



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

May 2018 Newsletter

Commodore's Corner

More remedial work to the driveway is scheduled to commence shortly. In addition to the contractor replacing cracked sections, we are having them put a 3 metre slab at the bottom of the old existing section, where water egress is quite obvious through a large pothole. The cost of this additional work, is offset in part by the machinery required, being already on site. Again, there will be considerable inconvenience whilst the work is undertaken and the concrete is allowed to cure for a week. Trailers will not be able to use the driveway during this period.

Marina Pete and his small team, have had a major clean out under the clubhouse, it is surprising how much room is under there. This will allow us winter storage, for a large number of our centreboard fleet.

Patronage of the clubhouse continues to be good, and the YTD financials show the restaurant and bar giving the club a good return, after paying all outgoings, including the rates and insurance, on that part of the property.

In June the club will be hosting an inaugural "Teams Racing Regatta" open to all-comers. This is aimed at ex college students, who wish to continue teams racing, the entries are still coming in, but it looks as if we will reach the limit of 12 teams. This event is being driven by Reuben Corbett, and if successful, it is envisaged that it will become an annual event. In the UK and USA these regattas are very popular between the various university teams.

We have also been invited to host our 3rd Bic Regatta in February 2019, which the Club will gladly accept. The recent one gave a nice little boost to the centreboard coffers and next year's regatta will follow close behind the "Bic Worlds". A large number of international sailors are expected for the world's (50 Italians rumoured) and a good number may still be in the country at the time of our Regatta. So we could well have some big fleets.

Be safe and have fun on the water.

Peter Wilson, Commodore

"The sea, once it casts its spell, holds one in its net of wonder forever."

— Jacques Yves Cousteau



Kerikeri Cruising Club Presents

**MID-YEAR
MATARIKI DINNER
2018**

*Celebrate Matariki
with a family friendly feast*

Saturday 30th June 2018

Tickets available from the Marina Office and Club Bar

Centreboard

Lake Manuwai Holiday Programme

The holiday programme in the first week of the April holidays was well attended & lots of fun despite challenging weather that was at times quite windy & showery.

Rowing, kayaking, & sailing were some of the on-water activities while board games & football were played on-shore & in the shed when the weather was not suitable for maritime activities.

The next holiday programme will be in the summer holidays.



Women on the Water

The increasingly popular Women's Learn to Sail course has finished for the season. Seven women started the course in spring 2017. Word of mouth referrals saw the second intake in February 2018 increase to ten women.

The Yachting NZ course covers all the basic sailing skills that are taught at Lake Manuwai to youth sailors but it is taught at Doves Bay in boats more suited to adults. The tutor, Aevril Hibbard, is an experienced sailing instructor with great rapport with children & adults alike. Aevril is ably assisted by the Club's Rear Commodore, Doug France.

The female student sailors have a range of boating experience from absolute beginners who have never sailed before to yacht joint-owners who had previously been relegated to the position of unskilled crew due to their lack of experience & confidence. The sailing course changes that!

One of the women commented that although “bloody hard work” sailing provided relaxation & an opportunity for “me-time”. Another said learning to sail had boosted her confidence so she was able to participate more equally on the family yacht. The female sailing students also boosted the number of boats able to race for the Club’s intensely competitive Bed R Us Ladies Series, with seven boats making up that fleet & more than double the number of yachts on the previous year. Many of these sailors are now keen to continue on racing boats in the main fleets so if you are looking for crew please contact the office or Vonnie France for details.

It is likely that the Women’s Learn to Sail will be offered again in the spring. If you are interested in joining please let us know now as places will be limited.



Protecting Your Investment #53 - Mooring Fastenings

A few years ago my home-made mooring rings had absorbed enough water to sink. I was not too concerned as I have twin lines fore and aft, so if the tight one parted, there was a back-up line to take over.

More recently, a major surgery temporarily made boat and line handling with the lines being effectively shortened by the sunken float rings, a lot more difficult. With a grandson's help the old rings were lifted in order to remove the lines and remedy the system.

It soon became apparent that the permanent addition of sediment laden salt water to moving parts such as a shackle and chain, significantly increases the rate of wear. The photos below show just how severe the wear can be.



Admittedly the shackle had been in place a lot longer than was prudent, but that is what this article is about. Regular inspection of mooring fittings is essential for security of your vessel.

A point worthy of note is the ease with which the shackle was undone. In the past I have studiously avoided endorsing or criticising commercial products, but feel that in this instance an endorsement is of potential benefit to boat owners. For many years I have used "Rescue Steel" on all threaded bolts, shackles and the like. This shackle, corroded as it is, was undone with ease by holding it in one hand and turning the pin with a small spanner. There is zero corrosion on the two parts of the pin protected by "Rescue Steel" and enclosed by the shackle. An untreated galvanised shackle immersed in salt water for that long would probably be impossible to dismantle

Dennis Boggs

Keelboat

Where did the summer go? By the time you read this we will be into at least the first of our two winter series of races, leading off with the Harcourts winter series and followed a week later by the first of the Fell Engineering winter rum series. More on the format of the rum races further down.

The two major summer series have now concluded, with Animal Biscuits (Craig Partridge), Physical Favours (Pete Woods) and Rikki (Ray Haslar) filling the first three places in the Scottronic Technologies Wednesday series A Division, and Aalita (Andy August), Stray Cat (Peter Hooper) and Enhanse (Blue Newport) doing the same in the B Division fleet. The PHRF series run in conjunction with this series was taken out by Physical Favours followed by Rikki and Deep Throttle (Tony Dalbeth-Hudson). All of the general handicap points will now be carried into the second half of the Divisional Championship series that will also include the results from the Harcourts series.

