



REBUS CLUB OF HIBISCUS COAST

July 2025

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Club bank a/c - 12 3084 0176946 00

Affiliated to Rebus NZ Incorporated.



Where you will find fun, friendship, and conviviality.

Committee

President: Paul Robinson 027 2222 151
Vice President: Tim Jones 021 386 981
Secretary : Trevor Weal 021 032 3373
Treasurer: Bryan Wentworth 021 210 1791
IPP/Website/Rebus NZ: Garth Dutton 020 4006 0844
Speakers/Ramblers: David Gatland 021 285 5734
Trips & events: Steve Waller 021 0864 0236
Bulletin: Earl Brookbanks 027 274 8780
Host: Peter Fava 021 560 925
Membership: Bill Cobb 027 292 5159
Stephen McKay 021 189 5022

Non-Committee

Book table: Dave Betts 021 967 074
Kitchen: Mike Peake 021 177 4820
Kitchen: Julian Joy 027 764 0663
Kitchen/Transport: Murray Paterson 021 0238 9252
Door raffle & prizes: Fergus Small 027 264 1366
Door raffle & prizes: Alan Menzies 027 444 2094
Photography: Graeme McIntosh 027 473 9787
Welfare: Frank Coggan 021 932 811
IT & Database: Garth Dutton 020 4006 0844
Dinner club: George Tregidga 027 223 7953
Presentations: Brian Tracey 021 661 573

Meetings are held at the Bridge Club in Edith Hopper Park, Ladies Mile, Manly.

Our **NEXT MEETING** will be held on **TUESDAY 5th August 2025 at 9.30 am**. Our Club Speaker is Hans Wouters. Our Guest Speaker is local pharmacist Tania Adams on heart health. Tania will be introduced by Bala Balasundram and thanked by Murray Paterson.

Quick reminder: If you are unable to attend, please send your apology to our email address above, and if you are attending, please remember to wear your nametag.



President's Message

Hello friends!

Wow - what lovely weather we have had recently! Yes, it is still a bit chilly in the mornings, but it almost seems as if the "tropical north climate" is starting to reinstate its predominance.

For those unable to attend last month, we moved to build greater recognition for our Honorary Life Members. Aside from presenting them with a very nice-looking award plaque to take home and forgiving their future annual fees, we do not really do much to recognise these valued members at club meetings and social events. The committee decided to make their status more obvious to all our members by exchanging their standard white name tag for a gold name tag which augments their respected status. I was chuffed to be able to congratulate Kim Hanna, Graeme McIntosh, John

McColl, and Bill Anderson on their new name tags, and hopefully this month will have the same pleasure in congratulating George Tregidga and David Gatland who were not present last month. It is our intention to follow a similar path [with silver name tags] for those members who have been with us for 20 years or more - the first of these will be next year.

I regret to advise that Colleen Edward, wife of our longest-serving member Max Edward, passed away in Warkworth last month. Colleen was a regular participant at Rebus events until her health prevented this. Our condolences were conveyed to her family.

Finally in the field of looking back into the past, we have included a tribute at the end of this bulletin to Jack Long written in 2014 by Ray Murphy and Barry Gilbert - both of whom were past-Presidents of our club. Sadly, all three men are since deceased, but I occasionally look at the names that we put up on the wall at each meeting

and wonder what sort of people they were. Kim Hanna gave me this tribute, and it is nice that we can bring these men back into our consciousness even if only for a brief time.

Take care out there,

Paul Robinson.

Rebus apparel

Rebus NZ has organised a line of Rebus-branded hats for members to wear and hopefully trigger interest in our group from persons outside of the club. At this stage there are caps, bucket hats, and visors. The promotional apparel available through our website <https://www.rebus.nz/apparel> has now been extended to include polo shirts.



The hats come in several colours – navy blue, black, and white, all of which can be seen at <https://www.apparelmerchco.com/collections/rebus>. Rebus NZ has a few remaining items in stock at \$20 for the caps and bucket hats, and \$17 for the visors. If you wish to purchase one [or more] of these, they will be available at our club meeting next Tuesday or you can order through Bill Cobb.

