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Magazine

## tell tales



**JUNE 2023**

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## COMMODORE'S REPORT

IAN TEMPLEMAN



By the time this edition of *Tell Tales* is published, there will only be three weeks until our 2023 Annual General Meeting. Last year the entire Committee stood down which led to a few challenges but this year some members of your committee are prepared to stay on if elected. Please do not forget that every position on the Committee is open for new nominations in accordance with our constitution. I believe that democratically elected committees work best when 20 - 30% of the team changes each year thereby creating a good working blend of experience with new ideas and enthusiasm, this is what OCC requires to keep moving forward. So please ask yourself: "What could I do to help my Club," and either put your name forward or ask an existing committee member for more information.

*World Sailing* have just held the global women's sailing festival "Steering the Course" with various women's events around the world. Here in Opua, *Great Escape* have just held the well-supported and very successful "Women on Water" weekend, but at OCC our ladies' sailing series fizzled out. What on earth went wrong? I am not sure but some new women's input on our committee would be a good starting point to try and put things right.

Most of the cruising fleet has already left for warmer places and our Club has transformed into winter mode until October, but the bar and galley are still open 5 days a week, the wood-burning stove will keep us warm, and both Friday and Saturday night rugby will be on the TV.

I look forward to seeing you at the AGM and at the Mid-Winter Dinner and Prize Giving which will be a great evening.

Stay safe. Ian T.

*Many thanks to Tony Kiff for mending our bar stools and the handle on the ladies washroom door – greatly appreciated by all.*



# DO YOU ENJOY ROWING?

BY PETER BARTON



Do you enjoy rowing?

I used to have a boat and remember that rowing had many advantages over using an outboard engine. It's good exercise for a start and, as you row for the shore, you can look back and admire the best-looking boat in the anchorage. The big advantage of course is that rowing is quiet and you can chat with your friends and make new ones as you pass by.

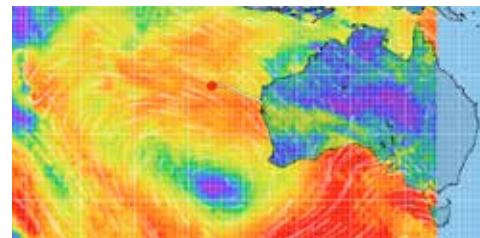


*Robert Barton on his trip to Africa.*

*Rob's rowing boat.*

My son Robert lives in Perth, Australia and enjoys rowing, but is unlikely to do much chatting as he rows to Africa. Several people have rowed solo from Australia to Madagascar or one of the islands in the Indian Ocean but no one has yet rowed solo to Africa and he hopes to be the first. He left from Carnarvon, 400 miles North of Perth on April 26th and 22 days later had covered a quarter of the distance to Dar Es Salem in Africa.

It's 4,400 nautical miles from Australia to Africa and at his present rate of progress of 45 miles a day, Rob should be there in three months. However, he can't expect the fair winds which make rowing so much easier, to take him all the way to Africa.



*PredictWind - Tracker, 7 May 2023.*

The last 400 miles from Cap d'Ambre on the Northern tip of Madagascar to Dar es Salem will be the most difficult and this explains why no one has yet done this trip solo.

The winds in this area are variable and the currents can be strong, by which I mean stronger than he can row against. Even a ten-knot headwind would mean zero progress. He has taken enough dried food for seven months at sea and has a solar-powered desalinator to provide fresh water.

Rob has had a lot of help from the University of Western Australia who has been advising him on food, nutrition and the best course to take across the Indian Ocean.

## BAY OF ISLANDS SAILING WEEK (BOISW) - AGM

Hi, everyone at Ōpua Cruising Club!

I am Evita, the new Administrator of Bay of Islands Sailing Week and wanted to send you personally an invite to our **AGM** that will take place on **Monday 19 June, at 6 pm** at your Club.

We're on the lookout for keen people to come along and join the committee, or even just become a member of the BOISW society if they're not already a member. It's free to join and gives the right to vote at the AGM, as well as stand for committee.