The Craigs Investment Partners Friday Rum series was also completed recently with good fleets throughout. In A Division it was the consistently sailed Hicky Burr (Steve Miller) who took out A Division, followed very closely by Physical Favours (just half a point in it!) and Demonstrator (Bob Donaldson). B Division's larger fleet had Aalita once again at the forefront but only by one point from Vim (Garry Colebrook) and Enhanse (Blue Newport).

The Beds R Us Ladies series was finally completed, with two of the four scheduled races having to be re-sailed, and one of them twice! When this on again, off again series was finally put to rest it was Freedom Five (Hilary Johnson) taking it out from Rikki (Erica Whyte) and Physical Favours (Maree Sharp). This year's series had the best fleets by far when compared to those of recent years, allowing many more women and girls to be involved as a result. Our thanks in no small part to the huge effort put in by Vonnie France to have everyone get out on the water in everything from very light to more breezy conditions. It was good to see the resurgence of ladies out on the water once again.

The Crombie Lockwood Coastal series also had its share of not so good weather that forced the postponement of one race. This series finally drew to a close with Physical Favours leading Learning Curve (Paul White) by another slim half point margin, while Lelant (Royce Clark) took out third place. This three race series included two "bay" races, plus the Cavalli Islands race that was reinstated this year. Following a request to allow the use of self-steering devices for yachts crewed by

no more than two people a change was made to the Sailing Instructions to allow for this eventuality.

On April 27th we hosted the interclub race for the Epiglass Inter-club trophy that we have had stashed away in our trophy cabinet since 2003. For those who weren't there it was a great day with fifteen yachts representing the four clubs in the bay. Racing was tight, with Plan B coming home first just ahead of Opuia's California Kiwi. The surprise of the day was seeing Stray Cat crossing the finish line in third place and taking out handicap honours as well. Sounds like an A Division performance to me! In the end it was the sum of the best five corrected times for the Opuia Cruising Club boats that took both the day's honours as well as the Epiglass Inter-club Trophy, beating the combined results of the best five KCC yachts by less than two minutes. It was a perfect day on the water that saw a good crowd back in the clubhouse for the prize giving. Thanks to Bruce for making the Lady Claire available to us, to Charles and his team for putting on another very long table of fine food.

Please note that the start times in the yearbook for the Cater Marine winter series is not correct; the first start (B Division) for all races will be at 12 noon and NOT 1100 as per page 63 in the yearbook. The revised NOR and SI are now on the club's web site.

Fell Engineering winter rum series

After consultation with a large number of owners it was decided to sail this series with two separate divisional starts (NOTE: Mark Foy start times will NOT be used). B Division yachts now have their start programmed for 1400 hours followed by the A Division start at 1410. The first race in this series gets underway on May 6th.

All of the amended NOR's and Sailing Instructions can be viewed on the club's web site at <https://www.kerikericruisingclub.org.nz/sailing/keelboat/race-calendar-anotices.html>

Coming up in May – all races on a Sunday . . .

6th	Rum series race 1	First start 1400	Fell Engineering
13 th	Winter Series race 2	“ 1200	Harcourts BOI
20 th	Rum series race 2	“ 1400	Fell Engineering
27 th	Winter Series race 3	“ 1200	Harcourts BOI

Is this how you see your week? Not necessarily with the tie of course. ¶



Happy sailing. ¶

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Yachting New Zealand Advocacy

Yachting New Zealand have a role in advocacy, looking out for the interests of yacht clubs and their members as well as the wider sailing and boating community.

Often this involves protecting our marine environment and cruising grounds we enjoy so much. We continue to work across two major issues at the moment which affect two of our most pristine grounds.



Northland Regional Plan

This looks at the entire Northland region across a raft of issues and many of these affects sailors and boaties, particularly around sewage disposal, anchoring, aquaculture and marine pests.

As many will know, Yachting New Zealand spent a great deal of time, effort and resources on achieving a positive outcome for Plan Change Four around aquaculture. We have supported carrying that outcome into the new plan, which is

also supported by council, but, as expected aquaculture interests have disagreed with that approach.

Yachting New Zealand have made an initial submission on the plan and the hearing is scheduled for August when Brabant and expert witnesses from clubs will appear.

Marlborough Environment Plan

This is an issue that has been going on for some time and continues to be something Yachting New Zealand have been working on tirelessly.

We made an initial submission on the plan in 2016 and last week our lawyer, Jeremy Brabant, appeared before the hearings panel to present our case on the issue. The main issue for us is a proposal to extend the limits from shore you can pump your holding tanks from 500m to 1000m. This is unacceptable from both a practical and health and safety point of view because, in essence, the only place you could do this is in Cook Strait.

The hearings are now completed and we await the panel's decision. Any decision is subject to appeal at the environment court.

"This is important because Yachting New Zealand will be one of the few voices standing up against big commercial interests, ensuring the bays and areas we like to cruise in as yachties and boaties remain free of structures including aquaculture," Yachting New Zealand chief operating officer Andrew Clouston said. "If we don't stand up now, we could lose these areas forever.

"These cases have been bubbling away for over a year now and are an illustration of the work we do behind the scenes to help safeguard areas we all enjoy. We'll keep you updated with any progress or issues as they arise."

Join Us on Facebook

Make a request to be added to the group. It will be handy, whether on the water or not, for Club members to connect with each other, sharing news & views, & updates on their travels, as well as photos & videos.

For more serious fare, you can also join the Kerikeri Cruising Club Boating Education page on which Gill Durham has posts useful information, advice & upcoming Coastguard Education events.

Contacts & Phone Numbers

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