



Kerikeri Cruising Club

www.kerikericruisingclub.org.nz

Newsletter November 2019

Commodore's Comment

I pen this Report for the first time as your new Commodore. It is a role that I am enjoying and it is helped by working alongside a great Committee, Management and Staff.

At this month's General Committee meeting a lot was discussed which led to important decisions being made. Of interest; the security gate on E Pier has worked out well, progress is being made on repairs to the Fuel Jetty, the haul out cradle has been booked up right through to the New Year and the restaurant/bar are starting to crank up.

There's to be a Happy Hour on Friday nights 7.30pm to 8.30pm starting this Friday until late January. Get a few more Keelboat crews up into the Clubrooms and a night cap for those still dining before they head home. All with the intention of a few more bums on seats and having a bit of fun in the Clubrooms. Your patronage is always welcomed.

On that note there are social occasions planned for all. The Commodores Christmas Picnic is to be on Sunday 8th December and a Xmas Extravaganza night Friday 20th December. Come and join in the fun. Keep an eye on Newsletters for details.

It is pleasing to know that 14 keelboats crossed the start line last Friday night. A great turnout. The new automated start system is working wonders and the general feeling is all skippers are happy. Keep up the competitive stuff guys....the season is off to a good start. Equally as competitive, are the youngsters in our centerboard fleet. The coaches are doing a great job and it is excellent to see the improvements our young sailors are making each week. Some are off to the Peter Blake Regatta on the weekend of 1st December and the club is hosting the National Feva Regatta on 14/15th December here at Doves Bay.

It is exciting times on and off the water. Please share in these good times. Our club membership is growing. If you see new faces on the Marina or in the club rooms be welcoming, have a chat and enjoy their company. Hey, it could be Santa or one of his helpers. Have fun and Safe Boating

Regards,

Dave Keen
Commodore

Raft Race Postponed

Sorry folks, the Raft Race scheduled for this weekend, 23 November 2019, has been postponed until March 2020.



Keelboat News

All of our summer series are well underway now with some fun racing in what have been at times some challenging conditions for all of the crews. A big thanks to Bruce Carter for all of his awesome race images - we are really lucky to have someone in the club with Bruce's skill and interest in photographing the racing. make sure yo check out his images on the Flickr site.

It was great to see 13 boats on the start line, including a couple of new faces in the fleet for race three of the Craigs Investments Rum race series and as the weather warms up we hope to see some boats on the water.

The Placemakers Two handed series is being well supported again this year, and with 3/5 races completed, and with the final long race being a half points race the series placings are all still up for grabs.

The Moorings Northland Wednesday Night series has seen some close and challenging racing in mixed conditions so far this season, with race 1 being abandoned due to the conditions. Don't forget that this series as well as the Craigs series having upto 3 drops, its not too late to get on the water and be in with a chance for good series result.

A couple of dates for your diary, with Christmas fast approaching - 20 December will see the Craigs Investments Christmas Rum Race Extravaganza - this was a great even last year so start thinking about your costumes and boat theme - we will have some great spot prizes to give away including rum, a cooler, clothing and battle flags - start your planning now! Also fast approaching is the C Partridge Yachts Round the Islands Race on 2 January. Always a great event, what better way to start the new year than with a great race around the stunning bay of islands. Three divisions - A, B and C (Classic), as well as a rumor about a special H28 prize - keep an eye out for for NOR and SI soon.

thank you to all of our supporters of the summer season - Craigs Investment Partners, Placemakers Kerikeri and Moorings Northland.

See you on the water

Keelboat Coach Instructors course

There is a Y N Z Keel boat instructor's [coach] course being run at Great Escape Charters on Sunday 8th. Monday 9th. To do the Instructor course you are expected to have reasonable experience and ability to achieve level I. Level II and III require extensive coastal and offshore experience respectively.

There is some space if you want to participate as an 'experience' course not aiming at Instructor / coach level.

More details from Derry Godbert 09 407 8058.



Centreboard Progress

The centreboard sailors are training hard for first the Sir Peter Blake Regatta next weekend in Torbay and then our Northland Feva Championships with Skiff races as well on 14th , 15th December in Doves Bay. We thank the hard working supportive parents and of course our coaches.

While at Lake Manuwai a new group of sailors are learning about tacking, gybing rigging and knots which is slowly beginning to make sense, with more making their boat go where they want it to go, and arriving back at the shed with huge self satisfied grins. Again many thanks to our coaches.

