OPUA CRUISING CLUB

FREE MAGAZINE

THE FRIENDLIEST CLUB IN THE SOUTH PACIFIC

tell tales

Race 2, NZ Yacht Services Winter Series.
(Photograph by Finn Topzand.)

JULY 2025

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COMMODORE'S REPORT

BY TERRY DUNN

A good turnout for the AGM on Tuesday night. Exciting news is that OCC has now officially taken over as host of the ***2026 Solo Trans-Tasman Race,*** formally run by ***New Plymouth Yacht Club***, and there are already some enthusiastic potential entries. This is planned for late May next year and ***Julie Kidman*** has taken on the role of driving it.

We welcome ***Jane Vince, Paulette Smith, John Ross, Finn Topzend and Ian Templeman*** to the committee.

Jane has extensive accounting skills and will assist Derek in the Treasurer role; Paulette has offered to look after membership, a position that has been lacking in the last couple of years; John is keen to spice up the racing side and has lots of ideas, especially better interaction between the other BOI clubs; and Finn was instrumental in installing the ***Sailsys*** racing/handicap system last year and is keen to keep the racing interesting and encourage more boats out on the water.

Ian has taken on the cruising role, another job that has lacked a driving force in the last couple of seasons, so that should be good for summer.

Ian was also successfully nominated as an ***OCC Life Member***. Ian's passion and involvement in the Club never stops.

He has served 4 years as Commodore and is always putting his hand up when we are struggling, especially in the race organising/race officer side of the Club. Thanks from us all, Ian.

We still do need a ***Vice Commodore,*** so please, if anyone is keen for involvement please call me.

The meeting also voted to follow the stand of Russell Boating Club and oppose the fast track process consent that the ***Waipiro Bay Marina*** developers are pursuing. No discussion was had as to whether the Club supports or opposes the marina, it is the fast-track process we are opposing.

We also discussed ***membership fees*** and decided that they will remain the same as last year and we will again install a suggestion box in the foyer; please any ideas/suggestions/changes you would like to see please put in the box.

Thanks to everyone who attended.

See you in the Club.

Cheers, Terry

commodore@opuacruisingclub.co.nz

OPUA CRUISING CLUB

Trans Tasman Challenge

Opua to Southport Yacht Race

Early notification

Opua Cruising Club is to be the organising club and host for the 15th Solo Trans-Tasman Challenge. It is an honor and privilege to take on this race with its proud legacy as the second oldest continuously-run single-handed ocean race in the world.

More details, such as potential two-handed and fully crewed divisions to follow.

Plenty of opportunities for volunteers, sponsors and the community to be involved, get in touch if you want to help.

Race start 30th May 2026

Website TBC Instagram TBC Whatsapp TBC

JUNE RACING REPORT

BY OCC SAILING COMITTEE

The 2nd race of the ***New Zealand Yacht Services Winter Series*** was held on 15th of June. Four boats lined up, obviously cleaning the bottom for two races a month is unappealing.

The race started with a spinnaker/gennaker run to Tāpeka, a beat up around Robertson and a run back to to Tāpeka all boats were within 200m of each other. After three hours racing, ***Kantime*** crossed first two minutes ahead of ***Moving Violation*** and ***Raccoon,*** and forth was ***Blazay*** on handicap ***Moving Violation*** by two seconds in second place to ***Raccoon***.

Coming up we have ***Bay of Islands Marine Rum Race*** on the 5th July and 26th July; as well as the next ***New Zealand Yacht Services Winter Series*** is on the 13th July.

See you out on the water or up at the Club!

Race 2, NZ Yacht Services Winter Series.
(Photograph by Finn Topzand.)

Our Final Overseas Voyage on *Noridiam*

Fiji 2OOO

We caught up with friends on *Celtic Dragon*, we delivered some of their gear to them which we had brought with us. The situation in Fiji had got

Roger on Noridiam.

quite nasty at one stage because of the coup and their charter business had suffered. The rebels on Vanua Levu had been captured and life was slowly getting back to normal.

We had a four-day sail from Futuna to Savusavu. Arriving late afternoon, we anchored at Cousteau Resort.

Up early the next morning and set off for Nakama Creek where we anchored and waited to be cleared by customs. Six guys came on board, considering the paperwork, everything was completed quickly and efficiently.

