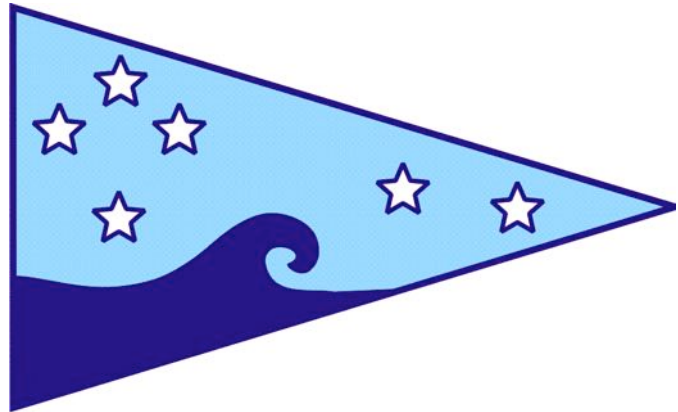


CANANZ **Newsletter**



September 2015 Newsletter

Featuring

- ✓ CANANZ cruising weekend
- ✓ Supporting the Beautiful Whangaroa Harbour
- ✓ *Late start to summer* by Bob
- ✓ The Red-billed Gull needs you
- ✓ The Coastal Classic: experiences and musings
- ✓ *"Look who we bumped into in Lorient Brittany"* from Chad Thompson
- ✓ About my boat "Franda III" - ready for a new owner

Next general meeting – 12th October

All about mooring :-

- ❖ How to install them properly,
- ❖ what regulations need to be obeyed,
- ❖ how often they should be inspected,
- ❖ what is the inspection procedure,
- ❖ the protocol in using someone else's mooring when sailing around,
- ❖ how to ensure you are well moored,
- ❖ and some memorable stories about moorings



Our speaker is either Hamish Stanaway or Lawrence Hall of Moorings and Marine Services

www.mooringsandmarine.co.nz



CANANZ Cruising Weekend

The next cruise is scheduled for **Saturday 31 October 2015**



Get involved in our next cruise!

We will advise the bay earlier in the week when we can guess a weather forecast and pick a place that will be a pleasant sheltered anchorage, for a BBQ and serious discussions, as well as competing for the Maggie Trophy (currently held by Close Encounters).

Supporting the Beautiful Whangaroa Harbour

In the previous CANANZ newsletter, one of the CANANZ founding members, Pony More wrote an article describing the legal action that a group of concerned boaties have taken to keep Whangaroa Harbour free of Mussel Farms.



They still need our help. Final costs have been adjusted now to \$113,950

They have done their best to help boaties enjoy sailing in Northland and any contribution towards this cost is greatly appreciated. See bank account details below

Whangaroa Maritime Recreational Park

Account No: 02 0352 0119769 00

or mail a cheque to them: PO Box 264, Kaeo 0448.

Late start to summer this year.

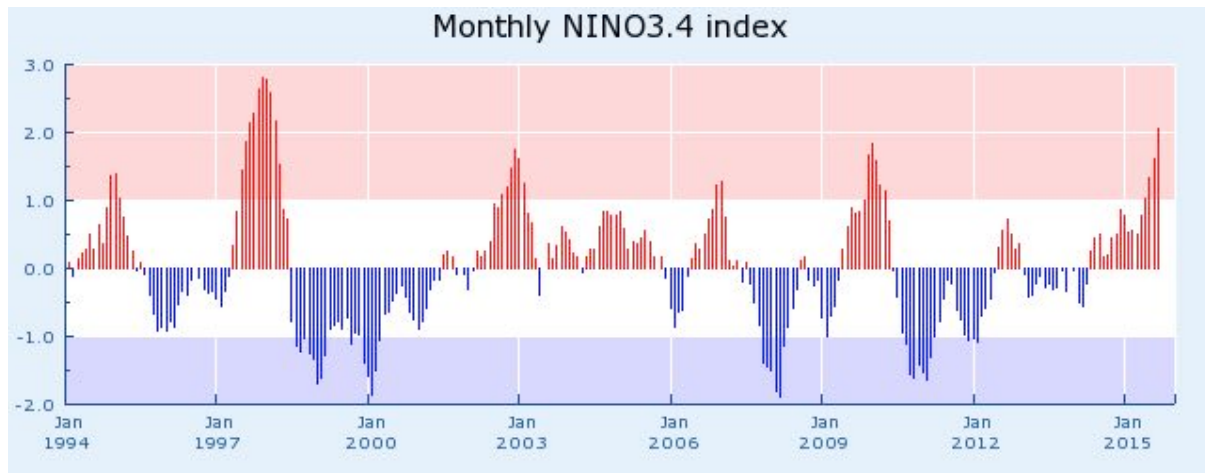
(by Bob McDavitt of MetBob)

You've heard that we are having an El Nino and that means a dry summer for northern and eastern NZ, but what is an El Nino, and what does this mean for sailing around Auckland?