We are proud of Bay of Islands' beautiful area and its long sailing history, as well as the fantastic boatie community that resides here in the Bay. If you feel the same, please do join us on the 19th of June.

If you would like to join, but can't make it in person, we will set up ZOOM for everyone who is keen to participate.

Follow the link below to access AGM documents: AGM agenda, minutes from the previous AGM and reports from the treasurer and BOISW chairperson.

<https://bayofislandssailingweek.org.nz/notice-of-agm-monday-19-june/>

Please, spread the word between your Club members and guests, and let them know to feel free to get in touch with me at [admin@bayofislandssailingweek.org.nz](mailto:admin@bayofislandssailingweek.org.nz) if they will need the link to join via Zoom or if they have any questions. Much appreciated and looking forward to seeing your representatives!



OCC member and skipper of Flying Cloud, Judy Lymbery, started knitting socks when she first came to NZ about 20 years ago.

A friend of hers was providing community support to children living in poverty in Wellington. Hearing the sad stories Judy said: "What can I do to help?"

"The children desperately need warm socks," she was told and so... Judy started knitting socks.

Once people saw her beautiful, colourful hand-knitted socks it really took off, everyone wanted a pair of Judy's socks and she has been kept busy knitting her colourful creations in many different designs ever since.

The famous Friedensreich Hunterwasser always wore brightly coloured mismatched, odd socks and Judy was contacted by the Hunterwasser museum to knit socks for them. She found their requirements a bit too prescriptive and prefers to express her own style of creativity in the colours and patterns that take her fancy.



Knitting and sailing have brought so many women together. Judy first met Kate Nye through a knitting group in Kerikeri.

Kate was learning to knit and when she found out that Judy was the helmsman on *Flying Cloud*, Kate said, "I would love to learn how to sail," and so Judy took Kate under her wing and introduced her to sailing and our *Friday Night Rum Races*.

"Sometimes I knit from the bottom up and sometimes from the top down," she says. The socks can be customised to suit. I knit for short legs, long legs, small feet, big feet and long feet. Some people want loose ribs for bigger calves and if I knit from the top down it's easy to unpick the toe and make it longer for a bigger foot. So her socks really can be made to measure!

Judy is not interested in making money but just wants to cover her costs and give a little back at the end of the day. For every pair of socks she sells, she makes a donation to charities like *Women's Refuge*, *Coastguard* or *Red Cross*.

Judy donates all her left-over yarn to another yachtie at our Club, Vera Hausmann (Libertee) who also knits. Not socks, but little animals and tiny dolls which she sells, together with Judy's socks at the Saturday morning Kerikeri Markets.



*Judy Lymbery and Vera Hausmann.*

In our modern connected world, there is now a FaceBook group called *Women who sail and knit and crochet*. A place for women sailors to connect with each other and share their fibre projects.

Big thanks to Judy, for her kind-hearted and generous spirit, and for introducing new members to our Club!

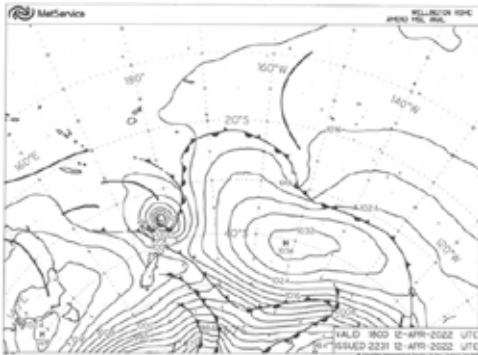
You can see more of Judy's creations and connect with her through her FaceBook page <https://www.facebook.com/JsocksNZ>



The following is based on the MetService webpage <https://about.metservice.com/our-company/national-weather-services/retirement-of-radiifax>

## What is Radiifax?

Radiifax (also known as HF Fax or Radiofacsimile) is an analogue broadcast using high-frequency (HF) radio waves to transmit images over long distances. The technology is almost 100 years old and has been adapted for telephone use as fax machines. The Radiifax service is one method that MetService has used to transmit weather maps.



