



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

Newsletter September 2019

Commodore's Comment

September is a busy month with a lot going on. The Commodore's Ball, was a most enjoyable evening, many thanks to the organisation by the House + Social Committee Committee & the hard-working ticket sellers. Most attendees took the time to dress for the occasion, and there were some great outfits on display. The Marina and the General Committees have had their last meetings for the Club year, this week. Prize Giving this Saturday, followed by the two AGM's next week. Then off we go for a new season.

Sadly Craig Jones, who served the Club over many years as handicapper, on the Keelboat Committee, providing the keelboat race results software & assisting with Centreboard regatta, died earlier in the month. I came across this article, which is well worth a read and gives further insight to Craig's contribution to yachting in New Zealand.

<https://www.yachtingnz.org.nz/news/service-awards-feature-craig-jones> Our thoughts are with Annette & Craig's family.

Some of the points of discussion from Tuesday's General Committee meeting were:

- Reclamation Title - LINZ requesting more information.
- CB racks - design and costings completed- construction imminent.
- MOSS application - still a WIP with yet more information requested Lake Manuwai - Community Board did not meet to discuss Strategic plan, however FNDC have undertaken to provide temporary ablution facilities for the summer.
- "Carters" rib has now been refurbished, and should give many more years of service.
- Fuel jetty work is half completed, and within budget.
- The KCC will again manage car parking this summer, with a view to gaining more data, before taking control.
- We now have a Safety Plan for the Etchell which is acceptable. The clubhouse lean-to requires new iron, for which work has commenced.
- Before closing the meeting, we again had a lengthy discussion about new memberships, and whether we need to be more selective, in whom we accept.

At the AGM Dave Keen will assume the position of Commodore, and I personally wish him all the best in the position.

Diane and I are now looking on some new adventures on our yacht "BRIE" over summer. Maybe the Marlborough Sounds, maybe even further afield.

"Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar." - Don Bamford

Regards

**Peter Wilson
Commodore**



Above: Commodore Peter Wilson & Dianne Wilson (the Admiral) are planning to head off on their new yacht Brie.

Notice of Club Annual General Meeting, Budget, Fees & General Business Item

The Club's AGM is set for 7.30pm Thursday 26th September in the Clubhouse.

The agenda & additional papers for this meeting are available here.

[Agenda & last year's minutes](#)

[2019 2020 Budget & Proposed Subscriptions & Fees](#)

[General Business Item Notification - Club member, Lane Ayr, has advised an item of General Business. For more information click here.](#)

Committee & Office Holder Nominations

The following nominations for Committee members & office holders have been received.

Dave Keen - Commodore

Allister Wells - Vice-Commodore

Peter Wilson - Rear Commodore

Dean Smith - Treasurer

BDO - Auditor

As per the Club's Constitution, there being sufficient nominations for these positions they are deemed elected.

Centreboard Committee (up to 7 members)

Doug France Paul

Stringer

Derry Godbert

Neil Cates

Harley Warren

Nominations for the remaining positions will be called for at the AGM.

Keelboat Committee (up to 7 members)

No nominations received

Nominations will be called for at the AGM.

Launch & Cruise (up to 7 members)

Peter Hooper

Nominations for the remaining positions will be called for at the AGM.

House & Social (up to 7 members)

Bruce Carter

Marlene Pivac

Vonnie France

Natasha Fraser

Nominations for the remaining positions will be called for at the AGM.

General Committee (at least 3 additional members)

Tanya Quin

Nominations for the remaining positions will be called for at the AGM.

Notice of Kerikeri Cruising Club Marina Berth Licence Holders Annual General Meeting, Budget, Fees, Meeting Information & Nominations

The Marina Berth Licence Holder's AGM is set for 7pm Tuesday 24th September in the Clubhouse.

The agenda & additional papers for this meeting are available [here](#).

There are 5 vacancies on the marina committee. The following nominations have been received. Nominations for the remaining position will be called for at the AGM.

Mike Carere

Paul Pederson

Phil Harris

Phil Stocker

Centreboard Learn to Sail Programmes ready to start up again

The working bees have been and still are busy, making sure boats, trailers, sails and all fittings are all in place for the start of the Centreboard sailing season.

At Lake Manuwai at 9am October 12th Level 1 beginner classes will start. Cost is \$150.

