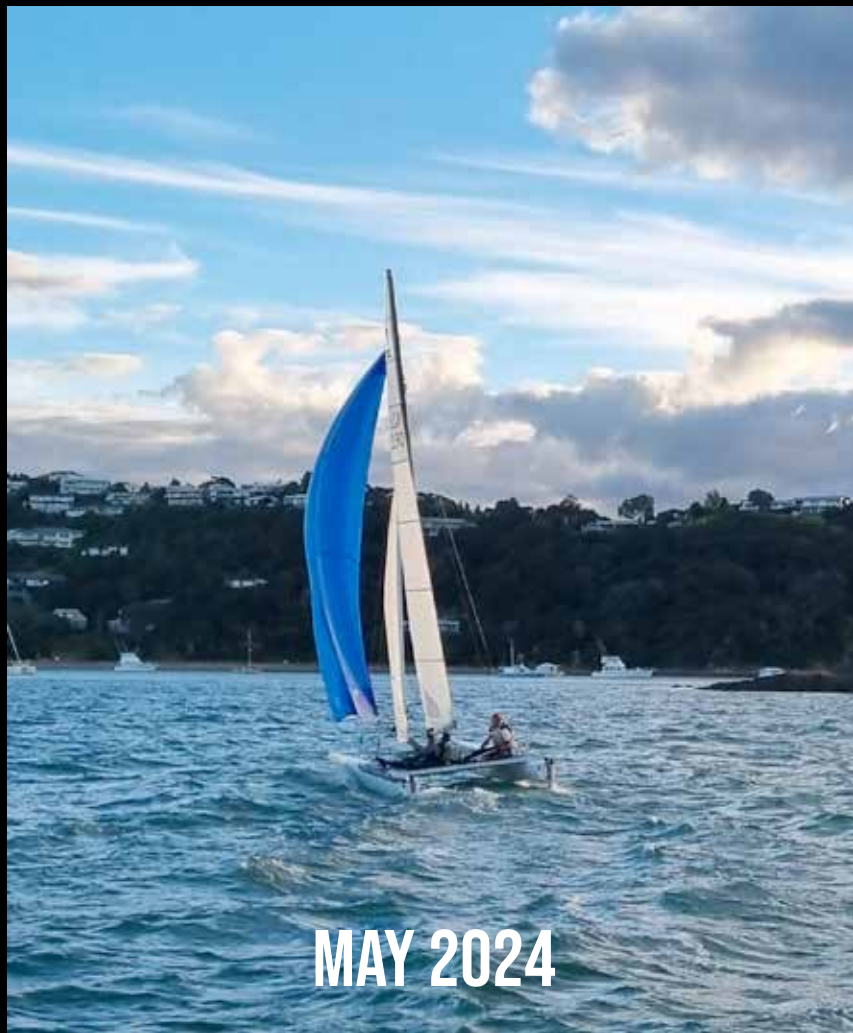




THE FRIENDLIEST CLUB IN THE SOUTH PACIFIC

FREE
MAGAZINE

tell tales



MAY 2024



Alma G II Restoration

Boatbuilders CMC Design in Ōpua have been undertaking a full restoration on a local historic launch called the *Alma G II*. And what a fantastic history this beautiful boat has.

The *Alma G II* was commissioned by E C Arlidge in 1927 to be built by Collings & Bell of St Marys Bay. A familiar sight in the game fishing era alongside other classics such as the *Alma G* (another E C Arlidge boat, built in 1922), *Manaaki*, *Otehei* and *Lorna Doone*. The sons of Ernest, Francis and Mervyn – known as ‘Arlidge Bros’ – took to the family boating business around age 19, and were the original skippers of the *Alma G* and *Alma G II*, respectively.

The boat was originally launched as the *Zane Grey* under Grey’s own request, it was built around his second visit to NZ. Subsequently, rumour has it that Zane Grey and the Arlidges had a falling out, and the boat was renamed *Alma G II* around 1931.

The boat stayed in the Arlidge family for many decades until it was reluctantly let go around 1975. Dave Smith fully restored her, and she was relaunched in 1977 as the *Zane Grey*. Most recently, she was left to settle down the line in a paddock, awaiting the moment when the new owner could tackle a large restoration project.