Nowadays, Radiifax equipment is scarce, difficult to service, costly to maintain (especially transmitting equipment), and the technology has now been superseded by the likes of HF email or satellite-based internet.

## Retirement of Radiifax

**MetService will retire its Radiifax broadcast service from 1 July 2023.**

The MetService weather maps transmitted through Radiifax will however continue to be produced and available on the [metservice.com](https://metservice.com) website also on a low bandwidth page which is

designed for users with more limited or paid data connections (such as via satellite) to minimize download size and cost.

## What's not changing?

The more safety-critical oceanic/**high seas warnings and forecasts** (English text) will continue to be produced and broadcast through all existing channels/services, including internet, email, radio broadcast, and satellite broadcast under the International Maritime Organization's (IMO) Global Maritime Distress and Safety System (GMDSS). For more information about the GMDSS, see the World Meteorological Organization's (WMO) website for the Worldwide Met-Ocean Information and Warning Service (WWMIWS). **If you would like to get in touch with MetService about this change, please contact [radiifax@metservice.com](mailto:radiifax@metservice.com)**

## Modern solutions

Satellite phones and internet connections enable up-to-date weather information and forecasts (such as maps of pressure, wind and waves) to be directly displayed within onboard Chart plotters or Multi-Function Displays (MFDs). These can now provide skippers with a much richer source of information that can be integrated with other navigational maps and vessel data in digital devices.

To request a download of the latest **SUBTROPIC** high seas forecast, send an email to [query@saildocs.com](mailto:query@saildocs.com), with the message: or SEND <https://tgftp.nws.noaa.gov/data/raw/fq/fqps43.nzkl.txt> For **NZ COASTALS** SEND <https://www.rnz.co.nz/news/weather/coastal>



Bay of Islands ITM in Haruru Falls is celebrating ten years in June and has been a proud sponsor of the Ōpua Cruising Club during all this time! One day I will get around to putting up a sign in the Club!

We take pride in being 100% locally owned and strive to buy from and support local businesses as much as possible, keeping money in Northland and away from the Corporates. This has not always been achievable, especially considering the challenging times we have all endured in the last few years!

I am sure most of you know many of our team and have put up with their bad jokes and quirky ways at some stage!

ITM is primarily a building supply company, however, being the only hardware retailer in town, we try to stock a wider range of products to cater to the needs of our local community. If you need us to stock a product, even as just a one-off purchase, let us know; we are always happy to try and source and order it for you.

And remember, if you are building a deck or adding that extra room, we are the guys who will "see you right!"


Andy Vanasche  
Manager



PAIHIA 09 4027703 | WAIPAPA 09 4078002



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

|    |  |
|----|--|
| 1. | What are the horizontal movements of water from any cause, such as tidal phenomena, prolonged wind activity or river flow called?  |
|    | a. Tides   |
|    | b. Currents  |
|    | c. Currants  |
|    | d. Waves   |
| 2. | A sailing vessel less than 20m in length may combine side and stern lights in one lantern carried at or near the top of the mast when sailing or under auxiliary engine.   |
|    | a. True  |
|    | b. False   |
| 3. | Advanced stage symptoms of what include bluish lips, shallow, laboured gasping/breathing, weak rapid pulse, extreme thirst, nausea and vomiting?   |
|    | a. Shock   |
|    | b. Hypothermia   |
|    | c. Internal bleeding   |
|    | d. Sea sickness  |
| 4. |  <p>What does this navigation mark mean?</p> <p>Pic courtesy of Great Escape Sailing WOW #6. Another brilliant weekend of women's sailing fun.</p> |
|    | a. Rocks to the south  |
|    | b. Keep Left   |
|    | c. Isolated danger   |
|    | d. Safe water to the west  |
| 5. | The time at which a tide reaches its minimum height is called what?  |
|    | a. Mean Low Water  |
|    | b. Mean Lower Water  |
|    | c. Low Water   |
|    | d. Chart Datum   |

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>

## ANECDOTES OF A YOTTIE

BY GIORGINA PORTER

Crossing the Atlantic from Martha's Vineyard USA was slow progress due to headwinds. We found we were either laying in Greenland or North Africa. We eventually arrived at the Azores and spent a few days there before continuing on to the South coast of Eire, then onto North Wales where we cleared customs at Holyhead, Anglesea. The last leg proved to be the hardest with strong winds and confused seas. We made it to the River Wyre in Lancashire, in August 1989, where the local yacht club put on a warm welcome home with a flotilla escorting us to Wardleys Creek.



