Anzac Day Reading

T.I.B.C.Inc Newsletter
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Edition No 22
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In this Edition

Captains' Log
Cabin Kids Corner
Blue Cod Management Report.
Sabella & Steyla Clava Sea Squirt
Safety Line
Noel Parkers Navy Career.
Resource Consents

CAPTAINS LOG

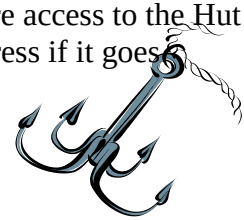
Greetings from the bridge.

The Easter weather was not kind to us this year and so unfortunately we had to call off the Fishing Contest. I had three attempts at getting up to the Bay from Christchurch starting on the Thursday and finally succeeding late on Saturday evening. There was a huge amount of damage caused by the storm that hit the coast, especially north of Kaikoura. Fortunately our Bays missed the worst of the rain but the conditions and the absence of a number of our organising committee meant we had to cancel.

Our thanks go to Doug and Linda Booth who organised an Anzac Day Remembrance Service the following Friday. Initially it was to be held at the Duncan Bay Reserve but once again the weather intervened and so was moved to Doug and Linda's place. There was a very good turnout of people from both Bays and it was good to see that the ANZAC Day spirit is still strong.

Doug Booth has informed me that he believes a number of the moorings in Duncan Bay have Resource Consents that for are coming up for renewal. The application for a new consent is not cheap so, through the Boat Club, we will approach the Council regarding a bulk application and if there is the possibility of a discount on their behalf. This will only be feasible if there are sufficient numbers. The Boat Club and its members provide, fund and maintain a number of public boating facilities in Tennyson Inlet which means it is a cost the Council does not carry. I won't make any promises but we will make a case to the Council if there are sufficient consents expiring. Any mooring owner in the club whose resource consent is due should contact Doug Booth with their mooring details.

The committee is also exploring the possibility of applying for a Consent to lay a club mooring in Matai Bay. This would enable more secure access to the Hut for club members' boats. We will update you with any progress if it goes ahead.



Safe boating,
Roger Smith,
Commodore.

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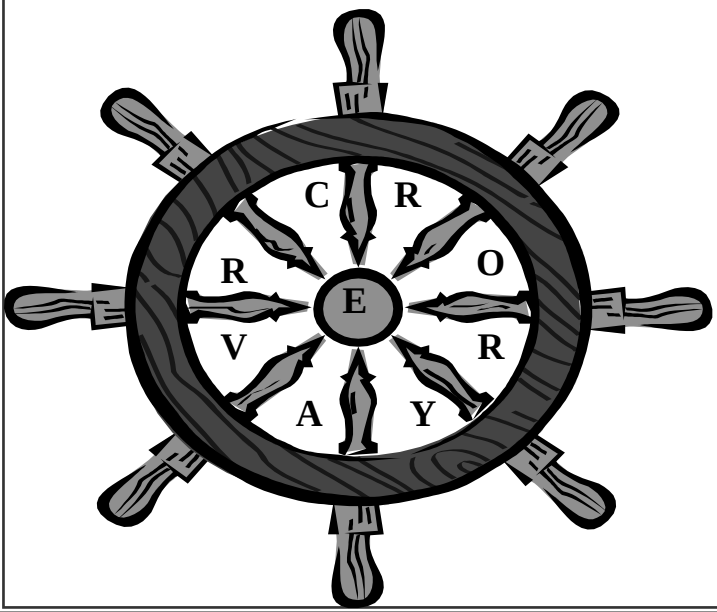
WHEEL WORD FIND



Your target is to create as many words of 4 Letters or more using the given letters once only but always include the letter in the centre of the wheel. Find a 9 letter word using all letters.

GOOD 10
VERY GOOD 12
EXCELLENT 15+

ANSWERS. Page 20

30 Years Experience, No Mileage Fee, Weekend Servicing,

A conversation in heaven

SYLVIA: Hi! Wanda.
WANDA: Hi! Sylvia. How'd you die?
SYLVIA:I froze to death.
WANDA: How horrible!
SYLVIA: It wasn't so bad. After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you?
WANDA: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.
SYLVIA: So, what happened?
WANDA:I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.
SYLVIA: Too bad you didn't look in the freezer —we'd both still be alive.

