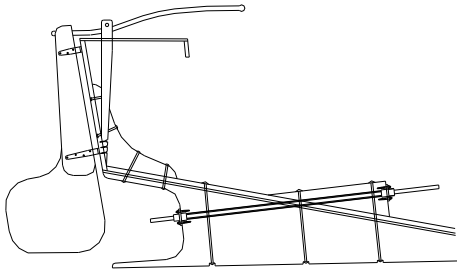


Deadwood

newsletter of

The Picton Tinker & Classic Boat Club



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This Month...

- ***Editors waffle.***
- ***Commodores
Report.***
- ***Club Captains
Report***
- ***Next Club Meeting...
August 6th 7.30pm***
- ***Next Club events...
Mid-Winter dinner
2nd August
More details soon.***
- ***Tug Visit report***
- ***No Club Meeting in
July***

Hi all,

Frosty and still, great day and long may it reign. But sod's law is alive and well, living near me, there are heavy rain warnings for the next 2 -3 days. But the shortest day is past and it nearly Christmas.

Last Saturday we had one of the best club visits I have experienced for several years and it was to inspect the two Port Marlborough Tugs.

Fascinating, and while Phil has an in-depth article further on about the trip, needless to say it was very well organized by Port Marlborough staff who picked us up, delivered us right to the vessels, had the Skipper and Engineer of each craft on hand and each took a party for in depth tours of the two Tugs. It must have been a considerable commitment by the Authority to arrange the vessels and crew on hand at reasonably short notice. I was most impressed with the new tug Kiana's fire monitor which can biff some 3 cubic metres



per second 90 metres with such force that it moves the tug sideways when operating!! Wow!

Second most surprising was the cost of Kiana at just \$12 million last year.

For the caliber of the craft and

complexity of it's equipment I thought that was small change! Politicians toss hundreds of millions around like confetti, especially when talking about cost overruns, but I think this craft is especially good value!

See you... Roysie

Commodores Report...

Winter was a bit slow starting, but the weather we have had of late is sure making up for it now.

We had a run to Allports Island and return via Whatamonga, a perfect calm sunny day with four boats, this was basically our last run for the season.

Saturday 21st June we had a trip to inspect the new Port Company Tug and the old one that is 50 years old and still going strong. It would be interesting to be around in another 50 years to see how the new one has lasted!

I've been busy repairing the caravan, water had got into the timber framing across the front, floor and along both sides. I have replaced all the rotten timber and lining.

The window was refitted today (Wednesday) so the end is in sight. I can tell anyone some of the tricks, but won't be volunteering to do the work, would rather repair a boat!

Recently Roy came round and picked up a few propellers, fitted one and went to Wairau River for a test run. I went along for the ride but luckily in my own ute. The ramp at the rowing shed was a foot deep in mud, there had been some activity so I launched the boat, Roy barely managed to get out with the empty trailer.

We went for a run and Roy took measurements, speed, revs, amps etc. Put it back on the trailer with my ute connected in front, no problems retrieving. Will need to find another ramp for Kawhai fishing day, maybe Wairau Bar, will check it out and report.

Toby, our Grandson has just embarked on a trip on a fishing boat, fishing south of the Chatham's. It's a non-paid trip to see if fishing is his cup of tea. He left on Wednesday 25th June and will be home in 10-12 days, 2 days steaming there and 2 days back to Nelson.

Our mid winter lunch and prize giving is to be held on 2nd August at the Woodbourne Tavern, details closer to the time.

Hope this finds you all well and are managing to keep warm. That's all for now.

Cheers Roger

Club Captains Report...

Not a great deal to report this month but here are the plans for the future.

Winter Activities:- Road Trip in June or July. Top House. Lunch at Top House or if they are not open we can do a picnic or something to be decided nearer the time.

Kaikoura. Lunch at Kaikoura and a shed visit.

Kekerengu. Lunch at the Tearooms/Restaurant on the highway and then maybe have a look inland. Normally we wizz past this area at a rate of knots, but there's a lot to see inland.

