

In This Edition:

- [Captains Log](#)
- [News from the Helm](#)
- [What's happening in our Marine Area](#)
- [Events](#)
- [Jetties, Wharfs and Around the Bay](#)
- [Swimming Sponsorship](#)
- [Children's Corner](#)
- [Those who shall remain anonymous](#)
- [Safety At Sea](#)
- [Sounds History](#)

Captains Log

Greetings from the bridge.

The Shortest Day is past and thoughts turn to the longer days ahead. This is always a quiet time of the year for the club. With fewer members regularly being in the Bay, we will programme any activities and working bees for the spring.

Our Easter Fishing Contest was very well supported with good weather (until the prizegiving started) and some respectable fish being weighed in. The official results and photos are published in this newsletter. My thanks go to Luke Callister and his team who organised most of the prizes and helped run the afternoon. Our thanks also to the generous sponsors that supported the event.

We have heard no official announcement regarding opening the Scallop Fishery this year, so at this stage it appears that it will be closed for another year.

A request was tabled at a previous committee meeting, from the Duncan Bay Ratepayers Association re improving the turning area at the Duncan Bay Launching Ramp. It was agreed, that along with the DBRA, a joint application will be made to the Marlborough District Council Small Township Grant for funding (up to \$10,000) to help address this issue. As it also involves foreshore reserve, DOC will also need to be consulted. The next

round of grants will be early next year and Richard Smedley is going to coordinate this exercise.

On a recent visit to the Bay, I observed that two large marker bouys (Orange and Black stripes), have been laid in Ngawhakawhiti, to mark the presence of the water ski lane. These are in addition to the existing orange and black striped posts already located on the foreshore. The ski lane's location is now clearly visible when entering the bay so this should help other vessels identify the water ski zone and keep clear of this area.

On a sad note, our Treasurer Dave Wade's wife Michelle, passed away recently after a stoic battle with cancer. Michelle was a very special person who was a joy to know. She was always bubbly and willing to help no matter her own circumstances. We pass on our heartfelt condolences to Dave and his family. I know that Tuna Bay was a very special place for Michelle.

In this edition of our newsletter, Mike Neale has provided us with the first of our member stories recounting the history of his prized boat tractor. We look forward to hearing more interesting anecdotes from other members in future newsletters.

Safe Boating,
Roger Smith,
Commodore.

Mount Richmond Estate



Parkland Setting with Luxury Motels
Conferences, Functions and
Cafe/Restaurant

OUR ACCOMMODATION






FORESTERS
CAFE & RESTAURANT



Storage

7090 State Highway 6, Rai Valley RD2, Marlborough 7192, New Zealand
Web: www.mountrichmond.co.nz

+64 3 571 6070
welcome@mountrichmond.co.nz



News from the Helm

A summary of matters arising from the TIBC Committee meeting held on 11th May 2019

Financial Report: Dave Wade tabled his report. Not a lot of movement since our last meeting. Cash position is standing at \$108,000 – up \$8000 on last year.

Noted that Rescue helicopter donation still to be paid.

Good progress on membership subscriptions. Thanks to Leanne for her work here.

Penguin donations: \$224 Penzance and \$350 Duncan Bay recently collected and banked.

Membership: Leanne gave an update on all membership changes. Current members: 136 general, 6 Honorary Life members and 1 commercial member – 143 total. Year to date – 20 new members (including the Pelorus Mail Boat as a commercial member) and 12 resignations.

Noted that Margeruite and Werner Shultz (Tuna Bay) have returned to Germany for the last time due to their advancing years. They have been members for 48 years. A letter to be sent to them from the club to acknowledge their long association.

Health & Safety: Reports tabled on Duncan Bay and Penzance slipway and wharf facilities.

Duncan Bay:

Cat walk has had some repairs to the foam rubbing strip. Ongoing mussel removal required. The floating swim platform is also to be pulled out and inspected prior to next summer season. A pile at the outer end of the catwalk is also to

be replaced in the next 12 months. Working bees to be organised towards summer.

Penzance Bay:

Some minor repairs to the foot bollards are required in a couple of places. Water supply hose has been protected from damage on the rock embankment at the carpark end of the main wharf. A hose reel has been installed at the end of the wharf.

Ongoing cleaning of mussel growth on the piles and steps is to be undertaken.

