

OPUA CRUISING CLUB

THE FRIENDLIEST CLUB IN THE SOUTH PACIFIC

Free
Magazine

tell tales



SEPTEMBER 2023

GREAT ESCAPE *Sailing*

COME SAIL WITH US

Learn to sail

Learn to sail with us, we've been teaching sailors for over 30 years. Gain Yachting New Zealand (YNZ) keelboat and IYT (International Yacht Training) qualifications.

Yacht Charter

Our yachts are perfect for exploring the compact, sheltered cruising in the Bay of Islands. The yachts are easy to manage short-handed and fun to sail.

BCC Members

This season members get a 10% discount on all sailing adventures. Sail before 20th December with early season pricing to save even more.

CONTACT US

 1 Richardson Street, Opuā

 09 402 7143

 www.greatescape.co.nz

September Calendar Sponsor **Great Escape**



Another month has flown by and we have actually had quite a few sunny days so here's hoping for some good spring and summer weather. It is only one week to our Annual Membership draw and that same weekend we are hosting an Elliott 5.9 Traveler Series Regatta which should ignite our enthusiasm for the summer race series.

Consequently, the last race of the NZ Yacht Services winter series has been postponed until the 17th of September.

There is more good news on the sailing front as Julie Kidman has very kindly stepped up to be our Club Sailing Secretary and you will be hearing from her directly regarding the new sailing year. I would not be surprised if we see the reintroduction of some ladies racing in the not-too-distant future.

We still have not found a publicity/marketing person for the OCC Committee so if you think you might be able to fill that position or know anyone who could be interested please let me know.

We are going to have a great fun packed summer of sailing and I look forward to seeing you at the Club and on the water.

Happy sailing, Ian T



SEAPOWERS
 Marine engineers, electrical
 and boat maintenance
 specialists you can trust

09 402 8820
 021 029 07391

36°
 BROKERS
 Premier Brokerage - Multihull Specialists
 - NZ Beneteau Agent

Northland and Auckland offices located at:
 1 Beechy Street, Opua and 9 Westhaven Drive, Westhaven
 Ph: 0800 363 347 | Northland: Robbs Hielkema: 021 858 897
 Email: info@36degrees.nz | Web: www.36degrees.nz

Moorings Northland
 Rob Lang
 Managing Director
 PO Box 4, Opua
 Northland 0241
 New Zealand

Houhora - Bay of Islands - Whangarei

- Inspections & Certifications
- New installations ft upgrades
- Sale and rental listings
- NRC issues

09 402 6939
 email: mooringsnorthland@extra.co.nz
 www.mooringsnorthland.co.nz

**South Pacific Marine
 Canvas
 & Upholstery**

Opua Marina
 027 4942492
 southpacificmarinecanvas@gmail.com

NZ YACHT SERVICES

- Yacht Rigging
- Fabrication
- Hardware Sales
- Caretaking
- Project Management

Paul (Buddha) Smith 021 744437 (021 RIGGER)
 nzyachtservices@yahoo.com www.nzyachtservices.co.nz
 Mobile Yacht Rigger

WILLIS SAILS
 BAY OF ISLANDS NZ

New Racing & Cruising Sails
 Repairs, recuts & alterations

09 407 8153
 021 786 080

OPUA BOATBUILDERS LTD

GENERAL BOAT REPAIRS | TEAK DECK, WINDOW & HATCH LEAK FIBREGLASS, ROT REPAIRS
 PLYWOOD + ACRYLIC + TIMBERS SUPPLIES

Unit 12, Industrial building 2, 13 Baffin Street 021 236 1721

CRUISING CLUB DOCK REBUILD

BY TERRY DUNN

Bit of an update on the dock work

The Cruising Club dock has been taking up major space on Les and Chris Alderton's front yard. Les is probably used to the chaos but Chris has been very accommodating with the noise of rust chipping and grinders, plus the mess of her front garden being driven over by the 10-ton excavator we use for lifting the heavy stuff.

Early waterblasting showed the effects of electrolysis on the tanks with a multitude of holes from pin size up to around 25mm in diameter, so Les spent the first month just welding up the holes.



Timber decks were removed plus the steel deck beams which showed up the heavily rusted support brackets; 26 of these had to be removed and replaced, quite a job!

Brackets holding the 2 long tanks together were also heavily rusted so these had to be removed and rebuilt as well. Lot of head scratching there!

