

# KERIKERI CRUISING

Newsletter  
May 2016

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## COMMODORE'S CORNER

From DOUG FRANCE - COMMODORE

It is with much regret that I accept the resignation from the general committee of John Durham, however John will still be KCC's representative on the fan worm trail. I also take this opportunity to welcome back Tim Bingham on to the General committee.

The centre board picnic sailed to Kent Passage and was such a success that the granddads and fathers suggested we have "An Old Farts Race" in minstrals next year.

Congratulations to Kerikeri High School on winning the Nationals. (see Derry's report)

I made submissions again to FNDC to proceed with the Windsor Landing boat ramp, which they have had a consent since 09, but funding keeps being delayed. Some expenditure is budgeted for year 16/17 but the major work will be done 17/18 I will continue to hound them on this project which should take pressure off KCC ramp when it is finally built.

### HAUL OUT CHARGES

There have been a couple of grumbles re the increase in haul out charges.

Income since July 2010 \$47,066

Expenses (maintenance, monitoring etc) since July 2010 \$38,042

Staff costs @2 hours per haul out (conservative estimate) \$21,650

Total Expenses \$59,692

Before we face complaints from the other direction that haul outs have been undercharged it should be remembered that when the facility first went operational, charges were scaled to the boat, size and maintenance expenses were considered however the facility was not used and price was the often sited barrier to use. Prices were reduced to encourage use.

*Continued page 4*

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**MEDIA RELEASE**

1 MAY 2016



## Another gold in the bag for Burling and Tuke - Sailing World Cup Hyeres



SAILING WORLD CUP HYERES 2016  
© PEDRO MARTINEZ / SAILING ENERGY WORLD SAILING

Peter Burling and Blair Tuke have once again secured 49er gold before starting the medal race, this time at 2016 Sailing World Cup Hyeres in France.

They are required to sail tomorrow's medal race, but are assured of the gold medal. The victory extends their winning run to an astonishing 26 consecutive regatta victories in the class.

Even a couple of capsizes couldn't halt the winning streak of Peter Burling and Blair Tuke.

The New Zealand duo wrapped up the men's 49er title at the Sailing World Cup event in Hyeres, France, overnight (NZT) with a day to spare. That was despite capsizing their boat twice in the third and final race of the day.

*Continued page 5*

As space allows the 'stories on the sea' will be published; out-of-date transcripts are just as interesting for their adventures.

If you have something to share, feel free to send it along.

Cheryl Rymer

Editor

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Commodore's Report

Tuke & Burling make it 26 in a row.

Vava'u Race Report

Centreboard Report

KCC's Ned Dalbeth-Hudson; part of a winning team

Earlier in April...Tuke & Burling take Europe

House & Social/Launch & Cruise Report

Courses

Protecting Your Investment #50

Fascinating Observations

Fan Worm

Bay of Islands Sailing Week 2017

Contacts



## VAVA'U RACE REPORT

The club web site now has a link to the Vava'u Race page <http://www.kerikericruisingclub.org.nz/vav-au-race.html> The page includes start date information and a 'Registration Of Interest' form.

The committee asks that any Kerikeri boats with any interest at all please register a.s.a.p.

We are pleased to have five boats registered from other clubs at this early stage and hope to create more interest by increasing the number of registrations to the list which will be displayed on the web page.

The club has been well represented in the two Port Vila races organised by the club in the past including several yachts under 30 ft. This race provides the opportunity to choose between racing and cruising and offers entrants some substantial prizes including a drawn prize of a trip for two to Vava'u staying 7 nights at the Tongan Beach Resort.

We have four sponsorship packages available to businesses interested in supporting this community backed international event. There will be a maximum number of eight sponsors eligible for another drawn prize also for a trip for two including 7 nights at the Tongan Beach Resort. Thanks to Mondo Travel and Tongan Beach Resort. Click on the link at the bottom of the Vava'u Race page to see where you could be staying. For information on the sponsorship package contact Mark Beauchamp 0274858207.



