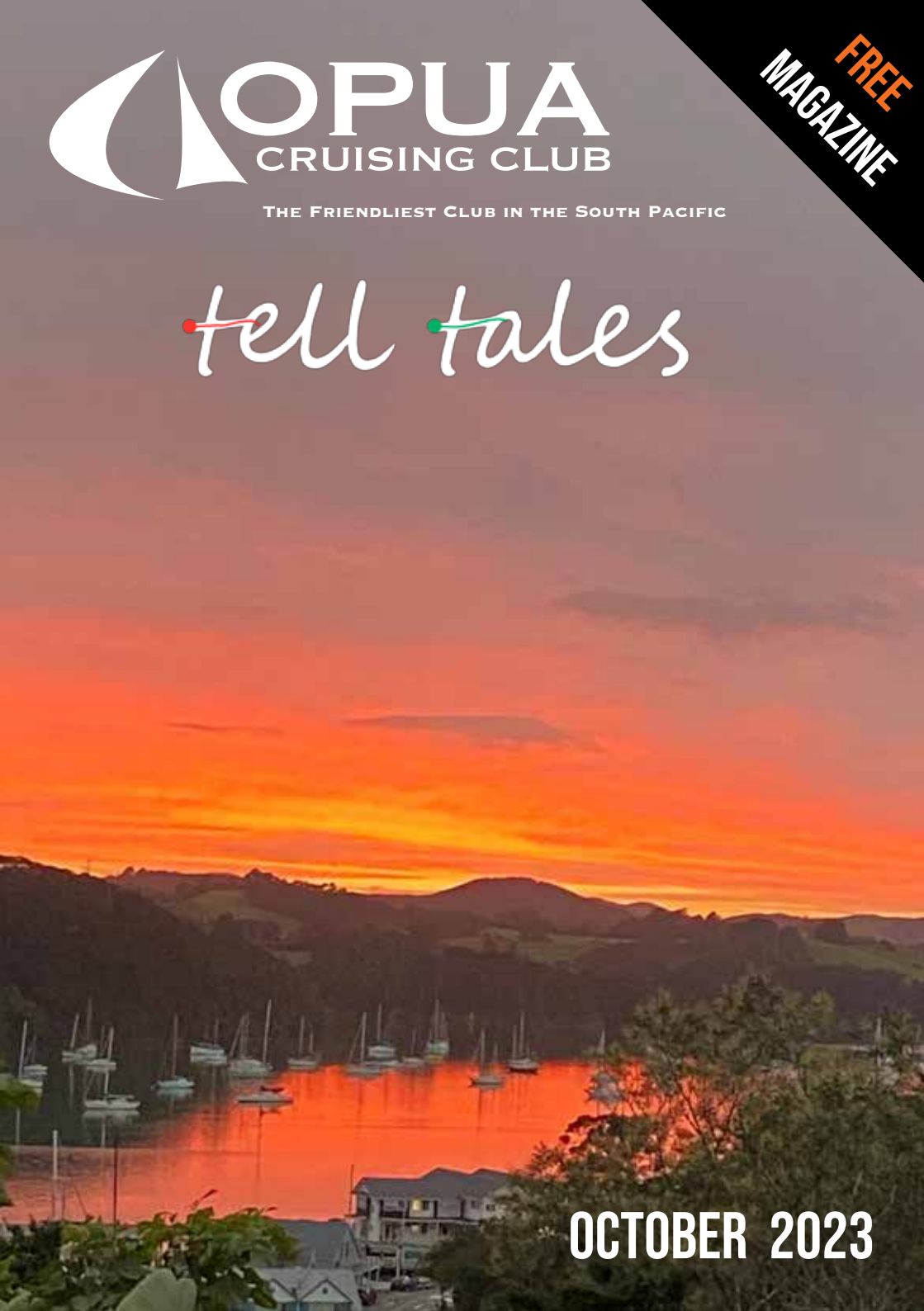




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*tell tales*



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## COMMODORE'S REPORT

IAN TEMPLEMAN



As I write my monthly little bit for *Tell Tales* our clocks are about to change to summertime and evening racing starts next week. We have had a few weeks of fairly good weather and we are all looking forward to a good summer and plenty of activity at OCC. As you will have noticed Julie Kidman and Gregg Lymbery have put a huge amount of effort into organising our racing program and we are very grateful to all our race series sponsors for their fantastic support.