The beams were then bolted back in place to guarantee the alignment, which had created a lot of anxiety and sleepless nights for Les. And the 2 sides bolted back into position. These beams were the perfect height to walk into which Tom Nankervill proved most days.



The gangway was also in a sad state with various sections having to be cut out and replaced. At the moment everything is nearly reassembled.

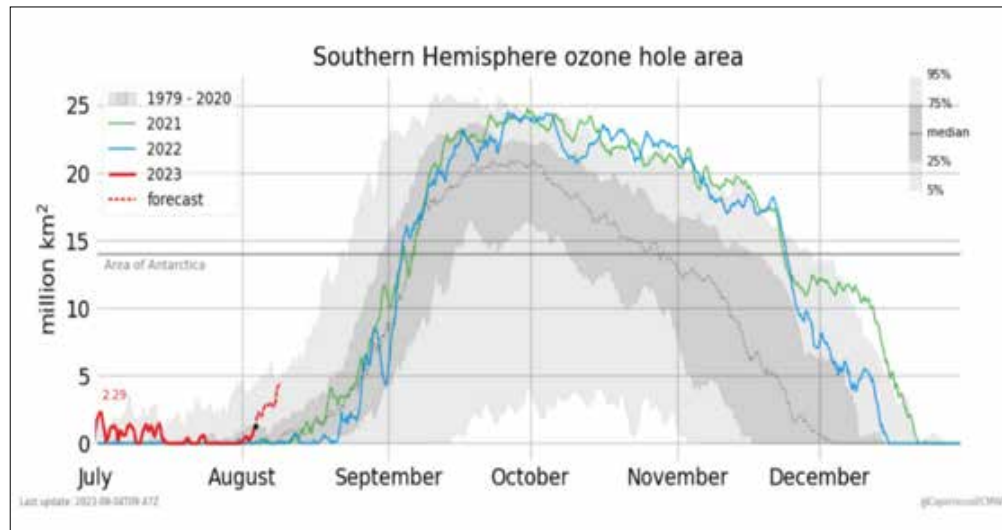
The next job is to pull everything apart again, fill it with water to check for leaks then prepare everything for sandblasting and painting which will hopefully be done in the next month.

We then require the services of a small person, at least someone smaller than Les, to paint the insides.

It's all looking good.
 Cheers, Terry Dunn.

During the dark of winter chemicals build in the air above Antarctica. When sunlight returns at the end of winter and the start of spring, between August and October, this triggers chemical reactions which delete the Ozone concentration in the Stratosphere. During the second half of last century CFC gases were used in refrigeration, fire-fighting foam and spray can expellant and thereby vented into the atmosphere triggering depletion of ozone over Antarctica every spring – a phenomenon called the OZONE HOLE.

Measurements of this depletion in the 1960s to 1980s led to WMO declaring the Montreal Protocol in 1987 to phase out CFC. This is a rare treaty that achieved universal ratification and has been considered as a success for the UN, and a sign that we humans CAN mitigate planetary pollution. But is the Montreal Protocol working?



*Size of the Ozone hole as seen by Copernicus
from atmosphere.copernicus.eu/monitoring-ozone-layer*

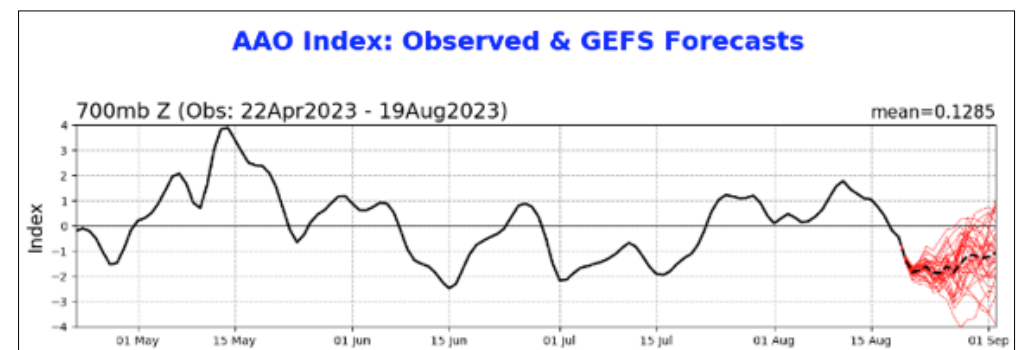
In the past two years the October to December measurements have been very high and this August the incline has started earlier than normal. WMO say that the CFC gases have a half-life of 50 years in the stratosphere and so the hole might not fully heal until 2050. There is some conjecture that water vapour from the