The Arlidge family had kept an eye on the happenings of the boat over the years and approached the recent owner to purchase her back into the family fold.

CMC Design has been working on the boat for 1 year so far. Repairing and restoring everything from the bones up. The hull, which once you could see daylight through, has been pulled back together using the traditional copper nail and roves method, a painstaking but hugely successful process. The boat has been re-skinned with a double diagonal layer of kauri planks and coated in fiberglass. A beautifully refurbished Ford Lees Marine engine (by Hylton Edmonds) had been reinstated. The Arlidge family is keen to honour the traditional elements of the boat and has been sourcing some really lovely items, from navigation lights to the bench top surfaces.

Top coat paint colour choices have been made, and the project keeps moving on with work on the interior.

Stay tuned to see the *Alma G II* back in the water in Russell this coming Summer.



Firstly, we must thank all those skippers and crews who turned out and represented OCC in the Interclub Races with Russell Boating Club on the 24th of March.

Any hangovers from the excellent Club Wine Tasting evening the night before were quickly blown away. Our OCC team performed exceedingly well, and we retained the F & P Trophy, which proudly hangs above the OCC bar.

April has been a fairly quiet month in the Club, but activity is picking up now as many cruisers start gathering in Ōpua, awaiting the right weather window to head north for a winter in the tropics. Traditionally, we have no Club racing throughout April to give everyone a short rest before our winter racing schedule starts with the first race of the *NZ Yacht Services* winter series on the 19th of May.

By the time you read this edition of *Tell Tales*, there will be only 6 weeks until our AGM on the 18th of June. Your Club is in urgent need of some new volunteers on the committee and so I am asking every single one of you to please consider most seriously what you might be able to contribute to your Club. If we all take the attitude of – oh, I will let somebody else do that – then I can assure you that your Club will soon fall over. A club should be as strong as the sum of the good intentions of all of the members. In this case, OCC should be a tower of strength, but to get there, we have to put into action all those good intentions. Let’s just do it.

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

Ian T.



And just like that, summer racing has concluded for the 2023/24 season. Not sure what I'll do on Wednesday and Friday nights now, might have to take up bingo or darts at the Club!

It's been a great season, firstly a big thank you to the sailors who came out to ensure OCC retained the F&P Interclub Trophy. Nine OCC boats raced, with *Kantime* getting two 1sts. A special thanks to Ian, Judy and Gregg for race officer, start/finish boat and handicaps.

We've had good fleets this summer:

1. Wednesday Night Racing

- a. Caters Marine Spring Series – 13 boats competed
- b. South Pacific Boat Sales Series – 20 boats competed.
- c. Ōpua Car Detailing Mid-Week Series – 21 boats competed.

d. Blue Fix Autumn Wine Series – 18 boats

2. Friday Night Summer Racing

- a. The Galley Summer Series – 19 boats competed.
- b. Seapower Friday Night Series – 17 boats competed.
- c. NSR/Open Ocean – 14 boats competed.

Prizes for each series and overall prizes will be awarded at the **Prize Giving Dinner** to be held at the Club on **Saturday, 22nd June**. Tickets are only \$25 pp and include a welcome drink, canapés, and a live band after the formalities. Come along and celebrate with your crew and the rest of the fleet. Please purchase your tickets ASAP.

Tickets from the bar or contact secretary@opuacruisingclub.co.nz

The Great Escape Sailing WOW – Women on Water weekend – commences **Friday, 3rd May**. There will be a meet-and-greet in the Club Friday, 3rd; the course will be finalized then. Club members are welcome to bring their boats and join in event (women skippers and crews only).

Our **NZ Yacht Services Winter Series** commences on **Sunday, 19th May**, start time 1300 hours. There is only one race a month with both fully crewed and two-handed divisions, mass start. (There has been no interest in a “no extras” division). Thanks to Judy, who has offered to be the race officer for the series. Unfortunately, she is away for the first race, please get in touch if you can help in the tower on Sunday, 19th May.

