

24 Nov 2014

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DECEMBER 2014 MEETING



AT Richmond Yacht Club, Monday 8 December starting at 7:30pm

Library and bar opens at 7:30pm

Please bring along some nibbles to share with the drinks before the meeting.

Jim and Karin Lott at 8pm : winners of this year's YNZ cruising award, will give an illustrated account of their cruising adventures this year- from Seattle across north America, North Atlantic, to Norway and then the Netherlands.



To warm you up for this talk you can read (again) their article about being LOST IN NORWAY in our previous newsletter at <http://cananz.org.nz/CANANZSep14.pdf>.

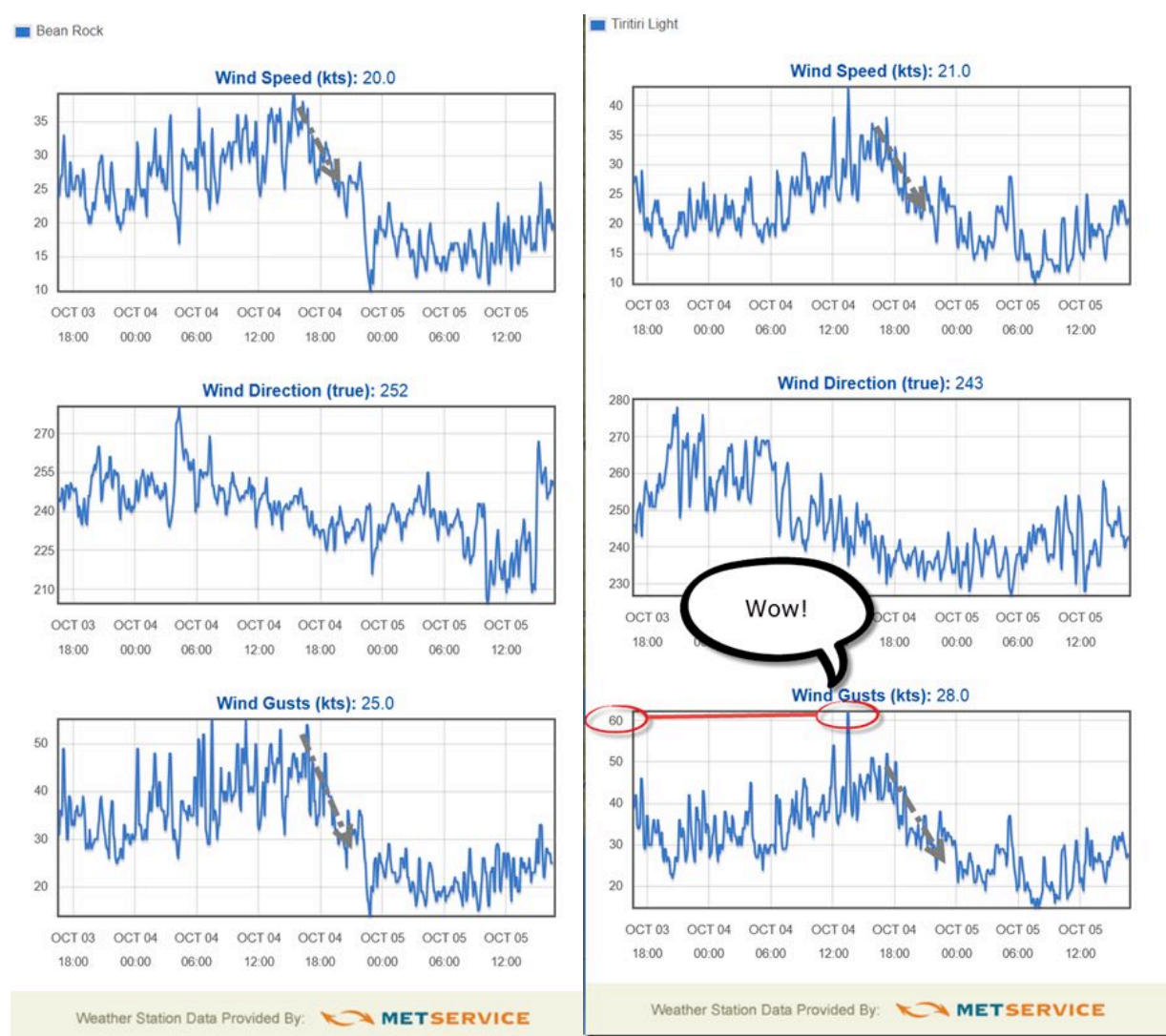
2014 KOWHAI AND LABOUR WEEKEND CRUISES

The Kowhai cruise planned on Saturday 4 October turned out to be too windy (gale warning) and we postponed until the following weekend. On Sat 11 October Sinclair on The Beast of Buckland's Beach AKA "Wet Dream" and John Croft on "TAYANA" went to Opopoto Bay on Waiheke.

