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**FREE**  
**MAGAZINE**

# tell tales



**NOVEMBER 2023**



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## COMMODORE'S REPORT

BY IAN TEMPLEMAN



As I write my little bit for *Tell Tales* the Coastal Classic fleet leaders are off Mangawhai making good speed towards Russell, and my wife is busy packing as we are off to do something that I had always said I would never do. Those of you who know me well, are already aware that I hate catamarans and the reasoning behind that goes back many, many years, when I was involved in a nightmare charter holiday on a catamaran. Well, it is now time for me to eat my words as we are off sailing in the Whitsundays on a palatial catamaran. I doubt that I will be 'converted' but you never know.

Our racing season is now underway and whilst participation is a little down compared with last year, the trend is upwards, so let's try and keep it going that way. Visiting cruisers have been trickling in and we understand there are many boats heading to New Zealand; we will do our bit to ensure they enjoy their time in Ōpua and make them welcome at our Club.

Bad news always spreads quicker than good news and I hate it when I see or hear locals running down facilities and services available in Ōpua. This past winter I completed a fairly major refit on my little old boat which involved many different trades. I got quotes from two yards in Whangārei as well as Ōpua and to my surprise, Ōpua was the most competitive. Admittedly, I was lucky that a good patch of weather meant that a scheduled 4-week operation was done in 3 weeks, the tradespeople involved worked well together and I am now a very happy customer so, thank you Ōpua.

I have rambled on too long, the leaders of the Coastal Classic are now passing Bream Head and should make The Duke of Marlborough Hotel before closing tonight.

Happy sailing and I look forward to meeting you at the Club.  
Ian T.





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## RACING REPORT

BY JULIE KIDMAN



*Pacific Cruisers Cup.*

Our 2023/24 race season has commenced, thank you to all the sailors on the start lines, all the volunteers in the start box and the race committee team that pulls it all together.

November will be a busy month on the water. Wednesdays we have the last two races in the **Cater Marine Spring Twilight Series**, with a prizegiving for this series at the Club after race six, 8th November. We then roll straight into the **South Pacific Boat Sales Spring Series**, so if you didn't manage to get out for the Cater's series, mark 15th November in your diaries and we'll see you 18:00h on the start line. Friday nights **The Galley Spring Pursuit Rum Racing** is already very popular, and on Friday, 10th November we expect the fleet to get a big boost as the **Pacific Cruisers Cup** will be up for grabs. The Pacific Cruisers Cup is contested annually, scheduled to coincide with the Cruisers

Festival when visiting yachts are invited to join the OCC Spring Pursuit Rum race, of course any yacht is very welcome any Friday night. For this race every entry is in the race for a bottle of rum and a lucky draw for a "Galley" gift voucher. Yachts who have completed an offshore passage from any Pacific Island to any other Pacific Island anytime in the last three seasons are also eligible for the Pacific Cruisers Cup. Last year the trophy was won by Davdon Guillaume aboard *Uenuku*.











We've also got sailing and racing at the weekends. Race two of the **Burnsco Two-Handed Series** will be on Sunday, 5th November, the **Interclub Epiglass Trophy** will be contested on Sunday, 12th November, this is planned to be a three race windward leeward series. For some more relaxed sailing the OCC Cruising Division will have a destination rally the weekend of the 18th and 19th November.

Please remember to pay your race fees, all skippers must complete a race entry form and pay race fees to compete and collect prizes. Members of RBC (Russell Boating Club), BOIYC (Bay of Islands Yacht Club) and (KCC) Kerikeri Cruising Club do not need to join OCC to race but must pay race fees at OCC member rates. Our full season race fees, at \$100, are less than the cost of a jammer or winch handle (for most boats), so please don't make us have to chase you.

As usual, our race committee team really appreciate any ideas or suggestions and you can contact us via email [raceofficer@opuacruisingclub.co.nz](mailto:raceofficer@opuacruisingclub.co.nz).

See you out on the water.