The committee were planning to erect the much needed centreboard storage rack next week, all with volunteer donations of help, machinery and equipment

on stand by, when yet another bombshell shell from FNDC which announced yet another “compliance” needed, with yet another large bill to be met before any work takes place.

This means a storage facility planned with generous input of donations from members who have together raised \$10,000, will now have to pay an total of \$2700 to FNDC .

Thank goodness the satisfaction of our youth’s progress keeps us keeping on.



Book these dates in your Calender

* Northland Feva Championship Regatta on 14th 15th December.

This will involve D and E marinas having NO parking of cars or trailers, as all the area will be needed for rigging yachts. The ramp will be closed for the ENTIRE weekend.

* Christmas Dinner in the Clubrooms on 20th December with 2 sittings
, 5.30pm and 8pm in conjunction with the Keelers Xmas
Xtravaganza Race.

This is a great chance to thank staff, thank crew, treat family or a union of friends.

Commodore's Picnic on the beach Sunday 08th December 2019

Join us for our annual Christmas BBQ picnic at the beach! Details to follow closer to the time. Somewhere in the Bay if fine (BYO beverages & plate to share) or in the Clubhouse (cash bar will be open) if it's too windy or wet. Cotton Blossom available for those needing transport but looking for other yachts, launches who could help.



One of the things that makes or mars
a cruise is the amount and variety of
the supplies carried.



CHRISTMAS DINNER IS ALL BUSINESS

**Thursday 12th December
5pm to 11pm**

Kerikeri Cruising Club

Still no plan for your Corporate Christmas Celebrations?

Kerikeri Cruising Club is hosting a Christmas Dinner for business.

Buffet Menu \$35/person

**Bookings essential: call 09 407 9434 before Friday 6th
December**



Help look after Dolphins and other Marine Mammals

Marine Mammals Protection Regulations

All marine mammals are fully protected. Harassment of marine mammals is against the law and offences can result in prosecution. Refer to Marine Mammals Protection Regulations 1992 for a complete list of conditions prescribing behaviour around marine mammals.

- ▶ A maximum of 3 vessels (including jet skis and kayaks) is allowed within 300 m of a group of dolphins.
- ▶ Keep your speed to a minimum—no wake allowed within 300 m.
- ▶ Approach dolphins slowly, from behind and to the side of the group.
- ▶ Never drive through, cut off or circle a group of dolphins.
- ▶ Don't make sudden or repeated changes in direction or speed.
- ▶ Don't attempt to swim with groups with calves or juveniles (animals less than two-thirds the length of the adults).
- ▶ Keep noise to a minimum.
- ▶ No boats allowed within 50 m of whales or 200 m of female whales with calves.

Visit www.legislation.govt.nz

Our bottlenose dolphins are vulnerable

In summer in the Bay of Islands, it is common for boats to drive through the middle of a dolphin pod at high speed – because either they haven't seen the dolphins or they think they will get out of the way. But dolphins (and orcas) can get hit by propellers, and some have died from their injuries.

In the bay over summer many people want to get close to the dolphins, but getting too close can harm them.



Do not drive through a pod of dolphins, scan ahead for dolphin fins and slow down instead.

Scientific studies show a 75% decrease in the Bay of Islands' bottlenose dolphin population each year. Nearly half of all calves in the bay die in their first year – we don't know why.

What we do know is that the bay is a busy place in summer, and this is also the time when most dolphins give birth. If mothers and calves are disturbed all day they cannot do the things they need to take care of themselves. For example, calves may not suckle enough in order to grow and thrive.

Local guidelines to respect

As well as following the Marine Mammals Protection Regulations:

- ▶ Scan ahead for dolphin dorsal fins – do not drive through a dolphin pod.
- ▶ If you are simply travelling through an area with dolphins, slow down gradually and give the pod a wide berth.
- ▶ Give mothers and calves extra space. If you spot a dolphin less than half the size of an adult, keep your vessel 100 m away from the mother and calf.
- ▶ Make the most of your encounter by switching off your motor and giving the animals plenty of space – this lets the dolphins carry on with important activities like nursing and catching fish.
- ▶ Give all dolphins and whales a 'lunch break' between 11:30 am and 1:00 pm—do not approach them during this time.