## CENTREBOARD REPORT

*From DERRY GODBERT*

April has seen the summer season draw to a close. The weather was reasonable and number of centreboard club sailors fairly average in the different activities the club supports. Our last Autumn event is the "Dash for Cash" regatta on the 8<sup>th</sup> of this May. B o I YC has been contacted to come over. There has been an effort to develop more cooperation between Bay of Islands clubs, with Opuia using KCC's learn to sail facilities and some of our sailors attending B O I YC fleet racing facilities coached by Rob Heilkema. B o I YC also supported some of our previous Autumn, club days. One particularly good event was the joint C B cruise organised by Doug and Rob in the first Friday of the school Holidays. A dozen of our sailors in Mistrals, Sunbursts and Splashes rendezvoused with a similar number of B o I YC sailors on a beach near Kent Passage for a lunch cook up. Weather was good and the occasion was a success. We plan to repeat these events in future holidays. Along the same lines Geoff Pye with some help we hope, plans to run Friday after School sailing from Dove's Bay in the Spring when daylight saving happens.

June and July are quiet months on our C B calendar this year. We hope that many of our C B sailors will take this opportunity to apply for crewing positions on Keel boats, particularly on Rum Race Sundays every second week. These are great social afternoons excellent for this time of the year. Contact Doug France or Melanie or any other club member you know if you are interested. Well worth while!

The second week of the May school holidays was taken up with the Secondary Schools team sailing Nationals. All those Saturdays when we have a little fleet of coloured sails performing in front of the club house came to fruition when we meet up with 30 schools from all round NZ at Algie's Bay [Warkworth] this year. Kerikeri is unusual in that we are the only school in the country with sufficient numbers of young sailors to be able to put in both an Open team and a Girl's only team. In terms of officials, umpires, mark layers etc. it is one of the biggest regattas of the year. This year our Open team won gold again [having missed out last year. [They did go on to win the Interdominions!]. The five day regatta saw very close racing at all levels with our Gold medal coming down to a last must win race. Our Girl's team managed 3<sup>rd</sup> in the Bronze fleet. We were hoping to host the Interdominions but they are planned for Algie's Bay this year.

*Continued from page 1*

KKC price increases (\$125 to \$180 \$75 to \$120) took effect 1 April 2016

Each haul out takes a minimum of 2 hours staff time and most would take 3 hours. This includes administration, booking time, setting up trolley, haul out, launch gear cleaning, etc. Just on that variable alone it is clear the current prices are not set on a prices recovery basis. These are still competitive against all local alternatives. Prices incl GST

Sandspit \$70 each way

Opuia/ BOI Boatyard \$189.75 for haul out plus additional costs for water blasting

Hackett Landing \$184 upwards



Team Manager's Pep Talk (it worked!)



Kerikeri High School Girl's Team



Kerikeri High School Open Team



© Ian Harris Photography



Continued from page 2

## TUKE & BURLING 2016 Sailing World Cup Victory

Burling says, "We were pretty happy with how we started our day, we managed to get ourselves back to a pretty solid one in the first, win the second one and then a couple of swims in the last one (chuckling) and managed to get ourselves black flagged."

Tuke added, "A black flag is a black flag and anyone can get them if they are pushing the start."

They are required to sail tomorrow's medal race, but are assured of the gold medal. The victory extends their winning run to 26 consecutive regatta victories in the class.

Tuke said, "We were a bit disappointed we finished how we have but at the same time we sailed really well this week and it's been great fun to have some pretty strong winds."

With the Olympic Games now less than 100 days away from starting the pair see this victory as another stepping stone towards Rio 2016.

"Obviously we are really happy with how we have been going at the moment but still like we have been saying, we have a lot of hard work to do over the next three or four months just to finish it off and finish off the final detailing," says Peter Burling.

"If Rio was tomorrow I don't feel like I think we are ready yet, so we've still got plenty in the tank to go and we are looking forward to the challenge."

## RNZYS HARKEN Young 88 Nationals – 2016 Champion Dalbeth secures win after protest hearing

Bill Dalbeth and his crew of Richard Bicknell, Ross Weauer, Chris Maddock, Oliver Scott Mackie, Ian Vickers and **Ned Dalbeth-Hudson** are the 2016 Harken Young 88 National Champions.

