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**FREE**  
Magazine

*tell tales*



**FEBRUARY 2024**



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## COMMODORE'S REPORT

BY IAN TEMPLEMAN



As I write my little bit for our February *Tell Tales* many of us will be in the midst of *Bay of Islands Sailing Week* and I hope you are enjoying New Zealand's most popular regatta week. You will have noticed that arrangements with BOISW changed a little this year, which enabled OCC to keep our Club bar and kitchen open throughout the week, as had been requested by many of our members.

February will see a major milestone reached for OCC as our Club dock is due to return on the 13th. This epic refurbishment project has involved many of our Club members, but nothing would have happened without the unwavering effort of Les Alderton. Les, as you probably know, is fairly small in stature but you will struggle to find anyone with a bigger heart and devotion to the success of our Club and its dock, we are all deeply indebted to him.

Above the OCC bar presently hangs the Fisher & Paykel Trophy awarded for a 3-race series between Russell Boat Club and OCC. This trophy, I often refer to, as a barometer of our Club's spirit as we normally only ever lose the Trophy in bad times. This year the first race was held on the 10th of December and only 2 boats represented OCC; fortunately, they finished 1st and 4th but then we had to count a DNS for our 3rd boat, which left Russell ahead on points. The 2nd and 3rd races in the series will be held on Sunday 24th of March and we need a really strong turnout of OCC boats to try and retain this Trophy. Please, please turn out and do your bit for our Club, if we can turn this around and win the F&P we will all be happy and proud to be a part of OCC.

Lastly, the AGM is only 4 months away and there will be a real need for several new committee members. A lot of work takes place behind the scenes to keep OCC operating and it relies heavily on all of you to offer your support when you can to serve on the committee. If you would like to know a little more, please don't hesitate to speak with me or any of our committee members.

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

# RACING REPORT



February is as great month for yacht racing, we get lovely long evenings, and we have the second half of our Wednesday night **OCD** (*Opua Car Detailing*) series, **SEAPOWER Friday Night Pursuit Racing**, **Burnsco two-handed Race 5** (subject to entries) and the start of the **BlueFix Summer Wine Autumn series**. Keep up to date with all the scheduled racing on the OCC Printed Calendar, OCC Website, OCC Facebook Pages, and the skipper information emails.

Our racing wouldn't happen without all the fabulous work by volunteers and this month we welcome back Gregg Lymbery who will be running the race

computer, and welcome back also to Vera who is running the tower on Friday evenings. Thanks also to all the sailors who have completed their duty boat obligations each Wednesday. Remember, the duty boat schedule is emailed out at the start of each series and on the OCC Website in the Racing Documents section.

## PROTESTS

We've had a couple of incidents recently, so I wanted to remind everyone of Rule 14, which was revised in the 2021-2024 racing rules.

## 14 AVOIDING CONTACT

**A boat shall avoid contact with**

**another boat if reasonably possible. However, a right-of-way boat, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room.**

Considered the 'golden rule' of sailing; this rule recognizes that preventing damage or injury is more important than preserving the right of way. If a collision does occur, and you go into a protest hearing, a penalty may apply if you haven't avoided contact, so watch out!

### Rule 14 Key Points

- If you are a right-of-way boat and need to act to avoid contact, you assert your rights by protesting the other boat, not by letting contact occur.
- If you are a right-of-way boat or sailing within the mark-room to which you are

**BY JULIE KIDMAN - RACE OFFICER**

entitled, you don't need to react until you see that the other boat is not keeping clear.

- However, if there is any damage or injury at all, no matter how slight, the right-of-way boat or the one sailing within the room or mark-room to which she is entitled will be penalized if it is found that it was reasonably possible to have avoided contact.

For more on this rule and the other rules of sailing, we have the *Yacht Racing Rules* on our website, there is also a great resource on the web which I recommend <https://sailzing.com/category/rules-safety/racing-rules/>

See you out on the water or up in the Club.

Cheers, Julie, OCC Race Officer



## 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 ZARA HENDERSON THE DECEMBER/JANUARY WINNER.**

“The little yacht was in the South Pacific Boat Sales Advert, which is funny because I saw a boat with their advert earlier today. The thing I like most is that the photo of *The Farm* under sail is just in front of *Angry Dragon*.”

