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Mark Woolley
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Maggie Woolley
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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!

CONGRATULATIONS TO Lee Deverell THE JULY WINNER.

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

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 July** to go in the draw.

The winner will be announced in the August issue.



COMMODORE'S REPORT

IAN TEMPLEMAN



Our recent AGM signalled the end of a good year for our Club and thank you all for allowing me to continue as Commodore for a further year. We are privileged to have both Judy Lymbery and Terry Dunn join the committee for the coming year as both of them bring a wealth of experience to our team, in cricketing terms they would both be described as a 'safe pair of hands'. However, the not so good news is that Paul Smith has stood down as sailing secretary but he will be in the background to offer his assistance. We urgently need to

find a replacement for Paul. For all of you that like to

criticise the running of our racing now is the time to step up and show us how it is done – there is a very experienced sailing committee already in place to help you so the job is not as onerous as you may think.

We are also searching for a Publicity/PR person, someone who can organise the advertising in our Calendar and help generate articles for our monthly *Tell Tales* Magazine, so if this could be you, please contact either Sheila in the office or myself.

Thank you all for your support and we will continue our efforts to remain the friendliest little club in the South Pacific.

Happy sailing,

Ian T.



MEMBERSHIP RENEWAL

Yes, it's that time of year again !

Club Memberships expire on 30th June 2023 so now is the time to renew your Membership. Costs are unchanged for this year and these are listed below:

To take the pressure off, existing Member privileges get a one-month extension which is why the expiry date on your Membership Card is 1st August 2023. After this date your current card will not work so Bar and Meal discount will not be available until your new card is issued.

Any credit balances on your account will remain and can once again be accessed by using your new Membership Card.

Membership type

- FULL SINGLE MEMBERSHIP: \$190.00 Over 18 and entitled to full membership benefits and full voting rights.
- FULL FAMILY MEMBERSHIP: \$225.00 Over 18 and entitled to full membership benefits and a maximum of two Votes. We encourage this where possible. (Includes children under the age of 18)
- FULL SINGLE SUPER MEMBERSHIP: \$140.00 Over 65 and entitled to full membership benefits and full voting rights.
- FULL FAMILY SUPER MEMBERSHIP: \$175.00 Two persons over 65 and entitled to full membership benefits and two votes.
- SINGLE SUPPORTER MEMBERSHIP: \$90.00 Includes: Race Crew; and non-boat owning Social Member. No voting rights.
- VISITING INTERNATIONAL CRUISER MEMBERSHIP: \$90.00 (+\$10 for each additional crew member) No voting rights
- FAMILY SUPPORTER MEMBERSHIP: \$125.00 Non-boat owning Social Members. No voting rights
- STUDENT MEMBERSHIP: \$60.00 Card-holding students over 18 years and under 21 years. No voting rights.
- JUNIOR MEMBERSHIP: \$50.00 Under 18 years. No voting rights.
- CORPORATE MEMBERSHIP: POA For corporate entities, please refer to our membership officer for benefits.

Memberships can be renewed at the Club or on-line, please fill out the form even if your contact details have not changed as this will enable us to ensure we've got them correct.

PACIFIC RALLY FLEET 2023

BY VIKI MOORE



Bonfire on the beach - Tonga.

This year's Pacific Rally fleet is made up of over 76 boats and is the biggest in the event's 40-year history.

This year there are over 35 children on board too. Some who sailed up with their parents, and others who fly up once the boat has been delivered.

Most of the fleet departed from Ōpuā Cruising Club in early May with some of the fleet heading to Tonga and the rest went directly to Fiji. The rally is very flexible and people can choose their own dates and destinations but still having all the assistance with preparation, support along the way and social connection with others heading in the same direction. Tonga, Fiji, Vanuatu and New Caledonia are all favourite stops on the rally.

Many of the children on board are doing school online via Te Kura, the New Zealand Correspondence School.