Although you cannot see it, a considerable amount of progress has been made on the refurbishment of the Club Dock and we are all deeply indebted to the superhuman effort of Les Alderton in driving this project – without him, it simply would not happen – thank you Les!!

For an old cynic like me, there are glimmers of hope that the sailing world is beginning to realise that the Americas Cup racing scene has just gone too far off the rails. The last event we were subjected to in Vilanova was nothing short of a farce, foiling boats in displacement mode are just very boring and ugly, and in high-speed foiling mode to me, it is even more boring than watching Formula One motor racing. As long as there are sponsors willing to spend millions of dollars it will probably continue as is but for me, I would rather watch the Star Sailors League or similar.

I am told that there are many cruising boats up in the islands that are heading our way for the summer. We look forward to welcoming them to Ōpuia and hope that they enjoy their time with us. Together we will continue our efforts to remain the friendliest little club in the South Pacific.

Happy sailing, Ian T.



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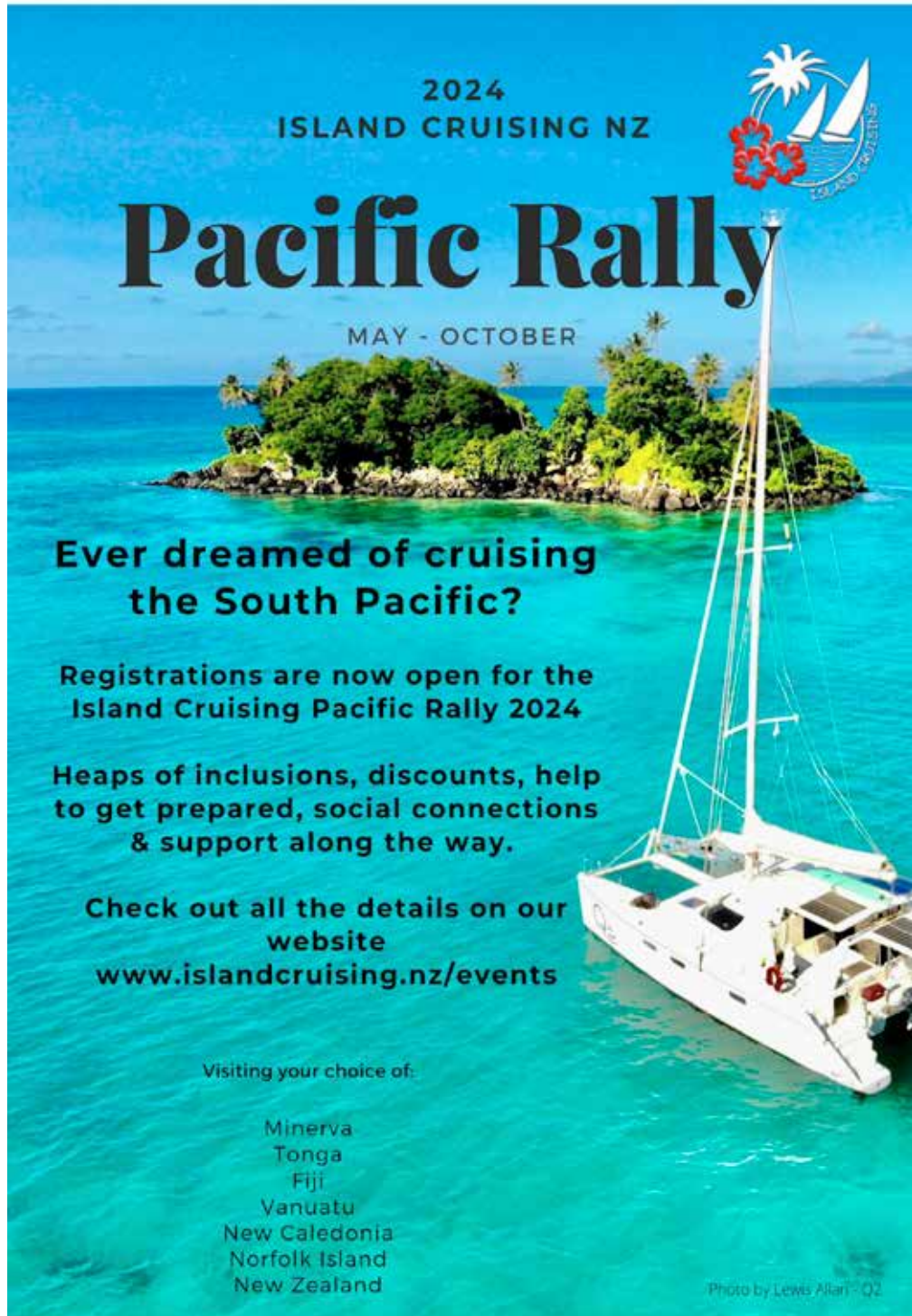
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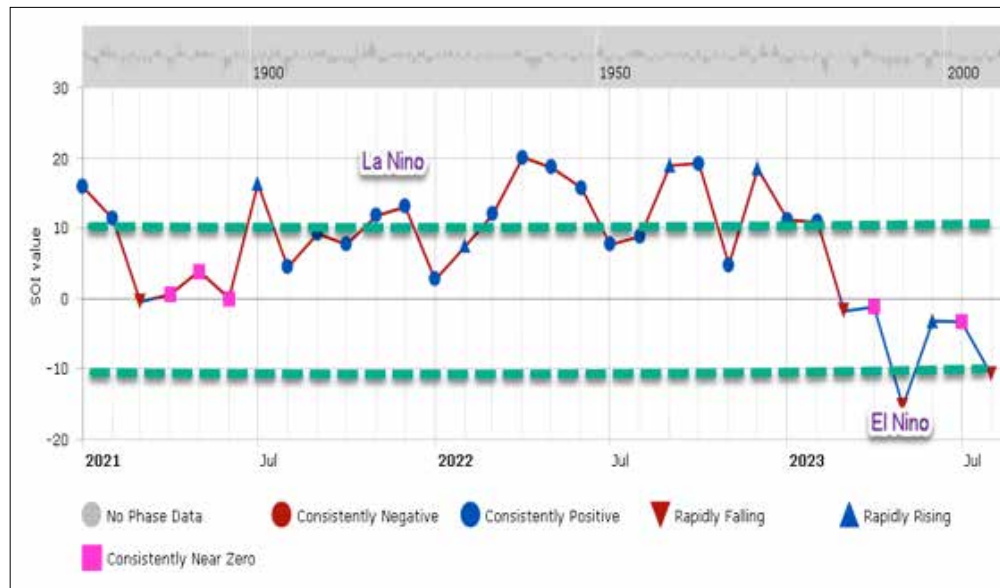
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Photo by Lewis Allan - O2