[More Detail](#)

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## BURLING AND TUKE MAKE IT 25 IN A ROW WITH 2016 49ER EUROPEAN CROWN

**Peter Burling and Blair Tuke have secured the 2016 49er European Championship and their 25<sup>th</sup> consecutive 49er regatta victory.** The 49er win, in the bag before starting the medal race yet again, is astonishing and predictable at the same time. With less than four months until the 2016 Rio Olympic Games Burling (25 years) and Tuke (26 years) are unanimously recognised as better, faster and more consistent, leaving the rest of the fleet wondering if anyone can catch up.

The 49er fleet squeezed a total of 19 races into the six day schedule in Barcelona, Spain this week. The kiwis made a banging start to the regatta with a couple of race wins, and then never relinquished their lead, only extending on points as the regatta went on.

Today they started early and completed three gold fleet races before determining the top ten placed crews to sail the medal race. By then Burling and Tuke were 44 points ahead of Nathan Outteridge and Iain Jensen of Australia, and had an unassailable leading margin before starting the last double-points race.

“Obviously we’re pretty stoked to go out there and take another title,” says Peter Burling. “We’ve been doing a bit of work over the summer, you know, tidying up a few things. It’s just pleasing that we’ve come out of this week with a few things to work on as well. You know we’re really happy with how it went, and we’re going to keep pushing on towards the goal later in the year.”

Blair Tuke adds; “Today was good, we had to fight our way back through a couple of times. We enjoy being out in front, you sort of learn to be able to win races and to finish off races you have to have experience up there. We’ve managed to do that this week by being in the top few half way up the beat and finishing it off from there and today being right in the pack and sort of scraping through and getting into good positions by the top mark or later in the race. “

Tuke agrees with his helmsman, “You’ve have to be able to keep learning and for us, as much as it’s about the result here, it’s about learning and getting better for later in the year.”

Extract from Yachting New Zealand Briefings 20.4.16

### **NEW: Yacht Rigging Services in Kerikeri**

**Grant Jenkins has relocated his rigging business (Kiwi Rigging Ltd) and engineering workshop to Kerikeri.**

Grant is an experienced sailor with over 35 years of marine rigging experience, including 4 America’s Cup campaigns and a Whitbread. (And you may already have seen him crewing in the KCC races.)

Whether your boat’s old or new, a racer or a cruiser, Kiwi Rigging has a wide range of services to help you get more out of your sailing. Covering Kerikeri, Opuia and beyond.

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## HOUSE & SOCIAL AND LAUNCH & CRUISE REPORT

From PETER WILSON - REAR COMMODORE

The Friday night of Anzac Weekend, saw a capacity crowd in for dinner, and being school holidays, included a good number of well behaved children. Saturdays, and Sundays over the last few weeks, have also been well attended, with Charles introducing a more upmarket menu on Saturday nights.

Laura Jerome, is now administering the club facebook page " Kerikeri Cruising Club " as well, she will be responsible for updating the Web Page, working in with Jo White in the office. Laura is also interacting with Gill Durham who administers "Kerikeri Cruising Club. Boating Education" on facebook, as obviously there are synergies between the two sites. Lloyd Jerome, has volunteered to take on the role of Publicity Officer, and has joined the H + S Committee. It is great to have Laura, Gill and Lloyd working voluntarily on behalf of the club. In order for them to get their respective news/articles out there, YOU need to get any relevant information to them, as they can not succeed if they are operating in a vacuum.



The Woolshed Party was a huge success, with the standing room only. The JPG Band continue to be able get a wide and diverse group of people up and dancing like a pack of teenagers. Barbie Davidson, contributed greatly to the success of the night, with her Country and Western singing, and we were also privileged to have Leanne McKinnon and a group of very polished "Line Dancers" to entertain us with a great repertoire.

The Commodore came along dressed as a cocky from Umawera, and was undoubtedly the most authentic in his disguise, complete with a few days stubble.. When I think about it, he has been wearing the same fancy dress, ever since I met him.

Next up on the calendar, is "The Mid Winter Christmas Party" on the Friday 25th June. Please do Charles and myself a favour, and let us know ahead of time, if you are intending to come along. It would make the planning so much easier.

Stay warm, and continue to make the best of our environs.





## Kerikeri Cruising Club Courses, 2016

Club members, always enrol with the Club to get discount.

