



Kerikeri Cruising Club
www.kerikericruisingclub.org.nz

Newsletter August 2019

Commodore's Comment

The last two race days have been sailed in some pretty fresh conditions, and last Sunday on “Physical Favours” proved to be very eventful, while we attempted to dredge a part of the Te Puna inlet near Reidy’s with the gennaker. I am pleased to advise that the crew, and more importantly, the gennaker, survived without any damage.

On Tuesday night the General Committee held the regular monthly meeting. We were surprised, upon arrival, to find a group having a big boil-up outside the handicap toilet.

The meeting commenced at 1900 hrs and among other things we discussed:

The Reclamation Title - which is still ongoing. We have formally acknowledged Ngati Rehia as the Kaitiakitanga and suggested any other “interested parties” liaise with them. This is a slow process, and will continue for some time yet.

The centreboard committee are in the process of designing and costing dinghy racks for boat storage. Initial estimates suggest that there will be a significant shortfall, on funds raised to date. Any member contributions to this worthy project, would be much appreciated.

For some months, Dan Wise has been working on a “Vulnerable Children's” policy, which we discussed and approved. This policy will be put on the website for all to see, and will give guidance to all involved with our children, as to what is unacceptable, and to the remedies that the Club may seek, in the unlikely event that an incident does occur.

The Lake Manuwai toilet situation, is still being discussed with council, and we are hopeful a solution will be in place for all Lake users prior to summer. Part of

The Carters RIB had to be withdrawn from service for safety issues. The committee approved the expenditure required for the remedial work to be undertaken, and it should be back in service for the start of the season.

Work has commenced on the fuel jetty, and scaffolding will soon be put in place to assist the workers to get access. Expect disruption during this work. The jetty will be closed for periods.

Tim Bingham has been liaising with various staff at council, as to what control we can exert over our land, given the "Resource Consent" allowing public access. Discussions around health and safety issues, commercial operators using our facilities, along with the public using our carpark for long term parking. The result being, that it all became too hard for Council, and it was suggested we go and get legal advice and go back to them. We have decided to formulate a management plan, and implement it.

There was discussion around the "Etchell" and safety issues regarding the sailors using it, after an incident last Sunday. We have requested that the CB committee formulate a plan for our perusal. However we unanimously decided that all crew on any boat belonging to the club, will wear a buoyancy aid at all times, whilst on the water. This includes adults.

There has been concern, that the marina berth transfer rules can be circumvented by using a change of ownership of companies or trusts to bypass the system. We have drafted up changes (after legal advice) to prevent this from occurring.

The dinner party down stairs, had finished by the time we all went home.

*"He who lets the sea lull him into a sense of security is in very grave danger."
— Hammond Ines, Novelist*

Regards,
Commodore - Peter Wilson

Notice of Club Annual General Meeting & Call for Nominations

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

Nominations are now open for committee membership & officer positions. To

Notice of Kerikeri Cruising Club Marina Berth Licence Holders Annual General Meeting & Call for Nominations

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

Nominations are now open for marina committee membership positions. To make a nomination please [download the nomination form](#) here or contact the office for a copy. The deadline for nominations is 10th September.



Book your tickets now (at the office 407 9434), only a week & a half away. Dance away the winter blues with live band JPG.

Buffet Menu:

Fresh Breads & Seafood Chowder

*Vegetarian Tortellini, Salad, Scalloped Potatoes, Stir-fried Vegetables
Glazed Ham-on-the-Bone, Roast Leg of NZ Lamb with "traditional trimmings" &
carved at the table*

Followed by *Fresh Fruit Salad, Chocolate Cake & Cream*



Kerikeri High School Team Sailing Open Day

Open day at Doves Bay September 14th from 11.30 for any Kerikeri High school students keen on team racing (photo above).

Come and meet Hamish Dixon our new coach and have a try at team racing

We had a great season last year finishing third in the national championship but need more sailors for this year.

Any questions Tony Calnan Team Manager 021 687846

Centreboard Thank You Night

Instead of a committee meeting this month, the centreboard committee held a thank you night at the club, to show our appreciation to our coaches, sponsors, rib operators, parent support and contributors big and small.

We thank Charles for providing tasty morsels to enjoy, (which we have come to expect, but always appreciate) and also a comparative newcomer Bruce Carter, our club photographer, not many clubs are as lucky such willing talent we thank you all.

