

July 2013

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Coming Attractions  
ANNUAL Dinner on 12 August



This extravaganza is to start at 7pm 1900hours with a complimentary punch, followed at 7:30pm 1930hours by a three course meal.

When we have been wooed into a contemplative mood and are enjoying tea/coffee we shall be able to enjoy 30 minutes or so of tall tales and true from our own JOHN CROFT (author of "The New Zealand Green Lipped Mussel.")

John wishes to tell us about "Nothing but the Sea, Serendipity and Me". This covers his whole life from very young childhood right through to the present which has been tied to the sea. By being brief he can cover all this in about 30 minutes and he thinks it will be different to the usual and, hopefully, interesting for the members.

A short story involving dinghies, fishing smacks, cargo ships, Lindi lighthouse, towing dracones, tankers, Parry's Towing Company, motor launch Shenandoah, Ocean Yacht Master surprises and Advanced Sea Survival dramas.

TO GET YOUR TICKET SEND CHEQUE for \$35 per head to CANANZ ANNUAL DINNER, PO Box 564 Shortland Street Auckland 1140 BY 8 August (DO IT NOW !!!)

*Note that your President will be displaying his New Year honour- a medal to mark him as a member of NZ order of merit.*

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Kowhai cruise is to be on 28<sup>th</sup> Sept (Daylight saving starts that night)

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Open day is to be on Nov 10<sup>th</sup>



## Deadline looms for houseboats DIANA WORTHY 29May

<http://www.stuff.co.nz/auckland/local-news/waiheke-marketplace/8725343/Deadline-looms-for-houseboats>

photo by George Gardner

PROPOSED BAN: Houseboat owners are gearing up to have their say over the proposed rule



in the draft Unitary Plan banning the mooring of houseboats throughout the region.

The deadline is looming for residents to have their say on council's proposed planning policies for the Auckland region. Auckland Council's Draft Unitary Plan applies to land, coast and marine use, and Auckland Council officers have been urging residents

to ensure they submit feedback by this Friday. It will replace regional and district plans everywhere - with the exception of the Hauraki Gulf Islands. That is because the islands are about to adopt a new Hauraki Gulf Islands District Plan, which has taken four years to produce.

However, the islands will still be affected by unitary plan provisions that are concerned with coastal marine areas and their designated zones.

The provisions will propose a new zone category specifically for houseboat owners which, if it goes ahead, could make many of them homeless - particularly those at Putiki Bay.

Once Auckland Council has received public feedback on what Ms Tyler calls the "draft, draft" plan, officers will work to produce a final draft by September. The statutory process will take around three months - after which time written and verbal submissions will be made before an independent panel. It is likely to take around three years from the period of notification of the plan to decisions being released.

## Jim and Karen Lott's Voyage on VICTORIA



Dear Friends and Family,

We are waiting out a rather long spell of chunky weather at a commercial fishing dock just inside the breakwater entrance to Coos Bay, Oregon. Though we're eager to get a move on, it looks like we may be here for a while longer. I used chunky because of the size of the seas just outside the breakwater, and the chilly blowing fog, which is right on the nose. Some of you who are sweltering in the heat wave probably have no sympathy on the latter fact.

We've enjoyed meeting some truly interesting people here, and Jim bought a fishing license so he could join the hordes of locals crabbing off the docks utterly oblivious to the weather.

## Hi from one of our new members



Paul's La Chica

My name is Paul Thompson, I am privileged to have my website <http://www.sailingwithoutasound.com> on your (CANANZ) links page. My boat La Chica is finally back on the water and I plan to start my circumnavigation in Nov 2014. The site is still very much out of date but I will be fixing it soon.

I have only just learnt of your organisation (and was delighted to find my website on your links page), after browsing your web pages, I would consider it a real privilege if you would consider a membership application from me



## SV NINA



Many of you will have heard of how communications have been lost with the Schooner NINA during a mid-Tasman Sea storm in early June.

CANANZ President, Bob McDavitt was the last person to communicate with NINA, and here is his report of proceedings.

I know Evi Nemeth by having done some forecasts for her on SV Wonderland in 2011.

Mon 3 June

Evi Nemeth called me via sat phone from SV NINA during afternoon, and I got her to call me back in 30mins, downloaded some weather data and when she called back passed on the following forecast, which I then sent on by txt and email to her Iridium phone so as to set up those as possible communication links:

At 416pm

Go south to 34S. NW wind eases. By 9pm tonight local heave-to, brace for SW storm 50 knots g 75 knots. bob

Swell is forecast to rise to around 7 ocnl 10 metres during Tuesday noon to 6pm local.. more..

4:17pm

Late Tuesday the wind and swell should ease, Ok to resume to west. Bob

Tuesday 4 June

From Evi, received at 9:39am as text message via satphone

ANY UPDATE 4 NINA? WE R 33 54 S 165 18 E,3.5KT 310DEG -EVI

My reply at 11:25am

Stay hove-to until around 6pm Wednesday. SW wind peak at 45 g60kt was around 6am today- Peak swell 8 significant m around 9pm tonight Tuesday.

Another message was loaded onto her Iridium satellite phone but never delivered. It was only revealed on July after US Consulate in Auckland could convince elridium that would be OK

from\_unixtime(received\_time): 2013-06-03 23:50:25

status: UNDELIVERABLE

src\_addr: 881623425743

dest\_addr: \*2

short\_message: THANKS STORM SAILS SHREDDED LAST NIGHT, NOW BARE POLES. GOINING 4KT 310DEG WILL UPDATE COURSE INFO@ 6PM

1 (end of recording)

Thu 6 June

My call at 1:02pm

Swell should be easing now, OK to go west. But another front 071800UTC/Sat am local with strong NW then near gale SW until 081200UTC

Fri 7 June

My call at 2:39pm

How is weather and progress today? bob

Friday and Saturday 7/8 June

I also tried calling their satellite phone but no reply.