Authorities urge more care from boaties.

A recent search in the Waikawa Bay area and the marina for the presence of the pest Mediterranean fanworm has come up clear but authorities say some boaties can do more to protect the top of the South region from marine pests.

The Mediterranean fanworm (also known as Sabella) is an introduced marine species that forms dense populations, crowding out native marine life and potentially affecting marine farming. They are different from native fanworm which don't crowd out other native species. In February this year, a number of fanworm were found on the bottom of a heavily fouled yacht moored in Waikawa Bay. The vessel was hauled out and cleaned and the Marlborough District Council (MDC) and the Ministry for Primary Industries (MPI) joined forces on an operation to check the area for any further signs of the worms and plan actions should any further worms be found.

Response Manager, MDC's Jono Underwood, says the thorough check, known as a delimiting survey, searched all moorings and vessels as well as the seafloor around the moorings in a large area surrounding the location of the infested vessel. The team also checked a large number of vessels and moorings elsewhere in Waikawa Bay and high risk areas in the Waikawa Marina."We were pleased to find no further sign of the fanworm, although we did find and remove six individual Styela clava (Styela) sea squirts which are a different marine pest," Jono says. MDC and MPI are now discussing how this detection will be addressed. The Styela sea squirt was found for the first time in Marlborough in Picton's marina in June last year and a joint-agency response was established between the MDC, MPI, marine farming industry, iwi and other concerned parties.

Jono says a long-term management plan (which involves regular checks and removal of any Styela found) and a charter have been developed by MDC, MPI, PM, and the MFA. The results are looking promising for the suppression of Styela population in the marina. However continued work is needed to manage the pest and minimise the chance of spread from Picton and now Waikawa to other parts of the Marlborough Sounds.

Kathy Walls, Senior Adviser at MPI says the main way marine pests such as the fanworm and Styela are spread to new locations is as fouling growth on the bottom of boats. "In this most recent check for the fanworm in Waikawa, we were dismayed to observe how heavily fouled a large number of the vessels were. This is disappointing given the huge ongoing effort made to educate boat owners on the importance of vessel cleaning by MPI, its predecessor MAF, and the TOS Marine Biosecurity partnership." "Some of the vessels observed had fouling that was very obvious even from above the waterline. Boats in this condition are able to transport the fouling species to new locations –significantly to areas of high environmental or commercial value."

Both MPI and MDC encourage the owners of moored boats to regularly haul and clean their hulls and keep their antifouling paint in good, effective condition."Marine pests can threaten the very things boaties value such as clear waters, pristine beaches, and an abundance of marine life, including kai moana. In addition a heavily fouled hull can cause long-term damage to boat hulls, plus increase fuel and maintenance costs."

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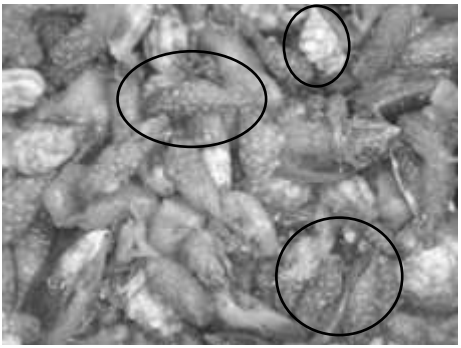
STYELA CLAVA SEA SQUIRT

MARINE PEST GUIDE Identifying features •

A tubular club-shaped body tapering to a stalk.

- ⇒ Tough leathery skin.
- ⇒ Coloured brownish white, yellow-brown or reddish-brown
- ⇒ Frequently appears "fuzzy" with a covering of other fouling debris.
- ⇒ Two short siphons or openings visible on end of individuals when underwater.
- ⇒ Grows up to 16cm long.



The threat *Styela clava* threatens New Zealand's aquaculture industry, with its ability to blanket mussel lines and compete for food. It also poses a potential threat to native marine ecosystems.

If you think you've seen this sea squirt outside of the Hauraki Gulf, Lyttleton, Northland, Picton, Nelson or Porirua Harbour call MPI on 0800 80 99 66.

