



**Kerikeri Cruising Club**  
www.kerikericruisingclub.org.nz

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## August 2018 Newsletter

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### Commodore's Corner

The winter weather may not always be great for boating but there is still a lot going on at the Club. Here's a roundup of what has been going on over the last month.

DoC Land swap - We are still waiting DoC gazetting.

#### **Car Parking Management & Enforcement**

The Club has two separate issues with the current arrangement. The first is from a "Health and Safety" aspect, regarding the size and weight of the rigs, traversing our private land, to get to the ramp. We need to be able to limit their size for safety reasons. The second relates to being able to enforce our parking regulations, with consequences for people being inconsiderate, in the Club car parks & driveway. A meeting was held with the FNDC legal representative who advised only way to achieve enforcement is to amend the Club's Resource Consent, which we are looking to do.



Road Repairs - Repair completed albeit with tire marks through it.

#### **Reclamation Title**

A very cordial meeting was held with Ngati Rehia, to ask advice on the consultation process with the other parties that have declared an interest in the Dove's Bay coastal area. Ngati Rehia have always been very supportive of the club, including the recent DOC Swap hearings and the recent resource consent application. We acknowledge that they are the "kaitiakitanga" for this area, and they will assist us, through their connections, to see that we follow our legal obligations for consultation with others, but are still able to move forward.

## KCC Policy Manual

For some time now, we have been working on a "Policy Manual" to cover various aspects of the clubs activities and management. This is available on the club website, if you wish to have a look.

The current area that we are working on, is procurement policy. Peter Williams has been instrumental in getting this together on behalf of the Marina Committee, but at the request of the General Committee, has written it in such a way that it can be used for any major purchases, or refurbishments that the club undertakes outside the marina also. The gist of it is, that depending on the size of the spend, there will be a procedure to follow to protect the Club's finances.

To further tighten up club expenditure. Please note THE CLUB WILL NOT HONOUR ANY INVOICE OVER \$300.00 THAT HAS NOT HAD AN OFFICE GENERATED PURCHASE ORDER CREATED PRIOR.

## Sailing School

Through the hard work of Vonnie & Doug France and Derry Godbert, over the last few years. Our LTS program has continued to grow and is very successful.

It has been suggested, to us that if we continue to grow these activities, including offering programs for schools, we will be approached to provide a similar program, to more children in the Far North. This would give the Club access to some major philanthropists whose input would greatly enhance the KCC in all respects.

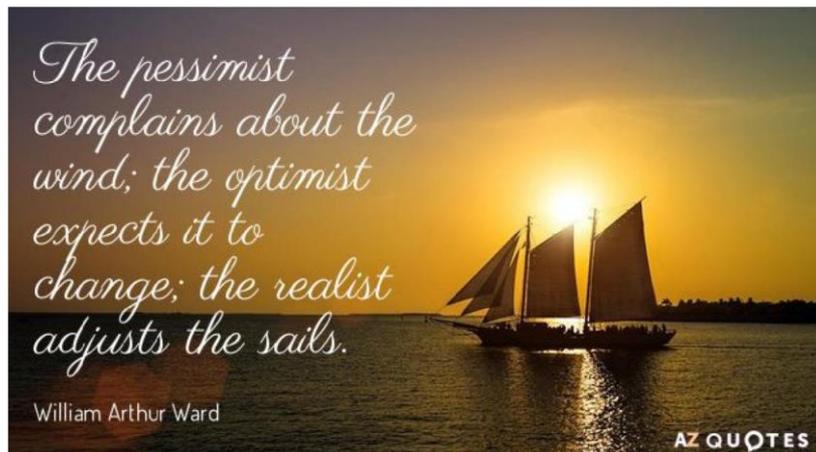
See

<http://bernews.com/2017/07/the-legacy-of-the-ac-endeavour-program/>

A small sub-committee was tasked to develop a plan and recommended the way forward. A [draft plan](#) & [job description for a sailing coordinator](#) are available.

At the July General Committee meeting it was agreed to adopt the plan and move forward.

Until next month,  
Peter Wilson  
Commodore



## BIC Worlds Success for Jake Pye

The sailors were ready to go if the wind ever showed, and their patience eventually paid off, with enough “wind” rustling the sails to finally complete one race in each category, U13 and U17, before it disappeared again.

It was just enough to get a race in and find the winners of the 2018 O’pen BIC World Championships. A clean sweep for New Zealand in the U17, Jacob Pye (Kerikeri Cruising Club), Mattias Coutts and Cailen Rochford finishing 1-2-3 respectively. Well done everyone for managing to race in such challenging conditions. Congratulations Jake!



Photo above: Jake Pye from Kerikeri Cruising Club was top of the New Zealand dominated podium at the truncated BIC Worlds in Spain.