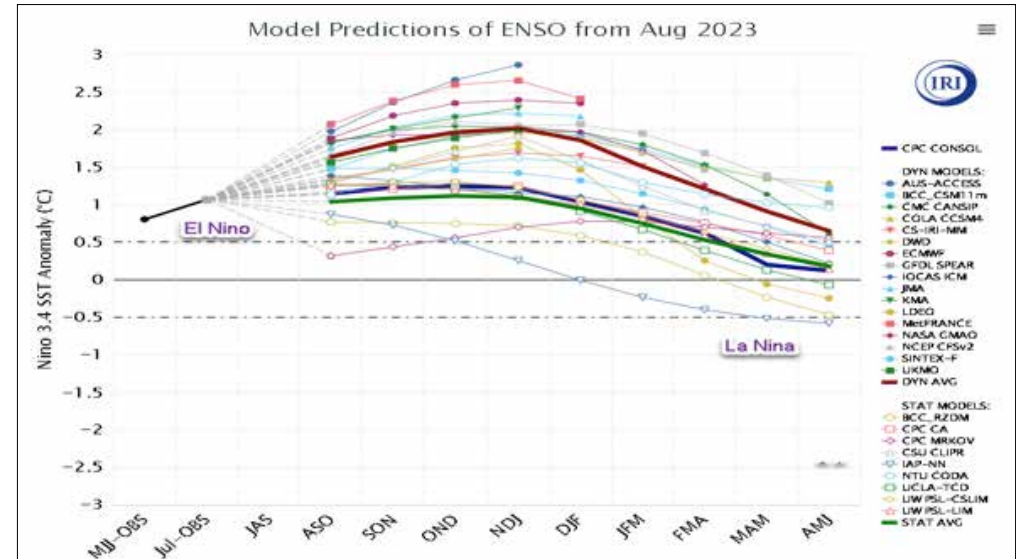
El Niño is the name given to the period when sea surface temperature over the eastern equatorial Pacific is above normal. An El Niño is associated with weaker trade winds, and this makes for HIGHS on the weather map to hug the north Tasman Sea, allowing for stronger westerly winds south of latitude 40South. These winds bring moist air onto the main divide, where they are deflected upwards dumping ample rain into the hydro lakes. On the downslope, they descend and become hot dry and gusty over the eastern plains. It seems likely that by the end of the year, eastern New Zealand (and lots of SE Australia) will be ripe for bushfires. However, each El Niño event is different and even a strong El Niño only explains around 20% of the observed weather variance.