Duncan Bay:- Towards the end of the year would probably be best with longer daylight hours. Also we need to investigate the possibility of accommodation so members could stay overnight and avoid an overly long day. Should be interesting.

Looking forward... Phil Baines

The Ruru Clone, *Toroa ev*

I have completed *Toroa ev*, and took her for a test run in Waikawa Bay to try the prop size, I hadn't any idea in this area. On *Cullenmaiden* with the Ford 10 I used an 11 x 7 so left that on to begin with. It was too large, enabling just 600 rpm.

Roger had a few spare props so visited him and he loaned me a few to test with. Next was an 8 x 8, and with Roger on the Wairau River we achieved 5.2 kt but it was too small and allowed very high revs.

The 3rd offering was a 10 x 7 which I tested at Anakiwa in heavy rain last week. I nearly chickened out but as a boat-load of Outwards Bound youngsters were heading out I felt shamed and joined them afloat.

I think this one will probably suit but I couldn't determine the rev due to the heavy rain. GPS speed was 5.5 kt so it could be ok.



I used a second-hand brass shaft that came with the stern glands, but in operation it had a distinct bent shaft knock which was annoying, so I



have had a stainless shaft machined up and it is now installed.

I am awaiting a nice frosty day to test it out properly.

I would like to determine the sweet or optimum cruising speed where the revs, GPS speed and most importantly, amps drawn are the most efficient.

At idle it draws just a few amps, ie 4 – 6 amps doing 2 knt but of course in the real world we wish to get places, so 4 – 5.5 kt will be excellent.

Looking forward to determining this soon.

Cheers, Roysie

The Fiordland Classic Boat Festival, Te Anau, 23-25 May 2025

We had not known about this event as we are not on Facebook, but we were phoned a couple of weeks before it by Russell and Janet Cloake of Mossburn, who were helping organise the festival. We knew them from classic boat events at Akaroa and Lake Rotoiti.

They were bringing five restored boats, including the handsome launch *Mapu*, previously owned by Paul and Pat Pritchett of Christchurch.

Perhaps the festival was really a bit late in the year for such things, but it was to celebrate the tourist boat *Faith's* 90th birthday on that date.

For us the weekend was good socially but also seemed like a lot of work. Must be getting old or something!

Some photos are attached, and this link shows some better ones of the boats. <https://fiordlandhistoriccruises.co.nz/events/>.

For the event they even provided a cake as a model of *Faith*. More on *Faith* later in newsletter.



We were the only yacht, but *Kotik* was much admired.



The Faith replica cake.

On Sunday morning there was a big buffet English breakfast with all the trimmings, in the Marakura club house, followed by prize giving and then a general discussion session on maintenance, ably led by Bruce Keen.

On display over the weekend were Russell's fine collection of vintage outboard motors which he had restored, and some of Alan Baker's beautiful models, including the famous Norwegian rescue and salvage yawl, *Colin Archer*.



Then some of us were taken for a cruise on the *Faith* around the southern end of the lake and given a tour of the ship by the owner-captain Adam Butcher. I even got to steer her for a little while.

After that I motored *Kotik* back to the marina and we pulled her out, but it was dark again by that time so we left her there for the night and went back to our motel. (We usually sleep on the boat on trips, on or off the trailer, but not this time.)

On Monday it rained most of the day so we had to put the sails away wet to come home. It took a week to dry and sort out the gear again. Many thanks to the organisers of this enjoyable occasion.

By the end of it, there had begun to be some talk about the possibility of running similar events in future years.

We drove to Te Anau on Thursday, 22nd May, and rigged *Kotik* on Friday. We had her in the display in the carpark of the Community Centre with the mast up and fully rigged, which was from 4 to 5 pm on Friday. The street parade was from 5 to 6 pm.

