and insect life around the Mana-Titahi Bay area. This runs until early March and it has been valuable hosting the scientists on the island. The last comprehensive plant survey was undertaken in 1984, and information on some species (such as lichens) has never been collected, so we are looking forward to seeing the results. That's all for now, see you out there!

### **Sue and the team on Mana Island.**

#### **PLBC Officers, General Committee and other positions 2010-11**

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Vice Commodore Sail	Kevin Beach
Vice Commodore Power	Pete Clarence
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*A Fluttering Shearwater  
on Mana Island*

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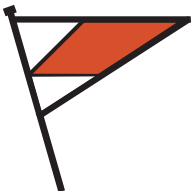
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