

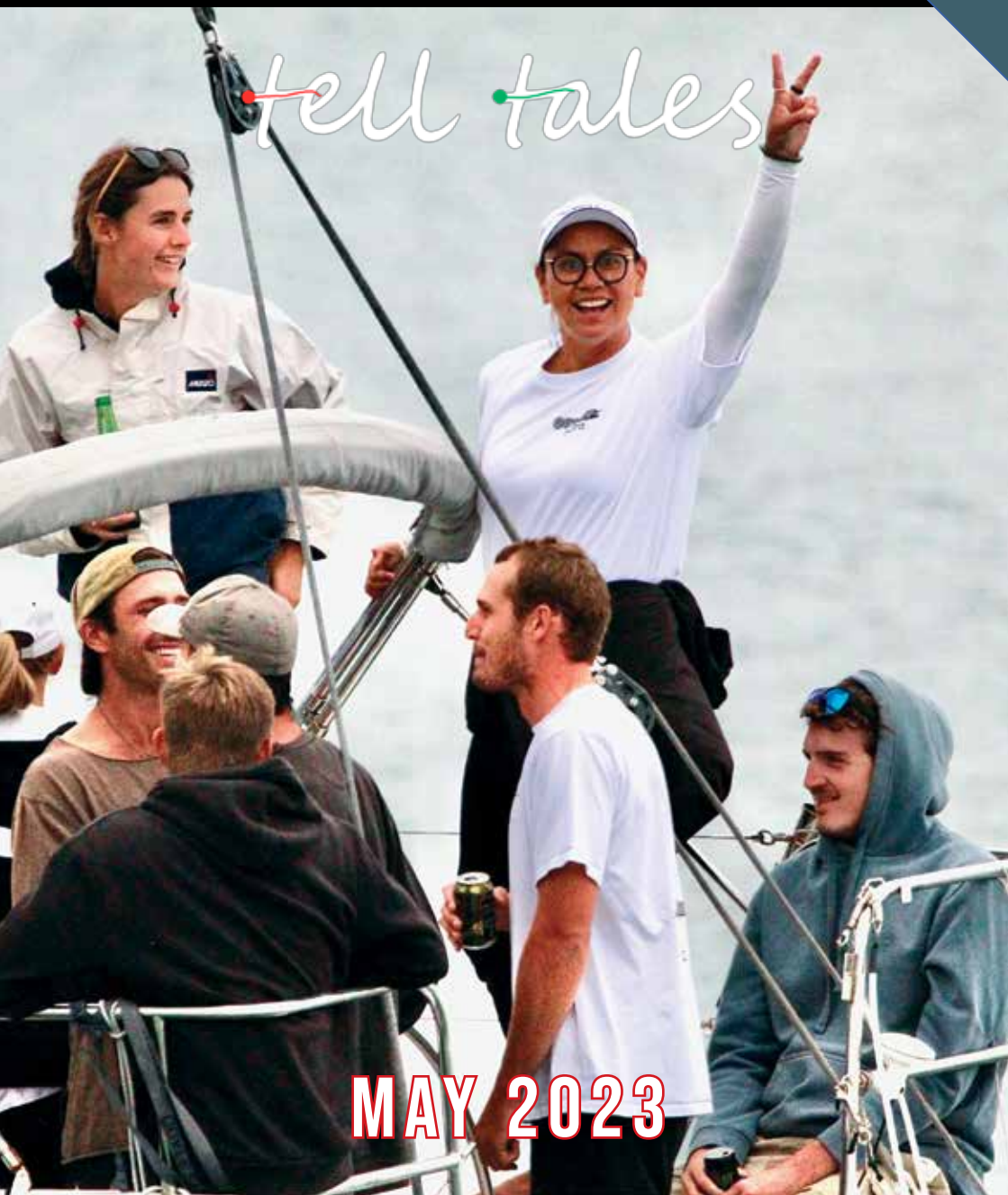
# OPUA

CRUISING CLUB

THE FRIENDLIEST CLUB IN THE SOUTH PACIFIC

Free  
Magazine

## tell tales



**MAY 2023**

## SPOT THE YOT GIVEAWAY

Find the Yot hidden in the trade directory and then let us know what you think of Tell Tales to go into the draw to WIN!