# ŌPUA CRUISING CLUB 2023/24 SEASON SPONSORS

Romeyn Woodcrafts Ltd		Here at Romeyn Woodcrafts we handcraft beautiful woodware from native New Zealand wood - Rimu and ancient swamp Kauri, which can be up to 40,000 years old!	Warm-up Race Wed 27 <sup>th</sup> September
The Galley		The Galley at OCC probably doesn't need too much of an introduction, delicious food, reasonable prices. Can also cater for special events and provide takeaways.	Spring Rum Series (Fri) 29 Sept - 15 Dec (12 races)
Cater Marine		Cater Marine Opua has a tradition in fine marine outfitting with over 30 years of supplying chandlery. We are situated in immediate vicinity to Opua Marina and Ashby's Boat Yard, Cater Marine is at the heart of the thriving Opua Marine Park.	Sprint Twilight Series (Wed) 4 Oct - 8 Nov (6 races)
South Pacific Boat Sales		Greetings fellow seafarers, Ron and Tracye here of South Pacific Boat Sales. We're excited to be involved in the yacht club as sponsor of the Spring Series! Our 14 ton ketch is too heavy for racing, so we'll have to be content watching from the sidelines, or as a crew member ... May you have fun on the racetrack, and we look forward to meeting you at the yacht club afterwards.	Spring Series (Wed) 15 Nov - 20 Dec (6 races)
Burnsco		We're the biggest seller of marine, RV and outdoor accessories in New Zealand. Our 17 stores cover New Zealand from the Bay of Islands to Christchurch, and our online store covers all of New Zealand.	Two-handed series (Sun) 8 Oct - 3 Mar (6 races)
OCD		We offer a full range of boat maintenance services in the Bay of Islands, New Zealand.	Summer Series (Wed) 10 Jan - 21 Feb (6 races)
Bluefix		Here at Bluefix Boatworks we have a world class team, made up of some of New Zealand's best boat builders, marine painters, and engineers.	Summer Wine Autumn Series (Wed) 6 Mar - 3 April (6 races)
Seapower		Seapower are Opua's dedicated marine engineering, service, and repair specialists. Our experienced marine engineers and technicians offer a full range of marine services to boat owners from all over New Zealand and overseas.	Pursuit Summer Series (Fri) 12 Jan - 23 Feb (6 races)
NSR		Northland Spars and Rigging Ltd is one of New Zealand's leading suppliers of mast and rigging services. For 15yrs and counting, NSR continues to provide marine services to New Zealand and visiting overseas yacht owners in Northland and the Bay of Island region.	Autumn Series (Fri) 1 Mar - 5 Apr (5 races)
NZ Yacht Services		NZ Yacht Services was established in 2014. The company has been set up as a small boutique Yacht Rigging business offering full mast refits, painting, and all aspects of rigging.	Winter Series (Sun) 19 May -

# 2023 ISLAND CRUISING PACIFIC RALLY

BY VIKI MOORE

The 2023 Island Cruising Pacific Rally has just returned to New Zealand with a large number of the 93 boats on the rally clearing in to New Zealand at Ōpuā.

It was a huge year in the Pacific. With the COVID-19 border restrictions finally behind us, we saw a big demand for people keen to fulfil the sailing dreams they'd put on hold for a few years. We also had a large number of international cruisers join the rally for the return passage in to New Zealand.

Tonga reopened this year and captured the hearts of all the sailors. Friendly people, interesting history, stunning anchorages, lots of whales, and some excellent sailing, Tonga was an absolute highlight for the cruisers.

Our exclusive Lau entry allowed the rally participants to enter Fiji at this remote location without the upwind bash to get there. We were so warmly welcomed by the locals who still live a very traditional lifestyle in these spectacular cruising grounds.



Sunset at Musket Cove.

Fiji is always a firm favourite with Kiwi sailors and the Musket Cove Regatta

week was another excellent event with lots of fun and socialising to be had. Many yachts continued on to Vanuatu and were again very warmly welcomed by the locals. They enjoyed visiting the erupting volcanoes, black magic, colourful festivals, and interesting culture and history of this amazing destination.



Pirate Party on Beachcomber Island, Fiji.

New Caledonia is another incredible sailing destination. With a fabulous French flair, as well as the indigenous Kanak culture, there is so much to see and do.

