



Rotary Club of Maungakiekie
Bulletin / Newsletter NL 250
23rd of March 2026

UNITE
FOR
GOOD

President: Paul Jenner

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Monday 23rd of March 2026

Apologies: Paul Jenner(LOA), George Varghese, Rod Kestle, Lloyd Albiston, George Arulanantham, Craig Jones, Rhett Stephens, Iain McCrae, Brian Williams, Rodney Foley, Heather Lather, Bruce Verrall



March

WATER, SANITATION AND HYGIENE
MONTH

*"Water is life, and clean water means health"
Audrey Hepburn*

Sergeant Noel set the scene for members to highlight some recent activities, and trials and tribulations to inject some fines into the sergeant's collection bag.

We had tales of Motor Homes with engine problems, misplaced drivers' licences and/or Passports. A members Birthday celebrated in Christchurch on the City Restaurant Tram, and a happy dog recovering from an operation. Followed by fines for supporters of various successful sports teams.

Acting President: Barry Stafford

Barry announced that Tony Rayner has agreed to be President from the 1st of July. So, thank you very much Tony.

Also, the current board has agreed that they will remain in place for another year. So, subject to any adjustments caused by Tony moving up.

And Tony went to a training session last Saturday for the whole of the day and he will talk to us later tonight with a little summary of what he got from that training session.

For the next week we will be having a session in which Peter will go through updating us on where we are with the preparation for Anzac Day. We're still a month away from that, of course, but we're going to do that on next Monday.

The board tonight has approved supporting Onehunga High School to send four MUNA teams, that's the Model United Nations Assembly, to send four teams of three to that occasion which is in May.

Tony Rayner 5 minute:

Tony said he is looking forward to the challenge of being a president. But with the club support, he hopes to make it a very successful year.

This coming year, it'll be a president and vice presidents rather than various presidents taking their turn during the year.

The president-elect training took place a couple of weeks ago on the 14th of March at the Takapuna Fire Station and it was led by Mitch Brown.

And there was also a guest speaker there, Jenny Herring, who's from Rotary South Pacific. She's the chair of that.

Tony provided an update with what's going on with the regionalisation programme. There's a pilot going on. Zone 8, which is South Pacific, New Zealand, Australia and the 14 Pacific countries.

It's a major restructuring initiative by Rotary International. And it's intended to replace the traditional district layer with a new regional governance structure, aiming to reduce administrative burdens and support clubs, mainly by collaborating more. The plan is to encourage more collaboration between clubs. The pilot started in July 2023, and is due to finish in June this year.

There is what's called a regionalisation restart and that kind of kicked off about last April. So, we're in a restart phase with a new budget, approved budget, and that will continue through to 30 June 2028. And that's when the new regions and reorganisation of Rotary will take place.

It will be on 1 July 2028. The traditional district boundaries are being reviewed.

. The Fit for Purpose clubs who went to Australia last year, and we're one of them, those groups have managed to maintain or increase their membership.

So, what they're doing is working, which is really good. Currently, there's going to be 120 regional leaders who will be feeding back into the clubs to get this sort of new-look Rotary started up within the various clubs throughout the current regions. And they will be specialists.

if you want to learn anything about what's going on about regionalisation, if you get any emails and it says from Rotary South Pacific, read that one. Because it'll give you a rundown and update of what the regionalisation is going on.

<https://rotarysouthpacific.org/>

21 members attended, Tony being one of them, and they came from 12 clubs. So, of the 35, or 29 New Zealand clubs, 13 turned up. That's in a nutshell what happened. There was lots more to talk about, but Tony will save that for another time.

President Barry: "I got a nice little email from our next speaker who told me that he'd been for lunch at The Landing down at the bottom of Onehunga here and while he was at The Landing, he remembered a couple of stories he could tell us about the Navy so I'm very pleased to welcome Robin up here to tell his story".

Guest Speaker: Robin Hulford.

Quote.

"Yes, looking at out from the landing there I was looking out over the Onehunga wharf, and it did remind me of one or two incidents of my past there which I thought might interest you.

I had in the mid-1960s command of one of the Navy's motor launchers, ML's we call them. They were 72 feet long and very good sea boats. They were what you call carvel construction, which is diagonal, three layers of diagonal with the middle layer in the opposite direction to the other two and it made them very good sea boats and very flexible.