Swimming platform to be inspected prior to next summer season. This has now been done by Dion Yandle who has removed mussel growth and indicated a new chain shackle is required at the platform end of mooring chain.

Pile strengthening on the outer end of the wharf to be undertaken later in the year using the railway iron that we now have in stock. This will require a barge and a pile driver which we will coordinate with the replacement of the Duncan Bay pile replacement.

General Business:

Newsletter: Discussion on content and format

Fishing Contest: A debrief of the contest was done. Sponsors and helpers to be thanked. Overall a successful day.

Swimming Sponsorship: Takoda Cross was this year's lucky winner – drawn at the Fishing Contest prizegiving. Some changes discussed with 3 sponsorships for 1 term of swimming lessons to be offered in 2020.

Shellfish ban: Current shellfish ban discussed and to be noted in the next newsletter.

Club Contact Details



Mailing address:

PO Box 39
Rai Valley 7145

Email addresses:

Treasurer:	Dave Wade	tennyson.treasurer@gmail.com
Secretary:	Libby Archer	tennyson.secretary@gmail.com
Newsletter Editor:	Bex Nicol	tennyson.editor@gmail.com



DUNLEA BUILDING LTD

Building the future. Renovating the past.



New Homes—Alterations—Bathrooms—Decks—Light Commercial

Give Brent a
call on:
03 5441295 or
021 2843883

- * Trade qualified and building in Nelson for over 25 years
- * Free Quotes
- * From plan stage to landscaping
- * Many repeat clients happy to talk to you about our workmanship and professionalism

Email: info@dunleabuilding.co.nz

What's happening in our Marine Area

Visiting a Marlborough Sounds Marina?

To prevent the spread and incursions of marine pests, Marlborough Marinas require all visiting vessels to have been recently cleaned

Antifouled
in the last
SIX
months



OR

Lifted and
washed in
the last
ONE
month



Marlborough Marinas require haul-out receipts and paint receipts –for further information of what's required contact Marlborough Marinas.

Contact Us: (03) 520 3312
service@msmarinas.co.nz



MARLBOROUGH DISTRICT COUNCIL
Biosecurity



www.marlborough.govt.nz



Coming to Marlborough?

Help Keep the Marlborough Sounds Pristine

If you are planning on bringing your vessel to Marlborough there are new rules that now apply to you in regards to the level of fouling on your vessel.

The new rule states that:

The owner or person in charge of a craft entering Marlborough must ensure that the fouling on the hull and niche areas of the craft does not exceed 'light fouling'.[ⓧ]

[ⓧ]Light fouling means small patches (up to 100 millimeters in diameter of visible fouling, totalling less than 5% of the hull and niche areas. a slime layer and / or goose barnacles are included in this definition



Research has shown that there is strong correlation between the level of fouling on a vessels hull and the number of unwanted organisms that it harbours. Therefore by placing a restriction on the level of fouling that is acceptable when a vessel comes into Marlborough, we are significantly reducing the risk to the region of unwanted organisms.

If you wanting any further information regarding coming to Marlborough, please don't hesitate in contacting the Marlborough District Council Biosecurity team at: biosecurity@marlborough.govt.nz (03) 520 7400
Or find more information at: <http://bit.ly/MDCMarineBiosecurity>



MARLBOROUGH DISTRICT COUNCIL
Biosecurity



www.marlborough.govt.nz

Southern Scallop Working Group



Fisheries New Zealand

Tini a Tangaroa

Draft Southern Scallop Strategy:

Marlborough Sounds

We are seeking your feedback and input

We are seeking your input into this Strategy, and would like to hear from you. You can email us at FMSubmissions@mpi.govt.nz

Or, you can participate in our online survey:
www.surveymonkey.com/r/TSB5F5G

Stay informed

You can keep up-to-date and find out about our progress at www.fisheries.govt.nz/protection-and-response/sustainable-fisheries/the-southern-scallop-fishery-sca-7

Or follow our recreational fisheries Facebook pages

MPI Fisheries Nelson/Marlborough/Kaikōura

Or sign up to our recreational fishers mailing list by emailing recreationalfisheries@mpi.govt.nz to receive the latest information about fisheries issues.