Hunga - Tonga / Hunga Ha’apai Volcano in January 2022 may be responsible. The blast produced a sonic boom that travelled several times around the planet and a plume that rose 58km into the Mesosphere and threw “unprecedented” amounts of water vapour into the stratosphere. Maybe this water vapour has found time during winter to build in the Antarctic. In the stratosphere, it acts as a “greenhouse” gas and reflects infrared radiation in all directions, with that directed downwards warming the surface. Sunlight converts some of it into hydrogen oxide molecules and these destroy ozone.

Another conjecture is that there is now a new source of CFC getting into the atmosphere. See theguardian.com/world/2019/may/23/china-factories-releasing-thousands-of-tonnes-of-illegal-cfc-gases-study-finds

Earth is the only planet with a stratosphere; a layer where ozone absorbs UV and uses this to produce warm stable air confining the weather to the troposphere. CFC + UV makes chlorine gas which splits ozone into oxygen. A depletion in ozone increases the UV that reaches the ground (more sunburn). It also cools the stratosphere and which strengthens the polar vortex and might increase the height of the troposphere, affecting our weather.

A good parameter to check the polar vortex is SAM (or its proxy AAO) www.cpc.ncep.noaa.gov/products/precip/CWlink/daily_ao_index/ao/new.ao_index_ensm.html



At present it is negative, and that is consistent with a weak polar vortex. So, we shall watch the trends and see what happens with the Ozone hole over the next few months.

Pacific Crossing

Leaving Balbao, Panama in the company of our friends on *Kayos II* we decided to call into Isla Taboga for the night and then heading on to Las Perlas. We encountered a variety of marine life on the way a spouting whale, huge rays, turtles, dolphins, fish and a shark followed us for some time hoping for some scraps. Masses of birds were about, a little green finch stayed with us for a while perching on my finger and shoulder.

After one night anchored off Pedro Gonzales we left for the beginning of the Pacific crossing. A helicopter with searchlights checked us out on our first night at sea. For ten days there wasn't much wind and we resorted to motoring off and on, the sea becoming like glass at times.

We saw a mass of debris including a large plastic Father Christmas with its own little eco-system, plus a huge piece of wood longer than our boat. Two booby birds had fun trying to perch on the boom and an egret stayed for one night.

We were able to stay in contact with *Kayos II* on the VHF most evenings. One day another yacht called and informed us that there was a new customs guy at San Cristóbal, Galapagos. If there was a problem

we could stop for 72 hours for a reasonable fee. We hadn't planned on stopping as the visas etc. were very expensive.



We celebrated crossing the Equator by dressing up and paying tribute to Neptune. I thought it was really exciting to think we were in the Southern Hemisphere.

On arriving at Wreck Bay, San Cristóbal Island we went ashore to find customs and explain our situation of having our main halyard stuck up the mast. *Kayos II* had an engine problem.

On landing ashore in the dinghy Roger in the rear jumped in the water only to

disappear as it was so steep. I turned round and wondered where the hell he had gone. Fortunately, it didn't take long to dry off.

We found a little bar called 'Sumbrella' with delightful owners and we enjoyed a few beers there.



A local guy took us in his old pick up to the volcano crater and a local beach to watch the iguanas and swim with the sea lions. I wasn't brave enough and just watched. We also visited "Pepi" the giant tortoise kept in a garden due to a deformity and was being cared for.



The sea lions were a problem for the owners of the local boats in Wreck Bay as they loved sunbathing on them nearly sinking the smaller craft. Huge nails had been hammered in the sterns but even that didn't deter the massive seal ions.

The Galapagos Islands are usually dry but it rained nearly all the time we were there, we were told it was because of El Niño. We were very grateful to be able to fill our tank and containers with fresh water for the crossing.

When the 72 hours were up we set off, next stop was Hiva Oa, Marquesas Islands. Two days out the main halyard got stuck up the mast and I had to hoist Roger up to retrieve it - retribution! An egret joined us for several days before flying off. I had hoped to continue seeing wildlife but didn't see anything. One day we caught a large fish and shared it with *Kayos II* as we were in contact off and on. It proved to be quite a tricky manoeuvre in the bouncy conditions.