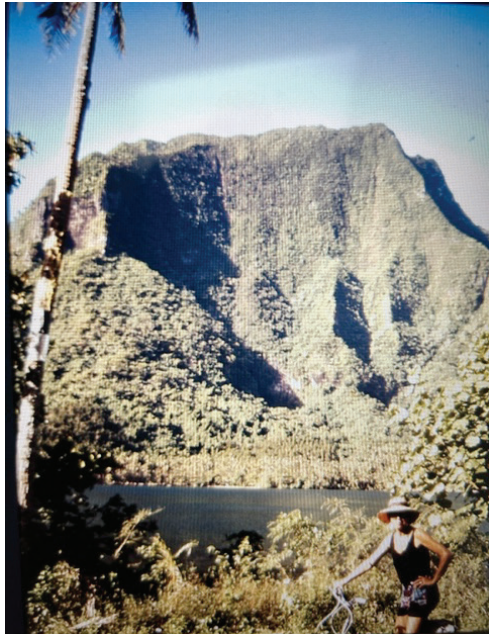
We also had a number of sailors on the rally continue on to Australia and also further afield to the Solomons and on to Indonesia.

Sailing with the Island Cruising rally is a fantastic way to explore the Islands. There is no set agenda or fixed itinerary. You can cruise at your leisure and have all the support of connection with others heading the same way. It is lots of fun, and we'd love to see you join us in 2024!



## Pacific Crossing Part III

After the bustle of Papeete, Tahiti, we sailed to the quieter anchorage of Cook's Bay, Moorea. Here we decided to delve into the depths of a fore-peak locker and retrieve our folding bikes. Cycling around Moorea we decided to struggle up the mountain as coming down was so much fun.



Onto Fare, Huahine, we had been told the locals weren't very friendly towards visitors but decided to go anyway, staying just one night. Next we sailed to Raiatea anchoring in Bay Faaroa, we were surprised to find a Yacht Charter company as our navigational books had no mention of one. Further down the coast we tied up in a new marina.



Leaving Raiatea we sailed to Bora Bora and anchored in deep water off the Yacht Club. The next day we explored the shallow water around Bora Bora anchoring in several places. One day we decided to climb to the top of the mountain, taking a couple of apples and some cheese. The views were spectacular and well worth the effort. On reaching the bottom we were so thirsty and hungry we stopped at a small bar and treated ourselves to delicious cold beers and yummy beefburgers.

While anchored off Mou Piti Aau we discovered a bike had attached itself to the anchor chain causing some problems. On returning to the anchorage again later on we couldn't believe we managed to have the same problem this time with an

old moped. We had to leave both ashore but no doubt they ended up back in the water.



In one place we discovered a deserted resort with chalets over the crystal clear, turquoise water. We decided it was time to leave as there wasn't anywhere to stock up.

We set sail for Aitutaki instead of Rarotonga in the Cook Islands, we didn't realise what we were letting ourselves in for. The pass through the reef was 30 metres wide but seemed narrower and the depth at high water was 1.6 metres in the channel. The weather was deteriorating with the sky turning black and the wind increasing. We touched bottom at the entrance of the pass to Arutanga Harbour and prayed that there would be enough water to lift us off before the storm arrived. Fortunately, the tide was coming in and we motored further in anchoring fore and aft in the narrow channel. We read that it was possible to anchor on the outside of the reef but we certainly didn't fancy doing

that. We cleared customs easily and the local bar was very welcoming, a few beers were needed to calm our fraught nerves.

The next day we got the bikes out and cycled around the island, we stopped to shelter from the rain at the international airport, which was nothing more than a shed. We amused ourselves on the luggage weighing machine pleased we hadn't put any weight on. Cycling back we passed a small resort and continued on through a little village where we were pelted with stones by some young children watched by the adults. We were quite surprised as nowhere we had been before had this occurred.



On arrival back we went to look at the double-hulled canoe in the harbour ready to go to the 6th Pacific Festival in Rarotonga. Before departing Aitutaki Roger was thrilled to buy a bag of New Zealand potatoes. Leaving was stress free and we set sail for Neiafu, Tonga.







*Laissez-Faire* is currently anchored in the lee of Fraser Island, Australia in beautiful Platypus Bay. It is a very peaceful anchorage off a beautiful long white beach and we have whales, turtles and dolphins swimming past from time to time.

Lots of time to reflect on a wonderful season in the tropics.

We were joined by Ollie Sparks, Norjohn Kennedy and Nanette's brother Neville for the passage from New Zealand to Denarau, Fiji and with all that experience on board the trip really was a breeze. The boat went beautifully and we had no breakages or issues apart from the last night when a Blue Footed Booby decided to spend the night on board leaving a smelly mess to clean up after he flew off.