Then on Sunday 9 June Curly of SV Wonderland got in touch with me asking what contact I had with Evi/NINA, as they were then out of touch and concerned.

At that stage we were hoping the lost comms was just due to a wet radio/satphone. Concern wasn't high at that stage for NINA has an emergency beacon and this (still) hasn't gone off. Radio searches and lookouts started.

Once the last likely ETA in Australia arrived concern exceeded expectation and Rescue Coordination Centre RCC started searching in earnest late in June and early in July.

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When Evi got in touch with me on Monday 3 June (the previous day) I suggested they go south to 34 S 165E and the stay put. Here are some notes I've made to explain that recommendation.

Here is the weather map data I used on 4 January, showing expected conditions at 03 2100UTC

Background small arrows are surface current (not much)

Blue/green shading is rain.

2 and 3 up to 9 lines are boundaries of 2 and 3 up to 9 significant metre swell height.

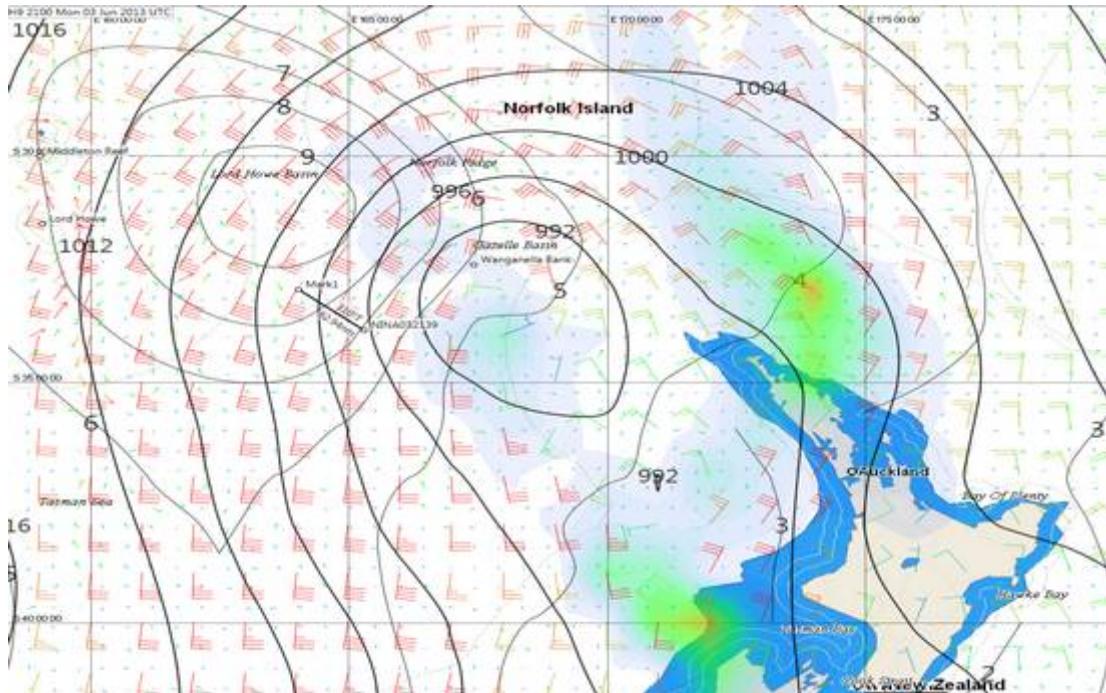
1012 line is an isobar.

Grid of larger arrows shows coloured wind barbs

-one barb is 10 knots and half is 5.

NINA position as reported to me is the little white dot at 032139UTC (9:39am Tue 4)

.. track to the NW to mark 1 is where they were being pushed at 3.5kt (84 mpd) at that time



The standard technique when caught in a deepening low, and the one we teach at Advanced Survival at Sea courses, is to put the wind on your left and that will get you out of the low pressure system—unless you are in the dangerous quadrant, in which case you can't escape so 'run, either with the low or for cover' or 'stay put' - heave to/fore run and Par-anchor or drogue (but still a lot of discussion on the last two ideas). The dangerous quadrant of a moving low is the left-front-quadrant where barometer is falling and wind is backing, but in this case the strongest winds were in the right semicircle and highest swells in the back right quadrant.

The idea of running with the Low only applies to vessels that can travel at the same speed as the low—this is usually around 200 to 300 nm per day, and when a vessel is already caught in a gale crew reef the main etc. and vessel speed drops to below the travel speed of the low, and thus prolong the encounter. However it possible to tweak your path so as to better place the vessel or delay or the start of the encounter with the worst conditions—and this tweak varies with each situation.

When they got in-touch with me NINA was in the dangerous quadrant (pressure falling, wind backing). They could not avoid the incoming southerly storm and 'Running for cover' would have prolonged the encounter with the storm so that left the 'stay put' option.

The only tweak I applied to this standard strategy in NINA's case was to get them to tweak their position and sail south into the centre of the low (light winds) and then stay put in a braced position. This is NOT recommended in a tropical cyclone, but large Tasman lows are generally not shaped like tropical cyclones.

I suspect they may have been heading for Lord Howe and could possibly have got knocked towards Elizabeth or Middleton reef (labelled on the map). This area was radar and visually searched without any sign. Loss of a vessel and all hands at sea is always a life-changing event for those involved and connected to proceedings. In this case, the frustration of not knowing what happened has heightened media interest.

Bob McDavitt