For more Information visit:
http://www.biosecurity.govt.nz/files/pests/salt-freshwater/boaties-guide-to-marine-biosecurity.pdf

Vacancy, Vacancy, Vacancy

After 6 plus years, it is my intention to resign from the position of

NEWSLETTER EDITOR

At the fourth coming AGM. in December 2014.

Please put some thought into this. This is your opportunity to make your mark, adding your skills and flare, while supporting this community publication.

Contact. Roger Smith. Commodore
or any committee member for more details.

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.

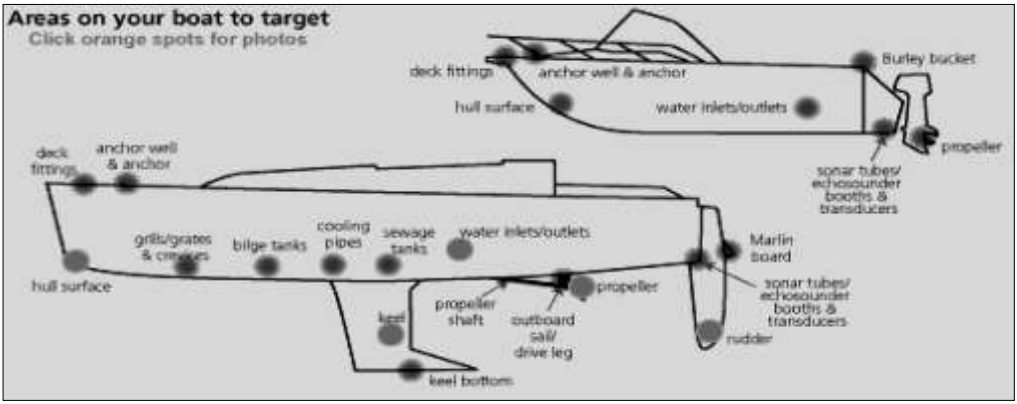
Safety Line

Marine Biosecurity - Vessel Cleaning

Why clean your hull?
Maintaining a good cleaning and antifouling routine for your vessel is key to being a good biosecurity citizen.
Marine pests love a dirty boat bottom – they can take hold in the fouling fuzz and hitch hike to new locations.
Before you know it, they can quickly establish themselves, potentially seriously affecting marine habitats, food chains, fish stocks, recreational activities and aquaculture.

When should I clean it?
We highly recommend slipping your vessel for a good clean and the reapplication of a liberal coating of antifouling paint **before** you sail from your home region to another region of New Zealand.
A good general rule is an annual clean and reapplication of antifouling, but many boaties find a good thorough coat of paint lasts longer than this, with their more frequent maintenance being a waterblast. The aim is to have your vessel carrying no more than a light slime layer at any time.
If you use antifouling paint on your hull, it should ideally be replaced at the interval recommended by the paint manufacturer, or if the paint has been scraped or damaged. The usual period for reapplication for moored pleasure craft is one year.
At the very least you should check that your boat is free of bio-fouling growth such as seaweeds, barnacles, mussels and oysters before leaving your home region.

How do I clean it?
Once your vessel is on a hardstand or haulout, dislodge all plants and animals and dispose of them in a bin that will go to a land-based rubbish dump.
Thoroughly waterblast or hose and brush down the areas of the vessel that are normally under the waterline.



Safety Line

Marine Biosecurity - Vessel Cleaning cont.

Pay particular attention to the following areas:

- the hull, keels and stabilisers
- intakes and outlets
- propellers and shafts
- rudders, rudder shafts and casings, rudder recesses
- anchors, anchor chains and anchor wells.

If your cleaning is not being carried out in a boat maintenance facility that has treatment and containment systems, try to ensure there is no run-off directly back into the sea or waterways. At a minimum make sure all solid material is collected and disposed of in a land-based tip (as above).

What about antifouling preparations?

Using an antifouling paint correctly will stop fouling building up on your vessel's hull.
Use a paint that's suitable for the type of vessel and its use. Factors to be considered are the usual speed of travel, the amount of time your boat is kept at mooring or berth and the material composition of your hull. Antifouling works best with two (or more) liberal coats applied to a clean, sanded and primed hull. Let the antifouling dry completely between coats and ideally leave your vessel out of the water for 24 hours after the application of the final coat.