If you would like to go into the draw to win a handy Burnsco Dry Bag email

[publicity@opuacruisingclub.co.nz](mailto:publicity@opuacruisingclub.co.nz) and let us know in whose advert you found the little yacht as well as what you like best about our monthly newsletter before 25th May to go in the draw.

The winner will be announced in the June issue.



There are a lot of good reasons to forget the month of April. Firstly, our summer racing programme comes to an end and secondly, the weather has been absolutely awful which at least allows us to stay indoors and complete our tax returns! We traditionally have a break from normal club racing in April and early May before our winter racing program begins. There is no doubt that our summer racing series have seen the best support for several years and I can assure you that your committee will do all we can to make sure this momentum is maintained through the winter.

We now have a few weeks when visiting cruisers will be gathering in Ōpua before departing for the Pacific Islands when a suitable weather window allows. We welcome them to our little club and we hope that they enjoy their stay in Ōpua followed by a safe passage north.

Yachting New Zealand's annual Club Conference (formerly the Commodores Conference) is being held in Auckland on Saturday, 27th of May. This year clubs are invited to bring along "a young person who is currently active in a committee or leadership role within your club" – if you would like to be that person then please contact Sheila in the OCC Office – I won't hold my breath, but it would be just wonderful if one of our younger members is interested.

Stay safe,  
keep smiling and  
all the very best.



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Test your crew!! Test yourself with these five quick questions.

1.	When sailing amongst a fleet or close to other boats, someone shouts 'STARBOARD' at you what should you do?
	a. Shout 'STEEL' back (if you're in a steel boat).
	b. Take evasive action, they have right of way.
	c. Ignore them, you're not racing.
	d. Smile and wave back.
2.	What does the rule of twelfths relate to ?
	a. A way of working out how strong the wind is.
	b. How to calculate the wave height.
	c. Tidal flow and height.
	d. Wind and wave direction.
3.	The rotation of the earth creates the _____ effect which causes the circular movement in weather systems
	a. Circular
	b. Tropical
	c. Polar
	d. Coriolis
4.	 <p>What phrase best represents this cloud formation?</p>
	a. Heavy, Dark and Pendulous.
	b. The Towering Majesty of the Trade-wind Cumulus
	c. Portent of Doom
	d. Vast diffuse scribbles in the sky
5.	Sea breezes seldom extend more than 10 miles offshore and are strongest 5 miles offshore.
	a. True
	b. False

If you struggled with any of the questions or you want to expand your knowledge of sailing theory take the free eLearning courses at International Yacht Training. <https://www.iytworld>

Those of you that frequent our Club on a regular basis will be aware that our beloved OCC dock is missing. The dock has passed its 25th birthday and for a while it has been in need of refurbishment.



On Monday, the 3rd of April, our dock was disconnected from the piles and towed round to Ōpua Marina Boatyard where it was taken out of the water and water-blasted to remove oysters etc. And then, after a few days delay, it was transported to Les Alderton's farm for the remedial work to commence. The plan is that within 3 to 4 months time the dock and its gangway will be ready for action again and that the work carried out will extend the life of the dock by at least 5 years.

This whole operation is certainly not straightforward and we must



Les Alderton.

be prepared for obstacles we may encounter along the way.

We are all deeply indebted to Les Alderton for his enthusiasm and leadership in making this happen and his belief that we will succeed.

We will keep you updated with progress along the way. If you are able to give up some time to assist in the refurbishment process then please don't hesitate to let us know.



## A YEAR IN PARADISE

BY DALE FELTON

This is a short story about two adventurous young lads, a welcoming yacht club with friendly members and a year spent living in paradise up in the Bay of Islands.

Josh Ford and Ollie Sparks were two young guys looking to get out of the Auckland rat-race to find some adventure and fun. They had been friends since high school and early last year they quit their jobs and started preparing their boats for some cruising. Ollie owned a Compass 7.9 while Josh owned an Alan Wright *Marauder*.

Cruising in company they sailed around Waiheke a few times, then headed out to the Coromandel and beyond. They rode out an ex-tropical cyclone on anchor out at Great Barrier Island before sailing up to Tutukaka and eventually into the bay and Ōpua in March 2022.

Funds were running a bit short, so they decided to look for jobs and stay for a while.

One evening at Ōpua Cruising Club, Josh asked behind the bar about the possibility of joining a boat to do some racing. He was quickly introduced to Brett Sheldon. Brett was getting ready to do the Whangaroa race on “Outlaw” and Josh and Ollie were added to the crew.