There were only a couple of members free for a cruise on Labour weekend, so we shall try again in February. Here is an article taken from our WordPress blog site looking at Saturday 4 October (<https://cananz.wordpress.com/2014/10/05/wind-on-saturday/>)

It was a good call to cancel our cruise on Saturday. The gusty winds lasted until Saturday evening, and did NOT start easing until after 4pm Saturday— too late for us.

In fact there was one very nasty squall that gave gusts to over 60 knots at Tiritiri at around 2pm Saturday – NOT what we would wish on anyone!



Even RNZYS cancelled the first race of the Commanders Cup on their "opening day".

Bob McDavitt.

CANANZ SAILING TIPS PANEL/FORUM 13 OCT 2014

The following notes were collected at our October sailing Tips forum:

WEATHER AND PASSAGE PLANNING BY BOB MCDAVITT

Use <http://tinyurl.com/ecaus>, then <http://www.zygrib.org> then PredictWind/MetService

Scale from outside in: Consider rain, then wind, then swell, then tide. Have an “onshore buddy”.

BOAT AND SAIL SET-UP BY BASIL ORR, TONY & PENNY WHITING

Basil described a FLOPPER STOPPER (<http://www.cruisingworld.com/how/reduce-boat-roll-flopper-stoppers>) for a good night’s sleep in a rolling anchorage.

Tony showed the setup of Taranui III which sailed to Vanuatu last year. 3 roller-furlers. Specially designed so that sailing can be done from the cockpit, no need to go on foredeck. Single line reefing of main. Reduce main chaffing by using small batons.

Tony showed a diagram of his revolutionary Boom Preventer system. With a couple of pieces of rope and a boom vang strap this can prevent those unwanted gybes and wild swings of the boom. It steadies the boat and stops the rolling. It does slow the gybes, so may need modification on keel boats with a large mainsail.

Other tips: Choose a sail setting that is easy to control. Flat in light/strong winds, full sail only in moderate winds. Keep the rail clear of water – a flat boat is a fast boat.

Upwind: Take a heading that lets you feel the tug on the boat then go to windward when the tug increases, being mindful to prevent an unwanted tack.

A light touch should be all that is needed.

Reduce or reef sails early enough to keep the boat sailing with minimum heel. Think of reefing as a balance tactic. Increase weight to windward.



WHEN THINGS GO WRONG

By Paul Leppington -lecturer at NZ Maritime School, ex Senior Master/Director Spirit of Adventure Trust).

Paul delighted us with stories of personal experience of how easy things can go wrong and how to react – to galley fires and almost washing onto rocks. Buy the biggest fire extinguisher you can get. Invest in three (or four) emergency position beacons on various systems (GPS/Iridium/Russian/AIS/Galileo) so they can all be going at once.

Other tips: Flotation devices—what is the law now? All boats are to carry adequate PFD (Personal Flotation device) for each person on board + in Hauraki Gulf, for boats less than 6m, the onus is on the skipper.

Before departure: Check stanchions and cotter pins are in order, there are no hooks or snags, no loose lock-nuts.

Visitors briefing before departure— Cover Radio, “Man overboard”, what to do in a Tack/gybe, respect the boom, keep loose lines and ropes away from the prop.

Tools: In the high seas—a battery driven rotary cutter/angle grinder is best for cutting lines if mast breaks.

PARA-ANCHORS...MYTH AND MYSTERY.

Contributed by Steve Sinclair

Firstly you don't want to be in the situation of having to use one, secondly if you are, then you are going to be very grateful you did!

These are NOT "drogues" !!! (Ah yes, some of you are saying what about "series drogues"! More about those in part 2.) Imagine an airstrip type wind sock but under water, that's a drogue. They are designed to slow the passage of water through them but still maintain a forward momentum, a para-anchor does not.