A highlight is visiting the various islands, meeting the local children and learning what life is like in other countries.



If you are keen to join them, the Pacific Rally 2024 will be launching soon! Check out the Island Cruising website for more details: www.islandcruising.nz or follow the adventures of this year's rally from the comfort of your armchair on their Facebook page: <https://www.facebook.com/islandcruising.nz>



Visiting the library in Vava'u.



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

- | | | |
|----|---|---|
| 1. | Fog is dissipated by: | <ul style="list-style-type: none"> a. Rain b. Sun or wind c. Only by the wind d. None of the above. |
| 2. | Boats at anchor must show sidelights and a stern light. | <ul style="list-style-type: none"> a. True b. False |
| 3. | To establish the closest point to the wind that the yacht can sail, the helmsman, turns the yacht upwind and watches the front edge, or luff, of the headsail until it starts to flutter. This is called_____. | <ul style="list-style-type: none"> a. Ruffling b. Fluttering c. Battening d. Luffing |
| 4. |   <p>What does the shaded area represent?</p> | <ul style="list-style-type: none"> a. Rahui in place, Kaimoana gathering not allowed. b. No anchoring, diving, or fishing. c. 'Exotic Caulerpa' seaweed found, dangerous to our native flora and fauna. d. All of the above |
| 5. | What does 'Force Majeure' mean, how is it relevant to boating? | <ul style="list-style-type: none"> a. Strong winds, so time to reef the sails. b. The force required by the engine to spin the prop shaft. c. When you encounter wind over tide conditions. d. Superior force, having to seek shelter in a bay or port for safety reasons.
The only reason you'd be allowed to anchor in the red zone in the previous question. |

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>

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Thanks to Dr Kevin Trenberth in theconservation.com

El Niño is now in the eastern Pacific, according to the US National Oceanic and Atmospheric Administration, and when it comes here as well there will be a notable change from the La Niña weather patterns New Zealand has experienced for the past three years.

atmosphere, this is referred to as the Southern Oscillation. The combined atmosphere and ocean phenomenon is often referred to as the El Niño-Southern Oscillation (ENSO).

The bottom of the roller coaster is the cold phase: a basin-wide cooling of the tropical Pacific, named La Niña, while the top of the roller coaster is El Niño, which occurs

world's warmest year on record, in part because of the very strong El Niño event. But 2023 could beat that record – and odds are that 2024 will beat it by a lot.

Globally, El Niño is the largest cause of droughts; they are more intense, set in quicker and increase the risk of wildfires, especially in Australia, Indonesia, and Brazil. In the weak 2019-20 El Niño, smoke from fires in eastern Australia affected the southern hemisphere to the extent that it blocked the sun and may have exacerbated the subsequent La Niña conditions.

Meanwhile, torrential rains are heavier, with greater risk of flooding, especially in Peru and Ecuador. Very wet conditions

can also (though not always) occur in California, the southeast US, and over NZ's southern lakes.

New Zealand tends to experience stronger and more frequent winds from the southwest in winter and from the west in summer during El Niño. This can encourage dryness in eastern areas and more rain on the West Coast, with generally cooler conditions overall.

El Niño for the Bay of Islands: El Niño increases the frequency, intensity, and coolness of **southwest winds**. This didn't happen in Autumn or in June but is now expected to start occurring in July and August and to be all the rage in September and October.

