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Magazine

*tell tales*



**DECEMBER 2023 & JANUARY 2024**

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## COMMODORE'S REPORT

BY IAN TEMPLEMAN



After a slow start to summer, the past month seems to have just flown by and it is wonderful to see many visiting cruisers calling into Ōpua and all enjoying some good old hospitality and a friendly welcome at OCC.

Some better weather has meant more boats taking part in our Wednesday and Friday night racing but, unfortunately, our November cruise was cancelled because of the weather – can anyone explain why bad weather always seems to come at the weekend?

Your committee has been working hard to firstly keep the Club functioning as usual but, more importantly, to look at how we can re-energise and attract both more people and younger people to join us. And then, how can we get that new inertia into your committee? There is no easy answer, but we are aware that change is necessary and we are keen to receive any thoughts and ideas you may have.

This will be the last Commodores Report for 2023, so a big thank you for your support of the Ōpua Cruising Club over the past year and I wish you all a very Happy Christmas and a healthy and peaceful New Year.





Potentially, the most thankless task in the Club, but an essential role in ensuring fair and competitive sailing for sailors of all skill levels.

This month we are sharing how handicaps are being employed at OCC to calculate race winners.

## Fleet Reset

At the start of the *South Pacific Boat Sales Spring Series*, we had a fleet handicap reset, reviewing each boat's handicap, based on Performance Handicapping Racing Fleet (PHRF). PHRF handicaps are determined through a combination of empirical data, boat measurements, and performance observations. Factors such as sail area, hull shape, and rigging are considered. Once a boat's PHRF rating is established, it is used to calculate its corrected time in a race. The corrected time compensates for the differences in boat speed, allowing for a fair comparison of sailing performance.

As you complete in-club races, OCC will adjust each boat's PHRF to a Club handicap, also called "General Handicap", which can also incorporate additional factors, such as crew experience, equipment adjustments, or modifications made to the boat. This customization allows us to create a more inclusive and competitive racing environment, catering to the unique dynamics of our sailing community. The goal is to maintain a competitive and engaging racing environment, where

boats of varying sizes and designs have an equitable chance of success.

## Calculating winners

The handicap is applied by taking each boat's elapsed time in minutes and seconds, converting these to minutes and decimal minutes, multiplying by the handicap factor and obtaining a corrected time. The boat with the best corrected time is the winner.

For example...

- Boat A elapsed time is 1hr 30min 25sec. = 90.42 min
- Boat B elapsed time is 1hr 25min 50 sec. = 85.83 min
- Boat A's handicap is 0.85
- Boat B's handicap is 0.95
- Boat A's corrected time is  $90.42 \times .85 = 76.86$  min
- Boat B's corrected time is  $85.83 \times .95 = 81.54$  min
- Boat A wins by 4.68 mins on corrected time

## Adjusting Handicaps

Your handicap is set before the race and available on the race noticeboard at the Club. Adjustments are made after each race based on performance, ensuring an ongoing accurate reflection of each boat's capabilities. We endeavour to communicate handicap adjustments clearly, the formula for adjustments is on the racing noticeboard at the Club.

## Joy of Sailing

Of course, the handicap results are important but more important is the inherent pleasure derived from sailing. Value the moments, tackle challenges with precision, and appreciate the inherent satisfaction that accompanies a good race - knowing that, in the end, it's the joy of being out there, the skills honed, and the passion for the sport that makes every race a victory in its own right.

See you out on the racecourse or back in the Club.



There's no let-up in the on-the-water action this month with the final three races of the *South Pacific Boat Sales Spring Series*, three Friday evening *Pursuit Rum Races* sponsored by The Galley and our *Christmas Fun Race* on Friday 22nd of December. We also have the *Burnsco Two-Handed Series* and a *Interclub Race* to be confirmed.

## Club Handicapper

We welcome Peter Boyd onto the sailing committee as Club Handicapper.