Joint discussion group

We have received an invitation from Gulf Harbour Rebus (GHR) to join their discussion group every third Thursday of the month. This is much the same as the joint Ramblers and Dine Out groups. There are no set topics – anything that the group members would like to share their views upon. Recent discussions have included high profile court cases, world affairs, traffic congestion, commuting problems, and the future of New Zealand. No topic is “off the table” but they try to maintain a caring and respectful discussion of interest to those present. Morning tea is provided and there is no cost for participants.

The next discussion group will be at 10am on Thursday 14th August at Pam Warner’s home 3 Mariner Drive, Gulf Harbour. No need to book or enrol – just turn up.

Ken Daniels, GHR, Ph 021 621 411

Humour



TRIPS AND FUNCTIONS



First up, the good news – our intrepid T&E Convenor Steve Waller returns at the beginning of August to look after us all for the rest of the year.

Auckland Zoo - a relaxed group of 15 visited the Zoo on July 24th. Our sincere thanks to Gill Wild from Gulf Harbour Rebus who is a volunteer at the Zoo and accompanied us as our guide – who knew that giraffes normally sleep standing up? The weather was fantastic, and the tour very interesting. There is a temporary exhibition of dinosaurs [that move and roar!!!!] until the end of October - a bit different from your everyday monkeys and lions etc.[see photo spread at page 7].

Mid-year lunch - we have our mid-year lunch on Wednesday next week, but due to a requirement by the restaurant for numbers and payment a week in advance, participation in this has closed.

Te Huia train to Rotokauri – the train departs from The Strand at 9.45am on Thursday September

11th. As previously mentioned, you need to obtain a Bee Card for this trip. This is best purchased online [not difficult to do] and the Bee Card needs registering before you travel. Your Super Gold Card concession needs to be applied to the Bee Card to enable free travel on the train. To obtain your Bee Card and apply your Gold Card concession go to <https://beecard.co.nz> – it is a quite straightforward process.

On arrival at Rotokauri [just north of Frankton], we will walk across to the Te Rapa shopping centre on the opposite side of the track via an overbridge that has lift facilities for a casual lunch [own cost] before returning to the station to catch the train at 2.15pm, arriving back at The Strand around 4.30pm. There is a food bar on the train.

Given the early departure time, transport to The Strand will be by car-pooling. We will meet at Edith Hopper Park and leave at 8am, or you may make your own way to The Strand. There is car parking available next to the train station at The Strand – follow the sign into Ngaoho Place. I haven't been able to confirm how many parks will be available, but there seem to be quite a lot. It looks as though it costs \$10 for the day. If you wish to join us on this trip, please advise Steve at stevejwaller49@gmail.com no later than Monday 8th September.

Paul Robinson

Membership and 'Our People'



Two new members for induction this month, bringing our total to 76.

Steve McKay

Treasurer's Report



The balance in the Club's Bank account stands at \$5,010 after payment of Lunch charge (\$1,222 at present for 41 people). A few minor bills to pay after next club meeting.

Bryan Wentworth

Welfare



Brian Tracey had a wee spell in hospital recently to have his thyroid removed. All indications are that the process was successful. He and Margaret will join us at our club meeting and the mid-year lunch next week.

Don Baverstock has also been in hospital again recently but is now back home. His osteomyelitis is very debilitating and makes it difficult for him to get out and about. He would enjoy a phone call from members to help keep his spirits up.



Frank Coggan

Humour

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car. His father said he'd make a deal with his son, "You bring your grades up from a C to a B average, study your Bible a little and get your hair cut. Then we'll talk about the car.

The boy thought about that for a moment, decided he'd settle for the offer and they agreed on it.

After about six weeks his father said, "Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut."

The boy said, "You know Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair."

To that his father responded, "Did you also notice that they all walked everywhere they went?"