We tried to get the mast down for the street parade because of power lines across some of the roads. We have a way of doing it when it is rigged, but I didn't start getting it down soon enough. I was in too much of a hurry and got into a big mess, so we missed the parade, and as it got dark we had to leave it until Saturday morning to sort it all out, so we missed the cardboard boats and the search and rescue demonstration and a couple of children's events.



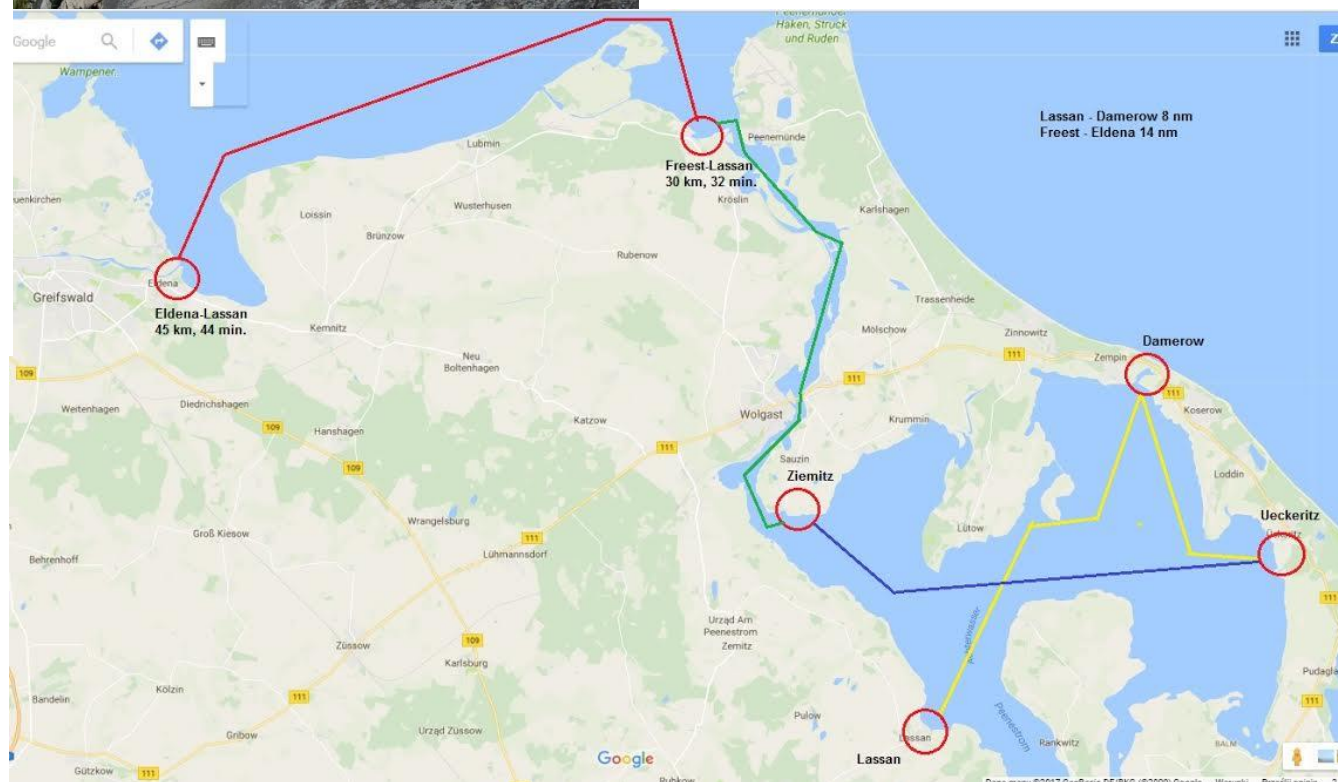
The water-based part of the show was based at the Marakura Yacht Club at the southern end of the lake frontage.

We launched *Kotik* in the Te Anau Boating Club marina and were in time to go in the 1 pm "sail past" parade which you can see in one of the website photos, along the Te Anau town lakefront.

After that there were some races for the various kinds of power boats, afternoon tea

with a cake model of *Faith* on it which was very artistic, and a repeat of the sail past at 5pm. We left *Kotik* moored to the Marakura Yacht Club's jetty overnight.