Events

2019 Easter Fishing Competition

Category

2019

- 1. Heaviest Overall Fish**
- 2. Heaviest Snapper: - Gardiner Trophy**
- 3. Heaviest Kahawai**
- 4. Heaviest Gurnard**
- 5. Heaviest Crayfish**
- 6. Heaviest Barracuda**
- 7. Heaviest Kingfish**
- 8. Best Decorated Fish by a child**
- 9. Heaviest Fish by a child under 10 years**
- 10. Heaviest Fish by a Pensioner: - Osborne Memorial Trophy**
- 11. Heaviest Fish since last year: - Roy Archer Memorial trophy**
- 12. Most Unusual Fish Caught**

- Sophie Barnett
- Ruby Barnett
- Riley Trathen
- Zane Roberts
- Dave Delaney
- Vanya Nicoll (surname?)
- no entries
- Anna, Harriet & Clare
- Theodora Webber
- Carolyn Callister
- Dave Wade
- Monika Russell







A big thank you to all of our sponsors who donated prizes for the Easter Fishing Competition

- Mark Cotton – Big Blue Dive & Fish
- Mike & Jane, Original Foods
- John Cattell, Harvey Norman Nelson
- Dave Delaney, Haven Pleasure Boats
- Julian, Rockcote Nelson
- Michelle & Dan, Rai Valley BrickOven & Tearooms
- Jane & Brendon Harley, Grounded Art NZ



www.bigbluediveandfish.co.nz

Harvey Norman®

www.harveynorman.co.nz



www.orginalfoods.co.nz



www.havenpleasureboats.co.nz

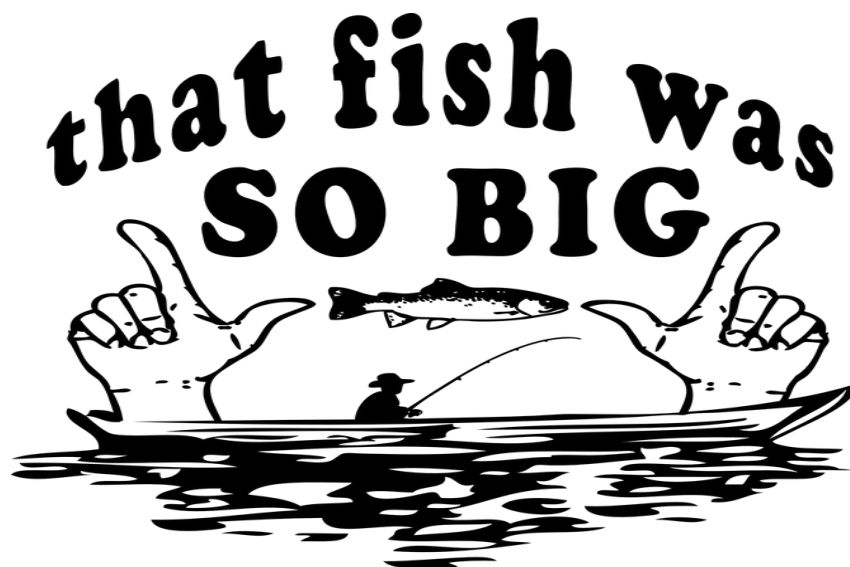
www.reseneconstruction.co.nz

ROCKCOTE | Plaster Systems



<https://www.facebook.com/Brick-Oven-Cafe-Rai-Valley-128329267323727/>

www.groundartnz.com





Harcourts

Motivated and Mobile

Introducing Sarah Archer as your new local, Marlborough Sounds, Harcourts Real Estate Agent. Sarah was born and bred in Tennyson Inlet and has now returned home to start this exciting new career.

She looks forward to specialising in Havelock, Rai Valley, Tennyson Inlet and the Outer Sounds areas.

For any of your Real Estate needs please phone Sarah on 027 362 8985 or sarah.archer@harcourts.co.nz

Beryl Archer, Sarah's Aunty welcomes her to Harcourts and is looking forward to working together.