## Young Club Sailors Perform Well at Manly O'Pen BIC Regatta



Manly Sailing Club hosted a fantastic regatta with 93 Open Bics, 13 RS Fevas, and over 30 Lasers. Competitors came from all over New Zealand and 3 from Japan.

The weekend of 7 & 8 July saw a range of onshore breeze from 5 to 15 knots that swung left and right to keep the sailors thinking. Which end of the line? Do I go left or right? The Gold and Silver Bic fleet started together providing a 60 boat start line to make things interesting. Bronze fleet sailed on a separate inshore course with lots of reaching and coaching along the way.

Monday morning and the breeze was a little fresh. The right decision was made to send out only the Lasers and Gold fleet BICs.

The breeze rose to a steady 22 knots with a bit more in the gusts. Onshore again with some big some waves and exciting sailing. During the last race Jake Pye and Cailen Rochford surfed neck and neck at great speed towards the bottom mark, with only their helmets and sail visible above the breaking waves. A fast gybe and blast reach to the finish. Better than an Ipad any day!

**Gold fleet – 28 Boats**

2<sup>nd</sup> Jake Pye - KCC

22<sup>nd</sup> Emilie Jones - KCC

**Silver Fleet – 32 Boats**

3<sup>rd</sup> Finn Pye - KCC

**Bronze Fleet - 31 Boats**

8th Rawiri Gabb-Warren KCC

11th Jana Godwin - KCC

## Marina

### Visitor Pool Payments Coming Out Soon & Marina Fees Invoicing Imminent

If you made your marina berth available for visitors during to the year 30 June 2018 your visitor pool credit & corresponding payment will be paid directly to your bank account or a cheque will be in the mail. Marina fees will also be invoiced shortly.

## Keelboat

**Harcourts**  
Bay of Islands Realty Ltd





Photos above: Harcourts Winter Series race on 5 August 2018.

Thank you to everyone who responded to the recent Keelboat Committee Survey. There was some interesting feedback from members and we will continue to use some of the ideas to help shape our Keelboat racing programme for the 2018/19 season.

We will share some of the results of the survey in a later newsletter.

Thanks also to everyone who has returned trophies from the 16/17 Season – if you still have one, can you please drop it into the marina office, or the start box. Looking ahead, it would be great to see as many members as possible at the Prize giving on 29 September. More details will follow.

On the water, things are heating up as both the Harcourts Bay of Islands Winter Series and the Fell Engineering Winter Rum Series work towards their conclusions.

After a false start to Race 7 of the Harcourts Winter Series due to a lack wind, a light westerly meant that a race was finally able to get away. The A Division was taken out on corrected time by Physical Favours, followed by Tongue Twister, and Cotton Blossom in third. In the B Division, Vim showed a clean pair of heels, to take out both line and handicap honours, from Enhance in second and Lelant in third.

A stunning late winter day with a 10-12 knot South Westerly for Race 8 of the Harcourts Series reminded everyone why this is a fantastic place to sail all year, and 8 boats took to the water. After some tight racing all the way round the course, Tongue Twister took line honours in the A Division, followed home by Cotton Blossom and Learning Curve, with Doug, Vonnie and the crew taking the handicap win by 23 seconds over Physical Favours. In the B Division, while Vim managed a win on line, it was Lelant that took the handicap win, followed by Enhance. With two races left to run in the Harcourts Winter Series, Cotton Blossom currently lead the A Division by two points, and Lelant leads the B Division by 4.5 points in the B Division.

Race 6 of the Fell Engineering Winter Rum series saw a slightly smaller fleet, and very light winds. In the A Division, Demonstrator managed to get past Physical Favours on the line by about 9 seconds, but that was not good enough for the handicap win, with Physical Favours taking honours there. Fortunes were also reversed in the B Division with Vim over the line first, but Lelant taking the corrected time win from Enhance by less than a minute. Race 7 of the Fell Winter Rum Series saw some challenging gusty conditions for the fleet, with some tough decisions being made on sail wardrobe on some boats. In the end, Physical Favours prevailed in the A Division, beating Demonstrator on line and corrected time. In the B Divisions, Enhance won the battle for line honours over Vim, but on handicap it was all Wakanui, with a large margin back to Enhance.

With three races left to sail in the Fell Engineering Winter Rum Series, only one point separates Physical Favours and Demonstrator in the A division, while Wakanui holds a handy 6 point lead over Aalita in the B Division.





Photos above: Close combat during the Fell Engineering Rum Race #7

### **Protecting Your Investment #3 Cooling Systems (Salt Side)**

A few years ago I towed a vessel home which for no apparent reason had experienced a sudden engine boil-up which dumped a large quantity of its [fresh] coolant into the bilges from its pressure cap overflow. The owner, a very experienced boatie had shut the engine down before serious damage occurred. A thorough cooling system analysis failed to find the cause of overheating and we finally concluded that the only likely cause was for one of the thousands of large brown jellyfish in the Bay at the time having been sucked onto the salt water intake, then drifting off again when the engine was stopped.