In the atmosphere, we monitor ENSO = El Niño/Southern Oscillation and its impact on the weather map by using the Southern Oscillation Index SOI (30-day running mean). This is based on the standardized difference in the barometer readings between Tahiti and Darwin, in other words, it counts the average number of isobars between them on the weather map. When the index stays below -10 (on the scale shown here) for more than a month we call it an EL NIÑO event.



We had a lingering La Niña in 2022 and are now kicking into an El Niño. Data is from <https://www.longpaddock.qld.gov.au/soi/>

The parameter used from the ocean is based on the sea surface temperatures in the equatorial eastern Pacific and is called the NINO 3.4 SST anomaly.



The International Research Institute has compiled many predictions at [iri.columbia.edu](http://iri.columbia.edu). The consensus is that this El Niño will peak during NDJ= November, December and January.

I asked Chat GPT to turn this into a poem “Sam Hunt-esk“:

*Amidst New Zealand’s land of pristine grace, El Niño’s touch, a climatic dance, we now embrace.  
From Tasman Sea moist winds over hills do rise, to fill our lakes, with watery sweet surprise.  
They sweep o’er mountains, their path deflects, by foehn effect, into the east, reflects.  
Hot, dry winds now kiss the coastal land, In El Niño’s sway, a shifting, arid brand.  
Yet, in this struggle with the altered wind, strong Kiwi spirit will not rescind,  
For though El Niño tests us anew, our hearts endure, forever true.*

Hmm, somewhat flamboyant, I think. Sam Hunt need not worry about AI.

## Pacific Crossing Part II

After 22 days at sea, Roger and I were looking forward to going ashore at Atuona, Hiva Oa, Marquesas. Unfortunately, the small harbour was such a mess after the storms we decided to go and clear in and leave the next morning.

Paul Gauguin is buried at Calvary Cemetery, his paintings depicting people and landscapes from French Polynesia.



It hadn't stopped raining so we popped into a small shop/bar and relished cold beers. We didn't have a working fridge on board and got used to cooling our beers in a bucket of seawater in the forepeak.

After a long passage, it was always good to get ashore and buy fresh produce,

but unfortunately, there wasn't much on offer and what there was wasn't cheap.



The next morning we sailed to Tahuata, Hiva Oa, a lovely bay where we stayed a few nights. Then we sailed to Hanamenu which looked idyllic but on going ashore we were badly bitten by no-see-ums. We decided from then on we would cover ourselves up on going ashore for walks. I took to wearing cotton pyjamas that had cuffs on the wrists and ankles. These also gave some protection from the sun too. We found the most beautiful freshwater pool surrounded by fragrant blooms.

On to Ua Pou, while there the local trading ship called in on its weekly visit from Tahiti. Over 200 years ago the Marquesas Islands were quite

heavily populated. There is evidence of settlements all over the islands, they are only sparsely populated now. Up till 1945, Fatu Hiva was extremely primitive, Thor Heyerdahl having to hide from the locals when he lived there for awhile – 'paradise on earth' is an illusion' he wrote in his book on Fatu Hiva.

We had enjoyed Eric Hiscock's sailing books and we were delighted to have followed in his and Susan's footsteps. I do believe that his and some other sailing books gave the impression that it was an acceptable practice to go ashore and help yourself to the fruit and coconuts etc this isn't the case as everything belongs to someone.