This is the Kotik Sloop prototype White Fang And Pura Vida is the Kotik we went on in Raid Pomerania in 2017, from Lassen to Freest, which is opposite Peenemunde where the V1 and V2 rockets were made in WW2. I took the photo where she is kept at Stettin.



Ian and Alison Milne, Dunedin

Interesting to note about the vessel *Faith*, she was owned by one of our Club Members Tim Langley, and berthed in Picton for some years. She had a remarkable history being built in Scotland by Harlan & Woolf & sailed here to New Zealand.

Picton Tug visit

Saturday 21st June club members had the opportunity to see over the Port Marlborough tugs *Monowai* and *Kaiana*. In perfect weather conditions we met at the security gate in Lagoon Road, parked our vehicles and were driven by Tanya Harrington in a Port Marlborough mini bus to where the tugs are berthed. With 17 of us it took a couple of trips.

Before going on board we were given a comprehensive safety briefing and life jackets were compulsory.



We split into two groups the first group went with Mike Beech, the Tug Master, to *Kaiana* and the second group went with Barry Fishburn master of the *Monowai*.

At halftime we swapped over so everyone got to see both vessels. This enabled us to see the latest technology in *Kaiana* and compare it to somewhat older technology in *Monowai*.

Both tugs are in great condition, obviously *Monowai* is some twenty years older than *Kaiana* but both are in immaculate condition, paintwork right up to scratch, no rust streaks anywhere including hull and decks, the upkeep is shipshape, engine room, galley, accommodation and, of course, the bridge. The engine rooms are spotless.

To the right shows the bridge of Monowai it was spotless but definitely old school with a flying bridge duty station above, wet or fine! The twin shafts are the slaved helms to the flying bridge.

Below is the operation & helm position of Kaiana with 360 degree view. The twin engines & helms are operated via left & right hand joysticks.



For work boats, these two are a shining example of how things should be done. Mike and Barry explained how they operate on the job and the various propulsion systems available to them, while Garry and Barry took us down to the engine rooms.

A very interesting and informative visit.

Gyllian Macdonald provided this perfect model of Kaiana which shows exactly the drive pod propulsion system. Note the anodes!

After the inspections we returned to the club rooms and had afternoon tea and savories.

Thanks must go to John McConway who did the organizing as I was on holiday in Niue enjoying the sun with Bo.

Thank you John it really was a very successful outing.





*This is the two engine room with comparative walkways between the twin engines of both vessels.
Top is Kaiana while below is twin locomotives engines started by compressed air.
Kaiana has full flooding fire suppression system from the large compressed gas cylinders.*



Monowai was constructed in NZ at Whangarei in 1973

Phil Baines.

Club Subscriptions...

For those who may have missed previous notices regarding this year's subscriptions that are due, please be advised that this is our last notification to members that they are now overdue.

In past years we have kept reminding each month to where some people had left them unpaid for over 6 months.

Unfortunately, this will not happen again.

Members Subscriptions, not paid after this month's newsletter will be deleted as resigned and removed from the newsletter mailing list.

Please pay them right now while you are thinking about it! **38 – 9001- 0056090-01**

Next General Meeting

No Meeting in July

Could do with some articles for the next newsletter.

Any ideas for a shed visit?



Ever since healer Clara moved into our village all the women stopped having headaches.

My girlfriend reckons I am a tightarse...

To prove her wrong I took her out for tea and biscuits...

It was quite exciting as she had never donated blood before!



Spare Parts...

As we all know, spare parts are quite expensive purchased from Authorized dealers, but if one knows where to look, there are many aftermarket spare parts available.

Peter Collinwood forwarded this photo of one such aftermarket part for a Seagull shear pin.

Peter wished to advise that the person who asked him about a Magneto for a Seagull, he now has a couple to choose from. He cannot remember the person who asked about one but now he has the part. If interested, ph Peter 03 573 5277