The passage was quite rough but a fast one for us and *Kayos II*, having winds between 5 and 7 knots. It took us 22 days to reach Hiva Oa. Entering the anchorage of Atuona we were confronted with a mass of debris due to the storms they had just had, not the idyllic setting we were expecting.



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 John Greene, Coppelstock (42' Bavaria) THE AUGUST WINNER.


And what we like best ... "Living in Christchurch, Fiona and I love coming up to our yacht *Coppelstock*, (moored in Ōpua), whenever we can find a cheap airfare. So we read *Tell Tales* every month to find out what is going on, who's doing what and the racing calendar. I always enjoy any of Bob's (Weather Guru) articles which take me back to San Diego when Bob was the weatherman for the Kiwi '92 Am Cup challenge, and I was importing and supplying the team with NZ meat and produce. Anytime festivities erupted in the Kiwi camp, Bob would regularly entertain us with his perilous yet surprisingly skilful, if not frenetic, table dancing skills. Thank you Bob, and thank you *Tell Tales*, for transporting me back in time and re-conjuring up a truly unique and wondrous vision."

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 Sept** to go in the draw. The winner will be announced in the October issue.



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

- The ____ line is a line that is lead forward from the bow of the boat.
 - Midship line
 - Lead line
 - Bow line
 - Taut line
- Running rigging refers to the lines and sheets that adjust the angle of the sails to the wind
 - True
 - False
- When the wind comes over the starboard side the boat is on a: _____
 - Port tack
 - Starboard tack
 - Port gybe
 - Starboard gybe
- Sound signals in poor visibility where:



= 1 second horn blast = short
= 4 to 6 second horn blast = prolonged

What does this pattern mean?

 - Sailing vessel
 - Fishing vessel
 - Vessel restricted in their ability to manoeuvre
 - Any of the above
- Being 'in irons' means that:
 - The sailboat is headed directly into the wind and the yacht is stalled
 - The sailboat is headed away from the wind and the yacht is sailing
 - The anchor is deployed
 - None of the above

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.com/courses/course-types/elearning/>



**Confidential Appraisal
Photography Pro
Free Marketing
Expert Service
Lower Fees**



SCAN 4 INFO

Mark Woolley

021 425 145

Maggie Woolley

021 0500 266

ZOLD!

Contact the friendly team at ZOOM Real Estate

office@zoomre.co.nz

www.zoomrealestate.co.nz

Licensed REAA 2008

Farewell to the Caribbean

We spent three years chartering in the Caribbean where the season ended in June due to the onset of the hurricane season when we would head south to Venezuela. In 1987/88 it was a lovely country to visit, it cost very little and the marine industry was heavily subsidised. Eating out was so cheap we did it nearly every night. Gin and excellent Rum were just \$2 a bottle and Polar Beer – which was rather good, just 2c a can - so when we returned to Antigua for the next season, we were very well stocked!

Inland travel in Venezuela was good and we had some wonderful trips including to Canaima and up the Orinoco River by motorised canoe to the foot of the Angel Falls which are the worlds highest. We also hired a car and drove to Merida and on to Eagle Pass high in the Andes Mountains.



In December 1988 after spending 5 months in Venezuelan waters we began our passage towards the Panama Canal as it was time for us to say ‘goodbye’ to the Caribbean. Our journey took us via Tortuga and the Rocques Islands where we met up with friends who would accompany us through the Canal. After this we moved westward

again to the even more remote island of Les Aves. There was a strong wind and poor visibility so we stayed only one night before heading to Bonaire which was 35 miles of fast downwind sailing, we caught a nice Barracuda en-route which provided us with a very nice dinner. Bonaire is a Dutch Island with a small town named Kralendijk with lovely Dutch-style houses. All of the waters around were a National Park that provided an excellent diving experience.

On 10th January 1989 we set sail for Curaçao and had a fast but easy 400 mile run to the capital named Willemstad where there were some beautifully maintained colonial buildings we wanted to see. There is a pedestrian bridge across the harbour entrance so we had to blow our horn and wait 10 minutes for the bridge to be opened. Cruising yachts were a rare sight and the Harbour Master let us tie up alongside the quay and arranged for Customs and Immigration to visit us. The following day we walked into town and found very good but expensive produce at the market. Shopping was expensive because nothing is produced on the island where the soil is infertile so everything is imported from Venezuela.