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



## MEMBERSHIP NEWS

BY JUDY LIMBERY

Firstly, thank you to all who completed a membership form when paying your fees. This has enabled the database to be updated and will ensure that our YNZ levy will be accurately recorded this year. When looking over the actual numbers of members, it was interesting to note that the largest number of memberships was in the Social category. These members have the most limited number of member benefits and have no voting rights at the AGM. This is a matter that needs addressing and to this end, the executive has been looking at how this can be changed in order to reward our social members.

Ōpua Cruising Club, like most clubs, is suffering from a gradual fall in membership numbers and increasing costs of running the Club, and fewer people are willing to get involved in running the Club.

At the 2023 AGM, there was a very poor turnout and some of the positions on the exec remained unfilled. This places greater pressure on those who volunteer their time to run the Club. Consideration is being given to enabling the Social Members to have voting rights, so there would be a greater pool of expertise to help in running the Club.

Any change to the structure of the membership system requires a change to the constitution and a Special AGM to do so.

### Member Benefits Explained

Full members (and you do not have to be a boat owner) have discounts on bar prices and main meals, plus the option to ‘top up’

their card and get a 10% bonus, as well as the option to be elected to join the exec and help in running the Club. It is not just sailing knowledge that is required. We need technology skills to manage the Newsletter and social media, finance skills to keep the books in order, bar and catering skills to support the social events, and an interest in providing a club atmosphere that all can enjoy.

Other benefits from your YNZ levy include a discount from AON insurance (boat and travel), a discount on Cook Strait Ferries and Millennium Hotels, to name just a few. Check this out on the YNZ website and download the App to your phone.

Social members have less discount at the bar and a smaller bonus from topping up their card. Main meal discounts still apply and they can still access the YNZ discounts but the major difference is in the “no voting rights”.

If you think you have skills that you could offer the Club, please consider changing your membership to full; it costs less than \$1 a day for a full-individual membership (\$190).

If the Club is to thrive over the next few years, without having to increase the fees, we need to increase membership. So current members do encourage family and friends to join, skippers get your crew to sign up, tell the community about our bistro! If you have any ideas for social events that the Club could arrange in order to boost membership or use of the Club facilities, then please contact:

[membership@opuacruisingclub.co.nz](mailto:membership@opuacruisingclub.co.nz)



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for further information



## Bound for New Zealand (Part 2)

We enjoyed the local café and the bar on the dock, great meeting places for the yachties. Northern Tonga is blessed with some idyllic cruising grounds, beautiful beaches, amazing snorkelling and diving, with the chance to see humpback whales, off exploring we went.



One day we paid to go to a local feast, I was excited at the thought of pork and vegetables cooked in the ground. It was

going dark by the time we were served, seated on mats with cockroaches crawling about us, it wasn't my idea of fun. I bit into a piece of meat that turned out to be pure fat and that finished me off. Roger was in his element when the local dancing girls came on, covered in oil, he was one of the first to rush up and stick money on them.



We visited Swallow's Cave with huge bats giving me the creeps, I grew to like them later on.

After over a month in Tonga, it was time to move on and we prepared to leave for Fiji. We celebrated Colin's 40th birthday on a beach the night before and the next morning saw a few blurry-eyed people hoisting sail for Suva. I, for one, was very grateful for the relatively calm seas. On arrival in Suva, we had to tie up to the commercial dock, which proved to be a nightmare as the pilings were positioned for large vessels. There was a slight swell which meant I had to keep fending off to stop the stantions getting wedged while

we cleared customs. We were able to anchor off the Yacht Club and made our way into town. The first thing that surprised and actually horrified us was seeing a gang of prisoners with machetes walking single file back to the prison with one guard at the rear. I found the uniform of the police very striking and wondered how they kept their lava lavas so white.

Cyclone season was looming so time to head south. We vowed we would return to explore some of the islands next time. Leaving on 3rd November we set sail for New Zealand.

Arriving off the Bay of Islands on 11th

November 1992 at 4am we decided to carry on to Whangārei where we felt sure *Kayos II* had headed. Originally, we had wanted to clear at Ōpua.

Finally, tying up on the wharf at the Basin which was just a collection of warehouses at the time, we cleared customs and then tied up between the pilings opposite. We later heard that *Kayos II* had opted for Ōpua thinking we would be there. We were very glad of our decision as we enjoyed being close to the heart of the city.

Christmas was approaching and the local schoolchildren had decorated the streets which looked amazing.