Brett is vastly experienced in all aspects of the yachting industry, he is enthusiastic and has a lot of experience to share and the lads had an amazing time crewing with him in the race.

As Winter approached Brett also managed to help Josh get a job in his

trade as a chippie in Russell and Ollie soon picked up work with an electrician.

They continued to live on their boats and as Summer approached were keen to get involved in the club's twilight racing programme.

Brett had intended to race his sports boat, but Josh pushed to race *Outlaw* and assured Brett that he would organize the crew each week. True to his word *Outlaw* was always fully crewed with a young and enthusiastic crew that also participated in the OCC Cricket match at Ngatokaparangi spit, BIOSW and some cruising over Summer.

In twilight racing *Outlaw* was joined by *Simply Red*, *Kantime*, *The Farm* and *California Kiwi* in both the Wednesday and Friday Rum race series, which provided some fantastic racing amongst the forty-footers in the Club.

Along the way Ollie and Josh made lots of friends, got jobs in the local marine industry, met some girls, and had lots of fun.

... One year on, and with the season now coming to a close the lads are selling

their boats and getting ready for new horizons. Josh is about to head off to the Netherlands to visit family and hopes to find work in the superyacht industry, while Ollie will be joining *Laissez-Faire* on her fling to Fiji and beyond.

They take with them happy memories of a season in paradise with a friendly club and its welcoming community and we wish them everything of the best on their adventures.

Congratulations to *Outlaw* on her outstanding performances this season and special thanks to Brett, Fleur and Emma Sheldon for embracing and welcoming some keen young guys into the club, their boat and their family.

We pride ourselves on being the friendliest club in the South Pacific and this little story is a fantastic example of just what that means in practice and how good that is for us, as a club and those that come to visit us!

How lucky are we!  
Long may it continue!



# HOT GOSSIP



One of the smaller boats in our racing fleet is a Javelin called **Hot Gossip**. The Javelin class is a high performance, very fast, light weight (70kg), two man/woman racing skiff. The Javelin carries a large sail area for its 14ft length and is capable of speeds in excess of 25kts which makes for some very exciting racing!

Her current owner Antje Muller, shares with us some of her rich history.

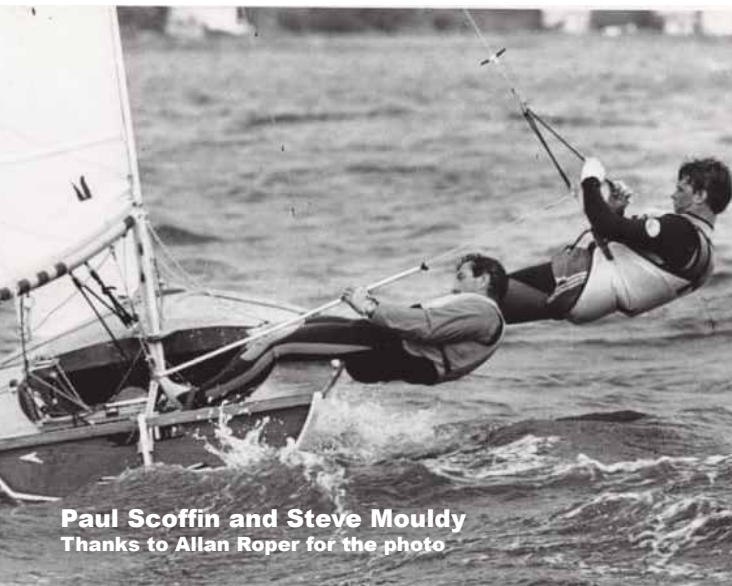
Hot Gossip was designed in 1978 by Peter Stacey based on the design of his 1978 cherub, which Peter finished 10th in the 1978 World Championships. She was built by Max Nixon in polystyrene foam and eglass and was acquired by Max's son Grant and Paul Scoffin who began to sail her in 1980. They had great success winning the Sanders Cup Interprovincial Challenge in Wellington in 1984.

Grant and Paul went on to win the New Zealand Nationals in 1985.

The following year Paul sailed the boat with Steve Mouldy, another successful partnership with great results.

Hot Gossip was later sold to Glen Cochrane who would go on to win a South Pacific Javelin title in her, at the Chelsea Yacht Club in Melbourne. It was a windy regatta but Hot Gossip loved it and won every race!!