As always, we welcome any feedback, suggestions, and offers of help to ensure our Club racing is fun and successful. Get in touch: raceofficer@opuacruisingclub.co.nz



PRIZE GIVING

22nd June
1700 Hours



About Event

Tickets \$25pp include a welcome drink, canapés, and a live band after the formalities.

Let us know your boat name when you book so we can plan the seating.

Get your tickets ASAP - Book together with your crew and reserve seats together. Tickets available from the bar or club office.



We're hosting a
Pink Ribbon
Brunch & Mocktails



Sunday, Mother's Day,
12 May 2024 @ 10:30 am
\$25 pp or \$100 for a table of five.

(Tickets available at the Bar or the Club Office.)

The Island Cruising Pacific Rally is all ready to set sail for the South Pacific this season. This year is the biggest yet, and in early May, there are around 70 yachts converging on the Bay of Islands and the Opua Cruising Club for some pre-departure social events, briefings and lots of fun with our Rally partner businesses.

The Rally is very flexible and people can pick and choose their dates and destinations, but many choose to sail in company. The main groups will be sailing to Tonga first, another directly to Fiji and there are other smaller groups heading in slightly different directions: either to French Polynesia, Vanuatu or New Caledonia. We also have people departing later in May and June. There is still time to join us if you wish. More information can be found on our website: <https://www.islandcruising.nz/our-rallies>

Thanks so much to everyone in Opua, especially Sheila and the OCC team, for their warm welcome to the Rally again this season. We also very much appreciate the support we get from all our Rally partner businesses and the Bay of Islands Marina. It is such an excellent place to base ourselves prior to setting off on the big adventures ahead.

Thanks heaps OCC – we look forward to visiting you again when the Rally returns in late October.



Island Cruising Pacific Rally departure from Opua Cruising Club in 2022.
(Photograph by Viki Moore.)



time, if I would organise a Children's Christmas Party. Dressed as Mrs Claus, Stewart Whiting dressed as Santa and Sarah Kiff as Santa's elf we entertained a room full of excited children. Weekends out in the Bay were attended by all the gang with everyone taking different bits of equipment so that we could have a barbecue.

We had also got to know George and Dorothy really well, and when it was time for us to head north, as our visas were expiring, Dorothy decided she would take us up on our offer of coming to join us in New Caledonia; George was going to Canada. At that time we were still thinking of completing our circumnavigation back to the UK at some stage. We wanted to see as much as possible of the islands.

We set sail mid-May; we seemed to be the only ones heading for New Cal. We had a pleasant sail there and were very glad we left when we did as the June storm of '94 was an unexpected weather bomb that caused havoc for several yachts. One was never heard of again, others were abandoned, and the crews were winched to safety by helicopters. *Monowai*, an NZ Navy survey vessel, went to the aid of several yachts rescuing the crews.

Dorothy arrived by plane that day and we met her at the bus station in

Noumea. We had planned on a few trips, including a visit to the zoo, where I saw my first cassowary and boxing kangaroos. We borrowed a bike from another yacht for Dorothy so that she could join us on cycle rides. We visited the markets and shops. Everything seemed very expensive, especially eating out, so we ate on board and occasionally went to the Yacht Club for a few drinks.



We sailed to Pine Island, with its idyllic white beaches and crystal-

clear, turquoise water. We swam and snorkelled fascinated by the iridescent squid. We explored ashore and found the derelict prison, the island had been used for convicts in the past.

On sailing back to Noumea, Dorothy shouted us a car hire for the day before she left – not a cheap exercise. The landscape was intriguing, with some areas where the nickel is mined looking like a moonscape, other areas with lush vegetation, and of course, the beautiful colours of the surrounding lagoon.

We came to a sign, and not being proficient in French, we couldn't decipher what it meant. We waited for a while, and as no traffic was coming the other way, we headed off. We came to a one-way road which seemed to get narrower; on one side was a sheer cliff and on the other a massive drop. There didn't even seem to be room to get out of the car even if we had wanted to. Very nervously we proceeded and prayed no traffic came the other way, the sign dawning on us that the road was timed one way. We were all so thankful we had made it in one piece as the thought of reversing on that narrow ledge was not pleasant. We were ecstatic that we didn't have to return to Noumea by the same route.