The young sailors proudly wore their KCC racing bibs, while displaying their medals, won this season in regattas near and far. Our sailors have been a huge credit to the hard work put in by our talented volunteer coaches, and supported by dedicated parents, who cheerfully turn up week after week to help coaches and sailors

A huge thank you was shown to our two major benefactors, Mark Turner and Ray Haslar, both receiving a framed print a reminder of our appreciation. Our sponsors, New World and Waipapa Rotary are now displayed in the clubrooms with new signs displaying "Proudly supporting Youth".

This year our committee consisted of coaches with the exception of Tanya Sanders, who has been invaluable in producing our sponsorship programme available in the clubrooms and office and designing our 5 year programme with graphics and the envy of all!

well. Any helpers who want a fun, but exhausting time are welcome!
As well as coaching the committee and helpers have working bees to ensure our yachts are kept in good condition. Our new 40 foot container has proved invaluable to both store and dry sails, provide a workshop for repairs and a classroom for before and after sailing.

To help keep all this running this year, all administration has been a volunteer position, although coaches also communicate constantly with their groups providing information and support. Our support base welcome the chance to put back into a sport.

the Centreboard Committee





Keelboat Racing

As we come to the end of the winter season, both the Harcourts winter series and the Fell Engineering winter rum race series have completed 8 races. There have been some pretty challenging conditions at times for each of series and some great racing to be had.

Race 8 of the Fell Engineering Rum Race saw 6 yachts hit the water, despite the now casting hitting gusts of 48 knots shortly before the start. There were some exciting moments for all the crews with big gusts and some tricky lulls, especially heading up the Te Puna inlet. In the end, it was Physical Favours who came out on top, a mere 14 seconds over Demonstrator and Vim third. With two races to go in the Fell Engineering sponsored series, placings are tight, with Physical Favours leading the pack on 19.5 points, Vim second on 24.5 and Wakanui a close third on 25. The single division format of this series has led to some great racing around the track, and a real mixture of boats taking the top slot in the racing each weekend.

In the Harcourts Winter Series, Tongue Twister leads the A division on 14 points, proving that their mixture of youth and experience on board is paying dividends in the results. Physical Favours is second in the A division, trailing by 5 points and looks unlikely to be able to make up the gap at this stage in the series. Time will tell. In the B Division of the Harcourts Winter Series, and despite some tight results on corrected time, Vim (20 points) holds a comfortable lead over Aalita (32), who's early season results set them up well despite being away for the last few races. Our club Etchels, Cunning Plan has put in some consistent performances all winter to be sitting third, and the crews will be eyeing a move up to second in race 9.

Prizegiving is not too far away now, and it would be great to see as many crews as possible at the club on the 21st of September. More details to follow.

We are currently putting together the programme for the 2019/20 season with a few changes to watch out for that we hope will make for some exciting events

anticipation of this mark being removed at the request of the Harbour Master. Racing yachts are already feeling the impact of the extension to the Mooring Management Area on the southern side of the inlet. Western will also be relocated to a position more central in the inlet by Moorings Northland – we will advise once this has happened.

Looking ahead to next season, the Keelboat Committee needs you – we currently only have four members currently on the committee, and it would be great to be able to fill all the vacant places for the 2019/20 season. If you are interested in finding out more, please have a chat to one of the committee members, Royce, Andy, John or Daniel.

Thanks to our Keelboat Winter Series Sponsors



Harcourts
Bay of Islands Realty Ltd

House & Social Events 2018-2019

Although the house and social committee has only been in the job for almost a year, it somehow seems to be much longer! Maybe, because some of us “practised” on Matariki and Prize giving, in 2018 before putting our names down officially to form a committee.

Our group wishes to thank the outstanding skills of Emma Wise with her artistic skills and Bruce with his photographic and techno, giving the club a unique record of his images, formed into slide shows of club events and displayed on the club house TV Screens

As there was no Launch and Cruise committee, we fitted some of the events in with our stuff

Our aim is to foster the social side of sailing and boating by providing events so that young and not so young, sailors, cruisers and social members can mix and mingle on and off the water.

We put together new event with the Keelers, the Urupukapuka cruise/race with a get together following on Kit Staff's yacht Chimera, followed by a barbecue breakfast on the beach.