She was later sold to Tim Willets. Tim was a trailblazer when it comes to carbon racing masts; he designed a successful



**Paul Scoffin and Steve Mouldy**  
Thanks to Allan Roper for the photo

***The Sanders Cup** holds a special place in New Zealand Yachting History; it is the oldest trophy sailed for in New Zealand under its original inception and it is the only remaining senior interprovincial challenge competition still sailed for today. Since the inaugural races in 1921, it has been sailed for every year with the exception of 1942–45. The Sanders Memorial Cup was presented by Messrs Walker and Hall Limited in 1921 in the memory of Lieutenant Commander W. E. Sanders, for interprovincial competition between 14 ft (4.3m) one-design yachts.*

*Only one entry from each region in New Zealand is allowed.*



Antje and Fi Charman winning the Kingham Trophy last year.

wing mast for the Europe Dinghy when it was an Olympic class and created rotating wing masts for the Farr 3.7 single handed skiff. He converted Hot Gossip to the modern rig that allows for a roached main sail and gennaker (instead of a spinnaker).

He rebuilt the boat removing large sections of the polystyrene core and replacing it with Devynce pvc foam, reglassed the hull and installed a carbon wing mast. He won the Kingham Trophy at the 2001 Sanders Cup and came second at the 2001 Wellington South Pacific Championships.

I bought Hot Gossip in 2004 but then sold her to Simon Kontze when I built a new carbon hull Javelin in 2010/2011. Simon sailed Hot Gossip off Timaru with Gordon Collister and was one of the few South Island representatives at the Sanders Cup in recent times. Then he went to Napier to support his daughter's sailing career.

When Simon moved back to the South Island, I bought Hot Gossip off him again because

she is a great boat for learning to sail skills - and still reasonably competitive, as her second place in the Tauranga Nationals showed.

Simon struggled with family and financial issues after returning to Timaru, fell into depression and took his own life. The full story is much longer, but also hard to explain. Simon was fun and caring, and it seems that he took on more than was manageable.

Hot Gossip bears a dedication to Simon on her bow ("Footsteps of Simon Kontze, always at the sharp end of our memory").

For the last few years, Hot Gossip has lived at the OCC trailer sailer park and in the back shed. Oscar Kirkham (at the time a young 12yr old) used to skipper her but has now grown and is better suited as crew on the trapeze. She sometimes travels to National or Interprovincial contests as a charter boat.

In an early race this season, Hot Gossip was run over by (he who shall not be named) at the start, breaking the bar across the transom and popping open both side tanks. She was repaired with epoxyband carbon in the back shed and has been out racing again winning (on handicap) the final race in the Opuia Car Detailing Wednesday Twilight Series.

**If anyone is keen to give Javelin sailing a go, you are welcome to contact me.**

**Cheers Antje**

<https://www.facebook.com/hotgossip305>



*Both Australia and New Zealand run their respective National championships each year, with New Zealand holding a National contest ever since 1964. The two countries race each other every second year in the Javelin Class **South Pacific Championships**, sailing for the "Air New Zealand Trophy". This contest was first sailed during the season of 1968–69, and was won by the New Zealand Javelin Rangī. The South Pacific Championships is the most sought after of the titles.*



## ALMA G II - THE RESTORATION

by Craig McInnes and the team at CMC Design, Ōpua

A number of classic boats come to mind when thinking about the Bay of Islands and its history, and none more so than the beauties of the 1920s/1930s Zane Grey era. Historically, CMC Design has completed some magnificent restorations, honouring the past and moving gently into the future with showstoppers such as *Lady Crossley* and the *Ōtehei*.



*Short Sunderland Flying Boat* delivering guest to the *Alma G II*. The story, as far as we know for this photo is, that it was Admiral Earl and Lady Mountbatten on their visit in April 1956.

The *Alma G II* was commissioned by E C Arlidge in 1927 to be built by Collings & Bell of St Mary's Bay. Timed for Zane Grey's second trip to New Zealand, Grey asked if the boat could be named after him. A familiar sight in the game fishing era alongside other classics such as the *Alma G* (another E C Arlidge boat, built in 1922), *Manaaki* (also owned by E C Arlidge for a period), *Ōtehei* and *Lorna Doone*.