We were impressed with the set up at the *Copra Shed Marina* and enjoyed meals and drinks at the cafe and *Yacht Club Bar*. The market had plenty of cheap fresh produce, great after expensive Wallis and Futuna.

The next day we took a taxi to the hospital where we had to pay our dues to the Health Department. We had to go to another office to have our form stamped and then get a cruising permit which would take a few days to arrive.

Our friends took us on a sunset cruise along with a New Zealand travel reporter who was staying on their boat, courtesy of the Fijian Tourism Bureau. Our friends were hoping they would get rave reviews as it had cost them a fortune setting up their charter business.

Georgie feeding the reef fish.

One day we decided to go back to *Cousteau Resort* and met up with our friends who took us in their runabout to Split Rock to go snorkelling on the reef. We had been told to take some bread to feed the fish. I was enthralled by the variety of coloured fish . There were numerous little black and white striped sergeant majors that were circling around waiting to be fed. Some of them got over enthusiastic and would nip your fingers. We swam over to watch the clownfish darting in and out of the sea anemones.

Noridiam *leaving Suvasavu.*

It was time to catch up on some jobs in preparation for returning to New Zealand.

Articles of recent trips to the islands would be much appreciated. (Ed)

HOW TO SURVIVE 6 WEEKS AT SEA WITH 4 CHILDREN

It seemed a daunting prospect. A Pacific Ocean passage of 4,000 miles, plus, with four children aboard. Nina Kiff describes the 41-day adventure, during which two birthdays were celebrated. (Published in Yachting Monthly, Nov 1996.)

Picking up popcorn with a straw while wearing hat and gloves! Birthday fun.

The two birthdays were spent having a day of fun and games. Rebecca and Sarah organised a treasure hunt; picking up popcorn with a straw and guessing how many beads were in a jar. We all got certificates and prizes that they made. And, of course, we had birthday cakes with the appropriate number of candles.

Tom's 7th birthday.

As we passed the different stages of the trip we marked them with something special to eat and drink. Everyone took a turn at cooking, and even Tom became quite a good chef, making tasty concoctions from various tins. He was also very good at making fresh bread rolls for breakfast.

Tom making bread rolls.

We have a SSB on board, which proved to be a great morale booster. Whilst cruising the Caribbean we had met many yachties, most of them heading back across the Atlantic, as we continued westward, but before saying goodbye to our friends on *Deception,* we arranged a twice-weekly schedule, and these were eagerly anticipated. The children enjoyed talking to Graham and Jean, telling them what they were doing and how they were coping. We managed to keep in touch throughout the six weeks of the passage, and they told us they reached the Azores safely as we arrived in Atuona. After that, the time difference and the propagation got the better of us and we lost contact. We

also spoke to other boats going the same way as us. Some of them we never met, but we were able to compare weather conditions and exchange positions. It was comforting to know that someone knew roughly where we were.

Land Ho! Hiva Oa in the Marquesas. Wild and rugged and shrouded in mist.

Finally, after 41 days at sea, we sighted Hiva Oa. The Marquesan Islands are wild, rugged and sparsely populated and have few lights. We knew we would not make the little harbour of Atuona in daylight, so decided reluctantly to heave-to for the night and wait for the next morning. Our last night at sea saw more wind than we had the previous 6 weeks and was probably the longest and most uncomfortable night of the entire trip.

It was a great moment when we stepped ashore the next day after all the time at sea. We all complained of aching legs, but had arrived safely after what may turn out to be the longest sea passage any of us will make.

This was taken last Christmas, the first time ever all 14 of us had been together. 33 years on from when we did that voyage.
Front row, from L/R: Riley, Cooper, Nina, Ruby, Tony, Thorsten, Sarah, JR.
Back row, L/R: Richard, Rie, Zoe, Kevin, Rebecca, Tom.