Derry Godbert will be at the lake from 14th Oct, available for his Monday after school destination sailing. Cost is \$10 per person.

Doves Bay's Tuesday Coaching will commence at 4pm, 6th October with Sunday at 10am now with coaching and / or destination sailing this season.

Cost is \$200 which allows sailors to participate either or on both days. You may notice a fleet of Fevas in the bay with coach Dave Ferris, getting ready for a regatta in Manly on 13th & 14th October.

Adults (used to be just ladies.... but a call has been heard), so it is now Adult classes, which will begin 15th October at 5.30pm coached by Erin Shull. Cost is \$200 but you also can participate on Sundays with no extra cost.

Also for further challenges, or just for fun, try a race or two in the Etchell with our experienced coaches.

Any enquires / bookings, e-mail Vonnie

centreboard@kerikericruisingclub.org.nz or at dougvon@farmside.co.nz the

Centreboard Committee



LEARN TO SAIL at Lake Manuwai, Sandy's Rd
Suitable for children
No experience necessary

Courses Start:
Oct and Mid Jan
on Saturday at 9am
Boats, safety gear,
and qualified
coaches provided.

To register or for more information email: centreboard@kerikericruisingclub.org.nz



CENTREBOARD COACHING RACING and DESTINATION SAILING

- DEVELOP YOUR SAILING SKILLS
- SUITABLE FOR CHILDREN & ADULTS
- BASIC SAILING SKILLS REQUIRED

Courses start: Oct and mid Jan at Kerikeri Cruising Club, Doves Bay
Times: Tues after school & Sun 10am
Boats, safety gear, and qualified coaches provided.

To register or for more information email: centreboard@kerikericruisingclub.org.nz



ADULT LEARN TO SAIL It's never too late to share the fun of learning to sail!

Courses Start:
Oct and Mid Jan
Doves Bay
Monday, 5.30pm
\$200 per course
Sail Splashes or
Mistrals
Boats, safety gear,
and qualified
coaches provided.

To register or for more information email: centreboard@kerikericruisingclub.org.nz



LEARN TO RACE AN ETCHELL Improve your sailing skills and confidence!

We are the proud owners of a donated Etchell. This gives us an extension to our sailing programme. Our experienced coaches are ready. Join KCC keeler races, extend your sailing experiences.

At Kerikeri Cruising Club, Doves Bay
\$20 per adult per race
or \$10 per youth
Sailing Skills Essential

To register or for more information email: centreboard@kerikericruisingclub.org.nz

What is it about yacht racing?

What is it about yacht racing that keeps us coming back for more? Is it the pressure of the 5-minute pre-start - clock ticking, lights changing, and horns blasting as we try and position our boats in that just right position on the start line? Maybe it's the feeling of getting into that lift part way up the first beat that the rest of the fleet misses, propelling you into great position at the top mark? Is it the adrenaline rush of that first cross, one boat on port, the other on starboard, pushing the cross as close as possible to hopefully cross ahead next time? Or is it the pleasure that comes from a crew working together, having a great time, always thinking about how to make the boat go just that bit faster. Maybe it's the "have we done enough" anticipation of waiting for the corrected times at prizegiving, and the camaraderie in the club after racing, telling stories and lies about your exploits around the course that day. Or perhaps you just love any excuse to be on the water, by yourself for with your mates. Maybe it's something completely different for you. Whatever your reasons, it gets in your blood and keeps us coming back for more.

It's always interesting to reflect on why we love our sport, and particularly during the current hiatus between seasons as we head towards Prize-giving's, AGMs and start looking towards the 2019-20 season. We have had some great racing across all of our series this year, but ones that do stand out (for me anyway) are the Willis Sails two-handed series, and the Fell Engineering Winter Rum Series, for the closeness of the racing, good fleet sizes and really close results on the water and on corrected time – in part due to the single division racing – something that the Keelboat Committee is putting into place across all of the upcoming summer series. Fleet sizes is something we have all been thinking and talking about for a while, and the intention is to give opportunity for good racing on the water and on corrected time, as well as making it simple to run for volunteers in the start box.