The sons of Ernest, Francis and Mervyn, known as 'Arlidge Bros', took to the family boating business around age 19 and were the original skippers of the *Alma G* and *Alma G II* respectively. Advertising them as the most 'up-to-date boats in the Bay'; 'being speedy and comfortable' with all the latest fishing tackle and swivel chairs for deep sea fishing and available for 'picnic parties'.



*Alma G II* being delivered to CMC Design's workshop to begin her restoration, April 2023.

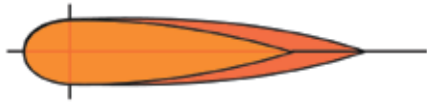


Young Mervyn Arlidge on the *Alma G II*.

The boat was originally launched as the *Zane Grey*. Subsequently, rumour has it that Zane Grey and the Arlidges had a falling out, and the boat was renamed *Alma G II* around 1931, and stayed in the Arlidge family for many decades until it was reluctantly let go around 1975. Dave Smith fully restored her, and she was relaunched in 1977 as the *Zane Grey*. Most recently she was left to settle down the line in a paddock awaiting the moment when the new owner could tackle a large restoration project.

Tugging at the family history heartstrings, the Arlidge family had kept an eye on the happenings of the boat over the years and approached the recent owner to purchase her back into the family fold. They are now embarking on a restoration project with CMC Design to relive many childhood memories and get this family legacy ready to be enjoyed again by many more generations of the family.

The Arlidge family have kindly shared some of the classic photos of the *Alma G II* in the Bay of Islands. The Short Sunderland flying boat is dropping off some prestigious game fishing guests (many of whom were Arlidge Bros patrons over the years including Lady Ashley Dodd; the French flying ace Pierre Closterman; Zane Grey, of course; his brother RC; and Carrie-Fin and Ham Guild as a few examples of the era).

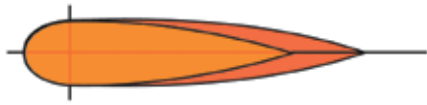


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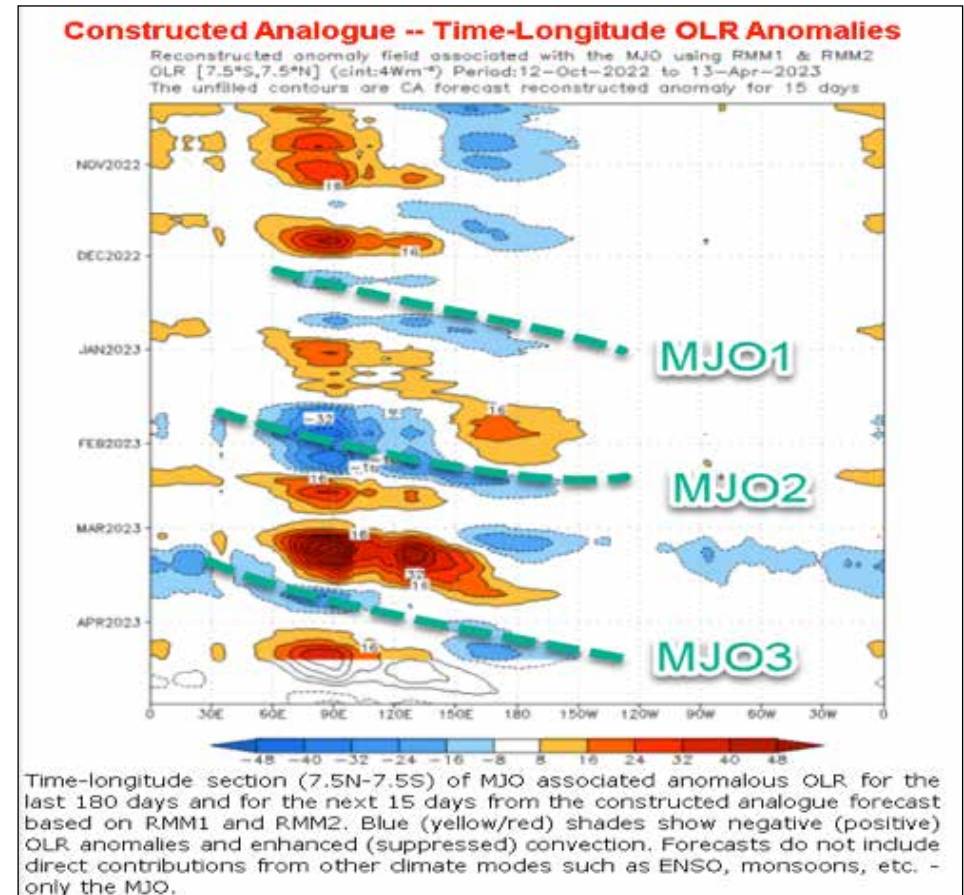
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The Madden Julian Oscillation MJO is a burst of tropical energy that travels from the Indian Ocean to the Pacific Ocean. It takes a week or two to travel across each region and is *associated with* the formation of tropical cyclones. However, this association doesn't work every time.