This is the first time in 5 years that there has been sufficient interest to run a Coastal Skipper course at the Club. It may well take another 5 years to run another one, so if you want to do it, enrol now! Further details of all courses at <http://bit.ly/KccCbeCourses2016>

Venue	Course	Dates	Times	National Price	Members' Discount Price	Notes
Kerikeri Cruising Club Tea Pot Room	VHF Radio Operator/Short Range Radio Certificate	11, 12 April	6:30 – 9:30 pm.	\$116	<b>\$65</b>	
Kerikeri Cruising Club Tea Pot Room	Maritime Restricted Radio Operator	11, 12, 14 April	6:30 – 9:30 pm.	\$160	<b>\$90</b>	
Kerikeri Cruising Club Tea Pot Room	Coastal Skipper	Thursday 5, 12, 19, 26 May, 2 June. Saturday 7, 14, 21, 28 May, Tuesday 31 May	Week days 6:30 – 9:30 pm Saturdays 9:00 am – 5:00 pm.	\$785	<b>\$513</b>	Dates and times include written assessment but oral assessment time TBC.



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## KERIKERI CRUISING CLUB FACEBOOK GROUP

Search for Kerikeri Cruising Club on Facebook, and make a request to be added to the group. It is still very much in development, but those members who have joined so far have posted photos (e.g. Ball photos), comments, and videos. It will be handy, whether on the water or not, for Club members to connect with each other, sharing news and views, and updates on their travels, as well as photos and videos.

For more serious fare, you can also join the Kerikeri Cruising Club Boating Education page on which Gill Durham has posted a lot of very useful information and advice. It also details upcoming *Coastguard Education* events.



Find us on:  
**facebook®**

## PROTECTING YOUR INVESTMENT #50 MARINE EXHAUST SYSTEMS

A recent incident in which a marine engine swallowed a lung full of sea water made me aware that engine exhaust systems has not been covered in my "PYI" series.

Engine installations which enable dry exhausts to be used are the simplest and most trouble free, but require very efficient lagging to eliminate fire risk and to minimise engine room temperature. Dry exhausts are not very practical in most modern pleasure craft.

Wet exhausts, as the name implies, have sea water mixed with the exhaust gas to cool it and to reduce the noise.

Unfortunately the combination of hot sea water and acidic exhaust gas has a disastrous effect on the cast iron some manufacturers use for the mixing point of the gas and water.

I have talked to many people about the best material to use to make a replacement mixing chamber. Opinions vary from regularly replaced mild steel through galvanised mild steel, stainless steel, to an expensive bronze casting custom made.

I have just been through this exercise on "Unplugged" and elected to use 316 stainless. One certainty with stainless is that the unit MUST be made and installed in such a way that all water drains from the chamber when the engine is stopped. Any residual water will rapidly corrode through the stainless steel, particularly on the welds.

I have seen two engines which had swallowed seawater in the past ten years, and heard of others. Depending on circumstances, such an illness can be terminal, so avoidance is imperative.

One was due to the launch engine stopping in rough seas. The boat was rolling badly and sea water flowed up the exhaust pipe and dumped thirty five litres into the engine.

The owners were fortunate to obtain a tow from the Mokohinau to Great Barrier where I was able to get the engine going again, enabling them to return to Auckland. The cause of the flooding was insufficient rise and fall in the exhaust pipe to prevent the water being forced back up the pipe.

The second occasion was more recent. Sea water flowed in through the sea water side of the cooling system when the engine was stopped. It then entered the exhaust pipe, filling it, then back flowing into the engine cylinders through an open exhaust valve. This was all due to the below-the-waterline engine not having an effective siphon break in the seawater pipe between the point where it leaves the engine and where it enters the exhaust system.

On a below the waterline engine installation, this pipe must be looped as high as possible above the waterline, then down to the point where it enters the exhaust.

In addition, it must also have an effective siphon break at the top of the loop. I have read, and been told by others that even the best of siphon break valves eventually become stuck with salt encrustation and sea water flooding of the engine results.

The most reliable system is to have a small diameter hose run from the top of the loop to the highest practical point above the waterline. A small skin fitting just below the gunwale, or into the cockpit drain would be suitable. Some water may be expelled from the vent when the engine is running, but if the hose or vent fitting is small enough the amount of water spilled should not be sufficient to affect exhaust gas cooling.

