
TE ATATU BOATING CLUB INC "THE NAVIGATOR"

ISSUE SIXTY FIVE: SEPTEMBER 2009

COMMODORE'S REPORT

Bula
I am pleased to report that we had a good turnout for the AGM. And it was a very positive meeting. Mick Hatton and I are grateful for the vote of confidence for the Club returning us to the helm unopposed. The new members to the management team are:

Club Captain -Richard Raven
Vice Club Capt. - Maxine Saunders
The existing Executive Team has been returned en bloc. They are Warren Salter
Roger Pauling
Bill Douglas
Colin Silby
Richard Schick.

There are quite a few new faces in the House Committee. You will get to know them as time goes by. Three Life members were also appointed. They are Grant Hamilton, Doug Lillicrap and Bill Douglas.

There are many good things happening around the Club at this time. The final BBQ layout is in the final stages of planning and we will certainly have a nice facility there. The Smokers Shelter is finished and is proving to be popular among that fraternity. We also have plans for upgrading the children's play area and that should be completed soon. My AGM report is reproduced elsewhere in this letter so that other members of the Club know what's going on.

We are all looking forward to the better weather and the start of the boating and fishing season. In fact I'm off to the Barrier tomorrow to show the boys how it is done.

All the best, Len Whysall

HOUSE COMMITTEE REPORT

Hi Folks

I'm the new guy on the block. I'm pleased to report that I have an excellent team and a good deputy. We already have a lot of good new ideas. You will be able to see what we have in mind elsewhere in this newsletter where Maxine has put together a tentative schedule of events. But watch the noticeboards for actual dates.

One thing is for sure - The Golf Day at South Head is on Saturday 31st October with our tee times starting at 9.40am. Another thing is that our Club Weekly Lucky Draw is now up to \$900 so in a couple of weeks we will all be shooting for that \$1000.

My new responsibilities will include seeing that visitors are properly signed into the Club. I will also be watching that we all abide by the dress code. Remember that hats have to come off in the clubrooms at 6.30pm (7.30 at daylight saving). And no singlets in the evenings!

That's about all for now. But I hope to see increasing numbers of you at our events, and on Thursday nights.

Have a good one
Richard Raven

PROPERTY OFFICER'S REPORT:

Charles is on a yacht coming back from Vanuatu, or at least that's what I heard. Another report had him down as departing next week. The rum there is very refreshing.

In any event it is busy in the yard. Ron Eastlake is looking after things for Charlie. He tells me there isn't a lot of room so get your vessels out & maintained early. Don't leave it late. Keep your site tidy, remember Charles is charging a levy for untidy sites. And he is going to be tough about it! **Happy sailing, on behalf of Charles Cook**

PAYMENT OF ANNUAL SUBSCRIPTIONS

A good number of subs have been paid and car stickers issued. But there is still quite a number to be paid. Get your sub paid if it is becoming outstanding, or notify the office if you wish to resign from the Club.

CLUB LUCKY DRAW

Members are reminded that their number won't be in the barrel for the Thursday night draw if they haven't paid their sub. So if you haven't paid yet that is another reason to get the job done. The Draw is already back up to \$900 so if you want to be in the running be at the Clubrooms on Thursday Nights.

FOR SALE

20 ft Searay and trailer
175 - 4.3 litre Mercruiser, 200 hrs
Alpha One Leg, just overhauled to tune of \$3000.
Can sleep 4 overnight, canopy and road cover, rod holders, fish finder, depth sounder, VHF, Stereo, CD, 4 speakers, remote, boarding platform, ladder on trailer. Ideal for fishing or pleasure. \$20,000 ONO. Phone Allan or Jan, 416 7101, 021 1106 498

GEAR FOR SALE

We have a range of shirts and caps from kids' sizes up to large adults with Club Jubilee logo. See a House Committee member or the bar staff. Jubilee pennants are also available. These will be our official pennant in the short term.



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CLUB INC.

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SPIRIT OF ADVENTURE CRUISES

An entry form to the ballot is included with this newsletter. We will be having a draw to determine the lucky sailors.