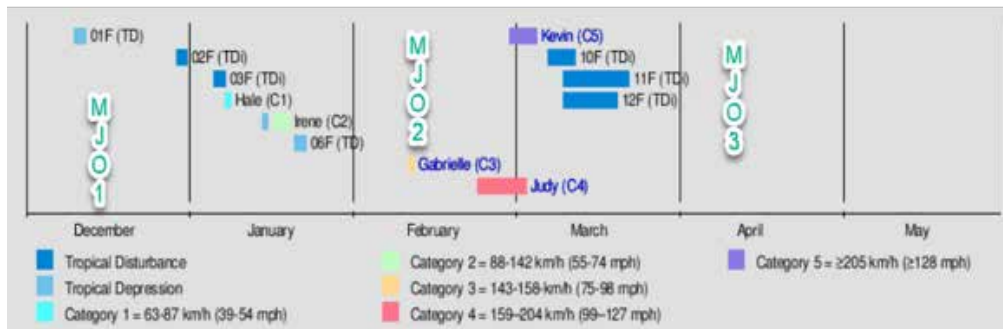
As a proxy for following the MJO a good parameter is outgoing longwave radiation as measured by satellites. This is high (orange-red) with clear skies and lowest (blue) when clouds are thickest.

This chart is from the Climate Prediction centre website [cpc.ncep.noaa.gov/](https://cpc.ncep.noaa.gov/)



So, we had three MJO events during the cyclone season. In New Zealand we will long remember the damage from **Cyclone Gabrielle** (payouts so far of \$0.9billion), Cyclone **Hale**, and the many downpours. On Valentine's Day, 14 February, a **National State of Emergency** was issued in New Zealand and there were 10 storm-related deaths.

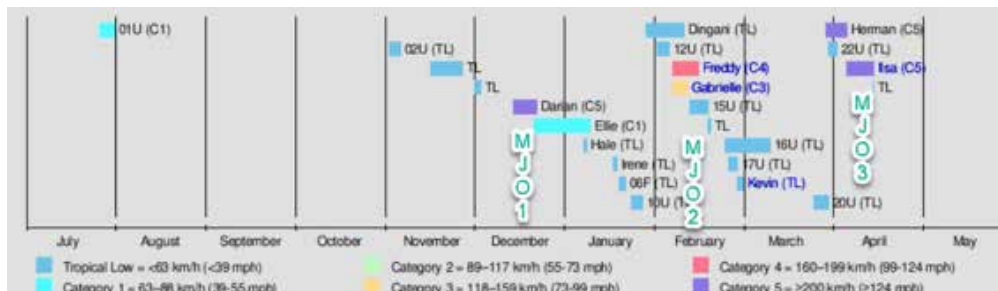
And yet, as cyclone seasons go, the South Pacific region had been somewhat average with 5 named storms and just one Category 5 (*Kevin*) and one Category 4 (*Judy*)



(Data as seen on Wikipedia.)

In the Australian region, by the numbers they had they had an average cyclone season too with 10 named storms and two reaching Cat 5 (*Darian* and *Isa*).

In conclusion: we can see no real association in the South Pacific region this year between cyclone occurrence and MJO, but there is a plausible association in the Australian region, especially during MJO2 and 3.



Finally, for the record, tropical cyclones categories are NOT the same around the world, so here is a comparison chart courtesy of WMO. To see full size go to <https://community.wmo.int/en/classification-tropical-cyclones>



# ANECDOTES OF A YOTTIE

BY GIORGINA PORTER

In April 1989 we entered Cape Canaveral Port and secured a berth for *Noridiam* at one of the marinas. Friends came and collected us and we spent a few days exploring Disney World, the Epcot Center and the Magical Kingdom. I loved all the rides and things to see. We also went to the NASA Space Station Museum at Cape Canaveral. The rockets were huge but we were surprised how small the Control Centre and Lunar Module were. We had hoped to witness the launch of one of the shuttle missions but the weather wasn't suitable and we couldn't wait any longer.