This year we organised a fun St Patricks Day evening complete with green everything, Irish music and slide shows, which was a steep learning curve to us, as it was not well patronised, and so it was with trepidation we held a well patronised winter Matariki night.

This year the Commodore has chosen The Great Gatsby as the theme for his ball, and booked a top band "JPG" so as of writing the committee are preparing to meet that challenge with suitably glamorous surroundings at the club house on the 31st August.

As well as this cycle of events, there are also regattas, thank you evenings and sponsor /group dinners to help, even though on a smaller scale.

So our year is almost done, and thankfully almost all of the committee have agreed to try again.

We wish Emma Wise all the very best in her additional commitments in her artistic career, but thankfully can still ask for advice when searching for inspiration!

Some small changes have been made in the clubrooms, with more to come.

A big thanks to our chef, Charlies and his dedicated team for their help in providing quality food and services through the restaurant and bar

Anyone who would like to add to assist on the house and social committee please let us know by email Vonnie dougvon@farmside.co.nz or Bruce carter.db@gmail.com you will be very welcome.

House and Social committee

Chairperson: Bruce Carter, Vonnie France, Emma Wise, Marlene Pivoc, Natasha Power, Alison Parr.

Protecting Your Investment #7 - Diesel Bug: Treatment & Prevention

I'm sure most boat owners have heard of "diesel bug" either by that name or something similar. It is a phenomena I only experienced 30 odd years into my working career in the heavy plant industry, which makes me wonder, did it exist in the 1950s, 60s & 70s?

The "bug" is an algae which, when given the right conditions to grow, has the appearance of a black slime which is capable of totally blocking a diesel engine fuel system within a very short time. The engine will starve of fuel and probably

Sounds serious, and it is! Remedial action required is to drain all sediment traps in fuel tanks & primary & secondary filters. Wash any mesh strainers and thoroughly flush filter housings with clean fuel. Renew all replaceable fuel filter cartridges, and bleed all air from the system before attempting to restart the engine.

Obviously if you are faced with this situation at sea, the first requirements are one or more complete sets of new fuel filter elements, the tools to change them, AND the know-how to do the job. Failure to have any one of these 3 will probably result in a towing job.

How does the “bug” get there? The “bug” exists and grows on the interface between the surface of water droplets in the fuel, and the surrounding fuel. Virtually all diesel fuel has microscopic water particles present which are small enough to pass through most filters. Normally these particles accumulate in the sludge traps in tanks and filter housings, but some get through and reach pumps and injectors.

All diesel engine pumps and injectors are adversely affected by water, but some more so than others. A design of pump incorporating a “sleeve metering” system is highly sensitive to water, and this simple and reliable pump requires very careful attention to water traps and filters. The manufacturer of that particular engine recommends use of a special water separator in the fuel line, and the number of pumps I have seen destroyed by neglect of these separators in logging machinery would make a rich man’s wallet cringe. In more modern times, the advent of “common rail” fuel injection systems requires even more thorough maintenance of filtration systems, as they cannot digest any moisture at all.

It appears to me that engines which spend long periods without being run for a reasonable length of time are the most susceptible to “bug” infestation. It seems that fuel which is stagnant in the system is an invitation for the “bug” to grow to plague proportions, so go boating more often!

What then can be done to prevent the bug finding a home in your engine? A few simple maintenance procedures will minimise the risk:

- 1/ Endeavour to keep your fuel tanks full to minimise the air space at the top. This reduces the volume of moist air in the tank, thus reducing the amount of water which will condense and disperse in the fuel.
- 2/ Regularly drain sludge traps in the bottom of fuel tanks, and inspect transparent bowls on water separator and filter housings. Drain as needed.

engine for about half to one hour to ensure the additive is well dispersed through the tanks and lines.

Better still, use a maintenance dose strength of additive at all times, especially if your engine is not run frequently.

If you are unlucky enough to have the bug establish itself in your engine it is prudent to keep several sets of spare filters on board following the initial cleanout of the system, and change the filters a few weeks later. If the paper pleats of the old elements are showing black staining, change them again after a few weeks.

Keep the fuel tanks dosed with the maximum recommended strength of additive until you are confident that the entire fuel system is “bug free”, as it doesn’t take much for the smallest trace of remaining bug to re-establish itself and take you back to “square one !”