*From left – Neville Montgomery, Ollie Sparks, Norjohn Kennedy and Dale.*



*The crew for the trip from New Zealand to Fiji. Celebrating at the Island Bar at Musket Cove.*

We enjoyed arriving and clearing customs in Denarau and celebrated with a good Indian curry and too many drinks at the wonderful *Indigo Restaurant* close to the

marina. Indian meals became a bit of a theme for our stay in Fiji and we enjoyed buying the spices and local produce fresh from the markets wherever we were and making our own curries on board. A new favourite for us being a Jackfruit curry which we had never tried and really enjoyed.

After settling in to the swing of things in the Mamanuca Islands we headed up to the Yasawa Islands and the amazing Blue Lagoon anchorage which was as pretty as ever.



*Laissez-Faire anchored off Vanua Balavu, the main island of the Northern Lau group in Fiji.*

After restocking in Nadi we then headed around the top of Viti Levu and out to the Lau group via Makogai Island catching a nice Mahi Mahi on the way.

We really enjoyed Vanua Balavu in Lau with its stunning anchorages and friendly villagers. It really is a very special part of the world still very much untouched and pristine.

Our alternator decided to play up while we were there, so we headed to Savusavu to see if we could get it fixed. Having cancelled our trip to Fiji last year waiting for alternator parts to arrive from the UK, we were very relieved to find that it was only the brushes that were worn out and the local mechanics had it working again in no time.

Another surprise was the fantastic Nawi Island Marina complex which had just opened with incredible facilities and service for very reasonable prices. With this first-class facility now in place we feel sure many cruisers will be more inclined to check in there on arrival as an alternative to Denarau, particularly if they are looking to visit the Lau group.



*Tim, Nanette, Andrea and Dale. Tim and Andrea – from Iki Moana..*

Missing the excitement of racing our Etechells, *The Business*, we decided to buy ourselves a wingfoil board! In the process we signed up for weeks of self-induced torture whilst trying to get the hang of it! It was a steep learning curve with lots of cuts, bruises, bashes and crashes but we are starting to get the basics and are up and foiling. What a fun sport!

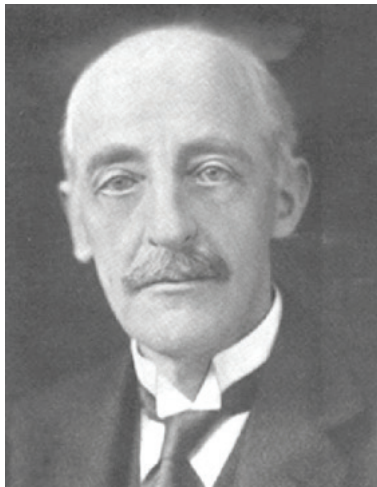
Back in the Mamanuca's we caught up with the Peet family who had sailed *Synergy* to Tonga before heading to Fiji. Robbs and Hana were also there with their family on *Vesper*; as were Mike and Wendy on *Second Wind*; Rainy and Neil on *Cool Change*; Andrea and Tim on *Iki Moana* and Antonia and Clive on *Meitaki*. Lots of OCC representation again this season and with 120 boats in the Musket Cove anchorage before the regatta it was a very sociable time indeed..

We had another good passage to Noumea and after a short rest sailed on to Bundaberg arriving on 2 October. We now need to sail down to below 26.5 degrees of latitude for insurance purposes for the next cyclone season but are not sure exactly how far south we will go before heading up to the Whitsundays again next winter.

We hope that all our friends are well back at the Club and getting ready for another fabulous season of fun in the sun!