**OPUA**  
CRUISING CLUB

**FIREWOOD WANTED**

**WE ARE ASKING CLUB MEMBERS IF THEY WOULD HAVE SPARE FIREWOOD FOR HEATING THE CLUB NEXT WINTER. IT WOULD BE GREATLY APPRECIATED.**

**Contact: [secretary@opuacruisingclub.co.nz](mailto:secretary@opuacruisingclub.co.nz)**



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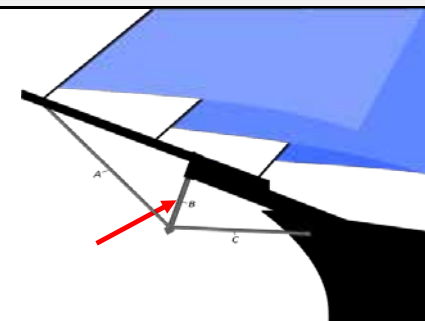
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## Nautical Knowledge

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

- I've been reading 'The Perfect Storm' over the holidays. What is the highest wave that could technically be generated by wind on the surface of the ocean?
  - 20 metres
  - 30 metres
  - 40 metres
  - 50 metres

- Name the rigging part indicated by the arrow.



- Bowsprit
- Bobstay
- Martingale
- Dolphin Striker

- The lines which run North/South from the poles are called Meridians of Longitude.

- True
- False

- When slowing a vessel, coming down off the plane, it should be done gradually otherwise the vessel's stern wave which can be travelling faster than the boat will rise up and \_\_\_\_\_ the stern.

- Flood
- Swamp
- Steep
- None of the above

- The direction in which current or tide affects the vessel is referred to as:

- Drift
- Speed
- Set
- Course

### The Marquesas Islands

Replacing our propeller shaft bearing at Galapagos was not an easy task. To begin with, there were no telephones on the islands, so ordering a bearing from Conyplex in Holland and the logistical arrangements to get it delivered all had to be done by radio. Before it arrived, we tested the water depths with a lead line to plot our path to where we could lean *Marathias* against a concrete grid to change the bearing. We discovered that we could only do this during spring tides which gave us a four-day window to get the job done or we would be stuck there for another two weeks.



*Repairs at Galapagos.*

The spring equinox tides arrived two days before the new bearing was due and the grid was free so we made our way there and transferred as much weight as possible to the landward side. About an hour after high water, we felt the keel touch the grid and as the water level went down, we

cleaned the hull. As soon as the water was low enough David began work to remove the old bearing which was no easy task and he had to resort to cutting it in two places with a hacksaw. Fortunately, the new bearing arrived as expected and fitted perfectly so with the repair completed and fresh anti-foul applied, we were able to get back into the Bay with a day to spare.



*Alberto José Torroba.*

While in Galapagos we woke one morning to find a dugout canoe anchored close by with a young blond man aboard. His name was Alberto José Torroba and he had built the canoe himself to sail the oceans. He later came across to ask if we had a current Stellar Almanac so he could check the declination of visible planets. When we

eventually reached Tahiti, we found him surrounded by locals discussing ancient methods of navigation.

Again, it was time to move on and leave the wonderful creatures of the Galapagos. Our voyage to the Marquesas Islands in French Polynesia began with very little wind so we motor sailed all day in order to get well clear of the islands before nightfall. For the first 3 days, we made slow progress SSW through the cold water of the Humboldt Current under spinnaker and mizzen staysail. The Marquesas lie on latitude 10° South but we decided to continue further south and had a good breeze, some of it too good as we blew out the Spinnaker again. No problem, mended it before, can mend it again! We hoisted it again the next day but it only lasted an hour before an entire panel tore out. With the Trade Winds quite strong we made really good progress to Fatu Hiva. The anchorage is bordered by very steep, tree-clad mountains and is some of the most dramatic we had seen. Our passage had taken 21 days and 6 hours and as it turned out we had arrived ahead of two other boats that left Galapagos a week before us. Some boats were taking up to forty-five days.

We were surprised by how many boats there were from the USA and Canada. We were the only British yacht. I had learnt to speak French at an early age and this was very useful and much appreciated by the Americans we met. We had to get our legal entry to French Polynesia on Hiva Oa Island and leave a refundable bond

equivalent to the cost of return travel to Britain, once paid we were issued with a 'green card' as if we were cruising French waters in Europe. All we had to do was to hand it to the Gendarme at the next port of call.