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OPUA CRUISING CLUB

COFFEE
IS NOW AVAILABLE
AT THE BAR

Nautical Nowledge

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

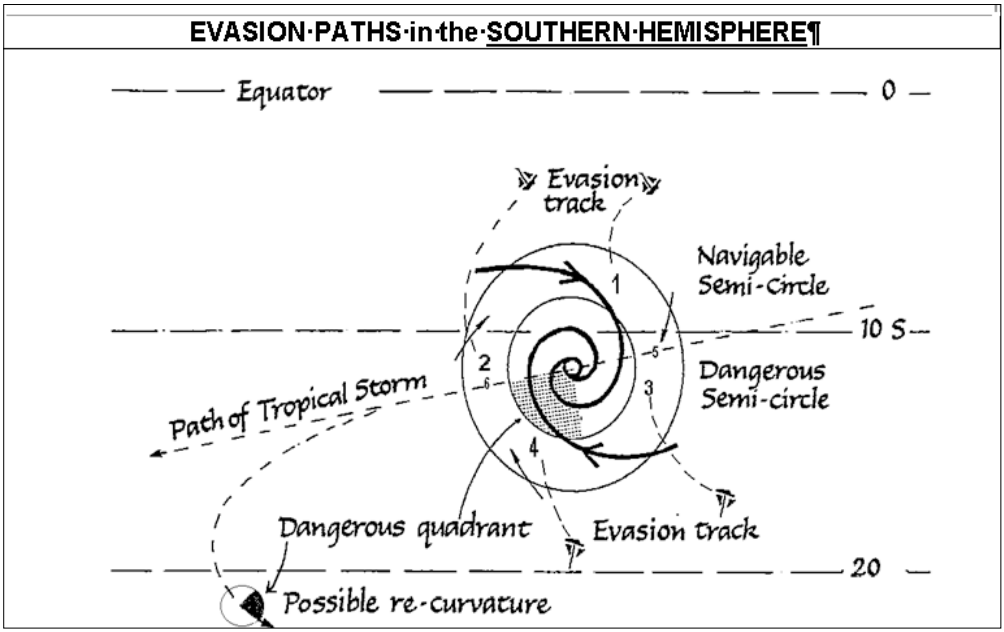
1.	What are the horizontal movements of water from any cause, such as tidal phenomena, prolonged wind activity or river flow called?
	a. Tides
	b. Currents
	c. Currants
	d. Waves
2.	A sailing vessel less than 20m in length may combine side and stern lights in one lantern carried at or near the top of the mast when sailing or under auxiliary engine.
	a. True
	b. False
3.	Advanced stage symptoms of what include bluish lips, shallow, laboured gasping/breathing, weak rapid pulse, extreme thirst, nausea and vomiting?
	a. Shock
	b. Hypothermia
	c. Internal bleeding
	d. Sea sickness
4.	What does this navigation mark mean? Pic courtesy of Great Escape Sailing WOW #6. Another brilliant weekend of women's sailing fun.
	a. Rocks to the south
	b. Keep Left
	c. Isolated danger
	d. Safe water to the west
5.	The time at which a tide reaches its minimum height is called what?
	a. Mean Low Water
	b. Mean Lower Water
	c. Low Water
	d. Chart Datum

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/

EVADING THE ROUGHER PARTS OF A STORM: "GO RIGHT"