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## CHRISTMAS FUN RACE

DEC | 22 | 5.30 PM

Dress up your boat, dress up your crew. Santa will be at the Club after sailing with lots of prizes!!

Enter / get your start time [raceofficer@opuacruisingclub](mailto:raceofficer@opuacruisingclub)



**Violet Palmer and Julie Kidman with Kevin Peet, winner of the 2023 PACIFIC CUP.**

# BURNSCO

## 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**  
Violet Shey Palmer,  
**THE NOVEMBER WINNER.**

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 JAN** to go in the draw. The winner will be announced in the FEB issue.





**November Meatpack Winners:  
L/R: Marie Sharp with Mason Lovich and Jack Smith.**



**Are you thinking of having a Christmas party, a wedding or a family occasion?**

Ōpua Cruising Club's deck is the perfect place.

You have sole use of the deck with bar access.

Food can be specially organised by our lovely Chef Peini.

What better place can there be but your local Club with its fantastic views!

Contact Sheila - 09 402 6924 or [secretary@opuacruisingclub.co.nz](mailto:secretary@opuacruisingclub.co.nz)

# ANECDOTES OF A YOTTIE

BY GEORGINA PORTER

## Bound for New Zealand (Part 1)



seen frozen chicken left on the dock to thaw in the hot sun and then probably refrozen, we decided to leave that off the menu. Lamb flaps were popular with the locals but not to our taste. The market had plenty of local produce, but by this time we were craving apples and pears.

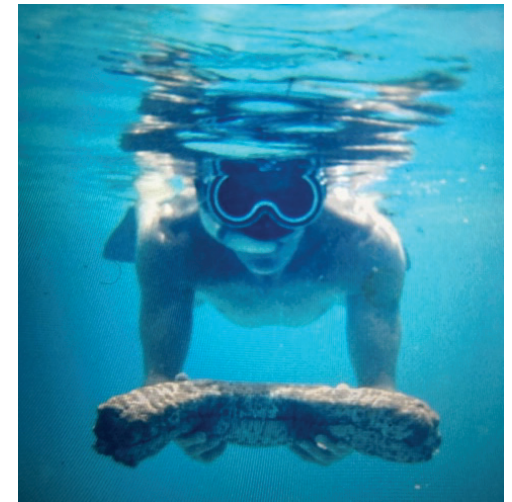
It is hard to believe that in 1992 communication was a nightmare and expensive in the islands. Trying to contact family in the UK was a matter of queuing up and waiting patiently to use the phone. Sending mail was popular as the stamps were sought after.

We had a slow, uneventful trip from Aitutaki to Vauva'u, Tonga, unusual for us actually, motoring some of the way.

We crossed the International Dateline losing a day before arriving in Vava'u.

The Kingdom of Tonga was one of the places I was really excited about visiting. On entering Neiafu we were surprised by the number of yachts. We anchored as close as we could to the small town. We were cleared by the customs officials and with Roger heartbroken when they took what was left of the New Zealand potatoes he had purchased in Aitutaki.

It was lovely catching up with yachties we knew. Going ashore we were surprised at how primitive the town was. I loved seeing the pigs and piglets roaming around. The supermarket didn't have a lot to offer, and having



The Tongan people were friendly and very religious with the church the centre of most of their lives. We didn't like the fact that they parted with a chunk of any money they had to the church. The ta'ovala (woven mat) amazed us worn over black clothes, their form of dress seemed so hot.



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Nautical Knowledge (and a bit of seasonal cheer)  
Test your crew!! Test yourself with these five quick questions.

- What do the flags spell?  