Designated rest areas for dolphins in the Bay of Islands are: Waikare Inlet, Kerikeri Inlet, Te Puna Inlet, Deep Water Cove, and the area northeast of Waewaetorea Island. **Please stay away from dolphins in these areas.**

Give the dolphins plenty of space and enjoy them.

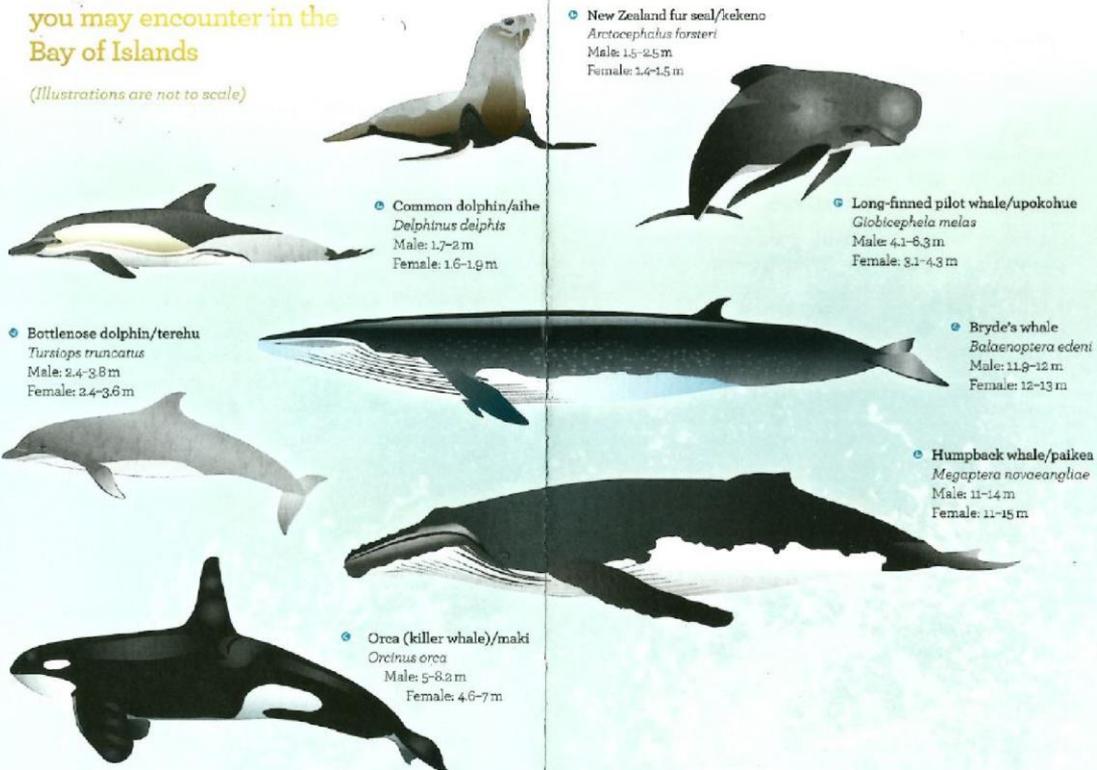


Photos: Catherine Peters

Photos: C. Peters

Some marine mammals you may encounter in the Bay of Islands

(Illustrations are not to scale)



Protecting Your Investment #9 - Metal Component Breakage

If my memory serves me correctly, a few years ago a newsletter article reported the breakage of a stainless steel shackle which resulted in the loss of an expensive anchor. The article writer's opinion was that stainless should never be used next to zinc plated mild steel and somehow that was the cause of the failure.

I agree that it is not ideal for stainless to be used next to zinc, but for a totally different reason.

Stainless is near the top (cathodic) end of the galvanic scale and zinc or zinc plating is near the bottom (anodic).

This means that when a stainless shackle is used next to a zinc plated chain and anchor in salt water, electrolytic action begins to consume the zinc plating. Because of the small surface area of the shackle compared to the large area of the anchor, the electrolytic action will be small and possibly not noticeable for a long time, but this is the only reason I am aware of not to use a stainless shackle in this application.

Metal parts break due to a variety of causes, and an understanding of these causes may be of assistance in designing or repairing boat fittings. For the purposes of this article we will ignore defective manufacture or materials and deal with the three most common causes.

1/ Sudden breakage without warning due to a single overload distorting the part past its elastic limit and ultimate tensile strength. Known as "impact fracture"

2/ Repeated mild overloads flexing the part near its elastic limit causing cracks to develop which eventually weaken the part to the point where it breaks the remaining "good" metal. This is known as a "fatigue failure" and is the most common type of metal part breakage

3/ Loss of tensile strength due to wear or corrosion which reduces the physical size of the critical area of the part .