After two weeks we waved Dorothy goodbye and continued on our travels.

Ōpua - Noumea

Like so many other yachties we always enjoyed returning to Ōpua. The Cruising Club has been so welcoming and we would get to know many of the members. We became very good friends of Warren Patterson and Jilly, he was a stalwart of the Club and would always be doing something to help. Roger became involved with racing and would go mainly with Jim Nankivell on *Sporades*. The social scene was fantastic, and we had many a great evening with Nev, Kay, Dave, Carole, Paul, Jim and Colleen, to name a few; some have now moved away, and sadly, several have passed away.

The bar and kitchen being run by volunteers we all helped and had so much fun trying to get the meals out using one chip pan in the kitchen of the old Club. I was asked by Carole Hesketh, who was the secretary at the

PHOTO COMPETITION FOR THE CLUB'S CALENDAR 2024-2025

You are invited to send in photographs for this competition for the front cover of this year's edition of the OCC Calendar 2024–2025.

The photographs should relate to an Ōpua maritime scene, OCC sailing/racing or the OCC Club.

The photographs need to be in high-resolution and preferably landscape format.

Entries can be emailed to Sheila at publicity@opuacruisingclub.co.nz by the 15 August 2024.

We are looking forward to receiving your entries.



Are you planning a family occasion, a wedding or a Christmas Party?

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



Nautical Knowledge

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

- | | | |
|----|---|---|
| 1. | The term 'Freeboard' refers to | |
| | a. Lunch included | |
| | b. The distance from the waterline to the top of the cabin roof | |
| | c. The distance from the keel to the waterline | |
| | d. The distance from the waterline to the deck | |
| 2. | What is this the international chart symbol for? |  |
| | a. Transferred Position line | |
| | b. Ground track | |
| | c. A fix by position line | |
| | d. Current vector | |
| 3. | The letters MHW on a chart stand for Magnetic High Water | |
| | a. True | |
| | b. False | |
| 4. | In most places there are two tidal cycles every day, comprising two high tides and two low tides, and this phenomenon is known as a | |
| | a. Lunar tide | |
| | b. Solar tide | |
| | c. Semi diurnal tide | |
| | d. Double diurnal tide | |
| 5. | How would you calculate your 'Air draft' on a sailing yacht to know if you can fit under a bridge across the water at MHW | |
| | a. It's the height of the mast from the deck. | |
| | b. The height of the mast from the deck plus 2m for clearance | |
| | c. The height of the mast from the deck plus the freeboard of the vessel | |
| | d. The height of the mast plus the freeboard of the vessel plus 2m | |

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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WHAT A GREAT TREAT

BY MERRY TEMPLEMAN

In February this year, the Club held a *Dock-Launching Party* to celebrate the opening of our refurbished dock. Barry, in his role as social committee member, also arranged a variety of entertainment which included a raffle. The first prize was a Crayfish Dinner with a bottle of wine. To our amazement and delight Ian won this prize.



*Ian Templeman with the Crayfish Dinner.
(Photograph by Merry Templeman.)*

We were finally able to enjoy this dinner a couple of weeks ago and were overwhelmed by the spread of food, beautifully presented, on two large platters. Not only was there a huge crayfish (meat scooped out for easy eating), but we were able to enjoy mussels, calamari, prawns, smoked salmon, tacos, garlic bread, etc. Definitely more a meal for four people (but we were given take-away boxes).

Well done and thank you Peine, Barry and the staff in the galley for a lovely evening at the Club. There were certainly more than a few envious eyes watching us eat.



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!

