



Yachting Fellowship News



Newsletter by the Auckland Fleet of the International Yachting Fellowship of Rotary (IYFR)

July 2012

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29th July 2012 Sunday Roast

at Westhaven from noon to 3.00 pm
at the Royal New Zealand Yacht Squadron

Good and safe parking

Live music entertainment

\$33.00 each, for the roast and dessert

Please book with Lorraine Geary, Phone (09) 480 6493
or email Lorraine at: logeary@gmail.com - before 25 July



Quarterdeck Restaurant

Situated on the first floor of the club, & providing elevated views over Westhaven Marina, and the sparkling waters of the Waitemata Harbour.

Simple and elegant in it's decor, the Quarterdeck Restaurant offers
the finest of New Zealand cuisine

A visit to the Scow, Jane Gifford

A day on the Jane Gifford

On a cold squally day in mid-May some Auckland and Bay of Island Fleet members boarded the historic scow, the Jane Gifford, for a day of sailing in the Mahurangi harbour and along the east coast north of Auckland.



The Jane Gifford is a restored coastal sailing vessel built in 1908 and was specially designed for carrying general freight and livestock. Because the vessel operated in tidal areas that usually had no wharves she is flat bottomed to sit on a beach or river bank for loading and unloading.

She is 20 metres long with a 6 metre beam and displaces 60 tonnes. Her load carrying capacity is some 60 tonnes and she is of timber construction, having been built in the area where she now operates as a tourist, excursion and sail training vessel.

These scows were working vessels, had almost no crew accommodation facilities and no mechanisation.

Jane Gifford has made one concession to this day and age, she has flush toilets (but little else) So on this cold day there was only limited shelter from the winter wind and one heavy shower caused some to get wet.



After a morning sailing we anchored for lunch. Before the afternoon's sailing the Auckland Fleet presented an IYFR burgee and a \$1,500 grant to the Jane Gifford Trust to support youth sail training. This grant was a combination of IYFR Grant money and funds from the Auckland Fleet.

Several special visitors joined us for the afternoon sail. One was a Past Commodore of the Royal New Zealand Yacht Squadron, who took the helm for a while. Not a bad effort considering he is 101 years old! The other two were the Captain and Third Mate from the Spirit of New Zealand, a youth sail training ship that operates all around New Zealand.

She just happened to anchor inside the harbour on this afternoon.

We all returned ashore at mid-afternoon, to thaw out and return home, having enjoyed some vintage sailing.

as recorded by:

David Hansen,
Auckland Fleet Vice Commodore

Dates for the dairy.....

Events

We have had some good events – very well supported, and the future is:

29th July Sunday Roast at RNZYS 1200 – 1500
\$ 33.00 per person. Entertainment is live music.
Please book with Lorraine Geary.
See details on the front page.

24th / 25th November – trip to Rotorua Island –
Ken and Bente will transport people to the Island
where there is accommodation. Some will take
their own boats. BBQ ashore on Sat. night. Grant
will check again on accommodation ashore.

AGM – September – Colin will email out Financial
Statement and Commodore's report and advise
members. AGM Venue to be advised.

Christmas – function – either Bucklands Beach,
Babcocks, Devonport, Orams, Alloy Yachts,
Swashbucklers. Will advise later.

Other events in the planning – Dinner at
Meccano's, Helensville to Poutu Point, early
dinner at Riverhead Pub.

If you are ever contemplating a sail in the Gulf of Aden,

read these notes from a recent conference on Piracy

45 seafarers and five boats are still held by the Somali pirates in the Gulf of Aden.

Since civil war broke in Somalia in 1991, the country has been in chaos with no official government ruling over its 10 million people.

Sea piracy became a way of life for many Somali fishermen in search of a livelihood.

“Piracy off the coast of Somalia continues to be a global challenge, threatening the lives of seafarers, disrupting international trade, victimizing Somali people as well as sailors.

Donna Hopkins, coordinator for Counter Piracy and Maritime Security for the Bureau of Political Military Affairs at the US Department of State, said the world first noticed the gaining strength of modern piracy in 2008 with the hijacking of *M/V Faina*, which was carrying a cargo of heavy weapons.

Subsequently, the pirates hijacked the Saudi oil tanker *M/V Sirius Star* which carried about \$100 million worth of fuel. It was released after paying \$ 3.0 million to the pirates.



A Somali pirate vessel hit by US Navy commandoes

But while the number of attacks dropped, the level of violence used on yachts crew has increased.

Talk is cheap

Mohammed Ali Warsame, deputy minister in Somalia's independent state of Galmudug, told this reporter in an interview, that the pirates had ties with big-time syndicates, which provided them high-powered weapons and resources to carry out their activities.

The pirates can buy the best weapons and influence anybody because they have millions.

“Somalia is getting better but still far away because we still have this Al Shabaab and piracy.

Al Shabaab is very bad. Piracy, we believe, involved criminals from mafias from other countries. They care only about their interest and the money. The Philippines, one of the largest suppliers of manpower in the global maritime industry is often dragged into the piracy dilemma as more than 800 Filipinos have been held hostage by the Somali pirates since 1996.

Participants to the conference pledged to further work on providing more humanitarian aid to Somalia while enhancing the participation of the private-sector in rehabilitating its economy.