Let's consider a typical example of each of these to help understand the cause and effect.

1/ In a serious blow you drop anchor in freefall mode and your several tons of boat streams away downwind at an alarming rate until the anchor bites into a good bottom or on a rock and stops short! It takes a different expertise to mine to calculate the loads generated on the anchor rode when the slack is taken up, but common sense tells us it's a lot! That is the sort of situation which can cause a "sudden death" impact failure of the weakest part which could be

anything from the anchor itself, shackles, chain links, to the fairlead, cleat or the deck it is bolted to.

2/ If through habit or accident, you repeatedly snub your anchor really hard into the fairlead with your power capstan, the chain and shackles between the capstan and anchor are repeatedly subjected to loads which may well exceed their "safe working load". This can begin to work on a stress concentration such as the end of the thread of the shackle pin or a chain link damaged on a hard rock, and result in a crack developing. Continued mild overloads develop the crack until the remaining sound material is unable to support the loads and it breaks, usually under less than normal loading.

A fatigue failure is usually easy to diagnose if you have one or both ends of the broken part. The slowly developing crack produces "beach marks" on the smooth surface of the cracked metal, and the final break leaves a rough jagged surface. This jagged break can often be as little as 25% of the total broken surface or as much as 90% or more, depending on whether the steel is malleable or hardened.

This type of failure is very common at the end of the thread of a bolt and is the reason why heavy duty shackles which have a plain shanked pin secured with a split-pin are stronger for their size than the threaded variety.

3/ Very approximately, if you halve the diameter of a round metal rod like a bolt or shackle pin due to wear or corrosion, the strength is reduced to one quarter of the original. It is obvious then that a regular inspection of wearing parts is essential to ensure that they are renewed before failure occurs. While living in Fiji in the '90s I was on a Hobiecat belonging to one of the many resorts with a couple of my workmates, one of whom was a very competent and aggressive sailor. The yacht like many things in Fiji was poorly maintained, and at high speed, 2 or 3 miles offshore, only an hour or so before dark the weather side stay parted and we all finished up in the tide. Fortunately for us we were spotted and towed in before dark.

The stay had parted inside the aluminium swage of the eye due to corrosion of the stainless steel wires. This had reduced the diameter of the wires to the point where they were unable to support the load imposed by three solid blokes hanging over the side in a very brisk breeze.

This type of corrosion is very common in what many of us believe to be truly "stainless" steel and is worthy of a separate article which will follow this one. Use the biggest practical chain- to- anchor shackle, and periodically measure the chain between the capstan and the anchor shackle and compare that with the same number of links beyond the capstan. If the first measurement is noticeably longer than the second it means the first part of the chain has been stretched past its elastic limit and should be cut off and discarded. A chain is

only as strong as its weakest link, and the weakest link of the anchor rode can be anywhere between the anchor itself and the method of securing the bitter end.

Swap your chain end for end before the zinc plating is worn right off at the anchor end and to avoid the often unused boat end corroding excessively in the mud at the bottom of the chain locker. Re galvanising the chain is often a well worth while exercise and in a future article we will detail some essentials explained to me by the owner of a zinc plating company in Auckland.

Hands up anyone who has broken or stripped a bolt or screw while tightening it.

Back in the early '50s my first boss, when asked by me how tight I was to tighten a particular bolt would often answer "Broken- off or stripped is too tight and falling out is too loose!". He would then give me the correct answer in foot/pounds of torque. This drove home the message that every fastening bolt or screw has a specific torque requirement for that particular application and that over-tightening can often place the bolt, or the item it is securing under permanent overload.; possibly resulting in early failure of either or both. Learn how tight is "tight "for each application and avoid those frustrating breakages, which often occur only minutes before job completion, and "beer o'clock" becomes deferred.

Next month "Corrosion of stainless steels "

Dennis Boggs



Above: "Busy at the Lake"

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

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.

- Arthur Cottle - Senior Member

Wanted / For Sale

Wanted - Mooring to buy or long term rent

4T block required for 14mtr Catamaran. Opito Bay, Apple Tree Bay, Black Smiths Bay, Windsor Landing would consider the Kerikeri river as well.

Contact Grant or Glynis - 022 1839476

21 Nov 19