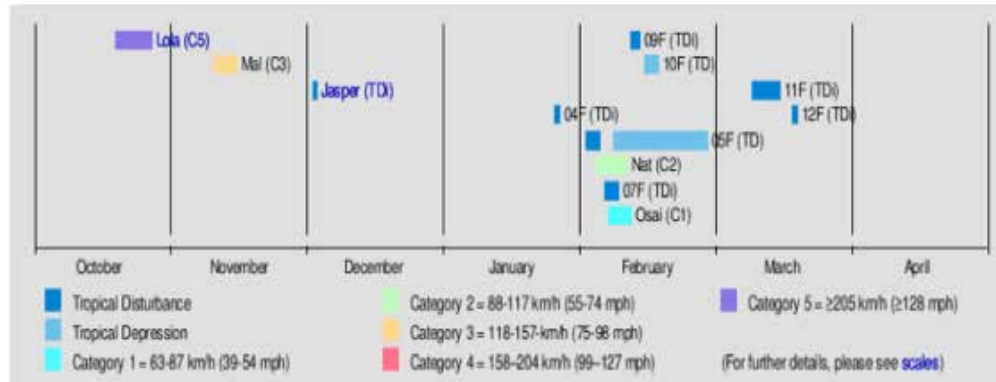
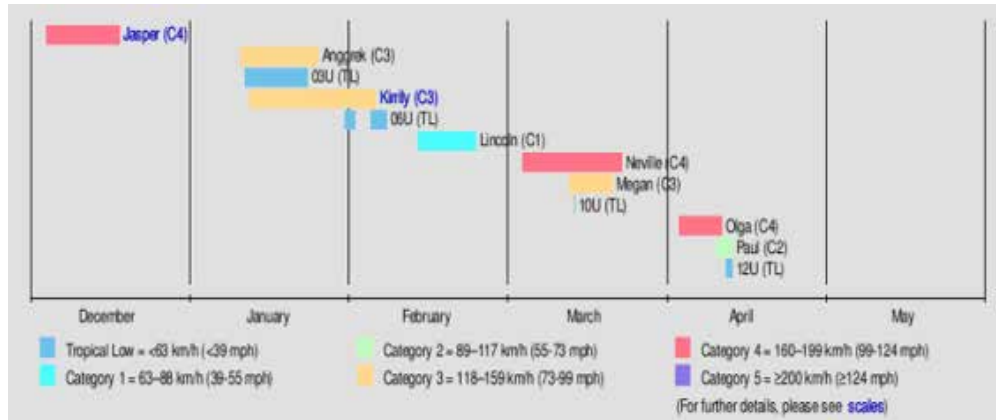
If you would like to go into the draw to win a handy Burnsco Dry Bag email publicity@opuacruisingclub.co.nz and let us know, in which advert you found the little yacht, as well as what you like best about our monthly newsletter before **22th MAY** to go in the draw.

The winner will be announced in the JUNE issue.

(Sourced from Wikipedia.)

This time-map shows the cyclones that affected the Australian and South Pacific regions during the cyclone season that started on 1 November 2023 and ends on 30 April 2024.

AUSTRALIA



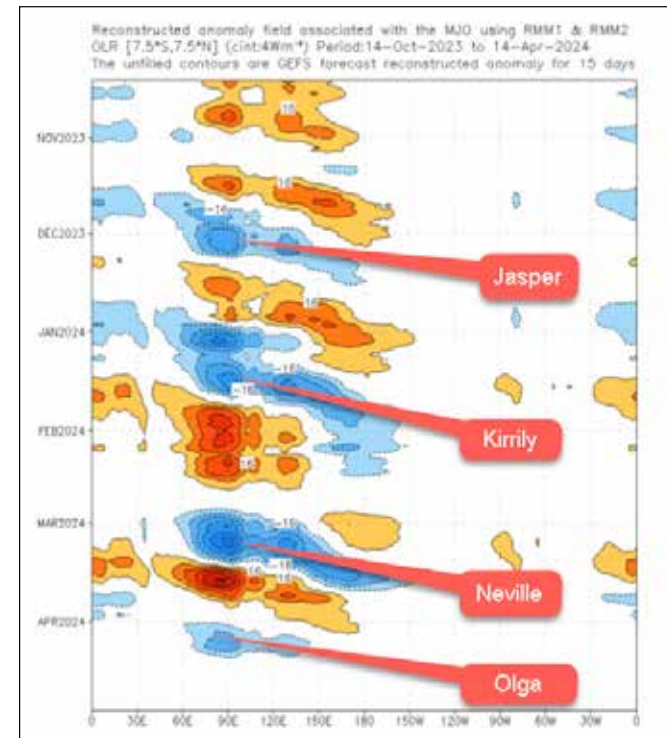
SOUTH PACIFIC

Vanuatu had a hard time in 2023 with three severe storms: *Judy* and *Kevin* in March, then *Lola* in October. Then in November, *Mal* brought some minor damage to Fiji.