The term "El Nino" comes from Peru. During some years warmer than normal seas arrive on their coastline around December—at the time when they are having their local festival "El Nino de Navidad", and hence the name (it is named after the festival rather than the "Boy Child"). The arrival of these sun-warmed seas from the equator brings them rain inland so that it flowers in the desert, but causes the local anchovy population to crash,

Nowadays the term is used by climate scientist as a parameter to measure how much heat is being stored in the sea along the eastern equatorial Pacific. Heat is stored here when the planet's atmosphere-Ocean system is out of balance and cannot use the incoming sunlight properly. The stored energy is able to be released into the atmosphere (when it I ready) to fire up storms and cyclones.

Temperatures in the target zone of the eastern equatorial Pacific are measured by the NINO3.4 index. This has now intensified to 2 full degrees above normal as seen below, courtesy of the farmonline website. They are still intensifying and are expected to peak around the turn of the year. The graph shows that they still have a while to go to rival the extreme 1997/98 El Nino but may well do so.



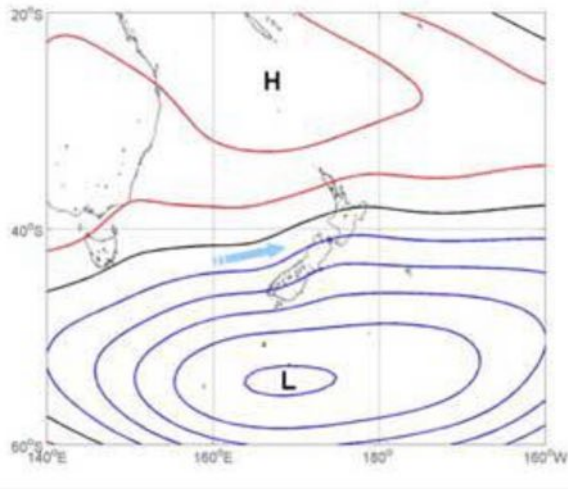
The pink region is El Nino, as seen at

http://www.farmonlineweather.com.au/climate/indicator_enso.jsp?c=nino34&p=monthly

In an El Nino the Pacific convergence zones tend to move towards the regions of warmer sea, thus in the South Pacific they are further north and east than normal. The trade winds become weaker than normal, and so the subtropical HIGHS are diverted further north than normal. These are the HIGHS that we welcome for our summer weather.



South of the subtropical ridge is where the fronts and disturbed west to SW winds of the Southern Ocean are found. We normally see these over Auckland mainly in Spring (Sept-Nov)



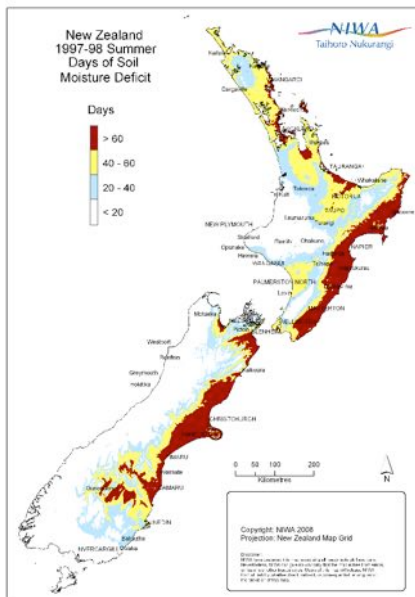
but since the subtropical ridge is likely to be bumped further north over next six months, we can expect to see these disturbed SW winds more than normal, and the summer highs are likely to arrive later than normal.

The extreme El Nino of 1997/98 may be a useful comparison:

Number of Days December 1997 to February 1998 with insufficient moisture for grass growth.

Not all the unusual 1997/98 New Zealand conditions can necessarily be explained by the El Nino. Late January and half of February 1998

were exceptionally warm—hot enough to melt the Auckland power cables and result in power cuts to the Auckland CBD lasting a month. This is NOT typical of El Nino summers. However heat waves and bush fires are likely in Australia.



Tropical cyclones are more likely to occur around Cook Islands and French Polynesia rather than around Vanuatu/Fiji/Tonga. And if a tropical cyclone does try and move towards New Zealand then it is likely to be decapitated by strong wind aloft.

SO the chances of Auckland being affected by a tropical cyclone this summer are less than normal.