Harcourts

Sarah Archer

Sounds Specialist

M 027 362 8985 P 03 548 3034

E sarah.archer@harcourts.co.nz

Platinum Blue Limited Licensed Agent REA 2008

227 Hardy Street, PO Box 192,

Nelson 7010, New Zealand

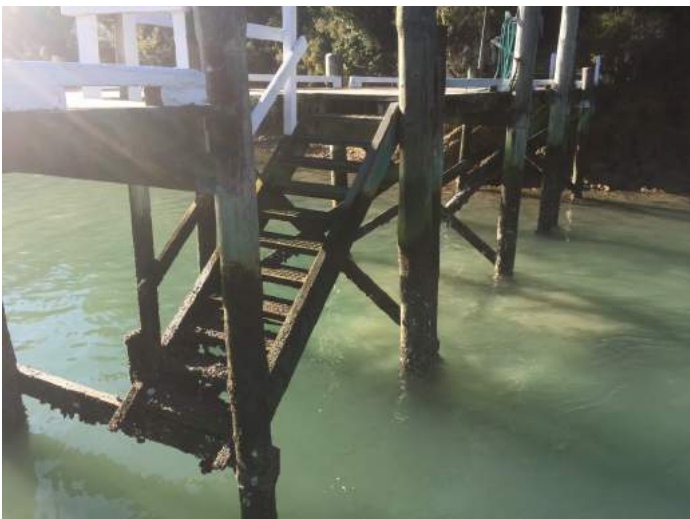
www.harcourts.co.nz



Jetties, Wharves And Around The Bays

Scott Archer and Dion Yandle have recently done work on the Duncan Bay and Penzance swimming platforms. Both have been cleaned of mussel growth and their mooring tackle has been cleaned and inspected and new shackles installed. Scott has also cleaned a lot of the mussel growth off the Duncan Bay wharf while he had their barge on site. A big thankyou to Scott and Dion for your efforts.

Scott has provided some photos of the work undertaken.



Emptying Septic Tanks and Waste Water Systems



**NELSON
MARLBOROUGH
WASTE**

Septic Tanks, Waste Water Systems,
Water Wells & Sumps - Grease Traps,
Bulk Collection, Farms & Vineyards

Freecall 0800 725 326

Make an **Online Booking**

www.nmwaste.co.nz



Find us on Facebook

The region's leading Liquid Waste Management Company

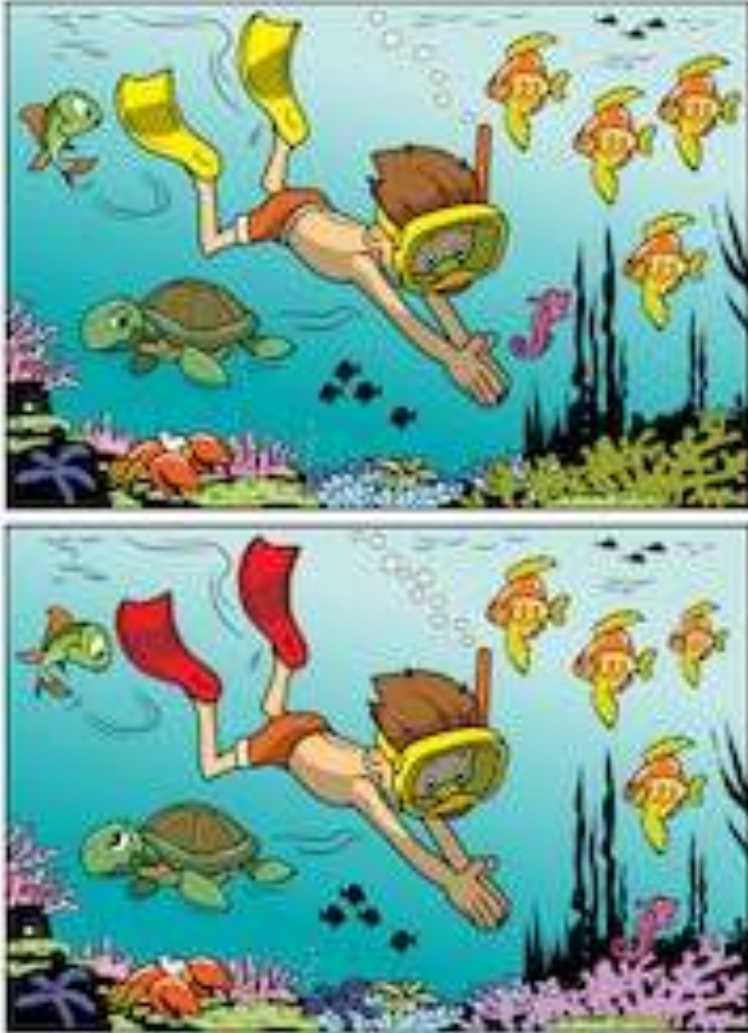
Swimming Sponsorship

Takoda, is really enjoying her swimming lessons and longs for the end of the week when she gets to go to the pool. She is working hard on strengthening her kick and is also trying to master breathing and stroking to try to keep moving along the pool rather than stopping to breath. She has had a go at learning breast stroke, this is new and very challenging. She can't wait for summer to be able practicing swimming in the ocean. She really appreciates the opportunity she has been given.