Most wet exhausts have a "water lift exhaust muffler"; either a plastic ready-made, or custom made.

It is imperative that the volume of the muffler significantly exceeds the volume of the exhaust pipe between the highest point of the exhaust pipe and the engine. If it is not, the water in the pipe will flow back when the engine is stopped and may be sufficient to enter the engine.

There is another engine flooding possibility. Some engine fuel systems are notoriously difficult to purge the air after a filter change. An effective manual pump in the system is an essential item for getting air free fuel as far as the injection pump unless the fuel level is above the engine, thus allowing gravity feed.

If the injection system also requires purging it is necessary to crank the engine on the starter while venting air from the pumps and injectors. A water-lift exhaust muffler requires exhaust gas flow to expel cooling water from the exhaust pipe. Air flow at cranking speed is not sufficient to ensure this happens.

Apart from cruelty to batteries and starter, prolonged cranking of a reluctant to start engine steadily fills the exhaust pipe with sea water.

If the highest point of the exhaust pipe is above the engine, continued cranking will eventually allow sea water to back flow into the engine unless the engine starts in time to discharge the water. On yachts with below the waterline engines it is also prudent to have a readily accessible sea-cock in the exhaust pipe to prevent following seas driving water up the pipe and into the engine while sailing.

This may open up a can of worms for some owners. If you have any queries I will be pleased to try to answer them.

Dennis Boggs.

## FASCINATING OBSERVATIONS ...

Gerald Stanley Clark MBE, was a Kerikeri yachtsman and ornithologist who made several voyages, both solo and accompanied, in his 10m home-built yacht Totorore, to and around the Antarctic, where he studied sea birds. On one of his trips he and his companion wanted to make an accurate King penguin count on one of the islands. They built a fence across the island with a gate in the middle. They then drove all the penguins onto one half of the island and then drove them all to the other side, counting them as they passed through the gate.

While making this count, Gerry was struck by the small number of dead penguins he came across. On further investigation he found that all the dead ones were hen penguins - he didn't find one dead male. He wondered if all the males happened to die at sea. Then he happened to spot a male penguin which was clearly very sick, so he kept an eye on it. He noticed that other male penguins were also taking an interest in their sick brother and, when he eventually keeled over and died, they all gathered around him and started to move him using their beaks and feet, away from the penguin rookery and onto an area of snow and ice. Here they dug a trench, again using their beaks and feet. They lined this trench with stones, much as they do when building their nests, before pushing the dead penguin in. They then covered his body with a thin layer of stones before completing the burial with loose snow and ice. They then formed a circle around the grave ... .. and started to sing,

in unison ...



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"Fer 'es a jolly good fellow,  
Fer 'eeze a jolly good fellow,  
Freeze a jolly good fe-hell-o!  
And so say all of us!

Well - the first bit is true - Gerry wrote a book on his adventures.

Sad to say, he and his companion failed to return from their last voyage south.

# UNWANTED



Image by Crispin Middleton, NIWA



Image by Serena Wilkens, NIWA

## Mediterranean Fanworm (*Sabella Spallanzanii*)

**Appearance:** Brown tube worm with a brightly coloured orange, white and purple striped single spiral fan. The Fanworm very cleverly disguises itself as a muddy tube by retracting its fan when alarmed.

**Warning:** Could compete with native species for food & space. It is illegal to knowingly transport this exclusion marine pest to Northland.

**Now Established:** Waitemata Harbour & Lyttleton Harbour.

**Previous Sightings:** Marsden Cove Marina, Port Nikau (Whangarei)

**Possible Sighting:** Whangarei Harbour Marine Reserve (Reotahi)

The Mediterranean Fanworm will anchor to any hard substrate, including piers, your hull, especially if it has been moored at Waitemata Harbour in Auckland or other known locations of this pest.

If you have seen this marine pest be alarmed! Take photo if possible, record the place, how many you saw, along with the date, contact Biosecurity officers at Northland Regional Council on **0800 002 004** or the MPI Biosecurity Hotline 0800 80 99 66.

Mediterranean Fanworm is an internationally recognised pest species. Take action against marine pests! **Check-Clean-Dry-Antifoul & Report Sightings.**

Experiencing Marine Reserves [www.emr.org.nz](http://www.emr.org.nz) is working in partnership with Northland Regional Council to keep this pest from being established in Northland.