Speaker's corner

In July we heard from Club Member Frank Coggan on "Rescue on way to Samoa". Frank told us about the 1980 yacht race Auckland to Samoa. Frank launched his yacht in 1980 and volunteered it to be the mother ship for the race which left rather late in the day heading due north with six crew. Being a mother ship, meant he would contact all the yachts in the race twice a day to check on their position and condition and update



The Royal Akarana Yacht Club. Sailing to the rhumb line he told his navigator to keep well clear of Minerva Reef, but you are pushed west by the north/east trade, and they only missed the reef by a mile in the dead of night. Too close for comfort. When 600 miles north of NZ, Frank got a call from Search & Rescue Wellington to divert 80 miles east to a competitor in trouble. They had lost a rudder. With great difficulty, hard into the wind for hours and a flare was needed at 4 am to locate the distressed yacht as it was pitch black – but this required permission from Search & Rescue who then had to notify all ships in the area. The flare worked and the yacht was located, with all crew safe in the cockpit. Sailing from NZ requires a category one certificate, so the yacht in distress had an emergency rudder kit which they had not organised. So, Frank got this fixed up and they returned to NZ with no problems apart from their sugar bag, extra booze, which they handed over, but this got broken after falling off the seat it was put on. Frank and crew continued to Samoa and again the navigator had trouble locating Arthur Island and getting through the channel by Savai'i. So, he along with another crew member who had difficulty doing all the tasks and was found drunk on night watch by filling coke bottles with rum, were given their passports and ticket to fly back to NZ on reaching Samoa after being accompanied by an orca whale. During their stay in Samoa, Frank and crew were invited to a brewery tour which provided a few sore heads the next day. On signing on a new navigator, they left Samoa to sail home but became becalmed off a small island which was a bird sanctuary. The birds were very friendly, and you could stroke them in their nests although the bird poo was plentiful and rather smelly. What an adventure!



Our July Guest Speaker was Owen Rutter on "Sailing: My Life and Career." Kim Hanna introduced Owen. Owen told us about his one event that changed his life. He started his life as a teacher but when the Whitbread Round the World Yacht Race came to NZ with Heath's Condor coming down the harbour, he had to take the day off and watch her round North Head. She was eighty feet long and one of the biggest yachts at that time to sail in this race. Owen was hooked on sailing, so he left teaching and crewed on Inca racing in Hawaii. On completing that regatta, Peter Blake offered him a

position on Condor in the Sydney to Hobart but on returning to NZ they were hit by a storm that sank two other yachts, Smackwater Jack and Charleston.

Condor then headed for Hawaii and the Kenwood Cup with ten crew, Owen one of them. They had a stopover in Papeete, Tahiti - but left rather late in the day and then a winch broke which delayed them further. This meant night sailing and with the following breeze they made satisfactory progress with no one checking maps. The night watch saw a white light which got closer until they realised this light indicated a reef. Too late to avoid and on rounding up, the wind pushed them onto the reef. A flare showed a lagoon, restaurant, and an island, Tetiaroa. What a sad sight, seeing Condor lying on the reef the next day. Locals assisted in getting all that could be taken off the yacht but on walking around the yacht Owen got a hook through his neck from a line that had been out trawling from the yacht, with maomao bait on, trying to catch game fish. He was flown back to Papeete Hospital for surgery to remove hook. Back to the yacht, the crew loaded it with flotation devices, anything that could hold air, then dragged Condor off the reef. She had a significant hole in the hull. Interesting event with the insurance assessor who wanted to commit suicide but was saved several times. Assessed and towed back to Papeete. Then she was put onto a coastal trader, Captain Cook, and sent back to NZ for McMullen & Wing to repair. Owen then applied to crew Ceramco NZ for the Third Whitbread Round the World Race in 1981 skippered by Peter Blake. There were quite a few applications, so Peter evaluated them all as only eleven could go. Some to miss out were Grant Dalton and Chris Dickson. The race did not go well as she was dis-masted on the first leg. Sailing 4,500 km under a jury-rig put them at the back of the fleet. The other legs went better: sixth on the second leg, first into Auckland and Portsmouth, eleventh overall. It was exhilarating surfing down waves in the Southern Ocean. Not making enough money sailing, Owen then went into business selling sportswear and Line 7 but kept sailing by crewing in the Admiral's and Kenwood Cups. Combining clothing and sailing was a happy time for Owen. Lastly, Owen started crewing on J Class Super Yachts. They have regattas around the world, like St Barths Bucket. This is a special class modelled on the America's Cup Yacht Shamrock. He

showed a video of them racing and he crewed on Ranger for fifteen years. Her standard crew is eight, sixteen racing crew, total crew thirty-four. It cost John Williams \$500,000 US to do a regatta. She was built in Denmark 2004, costing \$16 million US. Another J Class Super Yacht that Owen crewed on was Rainbow with Neville Crighton. He also sailed on Aquarius with Bob Iger from Disney. She had computer-driven winches for handling the sails. A remarkably interesting presentation much enjoyed with our meeting. Owen was thanked by Rod Klarwill who presented him with a certificate and a bottle of wine.