The applicant adventurers must be between 15 and 18 years of age, must be high school students in 2010 and must be a child or grandchild of a member. Or the member must be the legal guardian.

All applications (entries) must be received in the office by Monday 9th November. We will have the ballot and notify successful applicants (and a couple of reserves) in late November. The voyages (for TBC members) all take place in 2010. To get an idea of what the voyages entail you can read the letters of previous adventurers on our notice boards.

The Club pays for the voyages (over \$1100) but not for special clothing or transport to or from the wharf.

A final word: Parents or grand parents, don't coerce reluctant children into entering the ballot. We have had the experience of not filling our quota because of reluctant sailors. This only keeps someone out who wants to go.

MORE GEAR FOR SALE

There are some vests and windbreakers for sale in the office. These have the Club's logo and are very warm. See Neil or Tess.

NEW MAN

Neil White is taking over as Club Manager from the outgoing old guy (who is writing this, we need an editor). Please show Neil all the courtesy and respect that I've had the privilege to receive over the years. Neil is a good guy and will keep the Club pointed in the right direction. I'll be around from time to time but will be riding off into the sunset as the months go by. (I am looking forward to the next Barn Dance and Club Picnic though).

TE ATATU BOATING CLUB INC

SPIRIT OF ADVENTURE APPLICATION FORM

NAME OF APPLICANT _____

PARENT/GRAND PARENT/ GUARDIAN

MEM/SHIP NO. _____

NAME _____

D.O.B. OF APPLICANT _____

NAME OF SCHOOL (2010) _____

POSTAL ADDRESS OF
APPLICANT _____

PHONE NUMBER/S _____

SIGNATURE OF SAILOR _____

DATE ____ / ____ / ____

Note: Applicants must be between 15 and 18 years of age in 2010 & must be attending high school then.

MOORINGS BISTRO

ENTREES

Garlic Bread	\$ 3.00
Whitebak Frittars	\$ 6.00
Seafood Cocktail	\$ 7.00
Chicken Satay on rice	\$ 7.00

MAINS

All mains served with a choice of vegetables or chips and salad

Scotch Fillet s/w mushroom or green peppercorn sauce	\$ 19.00
Sirloin Steak s/w mushroom or green peppercorn sauce	\$ 17.00
Chicken Pamejoma layered ham cheese with Neapolitano	\$ 13.00
Fish of the Day battered, crumbed or pan fried	\$ 15.00
Beef Masala cooked in mushroom Masala wine cream sauce	\$ 15.00
Beef Lasagne traditional style	\$ 14.00
Mixed Grill minute steak, sausage, bacon, egg, onion, tomato and chips	\$ 14.00
Chicken & Bacon Burger s/w chips	\$ 8.00
Beef & Cheese Burger s/w chips	\$ 7.00

KIDS MENU

Chicken Nuggets & Chips	\$ 6.00
Mini Hot Dogs & Chips	\$ 6.00
Fish Bites & Chips	\$ 6.00

SIDES

Bowl of Chips	\$ 3.00
Basket of Chips	\$ 6.00

DESSERTS

Pavlova	\$ 5.00
Fruit Salad	\$ 5.00
Ice Cream Sundae	\$ 5.00

Sunday Roast

only available Sunday \$ 12.00

COMMODORE'S REPORT TO THE AGM 30th AUGUST 2009

Good afternoon ladies and gentlemen. It is my pleasure to welcome you here today.

The Vice Commodore and I are pleased in the show of confidence for us by being re-appointed uncontested. You can be assured that our attention will always be directed to what is best for the Club.

We have certainly had a very momentous year. The Jubilee was a highlight for the Club, probably for many years to come. The Jubilee team did a great job. We have had other highlights as well but most of that has been behind the scenes graft. Like the team that worked on the replacement of the pontoons. That team saved us thousand of dollars. The volunteers in this Club keep coming to the fore and that is why we are as strong as we are!

A Building Committee has been formed and that dedicated group are scheduling important projects as they need to be done. They keep the Executive Committee well advised on what project should be tackled next. Our Three Year Plan is carefully laid out for future Committees.