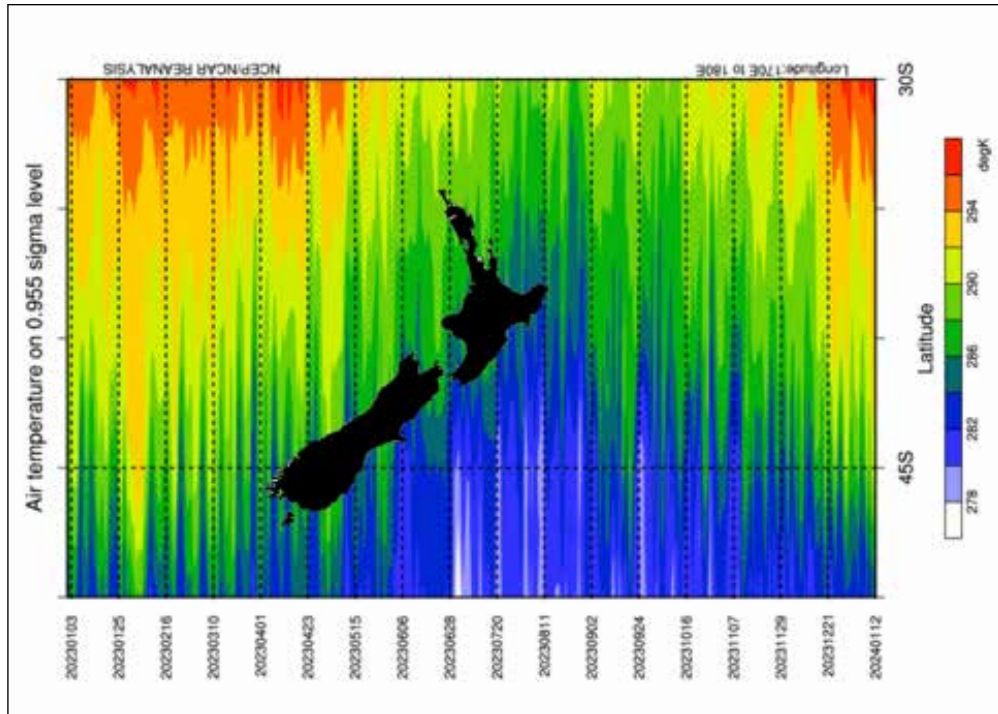
The Marquesas people were some of the kindest and gentlest we had ever met, one day we found a lovely beach and a local family who had been pig hunting, they invited us to join them for a roast dinner. To cook the meat a pit was dug in the sand and lined with stones, the pig was placed on this and covered with firewood. It was delicious and we ate it with baked breadfruit.

Ua Pou was the last Island we visited; it has high-turreted mountain peaks which can be admired from the harbour. Here we had no desire to swim as there were sharks everywhere chasing quite large fish. We were concerned by the local children swimming off the beach into deep water but the adults didn't seem concerned.

Whilst on the island we visited the village hall one evening to see a dancing exhibition by local children and on Sunday morning went to the church; the place was packed and the singing wonderful. David decided we'd get dressed up, which was a good idea as the whole congregation was in their 'Sunday Best'.

Once again it was time to move on, this time to Tuamotus – the 'Dangerous Islands'.

Here is a time-latitude plot of the air temperature measured over a north-south slice of Aotearoa/ NZ as it travelled through 2023.