David Gatland.

Humour

Mrs Donovan was walking down O'Connell Street in Dublin when she met up with Father Flaherty. The Father said, "Top o' the mornin to ye! Aren't ye Mrs Donovan and didn't I marry ye and yer husband 2 years ago?

She replied, Aye, that ye did Father.

The Father asked, And be there any wee little ones yet??

She replied, No not yet Father.

The Father said, Well now, I'm going to Rome next week and I'll light a candle for ye and yer husband.

She replied, Oh thank ye Father. They then parted ways. Some years later they met again.

The Father asked, Well now Mrs Donovan, how are ye these days? She replied, Oh very well Father!

The Father asked, And tell me, have ye any wee ones yet??

She replied, Oh yes Father! Three sets of twins, and four singles, 10 in all!!

The Father said, That's wonderful! How is yer loving husband doing?

She replied, E's gone to Rome to blow out yer foakin candle.



Ramblers



Early in July a small group (10) enjoyed a pleasant ramble through the paths within the Shakespear Reserve with some nature tutorials from guru Neil.



Ramblers Shakespeare Reserve Waterfall

Thanks Neil - it's far more interesting when we know what we are looking at. After leaving the reserve, we continued through the wetlands around Okoromi Bay returning to the Waterfall Gully carpark and then adjourned to the Cherry Café for our coffee and treats. The following week 11 took to Stanmore Bay and found as predicted that the Sand God had taken away a considerable amount of the sand in the last storm.



Ramblers Stanmore Bay 7 July 25

We were able to negotiate the whole beach though and then enjoyed a coffee at Beans N Bites. We next headed to Albany for a walk around the Lucas Creek track. 14 of us enjoyed the stroll around Albany and Massey University.



Ramblers Albany River 14 July 25

The weather gods looked after us and refreshments at the Columbus Café (Mitre10) were enjoyed by all. The next week, with the tide and weather right a good bunch of keen walkers strode it out around Wenderholm.



Ramblers Wenderholm 21 July 25

It was a beautiful day; we had the beach to ourselves and followed up with our coffee and sustenance at a new venue – Movenpick in Orewa. The jury is still out with Movenpick as the service was great but the food not quite up to our very high standards. For the final Ramble of July, Garth was all set to lead from the front but having a little sore back he persuaded me to lead a walk at Hobsonville – where we started from the Catalina Café and headed Southeast to the coast to pick up the walkway near the old rifle range in an anticlockwise direction. The new - smart looking – Catalina Bay apartment block on the waterfront adjacent to the bar is now completed, and our photograph on the website was taken beside the newly completed wharf of the under construction Upper Waitematā Marine Centre. The UWMC will be home for the Hobsonville Yacht Club, and the Westlake Boys High School Rowing team. As one of our group of 12 observed, over the past

decade that we have been rambling it, Hobsonville has matured into the very pleasant environment that the insightful planners envisaged. Pity it is not near our beautiful hibiscus Coast beaches! The lone Ambler was able to divert off and was awaiting us at our reserved table at the welcoming Catalina café.

If you would like to join us on a Monday at 0900, just let me know and I will add you to the mailing list. Partners, friends, visitors and prospects are all most welcome.

David Gatland

Combined Club Dinner Nights



This group comprises members of both the Hibiscus Coast and Gulf Harbour Clubs. The next combined club dinner is on Tuesday 16th September at the restaurant Ship and Anchor, Orewa. Start time of 6:30 pm.

Location on the corner of Bakehouse Lane and Moana Ave Orewa. Time 6.30pm

Please advise numbers attending by the 12th of September please. There is a limit of fifty so numbers will not be a problem.