Children's Corner

Find the 10 Differences

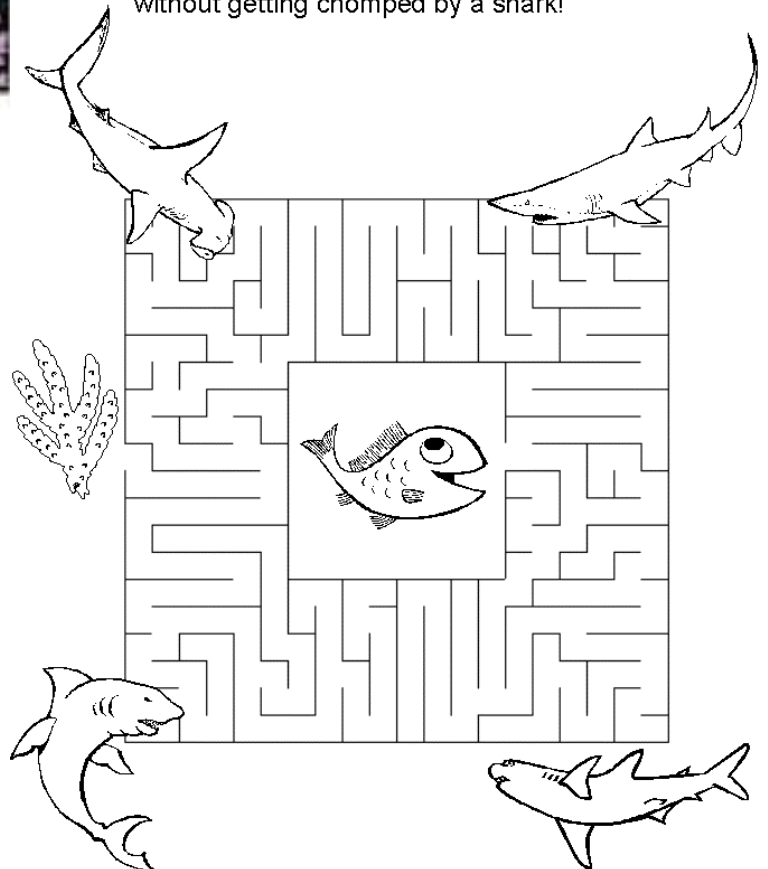


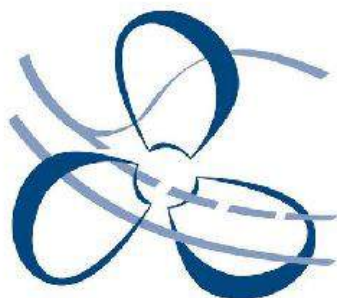
<http://www.cookie.com/kids/games/hook-the-fish.html>



Shark Maze

Help the fish make its way to the coral reef without getting chomped by a shark!





Tuna Bay Marine

Tennyson Inlet Marlborough Sounds

Dion Yandle - Marine Engineer
 Phone: 022 033 4077 VHF #10
 Email: DionYandle@gmail.com

- Outboards
- Breakdown Recovery
- Service All Makes
- Repairs
- Dive Inspections
- Pre Purchase Inspections
- Mooring Inspections



MULTI-SKILL

Herrie ten Oever

Ph. 03 547 5404
 021 238 0516
 frontier36@xtra.co.nz
 www.handymannelson.co.nz

Big & Small Jobs **All Trades** Free Quotes

Multiskill is the one stop shop for all your renovation and new-build projects. We do everything, small and big jobs. We take your stress away, one line of communication for your whole project.

We are holiday home owners in Penzance Bay, so, we can take care of all trades e.g. tiling, decking, fencing, gibstopping, painting, roofing, gardening, saunas, retaining walls, kitchens, bathrooms, waterproofing and more.

Any queries about a job, please contact us.

We offer FREE quotes for big or small jobs.

Those who shall remain anonymous

THERE IS AT LEAST ONE IN EVERY COMMUNITY

Firstly, I will try to paint a picture of myself.