After two days we arranged for the bridge to be opened and departed for the San Blas Islands, the wind was almost dead astern and we set off with full mainsail and the genoa boomed out on the opposite side, once we were clear of land, we were doing 8-9 knots and before long were scooting along at 10 knots and covered 190NM the first day. Then the wind increased so we reefed the main and partially furled the genoa but were still achieving 8-9 knots. The seas were beginning to build astern



and the wind increased to 45 knots gusting to 50. Although *Marathias* was running well downwind, as the seas built control was becoming more difficult so we ran with the reduced headsail only which settled everything down. None-the-less it was a very wet night with a lot of water coming aboard. The next day the wind and seas moderated and the Sam Blas Islands came into view.

The San Blas Islands cover a distance of over 30 miles along the Panamanian coast, there are some 350 islands in this group and they are what one dreams tropical islands should be, 2-3 acres in size covered with

tall coconut palms and fringed with white sand that contrasts with turquoise blue water. Getting to them however is far from ideal as the coast is not well charted. There are three possible entrances through the reefs that encircle the islands so we chose our route with great care. Unfortunately, the sky was overcast so the reefs were not easily visible as we entered our chosen gap, suddenly the depth sounder went from 12m to 3m, so we jibed immediately, which had been our plan in such an event, and returned the way we had come and proceeded to our next choice of entry point and successfully passed through the reef.

Proud Sponsors
of OCC Summer
Twilight Racing



Cater Marine

(09) 402 8292
Shop Online
www.catermarine.co.nz

The 'Perfect Base' in Opua

SELF CONTAINED ACCOMMODATION

- FULLY EQUIPPED
- SLEEPS 5
- WALK TO THE MARINA

Available year round
by the day, week or month



e:perfectbaseopua@gmail.com | ph:0274 633 659
facebook: @PerfectBaseOpua

WINE, CHEESE, BEER AND SAUSAGE EVENING BY TRISH AND MANJULA



Richard Tapper
UPHOLSTERY

35+ years experience
Re-cover specialists
Boats | Cars | Furniture



Phone/Fax: 09 402 8452
or call in at 6 Ward Drive, Opua
(right behind the Roadrunner Tavern)

**CUSTOM
CANVAS COVERS**
Opua


Marine Trimmer
Spray Dodgers, Biminis, Sail Covers
and Repairs

Ph 021 033 8989

**SHIVER ME
TIMBERS .. at Bay
of Islands ITM**

we **KNOW THE
ROPES** to make all
your building projects
PLAIN SAILING

"We'll see you right"



BAY OF ISLANDS

Hans Klomp

Service & Support on Marine Electronics

Raymarine Specialist Dealer

Tauhara Electronics
www.tauhara.com
022-3072563




We had a great turnout for our Wine, Cheese, Beer and Sausage tasting evening. It was a miserable night weather-wise, but the fire and wine kept us all warm and cosy.

40 plus people attended and were spread out over 6 tables. Again lots of shenanigans from Table 6 (you know who you guys are) with great artwork and fun answers being the "winner" of the night with Table 5 coming in a close "second". A lot of competitive groups this year, especially from Dave Krebbs and team on Table 2.

A great night would not have been possible without support from New World Kerikeri, who supplied the wine. Phat House Brewery, supplied

the Craft Beers, and Māhoe Cheese supplied the lovely tasty cheeses.

Thank you also Barry for your homemade sausages. It made each team really think about the ingredients and flavour of each sausage.

A special thanks to Cees and Trish for organising a great event. Many thanks to Mary Templeman, your help in putting out the tastings of wine and beer was most appreciated.

Thank you to all who donated for our enjoyable evening.


A fun night was had by all.

ANSWERS TO QUIZ September 2023:

- 1 c. Bow line
- 2.a. True
- 3.b. Starboard tack
- 4.d. All of the above
- 5.a. The sailboat is headed directly into the wind

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.com/courses/course-types/elearning/>

SEPTEMBER 2023

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
4	5	6	7	8	9	10
					E 5.9 Traveler Series on the water start	E 5.9 Traveler Series on the water start
11	12	13	14	15	16	17
			 			 Winter Series Race 5 - 13:00 RBC Winter Series Race 4 - 12:00
18	19	20	21	22	23	24
OCC Committee Meeting 17:00		Skippers Meeting 19:00 	 		School Holidays Starts	Daylight Savings Starts
25	26	27	28	29	30	
				<i>The Galley</i> Spring Rum Series Race 1 - 17:30 Start		