- Buoyage in New Zealand uses the IALA A System
  - True
  - False
- When anchored how do you ensure you are not drifting? ...
  - Choose two fixed landmarks on the horizon and occasionally check your position in relation to them.
  - Keep a check on the compass direction.
  - Make sure the stern is facing the wind.
  - None of the above
- 


A - Port tack      B - Starboard tack

Which sailing Santa has right of way if they were on a converging course?
- Rigging a line through a series of what gives mechanical advantage allowing line under load to be more easily handled.
  - Shackles
  - Cleats
  - Fairleads
  - Blocks

### The Galapagos Islands



Our transit through the Panama Canal went well and having Angela and Hugh with us was a great help. We set off as soon as our pilot, a young Panamanian called Roberto, arrived and motored to the first lock where we rafted up to a *Swan 61*. From the sidewalls towering above us, lock workers threw down hand lines for us to attach our mooring lines. The wind was quite strong and we had to hold the weight of the *Swan* against the wind to keep us in the centre of the lock, so it was necessary to take the lines back to a winch. As the water rose the lines had to be kept under tension to hold our position.

Between the locks, our lines were walked forward by men on shore. Each lock took about 20 minutes to transit and we got to Gatun Lake around midday and then set sail across the lake, a distance of some 23 miles. The anchorage was about 5 miles before the downside locks and we arrived mid-afternoon. Our pilot was picked up and we enjoyed a fresh water swim before dinner.

The following morning our pilot came aboard at 9am and brought with him a large bag of ice to chill the beers before we moved off towards the final stage of our canal transit. Once again, we rafted up to the *Swan 61* but this time as we entered the lock the lines used by the *Swan* crew were too short and we had to hurriedly set extra fenders to protect our topsides from the lock walls. At last, the *Swan* crew managed to attach longer lines and winched us both back to the centre of the lock. Lines need to be at least 100' in length, ours were 150' to be on the safe side. Everything else went smoothly and by 1pm we had arrived at Balboa where we picked up a mooring for a couple of hours to make ready for the Pacific Ocean.

Our verdict on the canal transit was that it was easier than we had expected and overall, at \$130, excellent value for money as this included the pilot, the linesmen and the canal authorities' fee for measuring *Marathias*.

By 3pm we were on our way in a fair breeze with a full main and the genoa boomed out on the opposite side. With a NW wind we made good time for the first two days logging over 170 NM per day. Then the breeze became lighter so we put up a spinnaker and our good run continued until the sail tore across half its width and down the edge of the side tape. No sooner had we got the torn spinnaker down and hoisted a light-weight genoa when there was a sudden noise from the engine which we were running to charge the batteries and give us an extra push while doing so.

Investigation revealed that the engine ran fine in neutral provided the propeller shaft was prevented from rotating. The water wasn't calm enough for David or Hugh to dive and inspect the propeller so that had to wait for 3 days.

In the meantime, we had to ensure that we kept to the East of our Rhum Line for the Galapagos, as there was a strong current pushing us West. Di and Angela spent a whole day with the sewing machine mending the spinnaker, this was no mean feat as repairing a 1,200 sq ft sail on the saloon table was not easy. Job done, so the next day we put it up and it was good as new.

When David was able to dive to inspect the propeller and shaft it became clear the bearing at the end of the shaft was the problem so we would be a real sailing boat until it could be repaired and the nearest place to do that was Galapagos.

The total distance from Balboa to the Galapagos is 840 NM. At the time, the quickest crossing recorded was six days and the longest was twenty-one days, when we set off we thought we were well placed to get close to the record. However, as the breeze continued to lighten, our speed diminished to only three to four knots so now, we'd be lucky to make it in nine days.