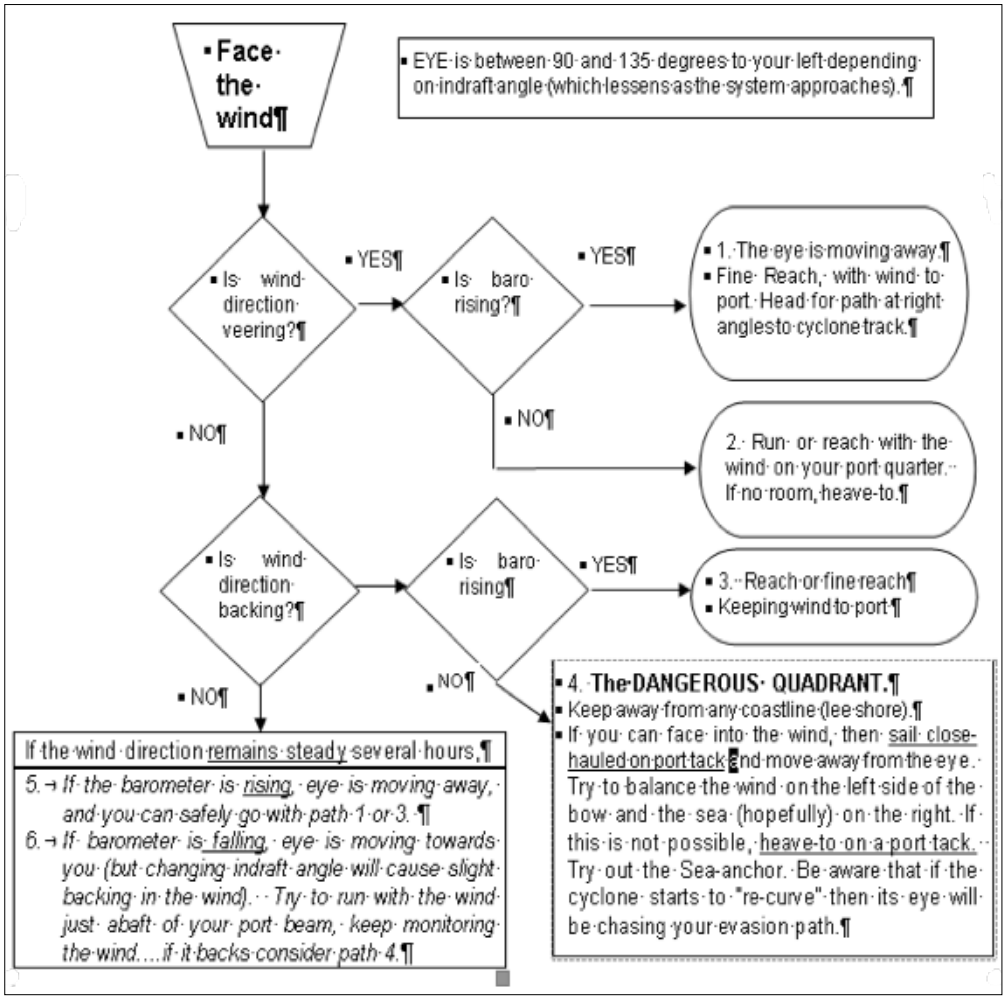
Buys Ballot's Law (in the southern hemisphere) states that if you **look** into the wind then the **low** (air pressure) is on your **LEFT**, (LLL). Allowing for frictions the low is behind your left shoulder. To avoid the low, **GO RIGHT**. Another way of putting this is that to sail away from a LOW, put the wind on PORT, maybe a on a broad reach or run.

The diagram below comes from my Mariners Met Pack, which is still available from MetService (http://about.metservice.com/our-company/learning-centre/mariners-met-pack/). It covers tropical cyclones found north of 20S going to the southwest, but can be adapted to lows near New Zealand by spinning the diagram (turn counter-clockwise 90 degrees) around so that the "dangerous quadrant" is the SE quadrant (LOW is going to the southeast).



The "Law of storms" or more pedantically correct "Law of Gyration," (or the law of the rotation of winds) was compiled by H. Dove in 1826 (before weather maps). Here is a link to the original article thanks to STARPATH https://www.starpath.com/resources2/Practical_Matters_from_Dove.pdf

And here is a practical spreadsheet to help you decide which quadrant you are in and what to do.



When near a FRONTAL SYSTEM the "GO RIGHT" law is no longer the best mitigation strategy. More on that in another article.

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ANSWERS TO QUIZ - July 2025 (p 11):

1. b. Currents
2. b. False, only under sail. When under auxiliary engine a white light (steaming light) must be shown above the port and starboard lights
3. a. Shock
4. c. Isolated danger, safe to pass on all sides, but not too close.
5. c. Low Water

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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!

The JUNE WINNER is: Trish Hope: "Love the *Tell Tales* for updates on events at the Club. The new email version is so great and easy to read. Thanks."

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 **22 JULY 2025** to go in the draw.
The winner will be announced in the August edition.

MANY THANKS!

BY VIKI MOORE

Island Cruising would like to send a big thank you to Terry, Sheila and the team at the ***Ōpua Cruising Club*** for hosting the ***Pacific Rally*** departure in May.

Over 50 vessels and their crews gathered in Ōpua for the rally pre-departure events, including briefings, drinks and a big party held at the Club.

Other activities included a BBQ at Burnsco, fishing demonstration, Sail Repairs at Sea, a visit to the OC Tenders Factory, a walk to Paihia and a trip to the Omata Estate Winery for pizza.

After a short weather delay, the yachts departed for Tonga, Fiji, Vanuatu or New Caledonia and they are currently all scattered around the South Pacific having lots of fun.

While we are up in the Pacific, we gather up all the International Cruisers and encourage them to join us to sail back to New Zealand for summer.

The ***Pacific Rally 2026*** has just launched so if you'd like to join in all the fun, check out the Island Cruising website for all the details: www.islandcruising.nz

We look forward to seeing the Ōpua Cruising Club members again when the ***Pacific Rally 2025*** returns at the end of October.