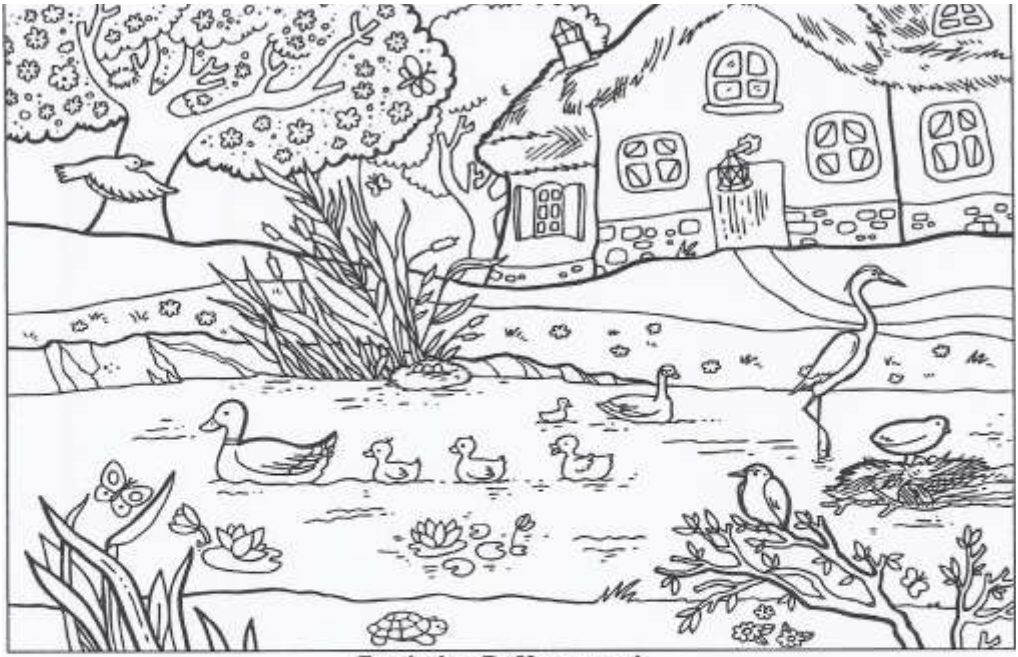
Where can I clean it?

There are haulout facilities and hardstands at most of New Zealand's marinas. Marina operators will be able to advise you of local cleaning facilities.
For a full list of marinas, their facilities and contact details, visit: www.nzmarinas.com or check the local Yellow Pages phone directory under Boat-Ship Maintenance or Ship Chandlers.

What's in it for me?

- Extend the life of your boat and gear
- Reduce vessel running costs (lower fuel consumption)
- Reduce maintenance costs
- Protect our coastal waters for future generations
- Maintain our enjoyment of the marine environment for activities such as fishing, swimming, sailing and diving

Cabin Kids Corner.



Find the Differences!

Answers on page 20

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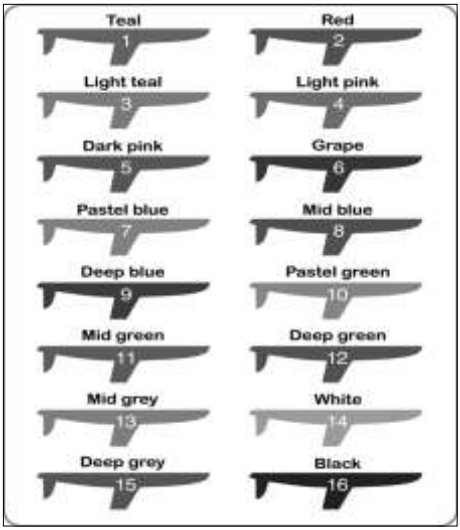
War Paint X.15 solvent is made to be compatible with War Paint antifouling. Great for thinning product or cleaning up applicators.

How much should I apply?

Boat Size	Amount to use in litres (approx)
23-28 feet	4 litres
30-32 feet	6 litres
34-36 feet	8 litres
38-40 feet	12 litres
42-45 feet	14 litres
47-50 feet	16 litres

Colours Available



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Marlborough Sounds Blue Cod Management Report from Beryl Archer

April 2014

The Marlborough Sounds Blue Cod Management Group met Tuesday 15th April to review and discuss the preliminary results of the 2013 Marlborough Sounds Blue Cod Relative Abundance Survey.