Roger and I resumed work shortly after and it wasn't long before we got itchy feet. Friends we had sailed with from the Isle of Wight joined us on a cruise to the East coast of Eire and asked if we fancied a three-year, round-the-world-voyage. We had been thinking of the French canals and Med. cruise, but once again put that on hold. It was planned that we would leave in late August 1991 so plenty of time to plan and organise *Noridiam*. Our good friends on *Kayos II* decided to join us. We purchased books and charts to study and plan our route. *Noridiam* was checked over and maintenance jobs were completed. One huge problem was our water supply. Our steel tank in the keel was a nightmare to access

to clean or paint. We had tried a flexible plastic insert but abrasion due to the motion while cruising caused the plastic to leak. Roger decided to paint the tank with some black tank paint. The fumes nearly proved fatal as he was in such a confined space. I had been toing and froing loading stuff on the boat and fortunately, came back in time to help him out. We filled the tank and tried the water which tasted of creosote. Roger promised it would fade while we managed with containers of water for drinking.

A sailing friend decided he would like to complete an Atlantic voyage so arrangements were made to pick him up in Tenerife. We weren't sure how it would be as there wasn't much room on our 35' steel boat. The water situation was a worry as we couldn't carry enough containers.

A farewell party was organised on August 25th, 1991. We panicked that we wouldn't get off the jetty that day and we would have to wait a fortnight for the tide to be right. It was a beautiful day and we decided to keep going and not stop the night at Knott End. We had to motor and hand steer as the autohelm hadn't been fitted. After seven days we arrived at Coruna, NW Spain, from there to Bayona where we met up with *Kayos II*. We caught up with our friends on *Sherpa Bill* in Porto Santo, and from there we all sailed to Graciosa in the Canaries. It was here we first met up with the Kiffs on *Wetherly*.

We cruised the Canary Islands before picking up our friend and stocking up the boat for the Atlantic crossing. It was exciting watching replicas of the Pinta, Santa Maria and Nina set sail for the USA. We would be heading for Barbados, in the Caribbean.



## To the USA



*Fresh fish for Dinner.*

Leaving the Caribbean before the Hurricane season began meant setting off by the end of May. Our plan was to sail the Eastern Seaboard of the USA and contact Anne Wallis-White at Annapolis. Anne, we were advised, had a great deal of influence in the Caribbean yacht charter business and we wanted to find out how we could participate. We set sail from the Virgin Islands on 16th May 1985, casting off from Beef Island in Trellis Bay and had a fast run with boomed-out Genoa until midnight when the wind died. There was thunder and lightning all around as we motored through the storm belt, the morning dawned bright and clear with a steady breeze. For this trip, we had decided that we really would take Sun-sights rather

than rely on the Sat-Nav, although we did monitor the accuracy of our navigation with it. The Sun-sights were surprisingly accurate and we soon realised that we were being pushed to the East so gybed to Port to correct our course for Bermuda. Light winds for the next couple of days saw us idling along under Spinnaker. We had just finished lunch in the cockpit and as I stood up, I remarked to David: "There's a cloud behind us." To which he replied: "Good, it might push us along a bit faster." He had barely finished speaking when the wind hit us from dead astern. I was about to let the sheets off when he shouted 'Don't touch them you'll have your hand off'. The wind was now at 40+ knots and we were travelling at over 10 knots until ... Boom, the spinnaker blew to shreds and we both heaved a sigh of relief as we could have broached and done some serious damage. As it was, we had a 45° bend in the spinnaker pole and the remains of the sail under the boat, the propeller hadn't been locked and now one of the sheets was wrapped around it.