I aware that it has been a successful year financially as well, but I must caution members that to maintain momentum we cannot let go of the reins. Good financial years don't come by accident.

It is pleasing to see so many nominations on the board for the House Committee. Our social planning will be in good hands in the year ahead. I ask that regular members get in behind the House Committee and support their projects. We have been falling a bit behind in recent years.

I thank retiring committee members for their efforts. All members played a big part in our success.

Finally I must thank the staff for their efforts. They are often overlooked. I hasten to say that I can't imagine a better group of bar staff anywhere. They are a great team.

LEN WHYSALL 30/8/09

House Committee

Hi there everyone,

Well the House Committee is all go and have organized the following, there will be flyers around the Club nearer the time of each event.

CHAMPAGNE BRUNCH

Sunday 27th September BBQ brunch and music. Start time 10.30am.

ANNUAL GOLF DAY

Saturday October 31st more on this later.

HALLOWEEN PARTY

Saturday October 31st – Dress up, prizes, BBQ and lots of music with a great DJ in the evening. We haven't worked out details yet so watch the notice board and look for flyers around the Club.

KIDS FISHING OFF THE WHARF FUN DAY / ANNUAL DINGHY RACES

Sunday November 8th – 8.30am start, prizes, lunchtime BBQ, lots of fun. Only goes till lunchtime due to tide change. From 2pm we will have the Annual Dinghy Races, the trophies for these must be won this year.

THERE WILL BE PLENTY OF SAFETY PROCEDURES IN PLACE FOR THIS DAY.

Watch out for further activities coming up –

Friday night music

Sunday afternoon music

Kids Christmas party

Adults Christmas party

Quiz nights

Any suggestions to the House Committee are most welcome.

Herbert Austin

and the

British International (Harmsworth) trophy

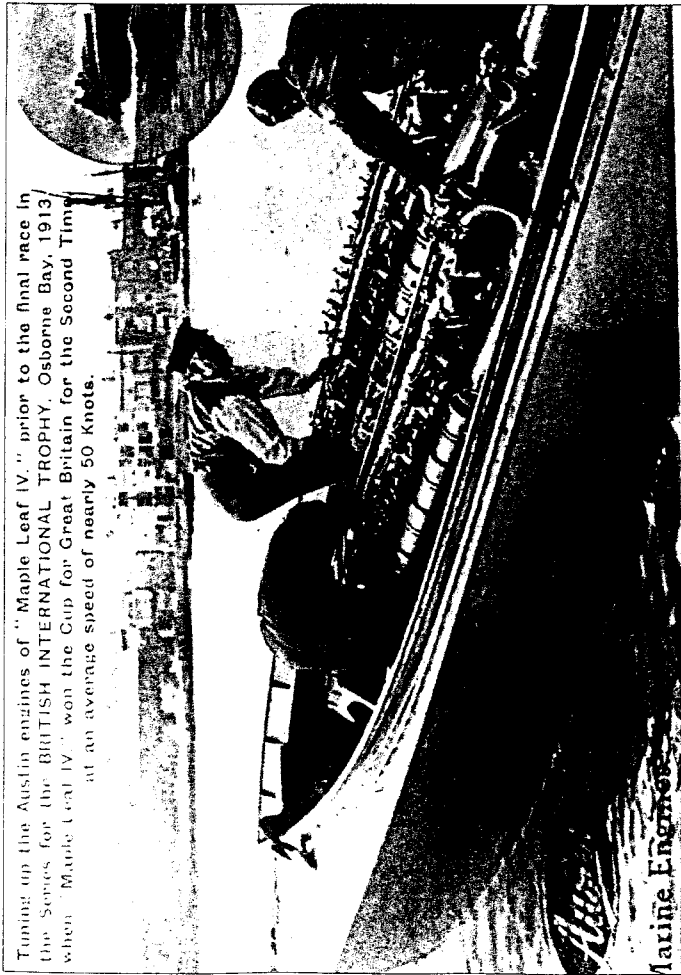
In 1903 Sir Alfred Harmsworth, proprietor of the Daily Mail newspaper, inaugurated a bronze trophy set on a teak base which would be competed for internationally in power boats in order to promote development of the sport of motor boating. In the beginning the racing was primarily between Great Britain and the USA, with France soon joining in.

