



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

June 2018 Newsletter

Commodore's Corner

We have been advised that the process of obtaining title for the marina reclamation through Land Information NZ will be more complex than we had first imagined. Following a meeting between the Club's representatives & Law North we have arranged a meeting with Ngati Rehia representatives later this week. Ngati Rehia are the tangata whenua for this area, & the meeting is a courtesy before LINZ consults formally with some thirty interested parties. We've advised that it will be well into next year before we see the title.

I hope to see as many Club members as tickets allow at the Matariki mid-winter dinner on 30 June. Tickets are selling well, the prospect of charcoal spit roast lamb, toasted marshmallows & music seems to have hit a chord with many people. Reserve your tickets with the office by emailing membership@kerikericruisingclub.org.nz

The restaurant continues to be catering for good numbers despite the onset of winter. Charles has gone to warmer Pacific islands for two months but is being ably covered by his young protégée, Marissa. The kitchen team was put to the test on Sunday & coped admirably.

Ten teams competed in the 2018 Team Racing Nationals held here over Queen's Birthday long weekend. The regatta was very efficiently organised by Reuben Corbett & his team & generously sponsored by GJ Gardner Homes.

G.J. Gardner. HOMES

Day one's racing was cancelled at 8.45am due to high winds, day two's racing was also initially postponed because of no wind but finally got underway about mid-day as the breeze filled in. Racing continued all afternoon with all 45 races of round robin one completed before dark. Day three was sailed in moderate breeze with the final standings, 1st The Kiwis (pictured below predominantly local sailors - Frankie Dair, Maeve White, Shae Donahoe, Reuben Corbett, Josh Berry, Ethan Manning-Harris), 2nd Thievery, & 3rd The Elephants. Thank you to the many Club volunteers who made this regatta possible & for more great photos check out Bruce Carters Flickr albums.



And last but not least, I'm pleased to report that Physical Favours took 2nd over the line & 1st on handicap in last Sunday's Rum Race due skill, dexterity & natural cunning.

Peter Wilson, Commodore & ... keyboards on Physical Favours



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

Marina



Marina Approach Navigation Lights

The navigation lights for the approach to the Club's Marina have been reinstalled. The solar powered lights are now higher as they are mounted on top of a breakwater pile.

Centreboard

Grass Roots Sailing

Sunday May the 6th dawned grey and drizzly with 3 knot winds over Lake Manuwai near Kerikeri. 24 sailors and 10 valued supporters gathered by the shed on the shore. Tony Calnan had just erected a much appreciated small marquee with attendant BBQ.

Six Mistral's were hauled out of the shed by the sailors who ranged in age from 10 to 70+ years and in skill from expert coach to first year sailor, for some skippers, and first time for some crew. A fairly extreme range for any regatta, how could they compete sensibly and enjoyably together?

About nine sailors were (self) selected to form three teams, much fun discussion. These sailors then negotiated crews for their teams from the remaining sailors. Lots more discussion!

By 10.30 the teams (8 sailors in each) were allocated colours, Red, Orange and Blue. Orange and Blue set off in three Mistral per team while Red with assorted supporters went out in a couple of RIBs and the Pelin 15' start boat. A square 10 minute, starboard course was rapidly set around the Pelin, which with the line was $\frac{1}{2}$ way between windward mark 1 and last leeward mark 4. The course was around the square, reach to mark 2, run to mark 3 and reach back across to mark 4, then beat to the start/finish line.

Subscribe

Blue team beat Orange who swapped into the RIBs with the Red going into their Mistral. Red beat Blue in the second race, then lost to Orange who had swapped into Blue's boats. The wind increased to about 6+ knots and the round robin was repeated before lunch.

BBQ under the marquee it was now definitely raining. There was much discussion on the morning's racing. Peter Sharp gave a dissertation on trimming sheets in the light. After lunch, rain eased wind 10 knots, 3rd and 4th round robin nearly completed. At the start of the last race the wind slowly backed 160° and dropped to a mirror finish on the water. Amazingly there was enough air for the Mistral with their medley of very different sailors to get around the dead flat wind distorted course with no signs of frustration in 14 minutes.

Results at end of 12 races the three teams were within one point of each other, with only one protest. More to the point everyone claimed to have enjoyed themselves, in spite of the weather. After 12 races in 4 $\frac{1}{2}$ hours including a good lunch break, no one was out in front or out the back. 24 sailors plus supporters, more than most of our normal club days, had a very good combined sailing and social day in less than ideal conditions. The Mistral proved themselves an excellent boat for a variety of sailors to enjoy sailing in. This is our third such fun team sailing event and all have turned out in similar form.