We set off for Charleston sailing the outside passage as we were behind schedule. This was the beginning of our Intercoastal Waterway experience. We were in two minds as to whether we would enjoy the USA as in the Caribbean we had come across some very brash Americans. Fortunately, on their home soil the locals were all lovely and so very helpful.

We loved Charleston and all the beautiful old houses, we visited a museum and an old plantation and learned how badly most of the slaves were treated. We had problems exiting the marina due to the force of the tide but with help from our friends we were on our way. We had the Waterway Guide Chartbook which was so thorough and a boon helping navigate our way north. We had to take great care not to run aground as some parts were very shallow. A couple of times we had to wait for launches to go by and use their wake to motor off into deeper water.

We made our way to Beaufort, an area made famous by *Blackbeard the Pirate* who would hide in the numerous creeks. We anchored overnight in several creeks on our way north to Norfolk.

We had to negotiate our way through the naval dockyard to get to the marina. I was busy taking photographs until I saw a sign warning against it for security reasons, I quickly put my camera away and prayed no one was watching. We liked Norfolk's lively waterfront. We moved on to Williamsburg visiting the delightful working colonial village.

Sailing in Chesapeake Bay we were confronted by masses of horseshoe crabs that looked like German helmets floating on the surface. We

continued north and anchored in a river near Oxford, a tornado warning came over the radio and we prayed we weren't in its path. We did get a blast knocking the boat right over on its side sending everything flying and scaring the hell out of me. Some people in the nearby town didn't fare so well.

Arriving in Annapolis was Memorial Day holiday and hundreds of boats were anchored to watch the Blue Angels stunning air display. We decided to visit Washington by train from there. One day was not enough with all the monuments and museums to see. We did manage to cram in as much as possible. In Baltimore we were able to anchor in the heart of the city and visited more museums etc.



We exited the Bay at Chesapeake City and entered the Delaware Bay. Heading for Cape May, then Atlantic City and onto Sandy Hook. Entering New York Harbour was such a highlight of our journey of course photos had to be taken of us passing the Statue of Liberty. Over the VHF we heard: "What the hell do those yachts think they are doing?" We quickly proceeded onto Staten Island where we were warmly welcomed and warned about going into the city. We took the ferry into the city the next day and again crammed in as much as possible including the Empire State Building.

Heading north up the East River to Long Island Sound we visited Mystic Seaport, and Newport, Rhode Island where we cleared customs for our trip home calling at Martha's Vineyard for the night. The Azores were beckoning plus the need to get back and for me to return to work.



### The Caribbean

After arriving in St Lucia and getting accustomed to the Islands way of life, we island-hopped and the sailing was truly wonderful with a steady 20-25 knot breeze always from the same direction, however great care was necessary around the reefs as the sun needed to be fairly high in order for one person standing at the bow to 'read' the water and signal course changes to negotiate the often narrow channels leading to the best anchorages.

As we entered Petit St Vincent through a narrow gap we came across the 60' *White Lady of Hamble* hard aground on the reef with sails still up. Fortunately, another boat had arrived to pull her off so we only needed to standby whilst she was refloated.

Our return journey heading towards Martinique was a hard slog almost continually close hauled. As French territory, Martinique was very different to the other islands we had visited thus far, fashionable, expensive and very popular, we anchored at Point du Bout with about 120 other boats!



Party on board *Marathias*.

Our next stop was to be Guadeloupe but overnight we had to resort to motoring as we were hard on the wind. We got a jib sheet in the water which tangled in the prop and broke the engine shaft coupling. So, a quick change of plan saw us sailing for Anse des Saintes in Terra d'en Haut, we tacked up the narrow channel and dropped anchor without difficulty and David mended the coupling .... All OK..



*Caribbean Steel Band.*

The next day we departed for Anse Deshaies on the NW corner of Guadeloupe, this was a native village and we arrived in time for the local carnival. This was a delightfully colourful affair but definitely not a tourist attraction – we were the only white people there and the atmosphere was quite intense with a caricature of a slave driver complete with cracking whip – we quietly withdrew and decided not to return anytime soon.