A friend on *Sherpa Bill* had lost his crew and his eyesight was failing, so we decided to sail in company with him and *Kayos II* to the Tuamotus. Most of the islands are only five feet above sea level. After seven days of sailing and keeping in contact as best we could we arrived off Ahe. I was very nervous about entering the pass but we all got through with no mishaps and anchored off the village where black pearls were farmed. The villagers were very welcoming – the sharks not so much.

After five days of relaxation, we all set sail for Papeete, Tahiti. On arrival, we anchored bow and tied stern to the shore. This was the first place we had to pay a bond of US\$3,000 each which covered

the cost of a flight to Rarotonga if we overstayed our 3-month visa. In 1991 Papeete wasn't the idyllic island I had envisaged, the French ploughed money into the island and the average family had three cars. Accidents occurred every day, three right in front of our boat on one day.

The market was amazing, a riot of colour and the different aromas were very enticing. Everything seemed very expensive so we made do with the basics.



While in Polynesia, the whole of July was given over to celebrations. Groups from all the islands came to compete in singing, dancing and canoe racing. We thoroughly enjoyed the music and the different costumes of grass skirts, coconut shells, gorgeous floral headdresses and adornments. The guys were enthralled with the beautiful young ladies, the oiled muscular bodies of the young men were more to my taste!



## 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 Helen Thomassen, THE SEPTEMBER WINNER.

And what I like best ... "I enjoyed the yacht training article. Thank you. Great to know there are e-learning courses available."

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*'Welcome to Summer' edition, refresh your racing knowledge in time for the new season.*

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

1. What is the 'Windward/Leeward' rule?
  - a. Vessels windward of the mark keep clear of those leeward of the mark
  - b. If the windward boat is in front, all others must keep clear
  - c. When boats are on the same tack and overlapped, the leeward boat must keep clear of the windward boat
  - d. When sailboats are on the same tack and overlapped, the windward boat must keep clear of the leeward boat
2. Rule 69.1 in sailing states - A competitor, boat owner or support person shall not commit an act of misconduct. Misconduct is: conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or conduct that may bring, or has brought, the sport into disrepute.
  - a. True
  - b. False
3. Mark Foy was an Australian businessman and racing sailor who developed what?
  - a. System of flags indicating start times
  - b. The 'Code 2' sail
  - c. A staggered start using handicaps allowing yachts to finish close together.
  - d. The idea of a 2 sail (no extras) race
4.  What does the M flag mean if displayed on a vessel on the race course?
  - a. Explosives onboard, keep clear
  - b. Mark is missing. Round me instead of the missing mark
  - c. Happy Hour on board
  - d. Deep water to port
5. Where will the October 2023 edition of the Sail GP be held?
  - a. Cadiz, Spain
  - b. Lisbon, Portugal
  - c. Southampton, England
  - d. Biarritz, France

### Reaching the Panama Canal

Our visit to the San Blas Islands was an experience not to be forgotten; our friends Hugh and Angela were still with us to share this wonderful place.



*San Blas costume.*

Some of the islands were inhabited by Kuna Indians, thought to be the last full-blooded Caribbean Islanders. The women were quite spectacular with gold jewellery, red and yellow cotton headdress and sarong-style skirts with multi-coloured Mola blouses. They wore bands of coloured beads around their legs and forearms and all the girls had gold studs in their noses, even newly born babies had their ears pierced. They were very friendly and welcoming.

Travel is by small canoes with a gaff-rigged mainsail and a small jib. They have a crew

of two men, one stands on the gunwale holding the mast up and working the jib sheet while the other steers by means of a paddle over the side. They sail very fast as they are always on a beam reach. When they reached an island, they dropped the mast complete with sails and paddled themselves over the reef to shore.

As we moved Westward, the islands grew larger and more densely populated. We wanted to explore and were advised to see the village chief, but permission was refused. We think we had offended him by not going to see him as soon as we arrived. Nonetheless, we were shown around the village where about 1800 people lived in traditional bamboo-lashed houses each with a tall thatched roof. The island was about four acres, it was scrupulously clean with all of the pathways swept, and there was a complete absence of rubbish and no bad smells.

Our last anchorage in the San Blas was at the Isla Limon, another tricky entrance between coral reefs. There was an abundance of birdlife and in the evening some Indians brought lobsters and we bought four large ones.