Derry



Protecting Your Investment #1

An Introduction to a Series of Articles on Marine Mechanical Maintenance

In 50+ years of maintaining and managing large fleets of diesel powered heavy plant I think I have seen most forms of mechanical failure. Out of all this it has become obvious to me that most failures are preventable by following some pretty basic rules of preventative maintenance. Most of these can be done by the owner personally, or delegated according to choice.

The expected life of an engine is in indirect proportion to the amount of horsepower being screwed out of it – the more horsepower produced per litre of engine size, the shorter the life expectancy. If proper servicing and inspections are not carried out on a regular basis the failures which are bound to occur sooner or later are likely to be sudden, spectacular, and heartbreakingly expensive. Anyone who follows motor racing on TV must have seen cars going like the clappers and suddenly belch a huge plume of smoke and sometimes flames. These engines are producing huge horsepower per litre of engine size and the big failures are usually a terminal haemorrhage. Many modern diesels are also producing horsepower per litre far beyond anything dreamed of when I was an apprentice in the early '50's.

An example is the Caterpillar D8 tractor which in its earliest form, pre W.W. 2, produced 90 horsepower. In its final form in the 1970s the same size engine was producing 300 horsepower. Engine speed has also risen proportionally. The early D8 ran at a full governed speed of 950 R.P.M. The Hino diesel in my boat "Unplugged" has an idling speed of 900 RPM and full governed speed of 3000, and many modern diesels exceed that.

Apart from fuel and electrical systems, the most common cause of engine failure is due in one way or another to a malfunction of the cooling system. If an engine actually stops due to overheating internally without being shut down manually or by an alarm system the result will inevitably be a badly wounded cheque book!

When fuel is burned in an engine, less than half of the heat produced is converted to mechanical energy. About 60% is wasted out the exhaust pipe and the cooling system.

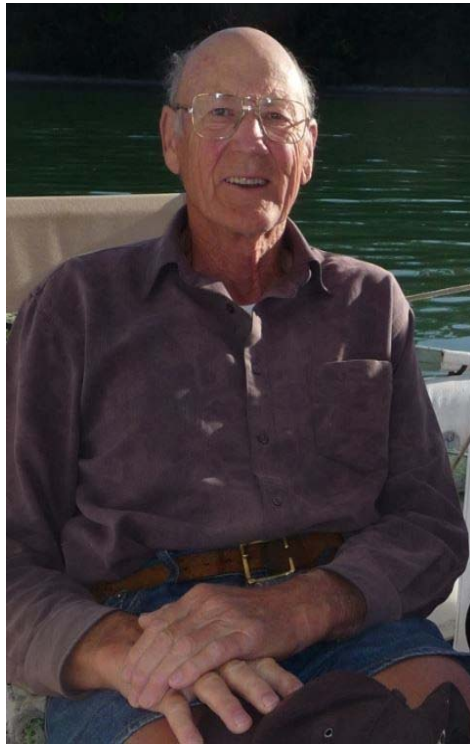
The cooling system must remove that waste heat from inside the engine and transfer it to the surrounding sea water so the engine can operate at a stable temperature of 80 to 90 deg, C.

Cooling systems on marine engines are almost always liquid type and this is the type we will be covering in this series. They are either heat exchanger systems with a closed circuit fresh coolant, and a raw water system to deliver the heat over the side. Or – Keel cooled with external pipes under the water line which transfer the heat directly from the closed circuit fresh coolant in them to the surrounding sea water. Or – Raw water cooled, where the water the vessel floats in is pumped directly through the engine. OK perhaps in Lake Taupo, but hey,

we live by the sea! This may have been OK for Noah, but he only planned to use his boat once!

Over the coming months most aspects of mechanical maintenance from the anchor capstan to the dinghy motor will be covered.

Dennis Boggs



Contacts & Phone Numbers

General Business: Peter Wilson, Commodore
commodore@kerikericruisingclub.org.nz

Marina: Jim Murdoch, Chair Marina Committee

Centreboard: Tony Dalbeth-Hudson 407 4449 tonydalbeth@hotmail.com

Keelboat Racing: Daniel Wise danielcwise@gmail.com

Berth Bookings, Enquiries, Haul Out, Club Subs, Safety RIB Bookings, Learn to Sail Registration: 407 9434 info@kerikericruisingclub.org.nz

Our mailing address is:

Kerikeri Cruising Club
346 Opito Bay Road
RD1, Kerikeri 0294
New Zealand