If members have any ideas of restaurants in the area that we can try, please give me a call or email at gandc@xtra.co.nz

George Tregidga.

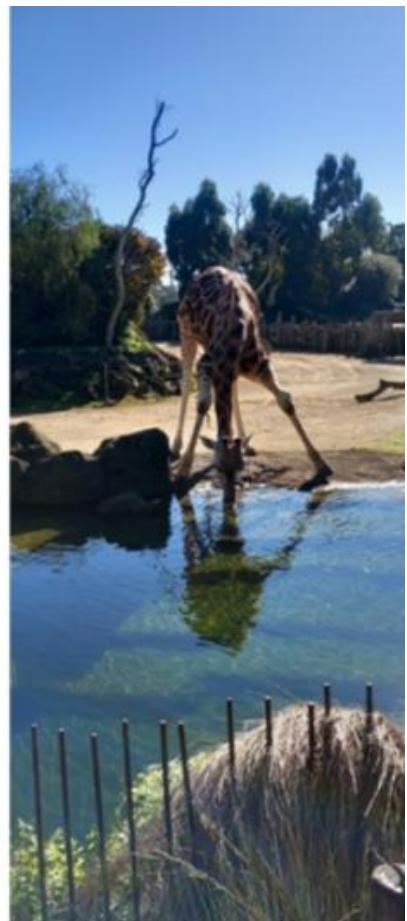


Birthdays for July

Our congratulations to the following members for having successfully navigated another year – Mike Peake, Vincent Reidy, Fergus Small, Alan Menzies, Tom Hipkiss and Hans Wouters.

Donation/Sponsorship

We wish to express our sincere thanks to Allan Yeo of **Booster Wine Group** for their ongoing donation of a selection of New Zealand fine wines. These will be given to our guest speakers in appreciation for their presentations. *If you wish to know more about the Booster Wine Group, visit their site <https://boosterwinegroup.nz/our-story>*



"Auckland Zoo Trip 24th July 2025"

A Tribute to Jack Long - below.

Probus Club of Hibiscus Coast

Club Member Jack Long

Top Sergeant Jack Long 1st Marine Air Wing

Jack Long was born in Minneapolis, Minnesota on May 24, 1920, the only child of average working parents. His mother died when he was 16 years old and he was boarded out with wider family members. As he grew up he played American football and hockey. He found his first job as an office worker in a carpet warehouse.

In 1941, he joined the US Marines 1st Air Wing and was sent to a boot camp in San Diego for initial training. There he trained on Douglas Dauntless dive bombers known affectionately as Model T's. These planes carried one large 1600 pound bomb which was carried under the fuselage and two smaller 650 pound bombs mounted under the wings. There was a crew of two, sitting one behind the other in a cockpit with a Plexiglass cover. The pilot had the front seat and was in charge of bomb release. He also had two Browning machine guns that were synchronized to fire through the propellor. The gunner sat in the rear swivel seat with twin 50mm Browning machine guns. He also had basic controls – a joy stick, speed control and basic necessities to control the plane in emergencies. Jack, being a gunner, was , therefore required to undergo pilot training.

Douglas had built 18000 Dauntlesses which became the mainstay of the American Navy Pacific Fleet in World War 2. They were required to dive through ferocious flak at point blank range and helped to reverse the course of the war in the Pacific. At the Battle of Midway they sank four Japanese aircraft carriers ending Japan's hopes of victory. Between 1942 and 1945, Douglas built 29385 aircraft (about 30 a day) and Donald Douglas was inducted into the National Aviation Hall of Fame.

The First Air Wing was sent to the Solomon Islands about 2000 miles northwest of Cairns where the Japanese had important strongholds. They were the first squadron to operate out of Guadalcanal when it was captured by US forces and code named Watchtower. It was a massive invasion, with large numbers of men and equipment transported by hundreds of ships. New Zealand was one of several assembly and jumping off points.