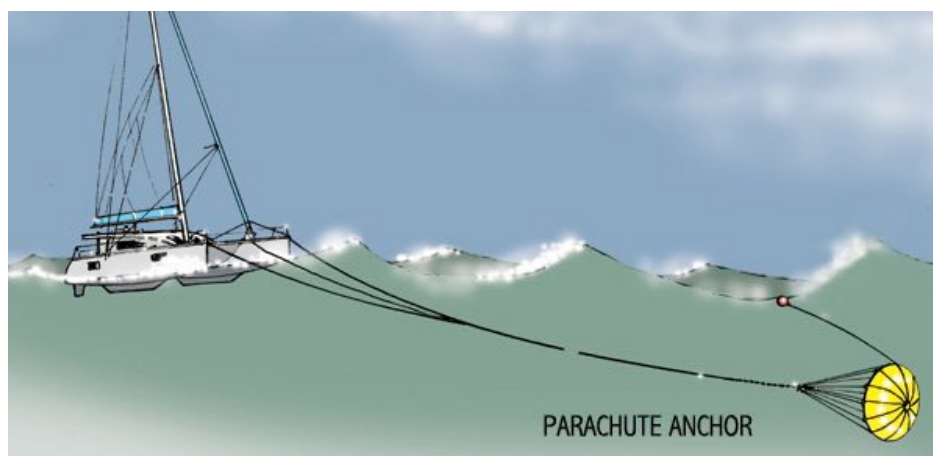
Drogues as a storm survival device work when slung over the stern to slow a vessel that is running before a storm, an effective method of preventing a broach but equally effective are attaching to a rode and tossing over car tires... chilly bins, sail covers, the missus...

A para-anchor should NEVER be deployed astern as they act very differently to a drogue, they pass very little water and a breaking ocean astern will poop your vessel very quickly and no doubt defeat the wash boards and the rest is history!

I once watched a storm survival video of Lin and Larry Pardeys who I have the greatest respect for but found myself wanting to throw items at the TV screen when they got onto the subject of para-anchors.

The MYTH:..... "Para-anchors put too much strain on the rudder as the waves hitting the bow push the vessel backwards down the wave and can snap the rudder off!!" (I find myself wanting to throw things again!....)

Reality is, going full astern on your engine is going to put about as much force on your rudder! A para-anchor is very much like being moored to the ocean which now brings me to why a lot have troubles with them and it all boils down to the instructions.



A para-anchor is basically a big parachute in the ocean, in fact they were devised originally in WWII to "anchor" Catalina flying boats so they could rescue downed airmen and not drift off station. They really did use parachutes!.

A para-anchor actually uses the wave action for added stability and having been saved by one off Cape Turnagain (more on this in part 2), I can attest to the remarkable ability they have in keeping the bow into sea and wind in such a way that the yacht offers the least resistance to both. Its then but a matter of waiting out the storm.

There really is no mystery to them, simply FOLLOW THE INSTRUCTIONS!

They are not cheap (my "Tasman 15" cost nearly \$1600) so a lot of buyers get the next size down recommended for their boat then wonder why they don't work so well. Stick to the size for your boat or if borderline, the next size up!

The next problem a lot have is in the deployment of them.

The "Tasman 15" for example is supposed to be used on 120 metres of 12 strand 18mm mesh nylon warp which is going to cost about as much as the para-anchor but that is what is recommended for a 15m para-anchor and 10m boat. Bigger boat, longer warp and bigger para-anchor. Why? 120m means the para-anchor is positioned at least 2 waves away from the vessel so that when the bow is lifting to the wave the anchor is also lifting on the next wave following allowing the boat to rise up the face of the wave and not be dragged through it! Even though the anchor is positioned about 15m below the ocean mean surface, its still under the influence of the waves energy. So why mesh nylon and why so thick? Its simple. Its acting like a bungee, a shock cord and when the yacht is nearing the wave crest the warp is basically at its full stretch which now literally pulls the boat over the crest and down the back ready for the next wave. Little to NO aft pressure on the rudder. Use a smaller non stretch type warp and the reverse is going to happen!