A change in the survey methods, boat and skipper means that using the latest survey results to compare against previous surveys will be very challenging; a fact acknowledged by the Ministry for Primary Industries. Perhaps most significant is the inability to use the potting survey results to understand what is happening in the pre-recruitment (cod less than 30cm) side of the fishery as the pots typically do not catch or hold undersized fish. Hence on initial viewing whilst some classes of blue cod the results give cause for concern, this inability to directly compare with those earlier surveys means no firm conclusions can be made and many more questions have been raised.

Further work is required by the survey providers to address these areas of concern with the methods, including aging of fish, and the group have also asked for a summary of key statistics including sex ratios and numbers across different size ranges.

All this means that the final survey results will be delayed until August meaning that, practically, the results cannot be used to identify and implement changes to regulations this year. This is both frustrating and disappointing, particularly given the efforts the group went through to have the survey bought forward a year to better understand what impact the regulations were having on the fishery and recommend refinements to the regulations.

In the meantime the group continues to advocate for changes to the management rules which it believes can and should be implemented independently and regardless of the final survey results. This is on the back of earlier, successful, efforts by the group to bring this survey forward (it had been scheduled to be undertaken in spring 2014) and to have finer scale reporting introduced for commercial fishers of blue cod.

The changes the group would like to see introduced are three measures which the group believe will have a positive impact on the state of the fishery and will make future analysis of survey results more meaningful. Those management changes and brief rationale are:

1. Removal of the transition rule. The transition rule as implemented by the Ministry is used as a compliance tool and not to help protect the Blue Cod abundance in the inner Marlborough Sounds as initially intended by the Blue Cod Management Group. Consequently this has effectively encouraged (or forced) fishers to target Blue Cod during the open season within the inner Sounds; the area where the stock abundance has been under the most pressure. The added irony to this is that during the closed season the transition rules does not apply.

Marlborough Sounds Blue Cod Management Report Cont.

The group believes that removing the rule will assist in removing some pressure from the inner sounds throughout the fishing year which must have a positive effect upon the inner sounds fishery whilst the outer sounds fisheries are able to absorb this extra effort without undue adverse effects. Removal of the transition rule should not greatly effect compliance as it would be the same as during the current closed season.
Fish would still need to be landed in a whole or gutted and gilled state and accumulation rules would continue to apply.

2. The seasonal closure should include closing the fishery to all sectors. The seasonal closure was introduced to protect the fish during the spawning period; the more fish in the water through this period results in a greater spawning bio-mass and helps secure a healthy stock for the future. To achieve this objective it is only logical that all sectors should be excluded from targeting and taking blue cod during spawning; currently only recreational fishers are restricted. The group believes that for this measure to work the fishery should also be closed to the commercial and customary sectors during spawning.

3. Constraining commercial blue cod harvest to 2008-2009 catch levels. The 2008 Relative Abundance Blue Cod Survey produced results that resulted in the closing of the fishery to recreational anglers, commercial fishing was not affected. In April 2011 the recreational fishery was reopened with new regulations designed to protect spawning bio-mass, protect juveniles and pre-recruitment fish and to reduce the recreational fishing harvest.
At the same time in the 2011-2012 fishing year commercial catches of blue cod had increased by forty three percent since that survey. Two issues arise from the commercial harvesting of blue cod. Firstly, which the group has already addressed, the reporting areas for commercial fishers do not align with the Marlborough Sounds blue cod areas for recreational fishing. Therefore we are unable to account for the impact of the commercial take within the survey results. Further, and more concerning, is that the commercial harvest has been increasing. This means it is very difficult to align the impact of the regulations put in place to manage recreational harvest and any potential rebuild of the fishery has been largely or partly consumed by the commercial harvest. These impacts and the increasing commercial harvest are not only bad for the fishery itself and make management of the fishery very difficult but also mean any gains to the fishery caused by the reduction in recreational catch are being taken advantage of by the commercial sector. Patently unfair.
When the recreational restrictions were put in place in 2011 the then Minister assured recreational anglers that if the commercial take of blue cod increased (and hence undermined the positive effects on the fishery of the restrictions) he 'would deal with it'.
We expect the government, which has remained unchanged, to honour that commitment.