It is for this reason that I consider it prudent to have a protective grille over the salt water inlet skin-fitting, and a large capacity basket strainer between the skin fitting and the pump, The strainer should be mounted a bit above the water line so a stick or wire can be poked down the opened strainer to push any obstruction off the external grille without flooding the boat or going for a dive over the side to clear it.

A regular check of other inlet skin fittings using snorkel or scuba can also pay off handsomely. A few years ago in the tropics I found a goose barnacle which in 3 weeks had totally blocked a toilet inlet skin fitting which resulted in the electric flush pump running dry and burning its seals out. The same thing occurs here with the common barnacle but takes longer.

To counter this, at haul-out time, scrape the skin fittings clean as far in as can be reached up the pipe and paint the inside with 2 or 3 coats of antifouling using a wad of cotton wool on a split stick or piece of wire. Don't forget to remove the grille from the engine coolant intake and paint that skin fitting also. When I first purchased my present launch it had an oyster which was almost eatable inside the protective grille.

The previously mentioned basket strainer can also be an engine saver. Without it, all sorts of garbage can go through the pump which is not good for its digestion. It can then go on through the system to block oil coolers and/or the main heat exchanger. This can result in a hefty clean-out bill if you are lucky or a major rebuild bill if you are not. The problem is particularly bad when launches are going astern in

very shallow water. The reversing propeller stirs up the bottom and directs the fouled wash forward around the water intake.

Keelers also have the problem when they are aground and laying well over and powering astern. Strainers cost from about \$150 up, depending on make and size, but try to avoid ones which require the lid to be screwed down tight with a centre bolt to make the seal on the neoprene "o ring". A minute leak here can allow the pump to suck air and lose its prime, and burn out the impeller.

Lid cracking is also a problem with this type. The best makes have a lid with an "o ring" in a groove which makes its seal as it slides into the canister, rather than on its top edge. The retainer ring on these only needs to be done up finger tight. The lid and body are then under no mechanical stress as is the case with the centre – bolt type.

It is then a simple exercise to clean the strainer inside the vessel. If your boat does not have an inlet strainer I thoroughly recommend you consider installing one.

Salt water pumps .The policy here is a zero tolerance to leaks! This of course applies to the entire system, but in particular to pumps. In one summer a few years ago I saw 2 sets of vee belt pulleys, one crankshaft torsional vibration damper, and one brand new \$700 alternator totally destroyed by salt water being sprayed all round the engine rooms from pumps leaking onto the belts.

Salt water pumps have a leak-off port which is intended to allow water which has leaked past the seal to drain away to the bilge but the last 2 customer's pumps I overhauled both had salt water in the bearings and were only hours away from total collapse. A pump failure at sea off a lee shore doesn't bear thinking about. At the first sign of a leak, FIX IT!!!!

Keep pump drive belts tight enough to prevent slippage but don't over tighten them as this grossly overloads the pump bearings and will cause early failure. These days almost all salt water pumps use neoprene or nitrile impellers which rarely wear out, but eventually crack or break vanes off. An annual inspection of the pump impeller is a prudent practice.

I must confess to having had a pump failure 5 miles off the Ninepin in a 25 knot Sou-wester which was an experience I am not anxious to repeat, as I don't have the worlds best sea stomach. Being head down, bum up in an overheated engine room with the boat beam-on in a dirty chop to fit the spare impeller was about as much as I could take. This failure occurred only 120 engine hours after fitting a new impeller. It was possibly triggered by my failure to prime the salt water system through the basket strainer at relaunching, after having opened the system during the winter refit, so be warned!!!

Important points to note are to pre-lubricate the impeller with rubber lubricant during re-assembly. Put a corrosion protection such as "International RESCUE STEEL" on the shaft and inside the impeller hub. Rotate the impeller in the normal direction of rotation to trail the vanes correctly as you squeeze the impeller into the pump body. In an emergency you can use a thin smear of margarine, butter or cooking oil to pre-lubricate the impeller, but never use mineral this may rot the impeller.

Next month. More on salt water systems.

Dennis Boggs

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## **Contacts & Phone Numbers**

General Business: Peter Wilson, Commodore [commodore@kerikericruisingclub.org.nz](mailto:commodore@kerikericruisingclub.org.nz)

Marina: Jim Murdoch, Chair Marina Committee

Centreboard: Tony Dalbeth-Hudson 407 4449 [tonydalbeth@hotmail.com](mailto:tonydalbeth@hotmail.com)

Keelboat Racing: Daniel Wise [danielcwise@gmail.com](mailto:danielcwise@gmail.com)

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

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Our mailing address is:  
Kerikeri Cruising Club  
346 Opito Bay Road  
RD1, Kerikeri 0294