I am a person of advanced years whose mobility is somewhat compromised these days with a reaction time to match. I have no idea of matters relating to the mechanical world, or the “Physics of Movement” on land, sea, or air.

Having clarified that, here is my Christmas/ New Year story.

Preparing my boat for a day out on the water, I noticed that one of the rear tractor tyres was flat. No problem, as the tractor has an air compressor attachment. Now, I know the normal tyre pressure for a car is usually around 30-35 psi, so it was logical to assume that the pressure for a tractor tyre, being much larger, would be significantly higher. After regular checking of pressure over a period of approximately ten minutes, for some unknown reason I could not get the tyre inflated much above 25 psi. The only thing I noticed was water gushing out of the valve when removing the air hose nozzle. Never mind, it was only a short distance to the ramp, and the thought of catching some big fat juicy blue cod outweighed any consideration in my head of one tractor tyre being slightly deflated. After all, it now looked remarkably similar in appearance to the other rear tyre. Having spent a very pleasant few hours on the briny and a full quota of cod on board, we arrived back at the Bay full of contentment. My eldest Son was duly despatched to get the Tractor and Trailer, only to arrive back at the wharf with the news that “there are pieces of rubber all over the car park,” the source of which was one of our tractor tyres. One of the things I forgot to mention here is that it was a stinking hot day. I think our outside deck registered 38 degrees at one stage. Unbeknown to me, the tyre in question was obviously over-inflated and with the heat causing further pressure build up, something had to give. (“Physics of Movement” – Air) On mentioning my predicament to a friend with far more worldly skills than I will ever possess, I learnt that the correct tyre pressure for my type of tractor was more like 10 psi, and that the water had been used as ballast, hence the reason for the spray I received when removing the air hose nozzle. We somehow managed to move the tractor away from the premium parking area until a replacement tyre was found. This, in itself, proved more difficult than I imagined it would be, as tyres for 1946 model tractors, surprisingly, are no longer made. After numerous calls from one end of the Country to the other, I finally located a tyre in Ashburton which seemed to fit the bill and had it trucked up to Rai Valley.

While the tractor was out of action, I decided that the boat trailer needed some TLC, specifically, to remove rust and give it a repaint. When chipping off rust around the tow bar area, the chisel I was using unfortunately penetrated the steel tow bar, and on closer inspection it appeared to not be an isolated problem. Further chiselling lead, me to the conclusion that I possessed one very munted trailer. My friend, with the worldly skills, was once again consulted. His view was that if we were VERY VERY careful, we might be able to launch the boat, put it on a mooring, and then VERY VERY carefully drive the trailer to Rai Valley for repair. We successfully launched the boat with kayak on board to get me back to shore. With the boat safely moored, as I was climbing into the kayak, somehow the “Physics of Movement” – Water) took over. The kayak went one way and I went the other. Now, in case you are wondering, I did have my lifejacket on – an inflatable. The problem was that it took me some time to realise it needed to be inflated – “reaction time.” By this stage the kayak and paddle decided to self-propel themselves in opposite directions. Holding on to the mooring line, and with my vision somewhat limited due to the fact that my lifejacket did not come equipped with a crotch strap, causing the lifejacket to move up around my head, I fortuitously spotted in the distance a lady with young child on a paddle board. I proceeded to wave madly at her, but she unfortunately took it to be just a friendly wave. It was not until I swallowed my pride and a bit more sea water and yelled out “HELP!” that she understood my predicament. Coming alongside me, the next problem was to work out how the rescue mission could be accomplished. Agreement was reached that we should transfer the little girl to my boat and then I would attempt to scramble onto the paddle board. At this stage the little girl burst into tears, not wanting to be separated from her Mother. After much persuasion and an indication that the “Old Man” was going to drown if something wasn’t done quickly, we finally managed to transfer her into the boat. After a couple of attempts to get on the paddle board, not helped by the fact that the lifejacket was in all the wrong places, I managed to get on board, and thence onto the boat. The next exercise was to get from the boat back on the kayak for a second time, and after a few nervous moments, mission was accomplished. With many “thank-you’s” and praise to the little girl for helping save the “Old Man’s” life, we all safely made it back to shore.

A few days later, I received a call that the tractor tyre was ready and my good friend offered to pick it up when passing through Rai Valley. When driving round the back of the workshop, he witnessed my trailer being tipped upside down for inspection by workshop staff, only for it to totally collapse in half. I am still having nightmares as to what might have happened had the trailer collapsed while taking it into Rai Valley.