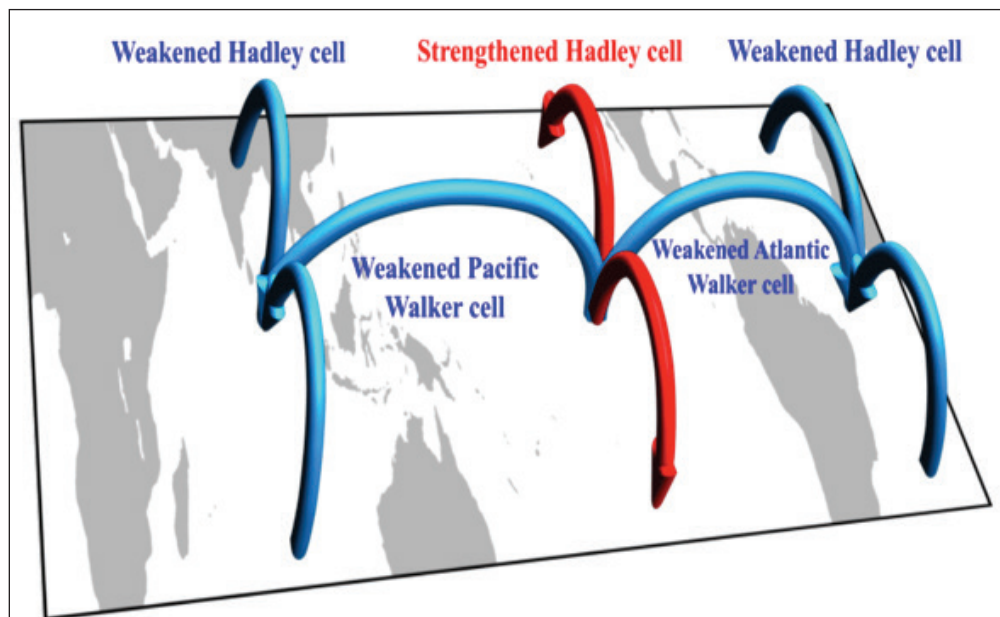
Crossing the Equator provided an excuse for celebration which included much ceremonial splashing around, thus giving the boat a good wash, and consuming a

decent quantity of champagne. According to the sat-nav, we were 157 NM from our destination at Academy Bay, where we hoped to repair the propeller shaft. With just 20 NM to cover we had been stationary for 24 hours, so we decided to lash the dinghy alongside and use the outboard to get us into Academy Bay. We came across a most fantastic sight of about a hundred sea lions that swam around the boat as we arrived.



We spent almost 5 weeks on the islands while waiting for the new propeller shaft bearing to arrive. It was a most interesting interlude where we could see a huge variety of birds and sea creatures, giant Turtles and Iguanas.

We are having an El Niño episode, and this is triggered by a warmer-than-normal ocean near the Galapagos in the equatorial east Pacific. This tugs on the Walker and Hadley cells as follows:



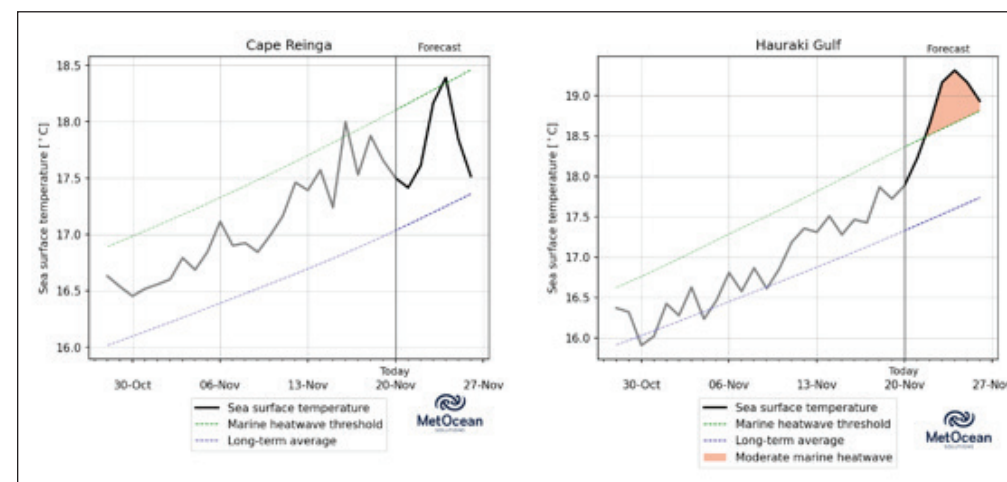
In the Indian Ocean, we are having the positive phase of the IOD (Indian Ocean Dipole) and that tugs the sinking zone of their Walker circulation towards northern Australia = hot dry air = good for drought and bush fires.