We then sailed along the Panamanian coast and found a quiet anchorage behind a small island called Joaquim. There were no other yachts around in these parts and we got the impression that our arrival was unusual and we were always made very welcome. After a couple of days, we moved around a couple of headlands to Playa Blanca at the invitation of an ex-yachtsman named Mike and his girlfriend. We had spoken to him on the radio and he suggested we might visit the house he had built on land he had purchased

from local Indians. He directed us by radio and we had a very pleasant visit.



*Mike's house.*

We were now only 30 miles from Colon at the beginning of the Panama Canal but there was one last place we wanted to visit, Porto Bello. From the guide book, we expected quite a large port, not the sleepy little place we found with some well-kept ruins to remind visitors that it was once the terminus of the Spanish Pirate Fleet. Here for nearly two centuries, there were great fairs where wool and quinine were traded for rice, cloth and furniture from Europe, gold and other treasures were on-shipped to Spain in Galleons that were hunted by Sir Francis Drake who died at Porto Bello and was buried at sea in the bay.

On 28th January we arrived at the Panama Yacht Club, again it was very different to our expectations. We had expected to find a dirty, little marina but instead found everything to be clean and orderly. There was a nice breeze flowing continually and an excellent bar and restaurant at the end of the jetty, there were also good showers and a laundry.

David and Hugh spent a whole day with the paperwork to book our passage through the Canal, the volume of paperwork was just enormous. However, with that done we had our transit booked for February 2nd. That left us time for a visit to Panama City, a journey that took 1½ hours by air-conditioned coach that cost \$1.50 each. There we bought a new Nautical Almanac and changed Travellers' Cheques. The return journey was by rail which cost \$1.25 and was an interesting experience, it followed the canal and took a long detour around the Gatun Lake. Clearly, it was not a paying proposition with only four passengers other than ourselves, rotting sleepers and about one out of every five missing. The train travelled no more than 30km/h, which under the circumstances was quite fast enough.



*The train from Panama City.*

The next day we spent provisioning for the onward journey and we were ready for our transit through the Canal.

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N.Z. LOCAL TIMES AND HEIGHTS OF HIGH AND LOW WATERS

| Time     | m        | Time      | m        | Time      | m        | Time      | m        |
|----------|----------|-----------|----------|-----------|----------|-----------|----------|
| <b>1</b> | 0323 0.3 | <b>9</b>  | 0404 2.0 | <b>17</b> | 0352 0.6 | <b>25</b> | 0441 2.2 |
| Su       | 0939 2.7 | Mo        | 1013 1.0 | Tu        | 1010 2.4 | We        | 1050 0.7 |
|          | 1543 0.4 |           | 1645 2.1 |           | 1608 0.7 |           | 1718 2.4 |
|          | 2158 2.7 |           | 2301 1.0 |           | 2216 2.4 |           | 2330 0.7 |
| <b>2</b> | 0410 0.3 | <b>10</b> | 0507 2.0 | <b>18</b> | 0429 0.6 | <b>26</b> | 0546 2.3 |
| Mo       | 1026 2.7 | Tu        | 1116 0.9 | We        | 1048 2.5 | Th        | 1153 0.7 |
|          | 1631 0.5 |           | 1741 2.2 |           | 1649 0.7 |           | 1815 2.5 |
|          | 2244 2.7 |           | 2358 1.0 |           | 2256 2.4 |           |          |
| <b>3</b> | 0455 0.4 | <b>11</b> | 0604 2.1 | <b>19</b> | 0509 0.6 | <b>27</b> | 0028 0.6 |
| Tu       | 1114 2.6 | We        | 1211 0.9 | Th        | 1129 2.4 | Fr        | 0646 2.4 |
|          | 1719 0.6 |           | 1830 2.2 |           | 1733 0.8 |           | 1251 0.6 |
|          | 2331 2.6 |           |          |           | 2338 2.4 |           | 1908 2.6 |
| <b>4</b> | 0541 0.4 | <b>12</b> | 0046 0.9 | <b>20</b> | 0552 0.6 | <b>28</b> | 0122 0.5 |
| We       | 1201 2.5 | Th        | 0654 2.1 | Fr        | 1214 2.4 | Sa        | 0741 2.5 |
|          | 1808 0.7 |           | 1258 0.9 |           | 1822 0.8 |           | 1344 0.6 |
|          |          |           | 1913 2.3 |           |          |           | 1958 2.6 |
| <b>5</b> | 0019 2.4 | <b>13</b> | 0128 0.8 | <b>21</b> | 0026 2.3 | <b>29</b> | 0212 0.4 |
| Th       | 0627 0.6 | Fr        | 0738 2.2 | Sa        | 0640 0.7 | Su        | 0831 2.6 |
|          | 1250 2.4 |           | 1339 0.8 |           | 1306 2.3 |           | 1434 0.5 |
|          | 1859 0.8 |           | 1952 2.3 |           | 1916 0.9 |           | 2046 2.6 |
| <b>6</b> | 0108 2.3 | <b>14</b> | 0206 0.7 | <b>22</b> | 0120 2.2 | <b>30</b> | 0259 0.4 |
| Fr       | 0715 0.7 | Sa        | 0818 2.3 | Su        | 0735 0.7 | Mo        | 0919 2.7 |
|          | 1343 2.3 |           | 1416 0.8 |           | 1405 2.3 |           | 1523 0.5 |
|          | 1954 0.9 |           | 2029 2.4 |           | 2016 0.9 |           | 2134 2.6 |
| <b>7</b> | 0202 2.2 | <b>15</b> | 0241 0.7 | <b>23</b> | 0222 2.2 | <b>31</b> | 0345 0.4 |
| Sa       | 0808 0.8 | Su        | 0856 2.4 | Mo        | 0836 0.8 | Tu        | 1006 2.7 |
|          | 1441 2.2 |           | 1453 0.7 |           | 1510 2.3 |           | 1611 0.6 |
|          | 2054 1.0 |           | 2104 2.4 |           | 2121 0.9 |           | 2220 2.5 |
| <b>8</b> | 0301 2.1 | <b>16</b> | 0316 0.6 | <b>24</b> | 0331 2.2 |           |          |
| Su       | 0908 0.9 | Mo        | 0933 2.4 | Tu        | 0943 0.8 |           |          |
|          | 1543 2.1 |           | 1530 0.7 |           | 1616 2.3 |           |          |
|          | 2158 1.0 |           | 2140 2.4 |           | 2227 0.8 |           |          |