The group hopes this common sense approach and the inherent logic of its' recommendations means that they will be given serious consideration and implemented as soon as possible to reduce adverse impacts on the fishery.

Year Planner 2014

Month	Day	Event
January 2014	Saturday 25th	Matai Bay Celebration Day
February	Friday 14th	Committee Meeting
February/March		Newsletter
April	Saturday 18th	Fishing Competition, Weigh in at 4.00p.m Duncan Bay
May		Wharves and Facilities' Inspection
May/June		Newsletter
August	Friday 8th	Committee Meeting
August		Newsletter
October	Friday 10th	Committee Meeting
November		Wharves & facilities inspection
November		DOC Health & Safety Briefing (Matai Bay)
November		Newsletter
November	Saturday 22nd	Committee Meeting & BBQ Social
December	Saturday 27th	AGM 4.00 pm Penzance Bay
January 2015	Friday 2nd	Picnic Day

FOR YOUR REFERENCE

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Jeremy Cooper **Vice Commodore**	127 Westdale Road. R.D.1 Richmond	03 544 8400	cooper@xtra.co.nz
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Noel Parker's Navy Career.

This is "Noel's story of his Navy Career"
Noel was born in Nelson on23.05.1936.
His mother was from Nelson and his father was brought up in the Southland town of Mataura. Noels schooling was all in Nelson, Nelson Central for the junior school and Nelson Boys for secondary. .
Noels life has been centered on the water for some time.
When I asked Noel why he joined the Navy, he answered; "I don't know really, that's hard to answer. I guess it was the lifestyle and I was looking for adventure".
I joined the Navy in Nelson, had a medical, then went to Devonport Naval Base, had another medical, and then on the 25 September 1952 as a recruit, I was transferred to Tamaki Training Base on Motuihe Island. Motuihe Island is approx 1 hour from Auckland harbour in the Hauraki Gulf. "I loved living on Motuihe Island, it is a very beautiful place" says Noel. It was here I commenced my basic training. This included mostly rifleman ship, fitness, discipline and marching. Also at Tamaki there was Adult training with approx 100 cadets, Compulsory Military Training cadet's approx 100 and the Boys Division of approx 100.
In July 1953 I returned to Philomel Naval Base at Devonport.
(HMNZS PHILOMEL was the name of an old light cruiser assigned to the New Zealand Division of the Royal Navy in 1921 as a training base. After the ship was decommissioned in 1947 the ship's name transferred to the land base.) After completing my branch training I was posted onto the Pukaki to begin my sea going career.
At the age of 16 I was commissioned to go to Korea on Pukaki with approx 50 personal. Daily duties included working the ship, painting, cleaning, seaman ship, rope work, knots and splicing. For every meal we had 2 choices, eat or go without. On the Pukaki most of our time was spent on patrol. We would sail to Japan every 14 days or so where we refuelled and restored then returned to patrol. Most of our time was spent on patrol to keep sea lanes open, with a lot of time spent around Paengyong Do Island. We were not permitted to cross the 38% N parallel line. This was 1952, 2 years after North Korea's invasion of South Korea.
In November 1953 I returned to Philomel, Devon Port Naval Base and Tamaki as Ships Company. (A **ship's company** comprises all officers, non-commissioned officers and enlisted personnel aboard a naval vessel. The size of the ship's company (the **complement**) is the number of people on board, excluding civilians and guests.)
In September 55 I was posted onto HMS Bellona and we sailed to England to return her to the Royal Navy arriving in January 1956. While on Bellona I commenced a specialist gunnery course.
I was then drafted to "Royalist" This was the most up to date floating gun platform in the world. It was built in 1943/45 and was quite an old boat but it was the pride of the N. Z. Navy. On the return journey to New Zealand on the Royalist, we were caught in the Suez Canal incident. The New Zealand Government called us home. We travelled home via South Africa, constantly moving. Only ½ the ships companies were off duty for short leg periods. Most stops were for fuel and store. On arrival home we then went on a New Zealand Ports visit.
In April 1957 until July1958 I again returned to Philomel as ships company watch keeper on the Liberty boat. This involved being on call for either 24 hours on 24 hours off watch or 48 hours on, 48 hours off watch. While a watch keeper I answered many callouts and emergencies.