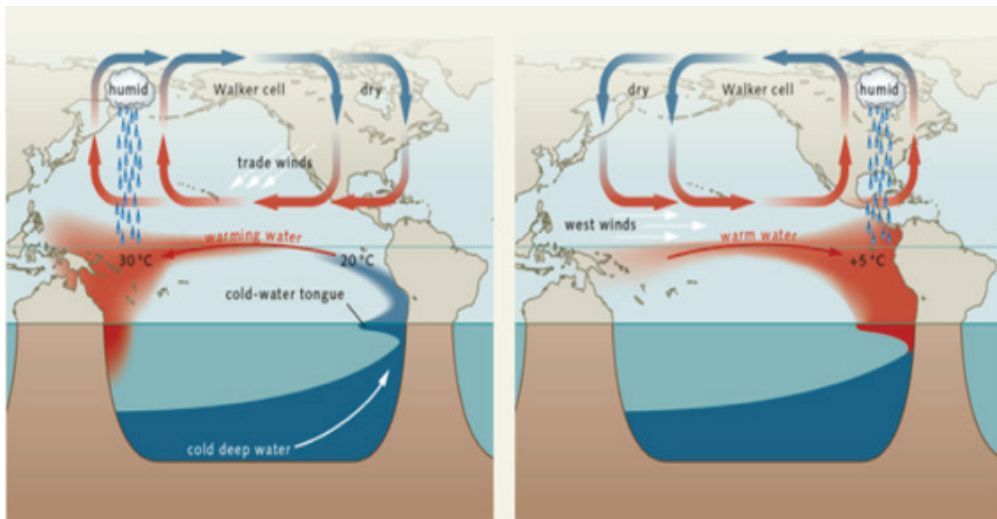
All the best.

Dale Felton

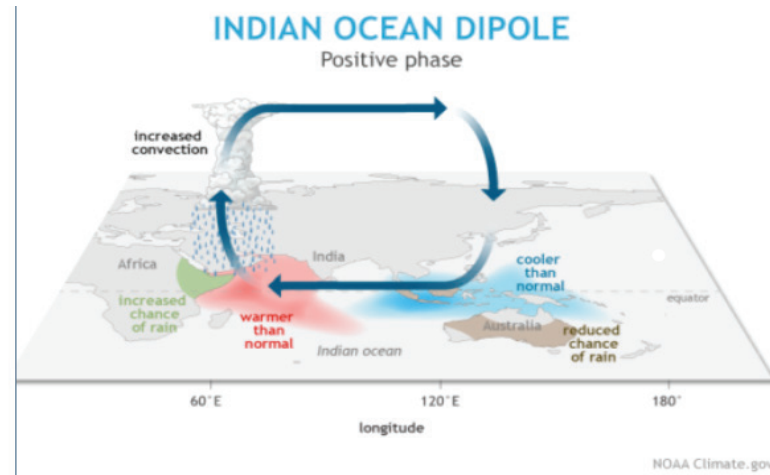


Gilbert Walker was an applied mathematician at the University of Cambridge when he became director-general of observatories in India in 1904. While there, he studied the characteristics of the Indian Ocean monsoon, the failure of whose rains had brought severe famine to the country in 1899. Analysing vast amounts of weather data from India and the rest of the world, over the next fifteen years he published the first descriptions of the great seesaw oscillation of atmospheric pressure between the Indian and Pacific Ocean, and its correlation to temperature and rainfall patterns across much of the Earth's tropical regions, including India.

One of his identified oscillations has been named the Southern Oscillation and Walker worked with the Indian Meteorological Department studying the link between the monsoon and Southern Oscillation phenomenon. He was made a Companion of the Order of the Star of India in 1911.



LEFT shows a normal Walker circulation as a conceptual zone of rising air over Australia and sinking air over Peru. RIGHT shows a reversed Walker as it is now during an El Niño event with sinking air over Australia (dry) (see [Oceanreview.com](http://Oceanreview.com))



The Walker circulation over the Indian Ocean is known as the Indian Ocean Dipole. This is having a positive phase at present, also bringing sinking dry air over Australia (from study [iq.com](http://iq.com)).

Thanks to the combination of an El Niño and a positive Indian Dipole, Australia is being dealt dry sinking air from both the Pacific and the Indian Oceans. Australia's Bureau of Met have issued their Cyclone outlook for the coming season with the summary:

Below average number of tropical cyclones is likely for Australia in 2023–24. And in New Zealand the combined resources of NIWA and MetService have issued this map of expected cyclone numbers:

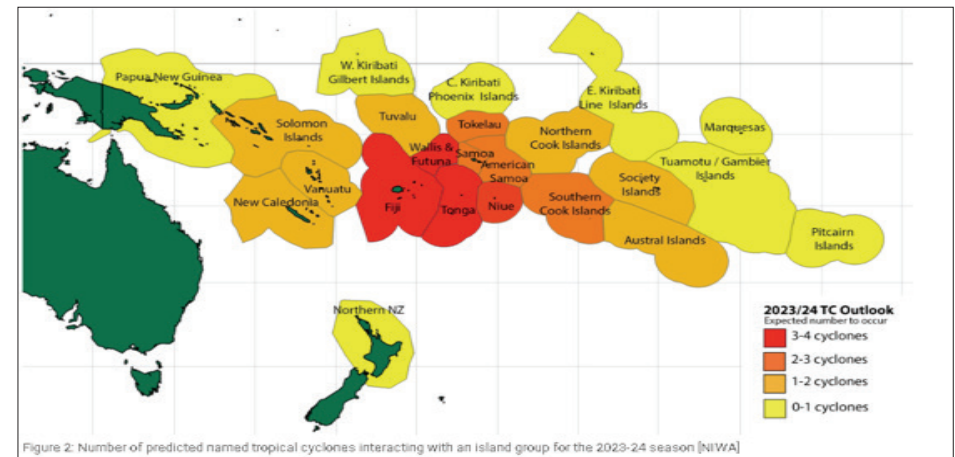


Figure 2: Number of predicted named tropical cyclones interacting with an island group for the 2023-24 season [NIWA]

Using analogue years 73/73,83/83,02/03,04/05, and 09/10 and going for reduced risk near Australia, normal to elevated risk between Tuvalu and Tahiti, and elevated risk for Vanuatu, Fiji and Northern Cooks. See://[niwa.co.nz/sites/niwa.co.nz/files/tc\\_outlook\\_2023-24.pdf](http://niwa.co.nz/sites/niwa.co.nz/files/tc_outlook_2023-24.pdf)





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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!**



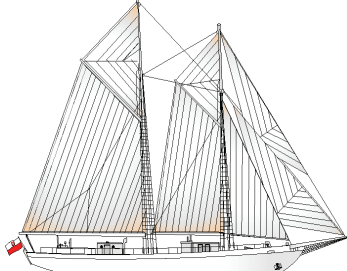
### CONGRATULATIONS TO Carol Smith, THE OCTOBER WINNER.

And what I like best ... "I particularly liked the article by Georgina Porter. I can really relate to the appreciation of oiled muscular bodies of young men."

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 NOVEMBER** to go in the draw. The winner will be announced in the DECEMBER issue.



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

1. What type of marine mammals should we expect to see in the Bay of Islands?
  - a. Common dolphin
  - b. Bottlenose dolphin
  - c. Orca
  - d. All of the above
2. The tack of the sail is
  - a. Bottom forward
  - b. Bottom aft
3. Which is the correct order shortest to longest?
  - a. Metre, Fathom, Foot
  - b. Fathom, Foot, Metre
  - c. Foot, Metre, Fathom
  - d. A fathom is the same length as a metre.
4.  What is the type of rig in the picture called?
  - a. Cutter rigged ketch
  - b. Topsail schooner
  - c. Gaff rigged yawl
  - d. Gaff rigged schooner
5. If you sail across 4 degrees of Longitude, how many nautical miles will you have travelled?
  - a. 4.6
  - b. 24
  - c. 276
  - d. Cannot tell, need more information.

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/>

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**ANSWERS TO QUIZ November 2023:**

- d. All of the above
- a. Bottom forward.
- c. Foot, Metre, Fathom
- d. Gaff rigged schooner: A schooner rig has 2 or more masts with the aft one(s) taller or the same height as the foremast. This example has gaff sails – the small ones above the larger main sail, as opposed to Bermudian rig where there is one main sail per mast. Image By Tomasz Steifer - Own work, CC BY 2.5, <https://commons.wikimedia.org/w/index.php?curid=2025979>
- d. Longitude lines converge at the North and South poles and therefore you'd need to know exactly where on the planet you were before this could be determined.