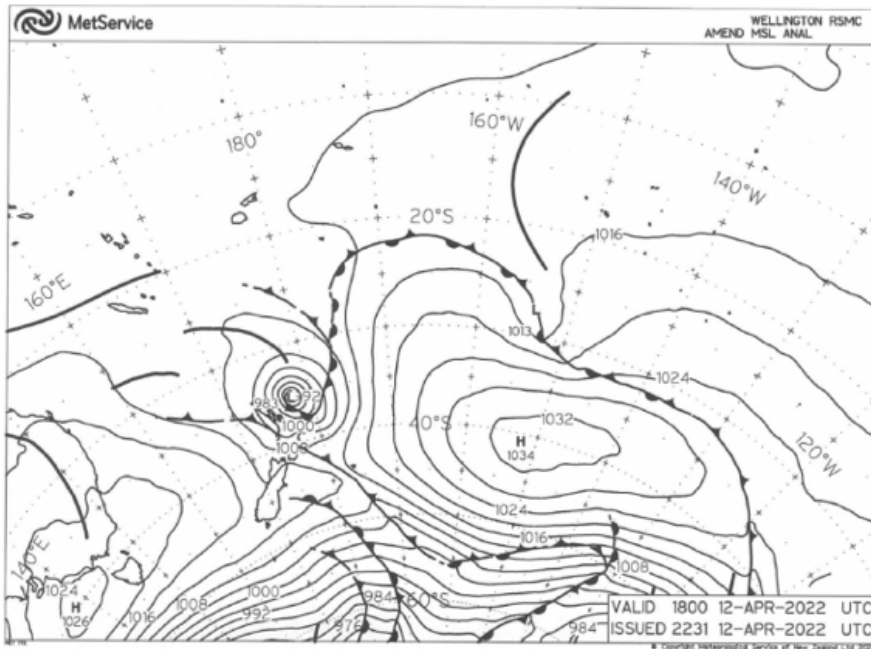


Figure 1. Global mean sea surface temperatures (with other calendar years in grey), showing 2023's record highs. University of Maine.

When La Niña finally gave up the ghost in March this year, global sea surface temperatures were suddenly the highest on record as the tropical Pacific abruptly began to warm.

The weather in the tropics tends to fluctuate like a roller coaster. In the

every three to seven years or so. El Niños tend to peak in December, although their biggest atmospheric impacts may not be until February.

The warmest years in terms of global mean surface temperature are the latter stages of El Niño events. 2016 was the

Ōpua Community Email

Your new Community Board Member Jane Hindle is working on ways to keep the Ōpua Community up to date with information that's important to them. Although the Facebook Group is widely used, she is aware that there are some members of the community that aren't actively involved or don't use Facebook, so for this reason, she has set up a Ōpua Community Email.

The Ōpua Community Google group is designed to share information between members of the community, or other people who have an interest in communicating to members of the community via email. It differs from the Ōpua Group Facebook page which has a very large membership because it allows for more detailed information to be shared, along with attachments and the like, to a smaller and more targeted audience. Unlike Facebook, It also allows information to be printed, filed, or saved so it can be easily retrieved, so it is good for keeping attachments and important information. Only members can post, and emails are moderated so it is a safe place to share.

If you would like to join the group, please email Jane on jane.hindle@fndc.govt.nz



The start of our three-year around-the-world trip saw us leaving Fleetwood, Lancashire late August 1991. We left Los Cristianos, Tenerife, for the Atlantic crossing with our friend John on November 24th.

I have always loved being at sea especially as we followed the generally good weather patterns and usual cruising routes. Roger and I opted for four-hour watches on most of our passages, but having John certainly made it easier. We were seeing more yachts than on our previous voyages. On the first day out we nearly hit a floating refrigerator as only

a small amount could be seen above the water. The second day the genny jammed at the top of the mast and having an extra pair of hands made it easy work hoisting Roger up to free it.

The calm weather meant I could get the sewing machine out and make some courtesy flags on my trusty old hand-sewing machine. It also meant cooking and other chores were so much simpler.

We were never short of flying fish for breakfast which Roger loved. We caught a few fish on the trip, my favourite being Mahimahi. I never enjoyed killing the fish and we tried to make it as quick as



possible. On one day we were becalmed and joined by a shoal of Mahimahi which were beautiful to watch. For most of the trip we had a pilot fish we named *Percy*, we could watch him down our cockpit drain.