Next problem is mounting? I used a length of chain from the king post and over the bow roller with a simple G clamp that prevents the chain lifting out of the roller and since the rode itself is well clear of the ship, no chaffing. A decent sized shackle to affix the warps thimble to the chain and a good size anchor swivel at the other end plus a small length of chain although I've never had mine spin of twist in the ocean yet and have had to use it on 3 occasions!

Deploying at sea is not a complicated process. Most run the warp OUTSIDE the stanchions along the gunwale and hold it in place with small cable ties leading back to the cockpit. The para-anchor comes in a bag which takes up little room on deck behind the lee sheets and once tossed over the side quickly "inflates" and then breaks the cable ties as the boat moves astern in the wind. Do not have your prop engaged and ensure the rode is FREE to run its length because once the anchor opens up in the ocean you WILL NOT BE ABLE TO HOLD IT BY HAND!

Retrieval is a little more complicated but by then the storm should have passed and sea state reduced! The para-anchor has TWO floats. A warp runs from the rear of the apex to the first float which keeps it sinking into the depths (more on this in part 2!!!), about 15m of rope will do, and then another 15m of floating line to the retrieval float. You will not recover a para-anchor unless you deflate it by pulling it in reverse...although that is not entirely true...as I found out! The easiest way to retrieve one is simply do a big loop on the engine towards the pickup float so the warp stays well away from the prop, boat hook the pick-up float aboard and haul the anchor aboard then the warp making sure your engine is out of gear!

Please, if you are serious about blue water sailing and want to get one do not take the cheap way out on the warp or for that matter, the size of the anchor! Part 2?? Next newsletter when it all goes pear shaped!

BEACH CUSPS

(From MERC Wavebreaker Winter newsletter)

Beaches are fascinating places. They are alive with marine life if you know where to look. David Gray's "Creature of the Week" brings a dimension to beach walking that is otherwise hidden to the untrained eye. Beaches are dynamic places not only because of the growth of marine life but also because of the physical changes brought on by wind and waves. Everyone who visits Long Bay can only be impressed by the power of the waves in shifting hundreds of tonnes of sand in a matter of hours. Rocks at the southern end can be uncovered for a time and then covered again in a few hours. Ancient drive ways to the beach have been uncovered and uprooted by wave power. In other areas attempts to prevent wave action have been futile. Although it has been shown that humans can affect the environment in a way that we deplore, it is curious that we also deplore the way that the environment can damage human constructs.

Just as we like to study marine life in the natural setting of a marine reserve, we should study the physical effects of the forces of nature in a natural setting location like Long Bay. One of the more curious physical phenomena that occur periodically at Long Bay and also in other parts of the world is called 'beach cusps'. If you haven't seen these; recently at Long Bay then a picture best describes them:



Obviously these regularly spaced shell heaps are produced by wave action, but how? In deep water waves are a jumble. But as waves approach the shore and their height becomes comparable with the depth their speed is controlled solely by the depth. This means that on a smooth slowly shelving beach like Long Bay the jumble of deep water waves combine into long even symmetric

breakers parallel to the beach. But the picture shows heaps of shells whose symmetry is perpendicular to the beach. We often see odd things like this and unquestionably accept them but this phenomenon should surprise you.

A person known to all for her pioneering work in radio activity once wrote in part: the symmetry elements of the causes should be contained in the generated effects. (Curie, 1897). So if the waves are going to form heaps of shells surely they should be parallel to the beach to preserve the symmetry of the cause. Scientists study many phenomena for no other reason than because they are there. So it is not surprising to find a considerable body of literature trying to explain the origin of beach cusps. It is now generally considered that the most likely cause is a phenomenon known as self-organisation. Examples of self-organisation can be found in biology, physics, chemistry as well as the social sciences. Perhaps the most familiar example is the formation of crystals from an unorganised solution of molecules.

A qualitative explanation of self-organisation on a beach starts with waves parallel to the shore on a straight smooth beach as at Long Bay. If at one spot the velocity of the swash (that's the water movement up the beach) is disturbed by a rock or piece of stick, then the symmetry is broken and because of the lower speed, that portion of the swash will drop some of the larger sand grains being carried up the beach. This increases the slow-down of the next wave, a feedback effect. This build-up of the coarser grains of sand deflects subsequent waves to each side forming a further cusp and so on along the beach. Detailed mathematical theory agrees moderately well with observation. Next time you walk along the beach think not only of the creatures that lurk below but the very shape of their habitat.