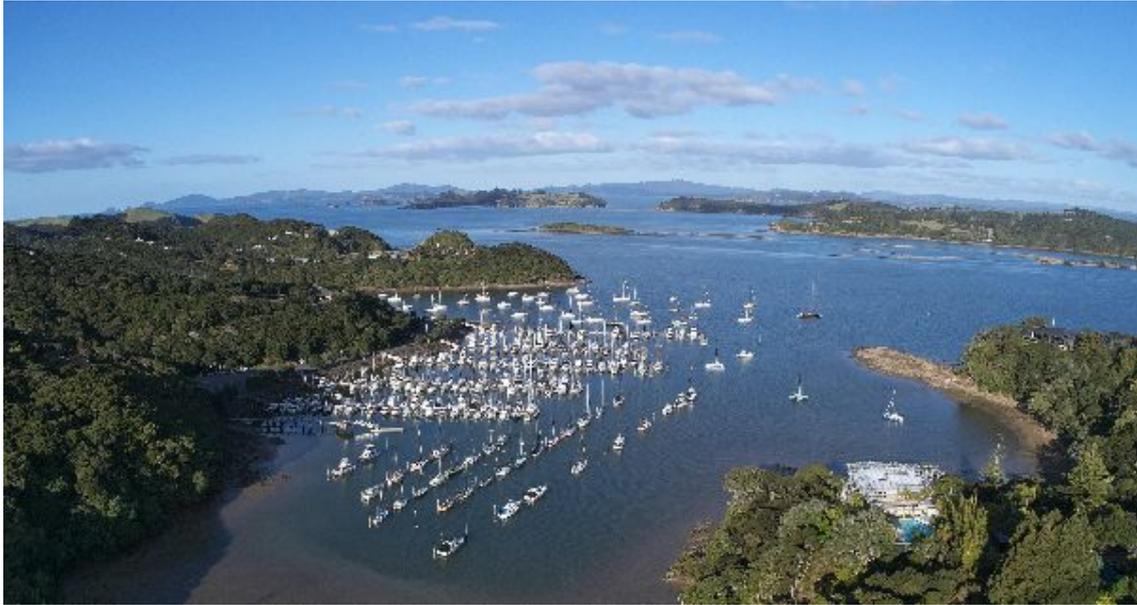
There are many fuel additives on the market, all with their own claims to fame, so, having not seen any comparative test results to choose a winner, I would not be able to make a meaningful recommendation.

What I do, is look at the additive specifications and claims, to ensure it is the type I want, then work out the cost of treating 100 litres, [it varies greatly] and then buy the cheapest. So far my fuel system has remained bug free. It has a “Racor” primary filter with an integral water trap and I use the finest grade of filter cartridge available, which is 2 micron. [two, one thousandths of a millimetre] With this degree of primary filtration, the engine usually starts to show a loss of power after 300 operating hours, due to falling fuel pressure, so I now renew the primary fuel filter at every second oil change of 125 hours as standard procedure. (250 hours)

Be guided by the engine manufacturer’s recommendations and reduce the change interval if necessary, but don’t be tempted to extend it. Filters are cheap; pumps and injectors are not!

Finally, if you don’t know how to change the fuel filters and bleed the air from the system, you would be well advised to have your regular serviceman show you how, and to keep the appropriate tools and spare elements on board. Hopefully you will never need to install them while out on the water.

Next month. Engine Lubricants.



Above: "Viewed from the West"

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

Winter Roast Now Available on Sundays as well as usual menu

Warm up this winter with a beef / pork roast meal at the Club on Sunday nights. \$20/head. The usual menu is also available Friday & Sunday nights. The Clubhouse is open from 5pm on Friday's and in winter season from 4pm on Sunday's after racing.

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.

Allan & Daphne Muller - Long Distance

Jeremy Priddy & Samantha Harsveld - Family Members

Wanted / For Sale

Unwanted Rope... Wanted

Ryan is a year 8 student making product for his school market day. He is looking for any

If you have any rope that you are willing to donate please contact Heather on 021 258 5942.

22 Aug

Mooring for Rent

Opito Bay mooring for rent. Close to shore. Serviced with 2 Tonne block. Suit up to 7.3m boat. \$100 per month. Contact Heather on 021 258 5942.

22 Aug

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Deadline for Weekly Notices:

Notices to be supplied via email by 10am every Thursday to be included in current week.

Our mailing address is:

346 Opito Bay Road, RD 1, Kerikeri, 0294

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