With the assistance of my worldly wise friend and another expert tyre fitter, we managed to fix on the new tyre. With much joy and a beaming face, I then proceeded to drive the tractor up our driveway. Now, to get the tractor from the driveway onto our front lawn and thence into the garage, there is a slight hump between the driveway and lawn, necessitating powering up the tractor to get some momentum. Parked on the lawn was my other boat, my pride and joy called "Little Toot." – Yes, it is painted red! For reasons I am still unclear on, instead of de-accelerating after clearing the hump, I powered up even further heading straight for "Little Toot," and too late to take evasive action. The poor little thing suffered an almighty headache and was unceremoniously shunted through the next door neighbour's fence, Luckily, for all concerned, including my bruised ego, no material damage was sustained.

Some days later, with the trailer fully restored and delivered back to the Bay, I repainted it, and when doing so, noticed the rear rollers missing, presumably lying on the side of the road or more likely down a steep gully somewhere between Rai Valley and the Bay. After a number of phone calls to my son in Nelson, a replacement set was ordered and duly delivered.

Some further days later, I decided that the lawns needed mowing. Now, "Little Toot" was still on the front lawn, a little bruised from my recent encounter with her. To mow underneath her, she needed to be moved a short distance. When turning the mower around at the end of the strip, I was confronted with a blank space where I had parked her. My initial reaction was that she had finally made a run for it whilst the going was good. Unfortunately, she couldn't quite make a full escape, becoming wedged against a rock wall halfway down the driveway with her one and only front leg (jockey wheel) badly bent. With rocks put under her back legs (trailer tyres), I then politely asked my "Other Half" whether she could assist me in holding the trailer while I repositioned it away from the rock wall, so that we could move it a short distance to another grass area just off the driveway. When removing the rocks, the "Physics of Movement" – Land, took over. The "Other Half," for some unknown reason, was unable to prevent "Little Toot" from making one final effort to get away from me. I hasten to add, and in fairness to the "Other Half," that our driveway has an elevation which is a little more than zero degrees – perhaps make that a lot more. So, here we have "Little Toot" on the move again, BIG TIME. Approximately eight years ago we planted a Kowhai tree at the front of our section above a steep drop to the public road below. "Little Toot." God bless her cotton socks, hit the tree with her broken front leg (jockey wheel) and came to a screaming stop. Her Lord and Master, however, ended up sprawled amongst the fern bushes with one very bruised ego. (again!) The consequences of not hitting that tree don't bear thinking about. I am pleased to report that "Little Toot" has made a full recovery and is now safely wrapped up in her warm blanket (cover) for the onslaught of winter. Her "Lord and Master," after some very necessary injections of revivers, is making a slow but pleasing recovery. The "Other Half" is uncertain whether the "Lord and Master" is still in recovery mode or whether he really needs to be finally "certified."

Boy, am I really looking forward to next Christmas to experience more adventures down at the Bay!!

Safety At Sea



Re-usable

TRIP DETAILS

Use this side to tell someone where you are going. Use a water based pen and wipe clean after each trip.

Date:

Leaving Time:

Leaving From:

Going To:

Return Time:

No Later Than:

Number of People:

IMPORTANT

HAVE YOU MANAGED THE RISK?:

- The ability to communicate distress?
- Checked the marine weather report?
- Sufficient fuel and reserve fuel?
- Two types of effective communication?
- Taken life jackets for everyone?



COMMUNICATE WITH THE 2 MINUTE FORM

Enter your boat details on this side as a permanent record and use the back of this form each time you go to sea. Give it to a friend or relative to stick on their fridge. If you fail to return they should call their local Police Station or Coastguard. In an emergency dial 111.

Name: _____

Boat Name/Number: _____

Length: _____

Colour:

Hull

Deck

Sail:

Rig

Number

Engine:

Inboard/Outboard/HP

Flares:

Yes

No

Communications Equipment:

VHF

EPIRB

CELL

Radio Call Sign: _____

Cell Phone: _____

Keep it dry. Keep it on you!

Vehicle Reg: _____

Trailer Reg: _____

ENTER TRIP DETAILS OVER...