On February 17th, we arrived at English Harbour in Antigua and although we didn't know it at the time, Nelsons' Dockyard was to become our base for the next 3 years.

To us it resembled Malta as we made our way to an anchorage at Freemans Bay. Formalities were strict but simple, anchor and go astern to the dock, pay \$70 for a 10-day stay.

*Marathias* at 42' was tiny compared to the other boats there and every type of service was available and almost any repair could be undertaken. We met lots of sailing people and had some wonderful parties, in the process we realised they were making serious money from chartering either for the day or for longer periods.



*Caribbean Beach Batch.*

We rather thought that if we could do a few weeks of chartering we could top up our cruising kitty very nicely. We were also told that chartering in the Virgin Islands was much easier as they were closer together and food supplies better.

We moved on to St Barts a trading island that seemed completely disorganized. The airport provided great entertainment as the aircraft approached over a 500' hill that sloped down at an angle of 30° to an 800' runway that ended at a narrow beach before the sea.

Moving on, we visited St Maartens and then the British Virgin Islands where a great many charter boats were operating, so we moved on again to the US Virgin Islands which were much quieter and more to our liking. We hauled out at Nanny Cay for anti-fouling and to fit a new propeller. Whilst there we re-provisioned and made enquiries about chartering ourselves, we had realised by now that there were few if any other boats ideally set up for just 2 guests. Our enquiries came to an immediate end as we were told in no uncertain terms that it was 'a closed shop'. However, we did get one very good piece of advice which was to visit a lady called Anne Wallis-White who was 'the queen of charter agents' and operated out of Annapolis in Chesapeake Bay.



*Di enjoying the delights of the Caribbean.*

We knew that by late May we needed to be out of the Caribbean to avoid the Hurricane season, so we had made plans to visit the USA during this time so we re-provisioned and set sail on the 16th of May, 1985.

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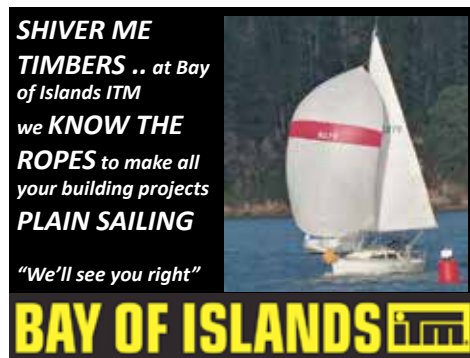
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**ANSWERS TO QUIZ MAY 2023:**

- 1.b. Take evasive action, they have right of way.
- 2.c. Tidal flow and height. The rule states that in the first hour after low tide the water level will rise by one-twelfth of the range, in the second-hour two-twelfths, and so on
- 3.d. Coriolis -In the Southern Hemisphere, currents are deflected to the left. As a result, storm systems seem to rotate clockwise. It also affects the direction of the water swirling down the plughole when you empty the bath.
- 4.b. The Towering Majesty of the Tradewind Cumulus
- 5.b. False. Sea breezes often extend further offshore, depending on the temperature gradient between the land and the sea.



**TEAM WUNDERBAR**

Tamara Rebourgeon  
021 244 6262  
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Katja Caulton  
021 293 8647  
[k.caulton@barfoot.co.nz](mailto:k.caulton@barfoot.co.nz)

**BARFOOT & THOMPSON**






**South Pacific Marine**  
**Canvas**  
**& Upholstery**

Opuia Marina

027 4942492  
[southpacificmarinecanvas@gmail.com](mailto:southpacificmarinecanvas@gmail.com)

# MAY 2023

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6	7
			first mortgage trust Meat Paak Draw 			<b>RBC Herb King! Cup</b> Weekend Race 6 School holidays end
8	9	10	11	12	13	14
			first mortgage trust Meat Paak Draw 			<b>Mother's Day</b>  Winter Series Race 1 - 1pm
15	16	17	18	19	20	21
Winter Hours Last Tuesday opening			 first mortgage trust Meat Paak Draw			
Committee Meeting						
22	23	24	25	26	27	28
			first mortgage trust Meat Paak Draw 			<b>Cruising Division</b> Lunchtime BBQ Cruise
29	30	31				
			<b>Winter Hours</b> Last Tuesday opening will be 16 May 2023 Then days will be Wednesday to Sunday – hours remain the same.			