In the New Zealand area, an El Niño event draws the subtropical ridge (the sinking air zone of the Hadley cell) closer to the equator. This allows the disturbed and cooler SW winds to spread north and cover New Zealand. For places west of the main ranges, the extra southwest-to-west winds are cool and damp, helping to fill the hydro lakes. These wind-bursts then are deflected by the ranges and sink as warm dry northwesterly winds over the eastern flat lands = a good recipe for bushfires.

Now Northland is so narrow that its seasonal forecast is somewhere between the extremes mentioned above.

Despite what the atmosphere may be doing, the ocean is warming. Marine heat waves are becoming more common. These events help fish grow faster and encourages them to swim further south, it boosts barnacles on boat's bottoms, and is hard on the shellfish and starfish.

The *Moana Project* at [www.moanaproject.org/marine-heatwave-forecast](http://www.moanaproject.org/marine-heatwave-forecast) gives the recent trend of sea surface temperature (past 3 weeks) for various spots around New Zealand plus a forecast for the next week.



We can see a link between La Niña and New Zealand marine heatwaves, but no link with El Niño. It seems that whatever the causes, marine heatwaves around New Zealand are increasing.

Last winter a marine heat wave led to large fish strandings around Ōtāgo. For a full account as published in the *GUARDIAN* see [tinyurl.com/marineheatwavenz](http://tinyurl.com/marineheatwavenz), and if you observe strange fish behaviour this summer, then, read that article, check the latest *Moana Project* forecast and spread the news that if we don't do something then we only have ourselves to blame.



NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS

## OPUA

Lat. 35° 19' S Long. 174° 07' E

DECEMBER 2023

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

	Time	m		Time	m		Time	m		Time	m
<b>1</b> Fr	0450	0.6	<b>9</b> Sa	0531	2.1	<b>17</b> Su	0522	0.5	<b>25</b> Mo	0037	0.6
	1114	2.5		1124	1.0		1149	2.6		0704	2.4
	1724	0.8		1738	2.2		1759	0.6		1308	0.8
	2329	2.3		2356	0.8					1914	2.3
<b>2</b> Sa	0532	0.6	<b>10</b> Su	0623	2.2	<b>18</b> Mo	0005	2.4	<b>26</b> Tu	0130	0.6
	1158	2.4		1215	1.0		0613	0.5		0756	2.4
	1809	0.8		1825	2.2		1241	2.6		1402	0.8
							1853	0.6		2006	2.3
<b>3</b> Su	0013	2.2	<b>11</b> Mo	0043	0.7	<b>19</b> Tu	0059	2.4	<b>27</b> We	0220	0.6
	0615	0.7		0711	2.2		0706	0.6		0844	2.5
	1243	2.3		1304	0.9		1334	2.5		1452	0.8
	1856	0.9		1912	2.3		1949	0.7		2055	2.3
<b>4</b> Mo	0058	2.1	<b>12</b> Tu	0129	0.7	<b>20</b> We	0157	2.3	<b>28</b> Th	0305	0.6
	0700	0.8		0756	2.3		0802	0.7		0929	2.5
	1329	2.3		1352	0.8		1430	2.5		1538	0.8
	1944	0.9		1959	2.3		2045	0.7		2141	2.3
<b>5</b> Tu	0147	2.1	<b>13</b> We	0214	0.6	<b>21</b> Th	0258	2.3	<b>29</b> Fr	0348	0.6
	0748	0.9		0841	2.4		0902	0.7		1012	2.5
	1418	2.2		1439	0.8		1527	2.4		1622	0.8
	2034	1.0		2046	2.4		2143	0.7		2225	2.3
<b>6</b> We	0239	2.0	<b>14</b> Th	0300	0.5	<b>22</b> Fr	0402	2.3	<b>30</b> Sa	0429	0.6
	0840	0.9		0926	2.5		1005	0.8		1053	2.5
	1508	2.2		1527	0.7		1625	2.4		1703	0.8
	2125	0.9		2134	2.4		2242	0.7		2306	2.3
<b>7</b> Th	0336	2.0	<b>15</b> Fr	0346	0.5	<b>23</b> Sa	0506	2.3	<b>31</b> Su	0508	0.6
	0935	1.0		1012	2.6		1108	0.8		1133	2.4
	1559	2.2		1616	0.7		1722	2.4		1744	0.8
	2216	0.9		2223	2.5		2340	0.6		2346	2.2
<b>8</b> Fr	0434	2.0	<b>16</b> Sa	0434	0.4	<b>24</b> Su	0607	2.3			
	1030	1.0		1059	2.6		1210	0.8			
	1649	2.2		1707	0.7		1819	2.4			
	2307	0.9		2313	2.4						