Sounds History



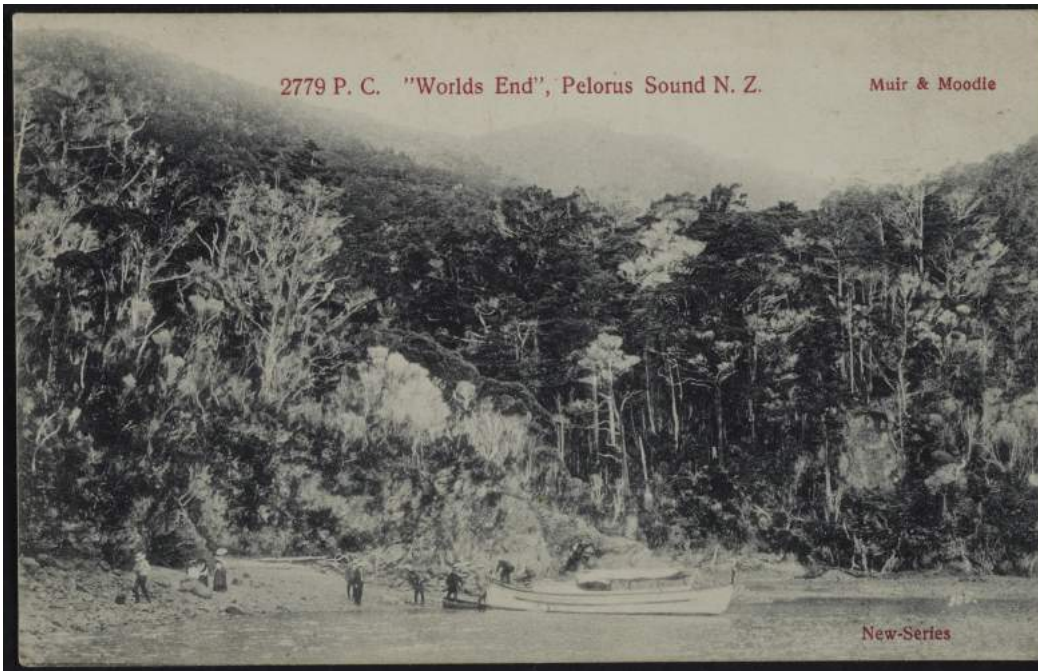
Name, Worlds End or Tennyson Bay, Pelorus Sound, New Zealand
Production, Muir & Moodie studio; 1906; Nelson
Registration Number, PS.002283
Credit line, Purchased 1998 with New Zealand Lottery Grants Board funds



Name Worlds End or Tennyson Bay, Pelorus Sound
Production Muir & Moodie studio; photography studio; circa 1906; Dunedin
Registration Number C.017219
Credit line Purchased 1943

Disclaimer:

While every effort is made to ensure the accuracy of informational articles in this publication, we do not accept any responsibility for errors or omissions. The views expressed are not necessarily those of the editor. The T.I.B.C Inc reserves the right to edit, or decline articles.



Name World's End, Pelorus Sound, New Zealand

Production Muir & Moodie studio; 1906; Nelson

Registration Number PS.001612/02

Credit line Purchased 1998 with New Zealand Lottery Grants Board funds



Name Tennyson Inlet

Production Leslie Adkin; 11 February 1955

Registration Number A.008765



Name Tennyson Inlet
Production Leslie Adkin;
11 February 1955
Registration Number A.008763



Name Tennyson Inlet
Production Leslie Adkin;
11 February 1955
Registration Number A.008762

Early to bed, early to rise
Fish all day, make up lies





EXCAVATION

- QUALIFIED DIGGER OPERATOR
- RELIABLE & EFFICIENT LATE MODEL EXCAVATOR
- POLEHOLE BORING • TILT & GRAPPLE BUCKETS
- TOPSOIL • SAND • AGGREGATES
- SLIP REMOVAL & STORM DAMAGE REPAIR
- SITEWORKS & EARTHMOVING
- TRENCHING • DRIVEWAYS

CONSTRUCTION

- LICENSED BUILDING PRACTITIONER
- RETAINING WALLS
- POLESHED / FARMSHED CONSTRUCTION

ADRIAN MARTIN:
027 274 2008 OR A/H: (03) 571 6327
flatcreeksheds@ihug.co.nz



We would like to thank all the members, advertisers and supporters for all your hard work and support to make the Newsletter go ahead. We hope you all have a wonderful term three.