Noel Parkers navy Career cont.

July 1958 – March 1959 I was posted onto the HMNZS "Paea" This is a 76 foot motor launch used for Fishery Patrol inside the 3 mile limit. This was exciting times. We spent several months based from Stewart Island where part of the duties were whale tagging. A stainless steel dart approx 1 foot long would be loaded into a shotgun, when the whale breached the shot would be fired. Sometime difficulties arose, to far off and they would bounce off, too close and these would injure the whale. Whales are the most beautiful mammals in the water making a sound like a train when close. We would tag 4-5 whales per day.

Then it was back to Philomel. This time my task was typing as a Gunnery Officer Writer. My duties here involved typing requirements for the Lieutenant Officers.

I was then drafted to fly to England to sale home the brand new "Taranaki" While waiting for accommodation I was posted onto "HMS Victory" This is Nelsons Flag ship and was my accommodation for a month. While in England I meet and married Clare. Clare was in the Women's division of the British Navy.

It was then onto "HMS Dainty" A Royal British Navy Destroyer.

This was not very pleasant- a very different style of living.

In March 1961 I went to the Isle of White and lived in a hotel for 12 months during which time I worked in the Office where the "Taranaki" was being built. The Taranaki was nick named "Tiddly T" after the drunken team that sailed her. Taranaki was commissioned in March 1961. We had a very rough trip from England to Canada. For four days the average size wave was 80 feet, and then it was to Bermuda, down the Panama Canal, then north to Long Beach California, across to Hawaii down to Pago Pago, then home to New Plymouth, where the ship was named after the Province of Taranaki.

I was then drafted back to Tamaki as Ships Company for 3 months watch keeping as Quarter Master. I returned to Philomel in April, completing my engagement in May 1962.

I really did enjoy my time in the Navy, while conditions on board ships were pretty rough with cramped and confined conditions.

Some of my favourite places are Japan, Singapore and Hong Kong. Japan was still recovering from the war. I have revisited Singapore some 20 years later, to be amazed at the huge progress made there. One of the most daunting times was being hit by an American landing craft in Japan in the Inland Sea.

I think now of the fun time we shared while in Victory barracks. In a large dormitory that would sleep 300, a couple of mates and myself, shifted beds and bunks and made our own room. We lived there for a month or more, came and went as we felt, until an Officer and Master of Arms came and found us there. Our punishment was to go to his office, empty the waste paper bins and then disappear, but we were allowed to stay until the ship was finished.

The great camaraderie of fellow mates will always be in my memories.

"Join the Navy to see the world and all you see is the sea"

For the past 21 years, Noel has spent his time at home in Penzance Bay, relaxing, fishing and sharing stories and good times with his mates.

Very special "thanks" Noel for sharing these moments with us today.

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How good is your GPS?

I have a little GPS
I've had it all my life
Its better than the normal ones
My GPS is my wife.
It gives me full instructions
Especially how to drive
"Its sixty k's an hour" it says
"You're doing sixty five"
It tells me when to stop and start
And when to use the brake
And tells me that its never ever
Safe to overtake
It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene
It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.
I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives me advice.
It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?
Ah well you see.
It cleans the house
Makes sure I'm properly fed
It washes all my shirts and things
And lets me have a shed
Despite all these advantages
And my tendency to scoff
I do wish that once in a while
I could turn the dammed thing off!