TIMES LISTED ARE N.Z. DAYLIGHT TIME  
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NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS

## Opuā

Lat. 35°19'S Long. 174°07'E

JANUARY 2024

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<b>1</b> Mo	05:47	0.7	<b>9</b> Tu	00:02	0.8	<b>17</b> We	00:43	2.5	<b>25</b> Th	02:04	0.7
	12:13	2.4		06:35	2.3		06:48	0.6		08:26	2.4
	18:25	0.9		12:29	1.0		13:12	2.7		14:38	0.9
				18:37	2.3		19:27	0.6		20:39	2.3
<b>2</b> Tu	00:27	2.2	<b>10</b> We	00:56	0.7	<b>18</b> Th	01:38	2.5	<b>26</b> Fr	02:50	0.7
	06:28	0.8		07:27	2.4		07:42	0.7		09:10	2.5
	12:53	2.4		13:23	0.9		14:05	2.6		15:22	0.9
	19:07	0.9		19:32	2.4		20:20	0.6		21:23	2.3
<b>3</b> We	01:09	2.2	<b>11</b> Th	01:49	0.6	<b>19</b> Fr	02:36	2.4	<b>27</b> Sa	03:30	0.7
	07:10	0.9		08:17	2.5		08:39	0.8		09:51	2.5
	13:34	2.3		14:17	0.8		14:59	2.5		16:02	0.8
	19:50	0.9		20:26	2.4		21:15	0.7		22:04	2.3
<b>4</b> Th	01:55	2.1	<b>12</b> Fr	02:39	0.5	<b>20</b> Sa	03:38	2.3	<b>28</b> Su	04:07	0.7
	07:56	1.0		09:06	2.6		09:41	0.9		10:29	2.5
	14:16	2.3		15:09	0.7		15:57	2.4		16:40	0.8
	20:35	0.9		21:18	2.5		22:13	0.7		22:42	2.3
<b>5</b> Fr	02:46	2.1	<b>13</b> Sa	03:29	0.5	<b>21</b> Su	04:42	2.3	<b>29</b> Mo	04:43	0.7
	08:46	1.0		09:54	2.7		10:46	1.0		11:05	2.5
	15:02	2.2		16:01	0.6		16:57	2.3		17:16	0.8
	21:23	0.9		22:09	2.6		23:14	0.8		23:19	2.3
<b>6</b> Sa	03:42	2.1	<b>14</b> Su	04:18	0.4	<b>22</b> Mo	05:45	2.3	<b>30</b> Tu	05:19	0.7
	09:39	1.1		10:43	2.7		11:51	1.0		11:41	2.5
	15:52	2.2		16:52	0.6		17:58	2.3		17:52	0.8
	22:14	0.9		23:00	2.6					23:56	2.3
<b>7</b> Su	04:41	2.1	<b>15</b> Mo	05:07	0.4	<b>23</b> Tu	00:16	0.8	<b>31</b> We	05:56	0.8
	10:35	1.1		11:32	2.8		06:45	2.3		12:16	2.4
	16:45	2.2		17:44	0.6		12:53	1.0		18:29	0.8
	23:08	0.9		23:51	2.6		18:56	2.3			
<b>8</b> Mo	05:39	2.2	<b>16</b> Tu	05:57	0.5	<b>24</b> We	01:13	0.8			
	11:32	1.1		12:22	2.7		07:38	2.4			
	17:41	2.2		18:35	0.6		13:49	0.9			
							19:50	2.3			