The squall passed as suddenly as it arrived and we were left with complete calm and a still, glassy sea. David went over the side to free the propeller with a precautionary rope around his waist, we were in shark country and a tug on the rope meant 'Sharkspotted'. Happily, the sheet was only looped over the prop so he was out of the water quite quickly. The night brought more thunderstorms, 35-knot winds and flat calms.

This was the Bermuda Triangle living up to its reputation but two days later we were in a steady breeze again and on 23rd May we were tied up for free in St Georges Harbour,

Bermuda. We had covered 845 NM in 7 days and 6 hours. Bermuda was Britain's first colony, self-governing and closely linked to the USA tourist trade, it was also very expensive. We spent a week there to rest, relax and look around. We passed on the opportunity to buy fuel as it was outrageously expensive but the 151% proof Rum was too good to miss! Bermuda is still in the Hurricane belt and being keen to get further North, we set sail on 31st May. We had a very mixed bag of weather from flat calm to being hove-to in 50 knots. At one point the barometer dropped 9 millibars in an hour. We were worried this might have been an early hurricane but the wind abated and we were soon jogging along in 20 knots. There were lots of Portuguese Man of War Jelly Fish which have a very nasty sting, so we were definitely not stopping for a swim. We could get weather forecasts from the USA while still 350 miles from Newport and about this time, we also picked up the Gulf Stream which gave us a lift of 6 knots and the water temperature rose to 78°F. Later, when we had left it the water temperature dropped back to the 58°F of the Labrador Current – time for a warm jersey and socks!

We entered the USA at Goat Island where the Customs and Immigration official came aboard, we gave the tea and fruit cake and they gave us a permit to cruise the Eastern Seaboard for up to 12 months. Newport was



*Boarded by US Coastguard.*

a delightful but expensive little town as were Cuttyhunk, Martha's Vineyard and Edgartown. We passed the Nantucket Light Vessel and through the Cape Cod canal with a strong current in our favour to reach Plymouth on 4th July. Crowds of people lined the shore with the orchestra playing the 1812 overture, there was an impressive fireworks display and the Mayflower lit up. We were now amongst the wonderfully hospitable people of New Hampshire where our British Marine flag attracted a lot of attention, we were invited to the musical Oliver at an open-air theatre and to visit the local lakes by local people we met, these were the first of many invitations we received while in the USA, the people were so genuinely friendly.



## 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 June** to go in the draw.

The winner will be announced in the July issue.

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### ANSWERS TO QUIZ JUNE 2023:

1. b. Currents
2. b. False, only under sail. When under auxiliary engine a white light (steaming light) must be shown above the port and starboard lights
3. a. Shock
4. c. Isolated danger, safe to pass on all sides, but not too close.
5. c. Low Water



# JUNE 2023

| Monday                         | Tuesday                     | Wednesday   | Thursday  | Friday | Saturday  | Sunday   |
|--------------------------------|-----------------------------|---|---|--------|---|--|
|                                |                             |   | 1<br>first mortgage trust<br>Meat Pack Draw   | 2      | 3   | 4<br> |
| 5<br><b>KING'S BIRTHDAY</b>    | 6                           | 7<br>  | 8<br>first mortgage trust<br>Meat Pack Draw<br>  | 9      | 10  | 11   |
| 12                             | 13<br>Committee Meeting     | 14<br> | 15<br>first mortgage trust<br>Meat Pack Draw<br> | 16     | 17  | 18<br>RBC Winter Race 1 -<br>12pm  |
| 19<br>BOISW AGM<br>@ OCC - 6pm | 20<br><b>OCC AGM</b><br>7pm | 21<br> | 22<br>first mortgage trust<br>Meat Pack Draw<br> | 23     | 24<br>MID-WINTER<br>DINNER<br>&<br>PRIZE GIVING | 25   |
| 26                             | 27                          | 28<br>  | 29<br>first mortgage trust<br>Meat Pack Draw  | 30     |   |  |