On one occasion I was down in the New Plymouth, it had been pretty rough there and we'd been there for a couple of days just sort of hanging on and it calmed down and we were heading back towards Auckland, and I got a signal saying proceed to the only hangar and refuel and await instructions. So that sounded interesting and an hour later one of the engines stopped and half an hour later the radar stopped. So, we limped into Onehunga and a dockyard team came down to try and put us back together.

Well late in the evening they decided they got the engine going but they couldn't get the radar going because they needed a crane to lift the aerial off and so I was invited to go back to Auckland without the radar. Not too much of a problem but I said to my supervisor there on the phone, can I go back now? And it was the middle of the night. He said if you think you can get out of there, off you go and of course you can do anything when you're in your mid-twenties.

So off we went from Onehunga. Now I'm not sure if it's any different now but in those days the channel wove down the northern side of the harbour and there were about 30 buoys there. The ones that you passed to starboard going in were odd numbers and the ones you passed to port were even numbers.

So, there we were with the spotlights getting the numbers off these buoys and changing course each time we came to one. Finally got down to the harbour entrance. The buoys don't go quite as far as the harbour entrance because that's narrow and there's pretty strong currents go down through there.

So here we were in the dark. You can't see the lighthouse there because the lighthouse points out to sea. So, it was very dark, and we had this unknown current there depending on the tide and I used to use, there's a pinnacle rock just outside the entrance there on the northern side and I used to use that with the radar as a turning point but of course you couldn't see the pinnacle rock.

So here we were heading out over the bar. Now in those days there were two channels over the bar. There was a southern channel and a north-western channel

and so we were heading out the north-western channel and the water was getting shallower and shallower, and I didn't know whether we should be turning left or right.

Finally, it started to get deeper, and we got, duly got out and it was morning and we got back to Auckland alright. So that was one little incident there and on this question of port and starboard.

Another unrelated story was that in 1964 I sailed a schooner in the first Whangarei to Noumea race and it started on a Saturday and on the Friday, we were a bit late leaving Auckland and got up there to the harbour, to the Whangarei harbour there in the late afternoon. Well after you passed the Marsden Point in those days there were no more markers or channel markers or anything.

The first channel markers were right across the far side about three miles away. Miles are nautical miles of course. And in due course we arrived over there and here were these piles, two piles and the nearest one had a triangle on the top of it.

Now a triangle means that you pass that on your starboard hand. It didn't look quite right, and I went very slowly close past and sure enough we quietly ground to a halt on the sandbank.

Well, I didn't know quite what I'd done wrong but there was a falling tide and so the boat was firmly ashore and as the tide fell a big square came to life.

The triangle was the frame, and the channel marker was the one sitting in the mud at the bottom of the pile. But I always remember that incident particularly because one of the crew was very good on his guitar and I always remember him sitting up on the high side as the boat leant over, playing his guitar, and singing a song.

On another occasion I had left Auckland and gone all the way around to Whanganui just following the coastline around and it's about 50 hours long trip and I used to keep watches alternately with the coxswain, but the coxswain only knew what I'd taught him, so it was a little precarious and I was pretty tired when we got to Whanganui in the late afternoon.

I went for a walk and then it was dinner time I had some dinner and turned in to get some sleep with a plan to leave at six o'clock the next morning. Well I got up to the bridge at about quarter to six everything was going there was a enough room in there to let us go the engines were running and everything so off we went but the coxswain was looking pretty sick he was as white as a sheet I was pretty sure it wasn't the grog that he'd been on or hadn't been on and so I said to him we'll go and turn in and I'll take it till midday and we'll see how you're feeling. Well so off we went.

Now on the way down the West Coast is a bit tricky because if the weather goes bad, all the little ports close up and you're always keeping your eye out for somewhere you can sneak into on a launch, and I'd come down past Patea and went pretty close in shore there. It is a closed port and I thought I could probably get in there if we needed to.

Well about nine o'clock in the morning I found the coxswain standing behind me and I said what's the problem and he said oh we've got a big problem and he said there's a woman on board. Well, that was a little inconvenient, but we weren't very far away from Patea, so I thought oh we better have a go at getting in there and Patea is set back a little bit from the shore but it's a river and it's got two moles coming out and there was a remains of a large tree cutting off at least half the entrance so we snuck

in past there and tied up. I had a little inquiry as to what had been going on and I had a little interview with the young lady concerned.