TIMES LISTED ARE N.Z. DAYLIGHT TIME  
CROWN COPYRIGHT RESERVED

# December 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1 <i>The Galleary</i> Spring Pursuit Rum Race 10 – 5.30pm	2	3 <b>BURNSC</b> 2-Handed Series Race 3 – 1pm
4			6 <b>SOUTH PACIFIC BOAT SALES</b> Spring Series Race 4 – 6pm	7 first mortgage trust Meat Pack Draw	8 <i>The Galleary</i> Spring Pursuit Rum Race 11 – 5.30pm	9 <b>Treasures of the Bilge</b> OCC Boat Jumble Sale – 10am	10 <b>Interclub F &amp; P Race 1</b> (Host TBD) 12 noon
11		12	13 <b>SOUTH PACIFIC BOAT SALES</b> Spring Series Race 5 – 6pm	14 <b>BUNGO</b> first mortgage trust Meat Pack Draw	15 <i>The Galleary</i> Spring Pursuit Rum Race 12 – 5.30pm & <b>Final Race in Series</b>	16 <b>Commodore's Party</b>	17
18		19	20 <b>SOUTH PACIFIC BOAT SALES</b> Spring Series Race 6 – 6pm <b>Final Race in Series</b>	21 <b>QUITZ</b> first mortgage trust Meat Pack Draw	22 <b>Special Christmas Fun Race</b>	23	24
25 <b>Christmas Day</b>		26 <b>Boxing Day</b>	27	28	29	30 <b>Cruising Division TBC</b>	31 <b>Cruising Division TBC</b>
<b>Committee Meeting 6pm</b>		<b>School Holidays Start</b>					

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## ANSWERS TO QUIZ December 2023 & January 2024:

1. Merry Christmas
2. a. True
3. a. Choose two fixed landmarks on the horizon and occasionally check your position to them
4. b. If it is unclear to a sailing boat on port tack another sailing boat on windward is on, then the boat on port tack must give way
5. d. Blocks

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/>

# January 2024

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 Cruising Division TBC New Year's Day	2 Cruising Division TBC Public Holiday	3	4 first mortgage trust Meat Pack Draw	5 Brampton Blast	6 FBO Tail Ships Race	7 BURNSC 2-Handed Series Race 4 – 1pm
8	9	10 OCD Open Car Drivelling Summer Series Race 1 – 6pm	11 BUNGO first mortgage trust Meat Pack Draw	12 SEAPOWER Pursuit Summer Series Race 1 – 5.30pm	13	14
15 Committee Meeting 6pm	16	17 OCD Open Car Drivelling Summer Series Race 2 – 6pm	18 QUNZ first mortgage trust Meat Pack Draw	19 SEAPOWER Pursuit Summer Series Race 2 – 5.30pm	20	21 Interclub F & P Race 2 & 3 Southern Channel Host OCC Start – 12 noon
22	23 BOI Sailing Week	24 BOI Sailing Week	25 BOI Sailing Week	26 BOI Sailing Week	27 Cruising Division TBC	28 Cruising Division TBC
29 Cruising Division TBC Northland/ AKL Anniversary Day	30	31 OCD Open Car Drivelling Summer Series Race 3 – 6pm				