During this cyclone season none bothered New Zealand (unlike last season).

The main damaging cyclones this season were around Australia. This was an El Niño year, and such years are sometimes “below par” for tropical cyclones in NZ.

It is interesting to compare these cyclone clusters and damaging cyclones with the passing MJO (Madden Julian Oscillation) pulses, shown here as blue zones in the OLR (outgoing longwave radiation) anomalies, from www.cpc.ncep.noaa.gov/products/precip/CWlink/MJO/mjoupdate.pdf. Basically, the denser the tropical clouds, the lesser the satellite measured OLR. We had four MJO pulses during the past cyclone season.



When a MJO pulse arrives in our part of the world, there is a higher tendency for tropical cyclones to be triggered. It is just a tendency; it doesn't always work, and cyclones can form without the MJO, but it is a useful indicator, as shown in the MJOs we had this season and the main cyclones that affected Australia.

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BAY OF ISLANDS

ANSWERS TO QUIZ May 2024 (page 11):

1. d. The distance from the waterline to the deck.
2. c. Fix by position line
3. b. False, they stand for Mean High Water.
The average of all the high water heights
observed over time at that location
(The National Tidal Datum Epoch)
4. c. Semi diurnal tide
5. c. The height of the mast plus the freeboard
of the vessel.

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MEMBERSHIP NEWS

BY JUDY LYMBERY

At the last couple of Executive meetings, a topic of discussion has revolved around membership numbers at Opua Cruising Club and how we can increase the income of the Club in order to maintain the current programme of activities. There have been a number of suggestions on how by restructuring the membership, more people could be involved in supporting the Club's activities. This would involve a change to the Club's constitution and support from all members to agree to such a change. A little background detail is required here – as it stands at the moment only full members are able to vote, be on the exec committee, and have full rights to the Club discounts at the bar and on food. Social members do not have voting rights and only receive 50% of the discount on drinks and food. By offering these discounts, we hope to attract more people to join the Club. You may have ideas as to how else we can do this!

Whilst this seems fair in terms of the membership fees that are paid, it does mean the Club struggles to find people who can serve as exec members or flag officers. Whilst the Club values the social members, many of whom do help with sailing and social activities, it would be useful to develop a new team of Club members who could take over the management of the Club in the future. The social members are also the people who support the bar and *The Galley*; whilst the sailing members are out on the water. Our membership numbers in each category are changing. We have fewer *Full Members*, greater numbers of *Super Members* and fewer *Junior* and *Family Members*. The number of Social Members is increasing. So whilst the total number remains static, the Club's income decreases as our running costs increase.

We have the AGM coming up in June, so the Club is looking to all members, full and social, to come along and voice their opinions on the changes that are being suggested and perhaps put themselves forward as committee members. It is your Club and we need your support to keep it going.

The following are some of the ideas that are being put forward for consideration.

1. **Make all members equal:** Pay one fee and have full rights. Eg everybody pays a flat fee of say \$120. This would mean increases for some and decreases for some and also a change to the constitution will be required.
2. **Form two groups:** Sailing (to include boat owners, skippers and crew) and non-sailing. Sailing group to pay a little more to cover costs of sailing, and remove the current race fee. All crew to be encouraged to join the Club: What effect could this have on the number of crew available?
3. **Maintain the status quo:** and Apply a fee increase to all types of membership. No change is needed to the constitution and no change to individual rights.
4. **Keep the current system:** But change the constitution to enable social members to serve on committee, but not as flag officers and no change to the discounts for social members.

These are some of the ideas that have been put forward; if you have other suggestions, now is the time to have your say. Please email to membership@opuacruisingclub.co.nz.

See you all at the AGM!!