BOISW 2017

[View this email in your browser](#)

January 24 - Bay of Islands Sailing Week 2017 with three days of racing January 25-26-27. Mark your calendar....

This is a special early Regatta Ramblings to give you a 'heads up'. 2017 Bay Regatta will be holding the IRC Nationals for the second year in a row, however this time there will be three divisions; IRC Class One for the 50 footers in A Division, IRC Class Two for B Division and for the first time, IRC Class Three for the smaller boats from D and E Divisions - they will be racing in IRC C Division - e.g. 1020s, MRX, Namu-type, or any boat that will fit in to the smaller IRC bracket. If you've ever had an IRC Certificate in the past and choose to 'dust it off' to try an alternative to PHRF, BOI Sailing Week 2017 will be the time to do it. We will still be offering PHRF in all divisions A to E.

We have the privilege of receiving a special guest from England, James Dadd, Director of RORC Rating Office UK. James is making a brief visit to both New Zealand and Australia - to help and guide people with existing IRC Certificates along with those who would like try IRC.

#### IRC FORUM

Join us for a FREE information packed evening on IRC with guest speaker James Dadd, Director RORC Rating Office, UK. A panel of IRC experts, including James, will answer all your IRC queries and give you tips on how to get the most out of your rating. Refreshments will be provided.

**When:** Monday 16th May, 6pm  
**Where:** Conference Room  
 NZ Marine - 85 Westhaven Drive - Westhaven  
 RSVP to [kelly@yachtingnz.org.nz](mailto:kelly@yachtingnz.org.nz)

**Thanks again, and see you next year!**

[Winners and full results and from BOISW 2016 can be found here](#)

Photos are on the [website](#) and [Facebook page](#)

Videos are on our [YouTube channel](#)

*Bay of Islands Sailing Week Committee John Grant (Chair), Ray Haslar, Andrew Riddell, David Hope-Lewis, Lesley Haslar, Helen Horrocks & our Event Coordinator, Melanie MacDiarmid.*



No reports this month from:  
 MARINA COMMITTEE  
 KEEL BOAT COMMITTEE  
 GENERAL COMMITTEE

#### LETTERS - IN MY OPINION

*We welcome letters from Members. These letters are considered the honest opinion of the author and do not necessarily reflect the opinion of the Club or this newsletter. All letters must be signed by a club member and should not contain personal remarks. We prefer to publish your name, but realise that this does not suit everyone.*

NO LETTERS THIS MONTH

#### We welcome the following new members:

John & Faith Trinder	Russell Hobbs & Robyn Layne	Lou & Ruth West	DJANGO
Scott Haldane	Bruce Carter	LADY CLAIRE	Nick & Lyndsay Voorhoeve QUEST
Keith Laxton			

### Kerikeri Cruising Club contacts and phone numbers

AREA OF RESPONSIBILITY	PERSON RESPONSIBLE	CONTACT NUMBER / EMAIL ADDRESS
Club General Business	Doug France Commodore	407 4045 <a href="mailto:commodore@kerikericruisingclub.org.nz">commodore@kerikericruisingclub.org.nz</a>
Marina	Pete Woods	0272939372
Centreboard, Learn to Sail, Safety Boats	Tony Dalbeth-Hudson	407 4449 <a href="mailto:tonydalbeth@hotmail.com">tonydalbeth@hotmail.com</a>
Keelboat Racing	Craig Jones	407 5261 <a href="mailto:craigjones@orcon.net.nz">craigjones@orcon.net.nz</a>
Launch & Club Cruises	Alastair Wells	401 9909 027 55 66 762
House & Social Events	Peter Wilson Rear Commodore	021 930290
Marina, Berth Bookings, Visitor Pool, Dates, Enquiries, Waiting Lists, Boat Haul, Club Subs	Call the office & talk with Jo or Melanie	407 9434 <a href="mailto:membership@kerikericruisingclub.org.nz">membership@kerikericruisingclub.org.nz</a>
Newsletter Editor	Cheryl Rymer Vice Commodore	407 8960 <a href="mailto:newsletter@kerikericruisingclub.org.nz">newsletter@kerikericruisingclub.org.nz</a>



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