Toitū Te Whenua
Land Information New Zealand

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

July 2025

N.Z. Local Times and Heights of High and Low Waters

	Time	m
1 Tu	05:46	0.9
	11:52	2.3
	17:53	0.9
2 We	00:19	2.4
	06:33	0.9
	12:41	2.2
	18:41	1.0
3 Th	01:05	2.3
	07:20	0.9
	13:33	2.1
	19:32	1.0
4 Fr	01:52	2.2
	08:08	1.0
	14:27	2.1
	20:25	1.1
5 Sa	02:41	2.2
	08:57	1.0
	15:24	2.1
	21:19	1.1
6 Su	03:31	2.1
	09:48	1.0
	16:21	2.1
	22:14	1.1
7 Mo	04:22	2.1
	10:40	1.0
	17:14	2.1
	23:07	1.1
8 Tu	05:13	2.1
	11:30	0.9
	18:03	2.2
	23:57	1.1

	Time	m
9 We	06:02	2.1
	12:18	0.9
	18:49	2.2
10 Th	00:44	1.1
	06:50	2.2
	13:04	0.8
	19:31	2.3
11 Fr	01:29	1.0
	07:35	2.2
	13:46	0.8
	20:13	2.4
12 Sa	02:13	1.0
	08:19	2.3
	14:28	0.8
	20:54	2.4
13 Su	02:57	0.9
	09:02	2.3
	15:09	0.7
	21:35	2.4
14 Mo	03:41	0.9
	09:45	2.3
	15:52	0.7
	22:17	2.5
15 Tu	04:26	0.8
	10:30	2.3
	16:35	0.7
	23:00	2.5
16 We	05:12	0.8
	11:17	2.3
	17:22	0.8
	23:46	2.5

	Time	m
17 Th	06:00	0.8
	12:07	2.3
	18:12	0.8
18 Fr	00:35	2.4
	06:50	0.8
	13:02	2.3
	19:06	0.9
19 Sa	01:27	2.4
	07:43	0.8
	14:02	2.2
	20:06	0.9
20 Su	02:23	2.3
	08:40	0.8
	15:07	2.3
	21:09	1.0
21 Mo	03:24	2.3
	09:40	0.8
	16:14	2.3
	22:14	1.0
22 Tu	04:27	2.3
	10:42	0.7
	17:17	2.3
	23:19	0.9
23 We	05:30	2.3
	11:44	0.7
	18:16	2.4
24 Th	00:20	0.9
	06:30	2.3
	12:43	0.7
	19:10	2.5

	Time	m
25 Fr	01:17	0.8
	07:26	2.4
	13:36	0.6
	20:01	2.5
26 Sa	02:10	0.8
	08:18	2.4
	14:25	0.6
	20:48	2.5
27 Su	02:59	0.8
	09:06	2.4
	15:11	0.7
	21:33	2.5
28 Mo	03:45	0.8
	09:52	2.4
	15:54	0.7
	22:16	2.5
29 Tu	04:28	0.8
	10:36	2.3
	16:36	0.8
	22:58	2.4
30 We	05:10	0.8
	11:19	2.3
	17:17	0.9
	23:38	2.3
31 Th	05:51	0.9
	12:02	2.2
	18:01	0.9

Times listed are N.Z. Standard Time

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July 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2 Darts	3 Tradies' Thursday	4 Happy Hour 5-6pm	5 BOI AUTO & MARINE Race 2 - first start 2pm Winter Pursuit Series	6
7	8	9 Darts	10 Tradies' Thursday 7.30pm BINGO	11 Happy Hour 5-6pm	12	13 NZ YACHT SERVICES Race 3 – 1pm Winter Series School Holiday Ends
14 Committee Meeting 5.30pm	15	16 7.30pm Darts	17 Thirsty Thursday 7.30pm QUIZ	18 Happy Hour 5-6pm	19	20
21	22	23 Darts	24 Tradies' Thursday 7.30pm BINGO	25 Happy Hour 5-6pm	26 BOI AUTO & MARINE Race 3 - first start 2pm Winter Pursuit Series	27
28	29	30 Darts	31 Tradies' Thursday			

Please note, the calendar entries are correct at the time of printing; please check www.opuacruisingclub.co.nz for any changes.