Sourced from <http://www.linz.govt.nz/>  
E-mail address [customersupport@linz.govt.nz](mailto:customersupport@linz.govt.nz)

**NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS**

**OPUA**

Lat. 35° 19' S Long. 174° 07' E

**NOVEMBER 2023**

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

	Time	m		Time	m		Time	m		Time	m
<b>1</b>	0429	0.4	<b>9</b>	0524	2.0	<b>17</b>	0449	0.5	<b>25</b>	0005	0.6
We	1051	2.6	Th	1124	1.0	Fr	1113	2.5	Sa	0628	2.4
	1657	0.6		1744	2.2		1719	0.7		1230	0.7
	2306	2.4					2324	2.4		1843	2.5
<b>2</b>	0513	0.5	<b>10</b>	0000	0.9	<b>18</b>	0536	0.5	<b>26</b>	0059	0.5
Th	1136	2.5	Fr	0616	2.1	Sa	1202	2.5	Su	0722	2.5
	1745	0.7		1214	0.9		1810	0.8		1325	0.7
	2352	2.3		1829	2.2					1935	2.5
<b>3</b>	0557	0.6	<b>11</b>	0045	0.8	<b>19</b>	0015	2.3	<b>27</b>	0150	0.5
Fr	1223	2.4	Sa	0703	2.2	Su	0626	0.6	Mo	0813	2.5
	1834	0.8		1259	0.9		1255	2.5		1417	0.7
				1910	2.3		1906	0.8		2025	2.5
<b>4</b>	0040	2.2	<b>12</b>	0126	0.7	<b>20</b>	0110	2.3	<b>28</b>	0238	0.4
Sa	0644	0.7	Su	0746	2.3	Mo	0721	0.7	Tu	0901	2.6
	1312	2.3		1341	0.8		1352	2.4		1506	0.7
	1925	0.9		1950	2.3		2005	0.8		2113	2.5
<b>5</b>	0130	2.1	<b>13</b>	0205	0.6	<b>21</b>	0211	2.2	<b>29</b>	0323	0.5
Su	0734	0.8	Mo	0827	2.4	Tu	0820	0.7	We	0946	2.6
	1406	2.2		1422	0.8		1452	2.4		1553	0.7
	2020	1.0		2030	2.4		2106	0.8		2159	2.4
<b>6</b>	0225	2.0	<b>14</b>	0244	0.6	<b>22</b>	0316	2.2	<b>30</b>	0407	0.5
Mo	0828	0.9	Tu	0906	2.4	We	0923	0.8	Th	1031	2.5
	1502	2.2		1503	0.7		1553	2.4		1639	0.7
	2118	1.0		2111	2.4		2208	0.7		2244	2.4
<b>7</b>	0324	2.0	<b>15</b>	0324	0.5	<b>23</b>	0423	2.2			
Tu	0927	1.0	We	0947	2.5	Th	1028	0.8			
	1600	2.1		1546	0.7		1652	2.4			
	2216	1.0		2153	2.4		2308	0.7			
<b>8</b>	0425	2.0	<b>16</b>	0405	0.5	<b>24</b>	0528	2.3			
We	1027	1.0	Th	1029	2.5	Fr	1131	0.8			
	1654	2.2		1631	0.7		1749	2.5			
	2311	1.0		2237	2.4						

TIMES LISTED ARE N.Z. DAYLIGHT TIME

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# November 2023

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1  Spring Twilight Series Race 5 – 6pm Cater Marine	2 first mortgage trust Meat Pack Draw 	3 <i>The Gallery</i> Spring Pursuit Rum Race 6 – 5.30pm	4	5  2-Handed Series Race 2 – 1pm
6	7	8  Spring Twilight Series Race 6 – 6pm Cater Marine  Series Prize Giving Cruisers Welcome Week	9 first mortgage trust Meat Pack Draw  Cruisers Welcome Week	10 <i>The Gallery</i> Spring Pursuit Rum Race 7 – 5.30pm PACIFIC CRUISERS' CUP Cruisers Welcome Week	11 Cruisers Welcome Week	12  Interclub Epiglass Trophy on the water start 12 noon (3 Races) Host TBD
13	14	15  Spring Series Race 1 – 6pm	16  first mortgage trust Meat Pack Draw 	17 <i>The Gallery</i> Spring Pursuit Rum Race 8 – 5.30pm &	18 Cruising Division TBC	19 Cruising Division TBC
<b>Committee Meeting 6pm</b>	20	21  Spring Series Race 2 – 6pm	23  first mortgage trust Meat Pack Draw 	24 <i>The Gallery</i> Spring Pursuit Rum Race 9 – 5.30pm &	25	26  RBG Weekend Race 2 10am Bird Rock/ Nine Pin
27	28	29  Spring Series Race 3 – 6pm	30 first mortgage trust Meat Pack Draw 			