It would be great to see as many of the crews who have sailed this season at Prizegiving as possible – particularly the boats listed below, who will be receiving something on the night – well done to the Skippers and crews of (in no particular order):

Straycat, Blue Yonder, Wakanui, That Girl, Freedom Five, Enhance, Vim, Angstrom, Aalita, Physical Favours, Animal Biscuits, Tongue Twister, Cunning Plan, Green Label, Jagged Edge, Learning Curve, Demonstrator.

A big thank you to all our sponsors over the course of the 2018/19 season – Scottronic, Craig's Investment Partners, Willis Sails, Crombie Lockwood, Creative Design Store, Placemakers, Beds R Us, Harcourts Bay of Islands and Fell Engineering, Roycom and Mount Gay Rum.

In the end, none of this is possible without the volunteer hours that go onto making strong clubs, and without committee members and volunteers in the start box being involved, it is just not possible to put together and run the comprehensive yacht racing programme that we all enjoy.

Bottom line – we need more people to help, as a number of current committee members look to step away in the coming season after giving some excellent and appreciated service to you and your club – and we have been running with only 4 member for some time now.

Additionally, the committee has been talking about creating a duty boat roster for the coming season so that we can run the starts and finishes. While we want to work with skippers and crews to make sure people can get out on the water and race every race they want to, we have also struggled to find people to take up this important (and easy) role, and the committee feels that we need to share the load of finding people for each race. More details to follow. Bottom line, we need some more members to step up to and get involved (it can be a lot of fun!) if we are going to be able to run the keelboat racing programme as planned for the coming season. You might have done it before, or you might be thinking I don't know what to do, or something in between. That's fine, but the keelboat committee needs your help. Please get in touch. Come to the AGM. Ask someone to nominate you. Give a current member a call if you want to find out more.

Thanks for another great season.

Daniel – for the KCC Keelboat Committee

Prizegiving

Book yourself and your crew in for a great night and enjoy the fine food at the Club House Restaurant.

Saturday the 21st of September

\$25 per adult, children 15 and under, \$1 per age (8 years old = \$8) Bar opens at 5pm, a special for the young ...ice cream soda ... FREE!

Centreboard prize giving starts at 6pm, Buffet Dinner at 6.30pm, Keeler Prize Giving 7.30pm

See you there!



Protecting Your Investment #8 - Lubricants

I believe that there are no inherently “bad oils” on the market in N.Z. There are however many excellent oils which will give a bad result if used in the wrong application.

All engine manufacturers state in their operator manuals the specification of the oil required for that engine, and the service life permitted for that oil. The oil I purchase for my older model car has a specification of API SG/CC. This is Oil Industry speak for spark ignition (Petrol engines) grade G and compression ignition (Diesel engines) grade C, hence SG/CC. This means that while it is ok for my petrol engine car, it is unsuitable for my turbocharged marine Diesel which requires CD.

CD is a very old spec and most Diesel engine oils today meet or exceed it. For example the (relatively) cheap Diesel oil I buy is a universal tractor oil which rates SL/CL /GL4. which more than adequately covers CD. (The latter spec, GL4 is its rating for use as a gear lubricant).

There are a number of very high spec oils on the market which are priced in proportion to their rating, and unless your engine manufacturer approves or requires the use of such an oil for an extended service life, I question the benefits of using it. Indeed, some engines can react very badly to the use of a higher API spec oil than recommended.

G.M. Detroit two stroke Diesels require oil which has a very low sulphated ash content .Such an oil is usually of quite a low API rating and exceeding it in a Detroit

two stroke can cause big trouble! At the time of my joining a civil engineering company whose plant fleet included 29 Detroit two strokes, these engines were burning out exhaust valves at between 500 and a 1000 hours (yes, Detroit two strokes DO have exhaust valves) .This was an intolerable situation and was entirely due to the previous plant manager having standardised on one high grade engine oil for the entire fleet. The sulphated ash content of that oil was right at the top of the Detroit approved scale, but still marginally within Detroit specs. Reverting to the previous oil with the sulphated ash content near zero, and at the bottom of the Detroit permitted scale, totally rectified the valve burning problem. The lesson to be learned from that experience is to ignore the oil salesman and stick to the engine builder's recommended preferred specs. If any Detroit owner would like an explanation of this phenomenon I am happy to provide one.

Oil service life.