The forecast is for a ring of cooler than normal seas surrounding the El Nino hot bed, and these cooler than normal conditions affect New Zealand.

Since fish size and availability is related to sea temperature, the outlook is for smaller than normal snapper in your catch.



The Coastal Classic – Experiences and Musings



Close Encounters is doing the Coastal Classic this year for the first time so we've assembled some musings & experiences. Thanks to Neil Lawton for putting this together.

Every Coastal is different so what is good for one race may not be a great idea in another. However, over the years there are a few things I've learnt or observed that may be useful, so here goes. The weather is often the big factor and no two years are the same. That said, I think more than half of the time it's some sort of W or SW so the following notes are written based on a hypothetical classic spring W or SW breeze.

Before the Start : The best thing to do here is get out there early as it gets very busy. Sail past the wharf (make sure you've been seen!), try and get a decent transit on the line then sail back and loiter in the area between Devonport Wharf and Stanley point. Assuming a SW or W this is the best area to be in prestart but remember everyone else thinks so too so keep a good look out.

Get the main up and get the gear ready early. Decide how the kite is going to be set up which in this SW scenario means making a simple decision between 1) starting with a kite or 2) starting on headsail and then popping the kite after the gybe at North Head.

Starting with the kite is the option the pros will go for but it does mean gybing the kite in amongst a fleet of 200 boats right under the gathered crowds at North Head - sure way of getting a photo in the Herald if all goes wrong. Start under headsail is the conservative approach. Stay like that until after you have gybed at North Head then launch the kite.

Either way, before the start get the headsail up early enough to get comfortable with crew work through the tacks and gybes as you maneuver around, settle in and make sure someone is on top of the timing.

The Start to North Head : Assuming a classic SW start the best way to approach the line is on starboard, near the Devonport Wharf end, at speed and on time - Easy! In reality this means loitering between Devonport Wharf and the Navy base close in to the north shore. Look what everyone else is doing and join the masses as they all move over onto starboard and rush to the line. Doing this means you shouldn't have anyone forcing you over and if you are early you can reach down the line to kill time. One thing to note is there is often a massive "line sag" going on. With such a long start line it's very easy to get into the mindset that you are near the line when in fact you are still well back from it. From North Head it looks like the line "sags backwards" as boats all try and not be over early but are still a distance off (especially true in the middle). A way to avoid this trap is to try and get that decent transit on the line before the start.



The first challenge after the start is what to do at North Head and when to make the all-important gybe. The thing here is not to go over too soon. It's tempting and you know you need to head north so why not head that way as soon as you can? The big problem is North Head can cast a long wind shadow and going early can put you right in the middle of it – a bad idea. It's best to watch what's happening, go a bit further than you might otherwise do and go when you feel right. Be careful of boats to windward who have already gybed, they will be heading at you on port but often it's hard for them to see ahead clearly so be ready to do some shouting of STARBOARD! While still on starboard don't be intimidated by boats right alongside of you to windward who are also still on starboard. You are trapping them and they can't gybe until after you do and they might well do a lot of shouting about it. They can huff, puff and bluster as much as they like but you still have rights over them. Your Proper Course is the route you feel is best to get you to Russell (not them), no one can force you over so race your own race here.

Once gybed over and heading north the fleet quickly spreads out and the madness and mayhem of the start to North Head section soon disappears. Once things settle down it is a good idea to get some of your folks to go below and get some rest, it's a long day and night ahead...

Inside or Outside? There is very little to really worry about from North Head up to Cape Rodney (esp. in our hypothetical reach/run W or SW) other than avoiding sailing too close to the back of Kawau and getting into its wind shadow, making sure to avoid Flat Rock and not getting caught up in traffic or tide through Tiri Channel. However once at Cape Rodney the single biggest decision of the race must be taken – do you go inside or outside the Hen and Chicks? There are as many reasons to go either way as there are skippers in the race. I've been both sides with varying success although more times inside than out. If you haven't got a good reason to do otherwise then probably the safe bet is to go inside as it is slightly shorter and most of your competition will go that way anyway. However, you'll not know if that was the right call until you all meet again at Cape Brett and that's a long night further up the course. If you decide to go inside then once at Cape Rodney aim straight for Sail Rock. Once you are near Sail Rock adjust your course more northerly to place you on a line which will leave you a sensible distance off the Tutukaka Coast – see next section. All things being equal and assuming a decent reach or run up then the sun should be setting by the time you pass between the Chicks and Whangarei Heads – those heads have a very eerie and spooky presence silhouetted against the dying light.