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**ANSWERS TO QUIZ October 2023:**

- d. When sailboats are on the same tack and overlapped, the windward boat must keep clear of the leeward boat.
- a. True
- c. A staggered start using handicap allowing yachts to finish close together.
- b. Mark is missing. Round me instead of the missing mark
- a. Cadiz, Spain










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/>

TIMES LISTED ARE N.Z. DAYLIGHT TIME

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# October 2023

| Monday                                       | Tuesday | Wednesday   | Thursday  | Friday   | Saturday                       | Sunday  |
|--|---------|---|---|--|--------------------------------|---|
|  |         |   |   |  |                                | 1   |
| 2  | 3       | 4<br>Spring Twilight Series<br>Race 1 – 6pm<br>  | 5<br>first mortgage trust<br>Meat Pack Draw<br>  | 6<br><i>The Galley</i><br>Spring Pursuit Rum<br>Race 2 – 5.30pm                                    | 7                              | 8 <br>2-Handed Series<br>Race 1 – 1pm<br><b>REG</b> JWS Race 1 – 12.00<br><b>School Holidays End</b> |
| 9  | 10      | 11<br>Spring Twilight Series<br>Race 2 – 6pm<br> | 12<br>first mortgage trust<br>Meat Pack Draw<br> | 13<br><i>The Galley</i><br>Spring Pursuit Rum<br>Race 3 – 5.30pm                                   | 14                             | 15  |
| 16   | 17      | 18<br>Spring Twilight Series<br>Race 3 – 6pm<br> | 19<br><br>first mortgage trust<br>Meat Pack Draw | 20<br><i>The Galley</i><br>Spring Pursuit Rum<br>Race 4 – 5.30pm<br><b>Coastal Classic Regatta</b> | 21<br>Cruising Division<br>TBC | 22<br>Cruising Division<br>TBC  |
| 23<br>Cruising Division<br>TBC<br>Labour Day | 24      | 25<br>Spring Twilight Series<br>Race 4 – 6pm<br> | 26<br><br>first mortgage trust<br>Meat Pack Draw | 27<br><i>The Galley</i><br>Spring Pursuit Rum<br>Race 5 – 5.30pm                                   | 28                             | 29  |
| 30   | 31      |   |   |  |                                |   |