This month I thought we'd focus on mainsail trim. I've taken excerpts from an excellent article by Tony Bull on *mysailing.com.au*¹ and illustrations from *Sail Magazine*, *Rupert Holmes How-to: Mainsail Trim 101*².

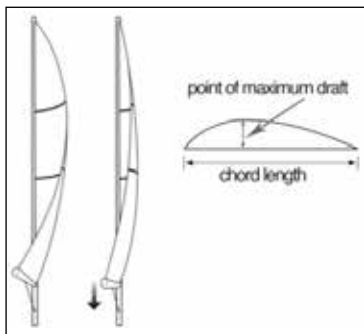


Fig 1 - Pulling the boom down with the vang or mainsheet decreases twist (left); When thinking about mainsail draft it's important be aware of both the amount of draft and its fore-and-aft position (right).

Mainsheet – the primary control, it controls the leech tension or amount of twist in the sail. In very light airs have the sail set up with a fair bit of twist, but once the boat is moving bring on the sheet tension until the top leech ribbon is set most of the time. As the breeze increases, ease the sheet to relieve the power, but not so much that the sail begins to flap or rag; when this happens we need to use the backstay, cunningham and outhaul to flatten the sail and then we can sheet it back on.

Traveller – in light to moderate winds use the traveller to keep the boom in the centre in light winds with the mainsheet eased, the car may have to be well to weather. The traveller should be constantly in motion upwind and

used in concert with the helm as the boat sails through gusts and lulls.

Boom vang – used to control the angle of the boom horizontally, particularly when the sail is eased out beyond the extension of the traveller. In this case where the mainsheet has no direct pull down on the mainsail it takes over as the primary control of twist.

Outhaul – controls depth in the lower third of the sail; one of the lesser adjusted controls, it should be eased in lighter airs and brought on as the breeze increases.

Backstay – controls the depth of the sail in the top two-thirds; the primary control for flattening the sail as the breeze increases. Should be used as a trimming device similar to traveller (and sometimes in lieu of) to control the amount of power the boat needs as it sails through the varying wind.

Cunningham – controls the point of draft in the sail; as we begin to flatten our sail the point of maximum draft will begin to move aft in the sail away from its optimum design point; we can use the cunningham to tension the luff and pull the draft back forward.

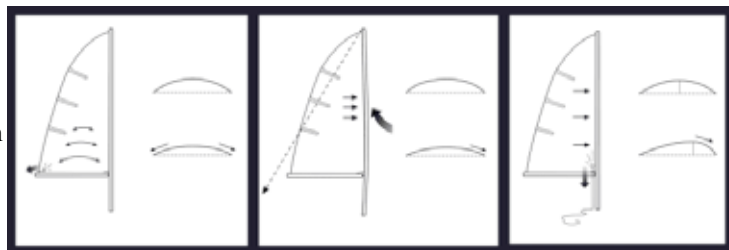


Fig 2 - Tensioning the outhaul flattens out the lower portion of the sail (left); Tensioning the backstay flattens the middle of the sail and moves the draft forward (middle); Tensioning the halyard or cunningham moves the draft forward (right).

¹ <https://www.mysailing.com.au/mainsail-trimming-is-the-key-element-when-making-a-keelboat-go-fast/>

² <https://www.sailmagazine.com/diy/mainsail-trim-101>



Sourced from <http://www.linz.govt.nz>

E-mail address hydro@linz.govt.nz

NEW ZEALAND HYDROGRAPHIC AUTHORITY TIDE PREDICTIONS

Opua

Lat. 35°19'S Long. 174°07'E

MAY 2024












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

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

TIMES LISTED ARE N.Z. STANDARD TIME

CROWN COPYRIGHT RESERVED

May 2024

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1 	2 	3	4	5
6	7	8 	9 	10	11	12  Pink Ribbon Brunch & Mocktails 10.30 am Mother's Day
13 Committee Meeting 5pm	14	15 	16 	17	18	19  Winter Series Race 1 – 1pm
20	21	22 	23 	24	25 Cruising Division TBC	26 Cruising Division TBC
27	28	29 	30	31		