Tutukaka Coast! One thing that can happen on this section is boats often sail too close to the coast. It is shorter to do so but the wind often softens at about this time in the race and it dies away A LOT MORE closer in. This is especially true once you pass Ngunguru and come alongside the big headlands around Tutukaka. The lighthouse at Tutukaka Heads will be obvious from sundown but don't get confused by the town lights you see on the coast here because those are Ngunguru not Tutukaka (Toots is too well hidden behind the heads to see other than the ever flashing light). Another danger to avoid on this section is Elizabeth Reef. Make sure you have a safe water waypoint marked and pass it well off shore. It might be an illusion but whenever I pass this area in the daylight it looks like the reef comes further off the coast than it's marked – I'm sure the charts are correct but I would not want to test it on dark night.

The Approach to Cape Brett You'll pick up the flashes of the light at Brett as you go past Tutukaka but don't be fooled as it is still a long way away, it will be a flashing, hypnotising sentinel with you all through the night. This is a tough part of the race and you need to use the folks who have rested early for this stretch. Oddly though I actually enjoy this section, slowly drawing in the miles and mentally calculating and recalculating an arrival time at the Cape.



Often here you start to meet other boats. After hours of seeing nobody, suddenly they're all around as everyone converges on the same patch of ocean. It's important to keep a good watch and be aware of who is nearby.

A good reason to leave a decent distance off the coast on the Tutukaka section is it gives you a slightly better angle into Brett especially as you get near to the Cape. If you stay close into the coast then the last few miles to Brett are under huge cliffs and often there is a large wind shadow close in. I've watched as boats go in too close and just park up as we sail away and leave them behind only a mile or so further off shore.

Rounding Brett Once you are near Brett then the second big choice of the race has to be made – Shoot the gap or sail around the outside of Piercy Island. Most boats will shoot the gap and I've done that more times than not as it is shorter and leaves you in a better place to start a beat into the bay. However, there is a big caveat in that sometimes there is absolutely no wind in there under those cliffs, none, zip, nada. I've sailed around the Island on the outside before and left a whole flotilla of boats with masthead lights swaying in a lazy swell going absolutely nowhere on the inside. The only thing is to look ahead and make the best call you can based on what you can see is happening in front. The other weird thing about going through that gap in the dark is it feels far narrower than it does in the daylight. That might sound odd but big swells breaking on huge cliffs sound extremely and worryingly close even if you know they are a safe distance away, quite freaky.

Heading to the Line If I had to sum this section up in one word it would be COLD. Given our SW or W breeze this section is a beat to windward in the dark and early hours of the morning with everyone feeling tired. Make sure you are wrapped up before Brett as once on the wind it gets very chilly very quickly. Having said that I've not done this before on a boat with a ridged dodger so I have high hopes of being able to sit out of the spray and wind 😊

There are a few traps and hard bits on this part of course so it's important to be aware of where you are. Bird Island can suddenly pop up from nowhere if you are not careful and remember Whale Rock is not where the Whale Rock light is either. Tapeka Point all the way to the finish is a rock strewn coast so again it's important someone is watching the plotter and depth.

The other big danger here with a lot of boats all beating to wind in the dark is traffic. It's a good idea if someone is looking down to leeward all the time through the bay.

The finish boat will sound a horn as you cross the line and it's a great feeling. Time to motor over to Russell, drop the anchor and open the rum!



Look who we bumped into in Lorient Brittany

from Chad Thompson

Just back from 5 weeks in Scotland, UK, Northern Spain, Brittany and Eire.

There we (Marg and I) were sitting down having a glass of wine at a bar in the centre of Lorient and who should be floating in the marina just over the railing but Victoria with the Lotts on board.

We had a great evening catching up on their voyages, washing it all down with a few wines and some good tucker turned on by Karin, and even some aqua pure (photo). Jim and I took off the next day to see the Nazi submarine bunkers while Marg and Karin toured the old part of the city.

They were then heading off down to the Gulf of Morbihan (a little further down the French coast) and then onto Portugal.



About my boat : Franda III – ready for a new owner.

Built by Max Carter. 11.48m (43'9"). 3.5m wide, 1.42 draft

A solid Kauri diagonal glassed construction.

Three previous owners:

- 1) Gavin Woodruffe
- 2) Frank Glenda King, who sailed out from England, saw "Amuri", sold Franda II then bought "Amuri" and then changed her name to Franda III.
- 3) Peter Edmons (early offshore yachtie) and then many happy families.



As a coastal cruiser we have sailed East North Coast since 1993. She is a comfortable cruiser easily handled by one person. Since owning we have added a few minor bells, not too keen on "whistles". She has a wind generator and inside steering. A great live aboard. Now downsizing so is on market for next family to enjoy.

Phone 09 450 0239 for particulars