I got hold of the coxswain and I said go up forward, get some money, take this girl into town, and don't come back until you see her on a bus heading for Whanganui which he did, and after we left there, I made a report, and I was told to go into Onehunga and await instructions and no one was to go ashore.

Well that was a Sunday and on Monday morning there was a board of inquiry over in the naval base to which I was duly summoned and they asked a lot of questions and things and one of the board, three senior guys were doing this and one of them said how old was the girl and I thought to myself they don't want to know the answer to that so I said she looked about 16. They all nodded very wisely, wrote it down and never asked another question.

Now just one more little story at the end. I was heading up north around towards Cape Reinga and went into the Hokianga up there to get some fuel and after I'd got in there the fuel wouldn't be available until the next morning, so we stayed there. It wasn't until nearly midday that I got the fuel.

Now by then there was a severe storm warning and a big front coming through and so on so anyway down the harbour, it was about an hour's run down the harbour and came back out over the bar that was okay and there's a black line all along the horizon there and white caps and that sort of thing so we duly scuttled north to Cape Reinga, got there about six at night, sky very threatening, not quite raining yet, scuttled around the top and then followed the coast down, heavy wind on the side as we came around North Cape and headed south and finally got to Auckland about eight o'clock in the morning only to discover that there'd been a merchant ship about six hours behind coming up on the same course and heading for Cape Reinga.

In their case they passed outside the Pandora Bank which is off to the west as you come opposite Cape Reinga and the ship was missing. So of course I offered to go back with the launch and I was told to stay right where I was but the ship that was missing was called the Kaitawa and you may recall the incident there, she had hit the Pandora Bank and they lost everybody on board and they sent two of the ships up to try and find her and one of the minesweepers was working close in shore and spotted an oil trace and sure enough she was down there but there were no survivors. So that was a pretty big incident I was very close to but not involved in any way.

These little things do keep you entertained, and they all add to a little bank of experience. So that's probably enough about all that stuff and I hope you found some of those stories interesting."

Thanks to Robin from Tony Bradley

Very entertaining apart from the last story which is very sad. if I were to give a title to this tonight, I think I could say, 'there's never a dull moment on the high seas when Robin's in charge.'

(Ed. I thought Robin deserved a full transcript and not just a summary).

Thought for the week: Tony Rayner

"A ship in Port is safe, but that is not what ships are built for."

(John A Shedd) American author

Duties: March 23rd 2026

Sergeant Noel Carey

President Barry Stafford

Attendance: Gary Hayes

Hospitality Phil Aish

Meals:--Gwynyth—Bill Grayson

5 Minute Speaker: TBA

Guest Speaker: N/A

Subject: – Details and progress on Anzac Day Memorial Service

Host: N/A

Thanks: Alan Bannin

Thought For the Week: Tony Bradley

Apologies and confirmation of attendance to Noel by 5pm Friday 27th of March 2026

Remember 'The Joy of Walking' project is live, online.

The "Joy of Walking" is a 12-month community program by the Rotary Club of Maungakiekie, offering monthly self-guided walks in the Onehunga, One Tree Hill, and Epsom areas to encourage physical activity and community connection.

Prizes have been won so far!

<https://joyofwalking.nz/>





Smile!

It makes people wonder what you have been up to!

Vagaries of English Language

Do you know the capacity of the brain ? It is estimated at 2.5 Petabytes . Now 1 Petabyte is 1,000 Terrabytes . 1 Terrabyte equals 1000 GB . If you were to put all the brain's capacity on a 16 GB pen drives , it would take 156,000 pen drives . The brain has 10 billion neurons .
Such a powerful system is usually hacked by a wife in 30 seconds or less .

That is all I wanted you to know 😊

1. If money doesn't grow on trees, how come Banks have Branches?
2. How do you get off a non-stop Flight?
3. Why are goods sent by ship called CARgo and those sent by truck SHIPment?
4. Why do doctors 'practice' medicine? Are they having practice at the cost of the patients?
5. Why is it called 'Rush Hour' when traffic moves at its slowest then?
6. How come Noses run and Feet smell?
7. Why do they call it a TV 'set' when there is only one? (In the old days?)
8. What are you vacating when you go on a vacation?
9. Did you know that if you have What, When and Where and then replace the "W's" with T's, you will answer the questions.



Rotary Maungakiekie
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End note.

Fluctuat nec mergitur

(She) is tossed by the waves but does not sink.