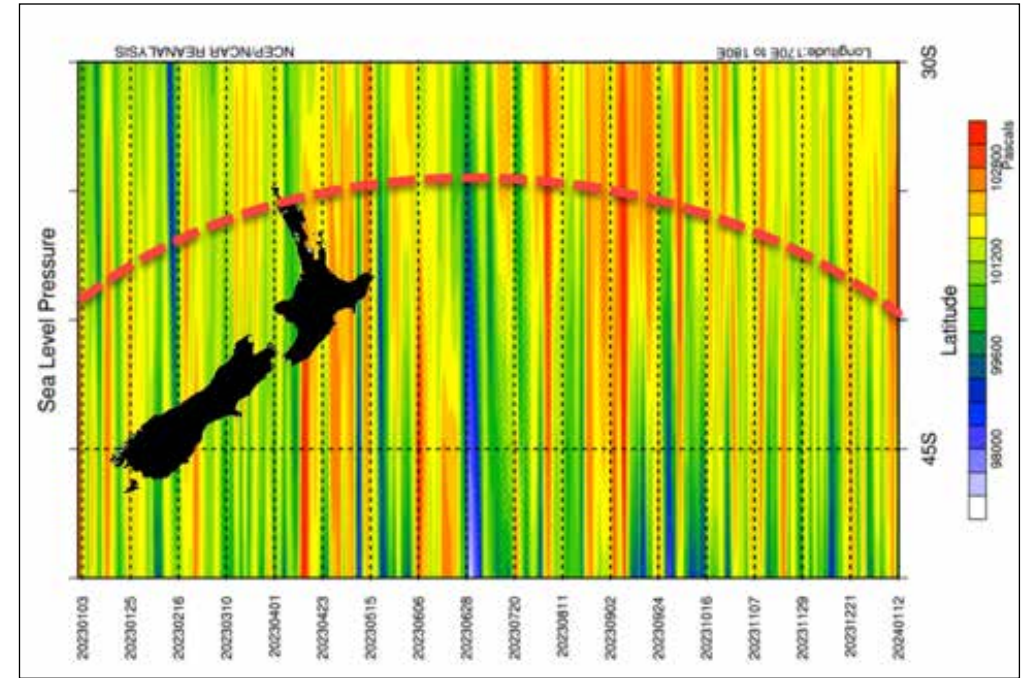


It clearly shows temperature is cooler further south and during winter.

This time section makes a “bar-code” graph which reveals the annual trend and the daily variation. It gives a rough indication of the extremes and provides a visual image for quick comparison with any another year to see seasonal variations. The land silhouette is provided to help relate the latitude axis to your place.

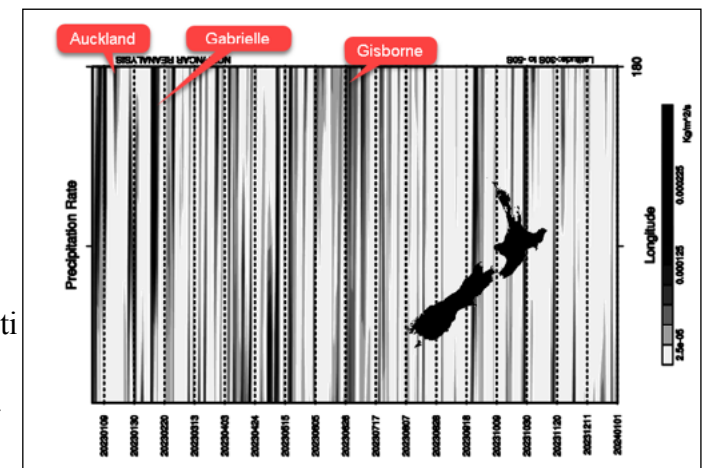
Looking at a similar diagram for the barometric air pressure provides a graph that combines all the daily weather maps into one image. This produces a more random looking bar-code. However, there is still some seasonal trends showing such as the average latitude taken by the passing anticyclones. This tends to loosely hug the trend-line drawn which shifts

north during winter and south during summer, following the sun. The scale is in Pascals, divide this by 100 to get hectoPascals.



Here, *Cyclone Gabrielle* is reduced to a thin blue spike. A trough period at the end of June brought flooding to Tairāwhiti/Gisborne.

The rain image is probably the most interesting as it highlights the memorable occasions. Auckland, *Cyclone Gabrielle*, and the late June floods in Tairāwhiti/Gisborne leave traces on the annual rain map.







## NZ's best big boat regatta better than ever for its 100 entrants

A new venue this year has made New Zealand's best big boat regatta even better, according to participants at the 21st Bay of Islands Sailing Week regatta this week in Ōpua. Despite entry numbers dwindling in the wake of Covid-19, the list of entrants for the annual sailing event tipped over the milestone 100 mark on Tuesday, with several late entries received before Registration for the event concluded.

The 100th entry was Explore Group head William Goodfellow's classic yacht *Teal*. Goodfellow - a major sponsor of the regatta - sailed *Teal* two-

handed with his wife Dinna as crew, placing 11th on General Handicap and 5th on PHRF in the Island Racing D division.

This year the regatta's on-shore base relocated to the grassed area at the southern end of the Bay of Islands Marina. The larger venue with views of the water and marina came alive with music and local food vendors each evening during regatta week, and organisers say they have been inundated with good feedback about the new location.

The weather also helped make this year's regatta a hugely enjoyable event for sailors. Fresh breezes and fine weather on Wednesday and Thursday

made for perfect sailing conditions, while a day of lighter breezes on Friday gave sailors a technically challenging finale to the event. It was a far cry from the conditions competitors endured at last year's regatta, which was called off a day early due to high winds.