At least one engine builder specifies oil change intervals for some applications on the basis of total fuel consumed, as opposed to kilometres or engine hours. This automatically takes into account variations in speeds and loads and offers maximum oil economy which is important in these days of high oil prices. Engine oils are intended to hold contaminants and carbon particles in suspension until they are removed by the filter. This is done with special detergents which prevent the contaminants settling out on internal engine surfaces, and the oil service life is determined by how long the oil "additive package" remains active. This is dependent on the sulphur content of the fuel, dust conditions, engine load factors, and oil sump capacity.

The engine builder takes all this into account and states the recommended oil change intervals in the operator's manual. Take his word for it and do as specified!

"Over the counter" oil additives.

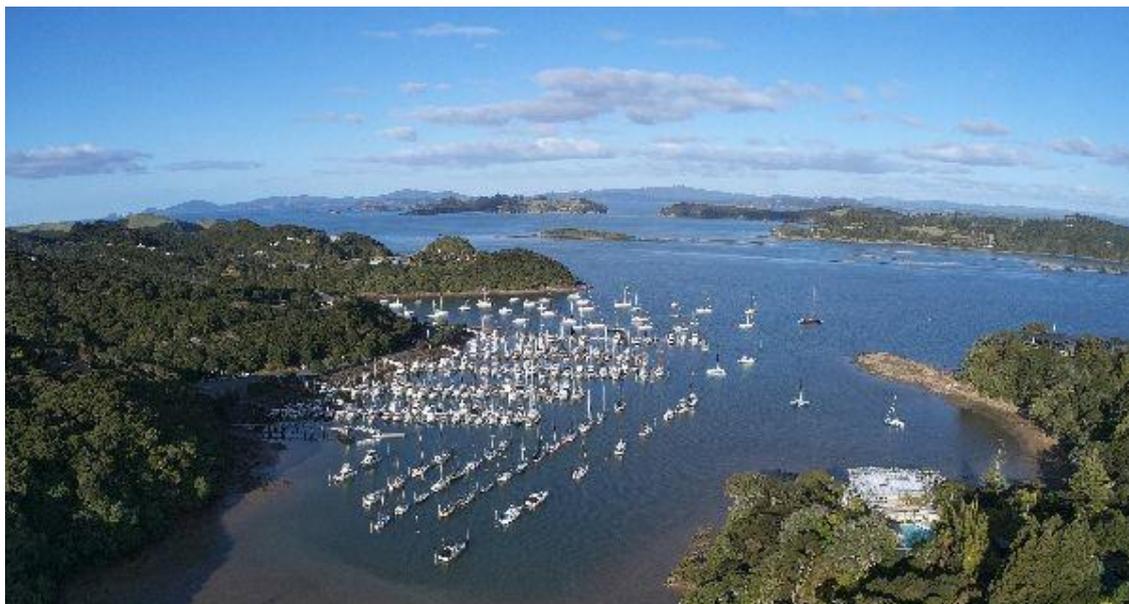
Unless you are trying to rectify a specific problem such as a "lazy hydraulic tappet" I question the economic value of regular use of "over the counter" oil additives. 10,000 hours is not an unreasonable life expectation for many engines, and over this period you will probably have done between 40 and a 100 oil changes, dependant on engine make and model. If an additive costs, say \$20 extra per oil change, that could cost an extra \$2000 over 10,000 hours. Whether you would get \$2000 worth of extra life from the engine is a debatable point and one I would not care to argue.

I do not regularly use engine oil additives, but do use fuel additives to prevent or treat Diesel fuel bug (see P.Y.I. #7)

The opinions expressed here are exactly thatOPINIONS !!! Always be guided by your engine builder's requirements.

Next month "Metal component breakage"

Dennis Boggs.



Above: "Viewed from the West"

[See the latest photos of Club activities from Bruce Carter](#)

New Member Applications

The following people have applied for membership at the Kerikeri Cruising Club and will be considered at the next General Committee meeting.

Carol Robertson – Social Member

Craig Robertson - Social Member

Ian Kerr & Kim Sandell - Long Distance Members

Les & Wendy Boulton - Family Members

Wanted / For Sale

Mooring for Rent

Opito Bay - for boat up to 9m.

Mooring number M1389

For further details please contact David at 021 780291

Rental : \$20 per week

19 Sept 19