In 1903 S.F. Edge won the first race in a boat (inevitably, considering its driver) powered by a Napier. The race was run at Cork, Ireland and Gt. Britain held the trophy until the USA won in 1907.

A wealthy English financier, Mackay Edgar,

Maple Leaf III was fitted with two massive V12 engines designed by the New Orleans Company, but that company only built one of the engines, the other being built by Dixon Bros & Hutchinson of Southampton. History records that further than that they were forced to re-design and make new cylinders and pistons for both engines. In racing, Maple Leaf III was no more successful than her two predecessors, so Mackay Edgar had Maple Leaf IV designed and built by S.E. Saunders of Cowes, Isle of Wight.

In designing Maple Leaf IV, Saunders broke new ground in power boat development, incorporating all of his own considerable knowledge and



Tuning up the Austin engines of "Maple Leaf IV," prior to the final race in the Series for the BRITISH INTERNATIONAL TROPHY, Osborne Bay, 1913, when "Maple Leaf IV" won the Cup for Great Britain for the Second Time at an average speed of nearly 50 Knots.

became involved in 1910 with the first of his boats to bear the name, Maple Leaf. It was unsuccessful in wrestling the trophy as was his next boat, Maple Leaf II.

experience, combined with the patents of William Fauber of Chicago and France. Both men utilized the new technique of stepped hydroplanes and Maple Leaf IV in fact had five steps and was a

superb combination from two great men.

When it came to powering this breakthrough hull, Mackay Edgar realised that the engines from his previous boat needed much up-grading and he approached Herbert Austin to undertake the task.

By 1912 Austin had already been involved in the design and manufacture of internal combustion engines for over 20 years and vehicles under his own name (and Wolseleys before that) had already gained a well-earned reputation for reliability and design integrity.

There is no doubt that the work involved was considerable, Austin going so far as calling for new cylinders incorporating much improved cooling, as well as lighter, yet stronger pistons, improved valves and valve gear and Austin's 'piece de resistance', a pressure-fed lubrication system working at 20 psi.

The exhaust system and carburation were greatly upgraded, such that each bank of six cylinders enjoyed a separate manifold and carburettor.

With a 7 inch bore and 7.5 inch stroke, the swept volume of each (monstrous) V12 engine was some 56.7 litres producing over 400 hp. Interestingly, the valve gear was actuated by single overhead camshaft.

Although measuring over 40 feet in length and weighing in at over 5 tons, Maple Leaf IV developed into one of the most significant speedboats of all time. Like her predecessors, she was driven by Thomas Octave Murdoch Sopwith (later Sir T.O.M. Sopwith), who within just a few years would be responsible for the famous Sopwith Camel of WWI fame. Much later, in the '30s, he would go on to challenge for the America's cup in

his own J-class yachts, but that's another story. Maple Leaf IV was shipped to the USA and on Huntington Bay, NY despite losing the first race won to take the Harmsworth Trophy at an average speed of 43.1 mph.

In 1913 with even more highly tuned engines she successfully defended her title, this time at Osborne Bay in England, averaging 56.4 mph. (almost 50 knots). It was the first time that a speed in excess of 50 mph had been achieved on water. In conclusion then, the engine work carried out by Herbert Austin and his company was most successful, as it was the reliability and consistency of performance of Maple Leaf IV as much as her breakthrough hull design which made her so successful.

Soon after, Austin entered the marine engine market and the range which eventually developed into the successful Thetis (7hp), Triton (10hp) and Tornado (16hp) was available through to and after the Second World War.

Advertising material for this range of engines as well as references in other publications has suggested that the engines in Maple Leaf IV were "Austin engines", and although Herbert and his team had probably more influence (by way of considerable modification and upgrade) over their final performance, in fact their beginnings were from places other than Longbridge.

Ref: 'The Austin' by R.J. Wyatt, 'Speedkings-25 years of International Speedboating' by J.Lee. Bassett.

Chris Wood

HAVE YOU PAID YOUR SUB YET?

If not, please act now.