When they flew a mission, the relatively slow dive bombers had to have fighter support – Wildcats or P400's – for protection from the faster Jap fighters. Their slower speed allowed them to bomb with greater accuracy and to pull out of a steep dive without the pilot blacking out when they reached force G9. Japanese Zero's, because of their greater speed were unable to follow them in a dive because they were unable to pull out of the dive in time.. This was a welcome blessing to the ~~bomber~~ crew. Getting out of a dive on enemy ships was often a problem because of heavy fire from the ships as well as the enemy fighters . The gunner was real busy and had to be careful not to shoot the tail off his own plane. If bail out was necessary, the crew had to slide down the side of the plane to clear the tail. On a bad day it was known for a squadron of 12 planes to leave and only 6 return.

Jack recalls one gunner, with the pilot dead, having trouble getting out and having both feet cut off by the tail. He was picked up, taken to hospital where he recovered despite having lost a lot of blood. There were, of course, many incidents like this and survival was largely a matter of luck. Jack

had one lucky break when he was ordered out of a plane for some reason just before takeoff. The pilot and replacement gunner never returned. Another bit of luck came when they were flying over an island where they observed a group of young women skinny dipping and waving to them. Next day they returned with binoculars and put the plane's slow speed and low flying capabilities to the test.

One of the pilots at Guadalcanal was George Bush Senior who later became the United States President. He flew a torpedo bomber.

Jack's flying days came to an abrupt end at Guadalcanal when they tried to land with their landing gear damaged by enemy fire. The plane did a cartwheel and both pilot and gunner were injured. They were both repatriated to New Zealand and put into what is now Greenlane Hospital but was then an American Hospital called M.O.B.4. In 1944, after recuperation in New Zealand, he was sent back to the US and relegated to ground duties at the El Toro Marine Base in Orange County, California until his demobbed as Top Sergeant. His war days were over.

Jack lost touch with the injured pilot as he was sent to a different hospital. However, he was able to join an invited group and return to Guadalcanal and other war zones in 1994 for their 50th anniversary. Seeing commemoration monuments erected in their honour brought back many memories.

Back in civvy street in California, Jack did sales work for a while and then started his own wholesale giftware business. One of his main interests was motor home travel and he and his wife and two daughters traveled as far as New York via Route 66, New Orleans and Mexico. Because Mexico was not a safe place to travel, they drove in a group of fourteen homes, with an elected trail boss and an in place security system.

Jack has had a lifetime interest in horses and enthusiastically participated in the big American show day known as the Rose Bowl Parade. Jack dressed as Buffalo Bill and had, in his group, a well known western film actor, Ironeyes Cody. The parade is held in Pasadena on the 1st January each year and attracts thousands of spectators. This Tournament of Roses is six miles long and takes two hours of horse riding to complete. Jack had as many as seven horses at any one time and used them in a riding school. Sparky was his favourite horse and faithful friend for nineteen years.

Following the death of his wife after eighteen years of marriage, Jack married his present New Zealand wife, Phyllis in 1977. Phyllis had also lost her husband who Jack had come to know during his recuperation time in New Zealand. They lived in the US for twelve years before shifting to New Zealand where they have lived ever since. His children and grandchildren think New Zealand is really the end of the earth. He kept up his interest in horses and linked up with the Kumeu Horse Riding Club in West Auckland and as saddles and equipment were hard to come by and very expensive, he put his American contacts to good use and began a small business importing goods from the States and Mexico.

Americans recognize the last Sunday in May as Memorial Day and it is celebrated each year at the Auckland Memorial Museum. It is a big and popular day and is open to all Services, widows, families and friends of servicemen who attend in large numbers. There is also a strong representation of New Zealand Army, Navy and Air Force personnel.

Jack's friend, retired Naval Officer, Rear Admiral Peter McHaffie spoke at one of our Club meetings in 2007. He takes a keen interest in Memorial Day and he and Jack drive together to the celebrations. Not many Top Sergeants can claim to have been chauffeured by a Rear Admiral!

Jack has been a Probus Club member for over twenty years and for some time was Club photographer using his Polaroid camera. He gave up when digital cameras came on the scene.

Long serving members will recall Jack's excellent presentation when he acted as Guest Speaker.

We would like to say... Jack Long, Top Sergeant, Club Member...

Thanks for the memories.

Ray Murphy and Barry Gilbert

January 2014