This year the regatta also introduced two new trophies to celebrate and promote female sailors at the event. The SheSails NZ Top Female Helm trophies for Open Racing and Island Racing were presented by Raynor Haagh, national sport development director at Yachting New Zealand, which sponsored the awards. The Open Racing trophy was taken out by former world match racer Claudia Pierce and her all-female crew on *Spider Pig*. In the Island Racing divisions, it was Melissa Logan on *Aeolian* who claimed the inaugural trophy for her division. Organisers say they hope the new trophies will encourage more female sailors to take on the role of helmsperson at the regatta in the future.

Bay of Islands Sailing Week takes place each year at the end of January, on the week

preceding the Auckland Anniversary long weekend. This year's regatta was made possible thanks to the generous support of Northland Inc, North Sails, Explore and Ōtehei Bay, Mount Gay Rum, Bay of Islands Marina, Gurit, Pub Charity and Grassroots Trust.

Organisers also thanked the dozens of volunteers who dedicated their time both on and off the water, and the many businesses that offered support by providing products and services free of charge.

The next Bay of Islands Sailing Week is scheduled to take place in the week starting 20 January 2025, and organisers are keen to expand the event to a full week next year.

[www.bayofislandssailingweek.org.nz](http://www.bayofislandssailingweek.org.nz)



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**BAY OF ISLANDS** 

**ANSWERS TO QUIZ February 2024:**

- b. 30m (approx. 100ft)
- d. Dolphin striker (APA Wikipedia image - Bobstay. (2019, October 19). In *Wikipedia*. <https://en.wikipedia.org/wiki/Bobstay>)
- a. True
- b. Swamp
- c. Set

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

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**NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS**

**Opua**  
Lat. 35°19'S Long. 174°07'E  
**FEBRUARY 2024**

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

Day	Time	m	Day	Time	m	Day	Time	m	Day	Time	m
1 Th	00:34	2.3	9 Fr	01:25	0.6	17 Sa	02:11	2.4	25 Su	03:07	0.7
	06:35	0.8		07:53	2.5		08:17	0.8		09:24	2.4
	12:52	2.4		13:55	0.8		14:32	2.4		15:36	0.8
	19:08	0.8		20:07	2.5		20:46	0.7		21:40	2.4
2 Fr	01:15	2.2	10 Sa	02:19	0.5	18 Su	03:12	2.3	26 Mo	03:42	0.7
	07:17	0.9		08:44	2.6		09:18	0.9		10:00	2.5
	13:30	2.3		14:50	0.7		15:31	2.3		16:10	0.8
	19:50	0.9		21:00	2.6		21:44	0.8		22:16	2.4
3 Sa	02:00	2.2	11 Su	03:10	0.4	19 Mo	04:16	2.3	27 Tu	04:16	0.7
	08:03	1.0		09:33	2.8		10:24	1.0		10:34	2.5
	14:13	2.3		15:42	0.5		16:33	2.2		16:44	0.8
	20:36	0.9		21:52	2.6		22:49	0.9		22:52	2.4
4 Su	02:53	2.1	12 Mo	03:59	0.4	20 Tu	05:21	2.2	28 We	04:50	0.7
	08:56	1.1		10:22	2.8		11:32	1.0		11:07	2.5
	15:02	2.2		16:33	0.5		17:37	2.2		17:18	0.7
	21:27	0.9		22:42	2.7		23:55	0.9		23:27	2.4
5 Mo	03:53	2.1	13 Tu	04:48	0.4	21 We	06:23	2.3	29 Th	05:26	0.8
	09:53	1.1		11:10	2.8		12:35	1.0		11:40	2.4
	15:59	2.2		17:22	0.4		18:38	2.2		17:53	0.8
	22:24	0.9		23:33	2.7						
6 Tu	04:57	2.2	14 We	05:38	0.4	22 Th	00:55	0.9			
	10:55	1.1		11:58	2.8		07:17	2.3			
	17:03	2.2		18:11	0.4		13:31	1.0			
	23:26	0.8					19:32	2.2			
7 We	06:01	2.2	15 Th	00:23	2.6	23 Fr	01:46	0.8			
	11:57	1.0		06:28	0.6		08:04	2.4			
	18:08	2.3		12:47	2.7		14:18	0.9			
				19:01	0.5		20:19	2.3			
8 Th	00:27	0.8	16 Fr	01:16	2.5	24 Sa	02:29	0.8			
	06:59	2.4		07:21	0.7		08:46	2.4			
	12:58	0.9		13:38	2.6		14:59	0.9			
	19:09	2.4		19:52	0.6		21:01	2.3			

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

# February 2024

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