We had a worrying time with John as he became ill and wasn't eating or drinking much. Fortunately, he started to improve. About halfway across, the wind started dying off, normally this wouldn't have bothered us but we had a schedule to maintain for John. We wallowed on and off as we didn't have enough diesel to motor. We tried every sail configuration

going to make us go faster. We even used the storm jib as a studding-sail. We had the tri-sail up to stop us rolling and to save the main. Eventually, on day 28, the wind returned and we set sail again. On 23rd December we dropped anchor in Deep Sea Harbour, Barbados.



After clearing customs we anchored off the beach in Carlisle Bay ready to enjoy Christmas celebrations with friends. Roger managed to disgrace himself with John's help enjoying a trip ashore and then bringing half the beach back on the boat trying to get into the dinghy with the swell. We didn't manage to get much sleep with the reggae music blasting ashore. John left us before New Year and we headed north to Martinique to catch up with *Kayos II*.

They say things happen in threes, I scalded my hand due to the swell, ripped my big toenail off trying to get out of the dinghy with the surf and nearly drowned when a huge wave sent me under. Fortunately, I only lost my dignity with my bikini top being pulled off. At least Roger had the time of his life body surfing.

Time to head south and new adventures.



The Big Apple.

Mission Accomplished

With so many interesting places to see and friendly people to meet in New Hampshire, USA, we were mindful that we could easily fall behind schedule, so once more it was time to move on. On leaving Plymouth, we headed for New York and Chesapeake Bay – the destination we hoped would lead to our entry to the Caribbean charter business.

En route, we were engrossed with fixing an auto-helm problem when all of a sudden there was a strong smell of fish.

At that very moment a whale, easily as long as our 42 feet, surfaced alongside. It was so close I could see every wrinkle on its skin. We were transfixed, there was nothing we could have done to save ourselves from a flick of the tail that could easily have wrecked *Marathias*. For a full minute it just looked at us in an almost friendly way and then quietly sank below the surface.

Long Island Sound gave us a good sail and a stopover in Manhasset Bay allowed time to research traversing ‘the

Big Apple’. The East River is a narrow stretch of water sometimes only 200 yards wide separating Manhattan from Long Island, it is spanned by numerous high bridges and used by a host of barges and other commercial traffic. The critical point is Hell’s Gate where the channel narrows. We had timed ‘our run’ to get a 4-knot following current as we negotiated the 90° turn from where it gets its name. All the time the Coastguard was providing information about conflicting traffic. Then we were passing close by the Manhattan shoreline just a few yards away with its dramatic skyscraper skyline.

Passing the Statue of Liberty and under the elegantly proportioned Verrazano Bridge, the longest suspension bridge in the world when it was built. We

finally reached the haven of Great Kills Harbour through shallow water amongst mud banks. At times there were very few feet of water under our keel.

We had a nice secluded anchorage and the very hospitable yacht club was nearby, having got ashore we were anxious to get to the bank before it closed so didn’t appreciate being questioned about our flag yet again, we explain that we were in rather a hurry to which came the reply ‘No rush, I’ll take you where you need to go’. So, we were driven to the bank and then a supermarket in a Cadillac and later entertained to drinks and supper at the club house. Once again, American hospitality at its best.

ANSWERS TO QUIZ July 2023:

1. b. Sun or wind
2. b. False. One all-round white anchor light should be shown.
3. d. Luffing.
4. d. All of the above. If this seaweed is allowed to spread it creates a monoculture and wipes out the biodiversity on our seabed, affecting shellfish beds and fish habitats.
5. d. Superior force (sometimes referred to as Act of God) – the conditions under which you are legally allowed to seek shelter in any bay or port.

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JULY 2023

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3	4	5	6	7	School holidays start	1
10	11	12	13	14	15	16
						 RBC Winter Race 2 12.00 start
17	18	19	20	21	22	School holidays end
						
24	25	26	27	28	29	30
	Committee Meeting					
31						