tasman tree fella
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- Long term client references available
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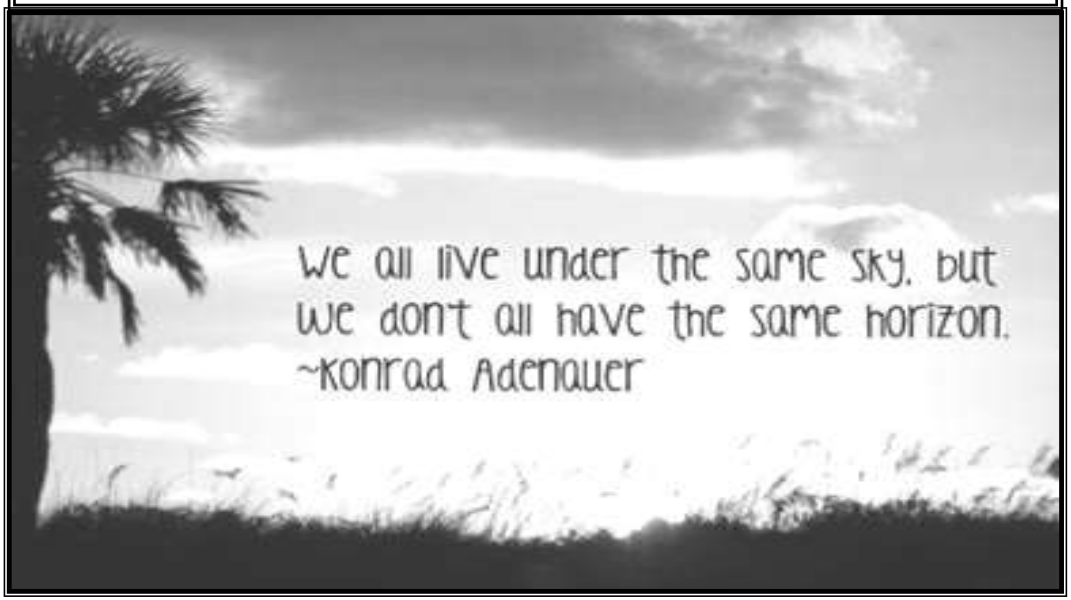

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WHEEL WORD Answers.

Aero, aery, carvery, carver, craver, covey, coyer, cryer, over, raye, very, yare, year, yore,

Nine Letter word: Carryover.

Trivia Questions: #1. Indian Ocean #2. Balearic Sea. #3.Pacific Ocean. #4.Laptev Sea

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⇒ Make the rules

⇒ Tell someone where your going.

⇒ Take care stooping, twisting or lifting.

⇒ Protect your back

⇒ Wear protective equipment to suit the task.

⇒ Stay Sober

⇒ Know where you are going.

⇒ Understand the weather reports

⇒ Know your capabilities

Thought for the Day

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Trivia Questions.

#1 In which ocean is the Andaman Sea located?

Indian Ocean
Atlantic Ocean
Arctic Ocean
Pacific Ocean

#2 Which of the following seas does not border Antarctica?

Weddell Sea
Balearic Sea
Ross Sea
Amundsen Sea

#3 In which ocean is the Celebes Sea located?

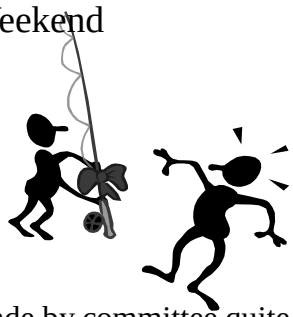
Pacific Ocean
Indian Ocean
Atlantic Ocean
Arctic Ocean

#4 Which of the following seas is not part of the Mediterranean Sea?

Tyrrhenian Sea
Ionian Sea
Adriatic Sea
Laptev Sea

Answers on page 20

Fishing Competition at Easter Weekend



Jim Hickey has a lot to answer to.
The rains he predicted for the Easter were right on target with most visitors being " bach bound" for the holiday break.
Over 300mm of rain was recorded from the week Prior to and including Easter.
The decision to cancel the planned competition was made by committee quite early, once Jim had made his announcement.
Offers of assistance from members were received, these are always welcome and greatly appreciated.
Unfortunately this year, the competition was not held.
Discussions took place on holding at a later date.
This has not ventured and the decision has been made to abandoned the competition for this year and let the fish grow but we will be back next year for the traditional Easter Fishing Competition.

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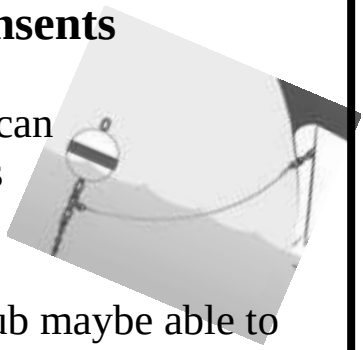
Mooring Resource Consents



There are a number of moorings in Duncan Bay due to have their resource consents renewed very shortly.

If you have received notification, the club maybe able to apply with a bulk application in effort to reduce the costs. Please contact

Doug Booth
URGENTLY
on 035765570
or
doug.linda@xtra.co.nz