



TIMARU YACHT AND POWER BOAT CLUB

Rhumbline

Edition: 14 Feb 2023

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REMINDER:

Did we mention ? ... the bar's open
Saturdays from 4.30pm
through Summer

Don't miss out !



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SAILING SECTION ...

Last Saturday it was great to see the yard so full, including powerboats out and about, five wētā, Dave's Finn, Bill and Freak Bros, Les in Guano not to mention the juniors who came down for a sail. I even heard a grumble about the parking ... always a good sign.



We even had a visiting keeler anchor in the Bay and join us in the club. A new owner sailing from Whangarei to Dunedin. Good they could pop in.

Allan's Race reports Fraser Cup Race 2 and 3 11th Feb 2023

Two races were sailed in a light South-South-Easterly breeze and a fairly flat sea. The course was set as Southerly Port Hand.

First race ((Race 2 of the series)

A clear start for everyone. Freak Bros (sailing three up without Wayne) and Dave Weith headed straight into shore. By the top mark Freak Bros were in the lead, followed by Ditto, Sticky Fingers, Triskelion, the Finn, Tigger and Nimrod. Guano was very late starting.

At the wing mark Freak Bros were still in front, followed by Ditto, the Finn Triskelion, Sticky Fingers Tigger and Nimrod.

The race became a Freak Bros benefit, and they won from Ditto by over one and a half minutes, (They even managed to beat Dave in the Finn by half a minute on handicap.)

Second race (Race 3 of the series) Another clear start. Guano on the line this time. The wind was still light. (I think I need a scribe in the tower, as I'm struggling to read my notes.) By the bottom mark the first time around the places were; Freak Bros, Tigger, Ditto, Triskelion, the Finn, Nimrod and then Guano.

Although there were some real tussles among the wētā, it was another case of Freak Bros leading all the way.

Final places across the line were; Freak Bros, (second to Dave Weith on handicap), Ditto, Triskelion, Sticky Fingers, Tigger, the Finn, and then Nimrod. Guano had withdrawn.

Regatta coming up

The notice of race is now out for the Wētāfest (Wētā national regatta) in Torbay on 11/12th March.

This is a unique family-oriented regatta that uses a rapid-racing and destination race format. Can you spot the three from Timaru in the photo from last year's Wētāfest?



If interested, here are links to; [Entry Form](#), [NOR](#), [Sailing Instructions](#)

Did you know?

The bend in the jetty (photo in Gordon's update) is where a walkway used to cross to the street.

And still on a jetty theme, Gordon used the term 'walers'. Where does this name for the strong horizontal beams come from?

Maybe there's a connection with the gunwale ... the strong timber ridge where deck joins the hull that cannons were rolled out to firing position on sailing ships?

My google search turns up an old English walu "ridge, bank" of earth or stone. Also the common notion of "raised line". Wales describing "horizontal planks which extend along a ship's sides" from late 13th century. (Source: <https://www.etymonline.com/>)

Yep... I'm scraping the bottom of the barrel here. Hopefully you have something more interesting than where "waler" came from. So, get in touch. We'd love to have your story.

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JETTY

Gordon's update:

Have you noticed DivePro doing some more work on the jetty over recent weeks? At first glance it can be a little hard to notice because their work has been on the underlying structure.

The focus has been on the Southerly side of the main ramp where some of the underlying structure had been disappearing from us.



So, what's been done?

The piles were examined and found to be sound. Walkway supports were braced using hardwood timbers, connected from the base of the piles. These also now connect to the handrails so the whole structure is stronger. At the bend (corner) of the jetty a whole new piece of supporting structure has been built, replacing old iron that has corroded through.

Some of us will be aware the vertical breastwork (vertical timber that runs down into the water) was either missing or was coming away. The underlying horizontal walers (heavy timbers or rails) were even missing in places. These have all now been made good and replaced in some places, then the vertical breastwork has been re-attached or replaced where there were gaps.



And what's next?

The Committee hasn't yet decided on next steps, although ladder replacement was intended to be completed within this latest part.

Next to consider is the jetty just beyond the barricade. We have been advised to repair this as that's similar to the cost to remove it.

The concept for the opposite (NE) side of the ramp is to cast concrete piles around the existing steelwork then to repair/replace the timber as needed.

This work is expected to extend the service life by 5 to 10 years.

Appreciation to Gordon who has stuck with this, making it happen.

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