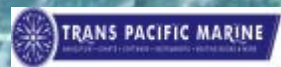


The Official Newsletter of the Island Cruising Assoc.  
e-dition available for download from [www.islandcruising.co.nz](http://www.islandcruising.co.nz) on or before the 7th of each month

# Cruise News

Weather delays rally starts at Opuia.  
Introducing Enertec Marine .  
and much more inside.



**Cruising Gear  
for Sale -  
Loads of it!!**  
You name it, it's  
for sale  
page 8

**MAY 2014**

Next Club Night/ Focus on Cruising Evening.  
Friday 13th June 2014 - Royal NZ Yacht Squadron - Westhaven  
Speakers - Steve Mair - Manson Marine - Anchors and Anchoring.

**[www.islandcruising.org](http://www.islandcruising.org)**

**KEEP CURRENT WITH UPCOMING EVENTS IN CRUISE NEWS**





# UPFRONT

## FRONT COVER



The quintessential tropical experience. Crystal clear azure blue waters, tropical fish, white sand and swaying palm trees in a warm trade wind breeze. Perfect...

## INSIDE....

- 3.. What's up next?
- 4... Featured in this issue
- 5 Updates, News
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- 10.. Introducing - Enertec Marine
- 14... What Works - Windflower Spruce up
- 15... Anchors and Anchoring
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- 19... How too - Sail Failure on Passage
- 21... New Products
- 25... Recipe.
- 26... Ponder This

## EDITOR'S NOTES



The weather is still playing games as we approach the start of this years rally program. The first of May came and went with weather too unstable to give a clear window of opportunity so as I write this the fleet is still at Opuia with Tuesday 6th May the projected start date.

The Tonga Rally clears into the beautiful Ha'apai, Tonga's central group and one of the jewels of the South Pacific. Reports back from our folks on the ground there say the islands have bounced back from the devastation of Cyclone Ian over summer and are back to their picture perfect beauty with the locals eagerly awaiting the arrival of the fleet. SE Asia beckons for others with the inaugural NZ 2 OZ rally and the Sail 2 Indonesia rally following. To all participants and those heading towards the tropics on their own Lyn and I wish a fantastic season with good times and fond memories.

John & Lyn

# NEXT UP.

## NEXT ICA GET TOGETHER

### "FOCUS ON CRUISING" CLUB NIGHT...

**Friday 13th of June at the RNZYS in Westhaven**

The third in our combined ICA/RNZYS "Focus on Cruising" evenings focuses on Anchors and Anchoring by someone that has vast experience in the field, Steve Mair from Manson Marine, the makers of some of the best anchors in the world.

### 2014 SAIL 2 INDONESIA RALLY

Registrations for the 2014 rally will close on June 6th to allow for CAIT processing before the Briefing at Cairns Cruising Yacht Squadron on the 5th, 6th & 7th of July. Registrations of Interest for the 2015 Sail 2 Indonesia Rally are now open. Visit the Island Cruising website for more details.

### 2014 CRUISING PREPARATION SEMINAR - AUCKLAND

Dates are now set for the 2014 CPS in Auckland. Saturday 13th and Sunday 14th December. See the web site for a full details and to Register

### 2015 PACIFIC CIRCUIT RALLY

*The First of May 2015 is the programmed start date for the Bi-annual Pacific Circuit Rally - 2015.*

As in previous years numbers are limited for this rally. The first info pack has already gone out in the build up and there is no cost to register your interest at this stage but it does guarantee your place. As at 1st May we have filled 19 out of the 25 available spots.

For more info click the link below

[http://www.islandcruising.co.nz/?page\\_id=2590](http://www.islandcruising.co.nz/?page_id=2590)  
or

[http://www.islandcruising.co.nz/?page\\_id=1301](http://www.islandcruising.co.nz/?page_id=1301)  
to register your interest

### All Points 2014 - Dates Released.

The dates for the 2014 "All Points" rally to Opuia have been set. -

November 15th to 22nd 2014 in Opuia. Departure from the islands 25th Oct- 5th Nov.

Click the link below to register FREE  
[http://www.islandcruising.co.nz/?page\\_id=1268](http://www.islandcruising.co.nz/?page_id=1268)

**[www.islandcruising.co.nz](http://www.islandcruising.co.nz)**

I'll give you a hint, think Indonesia-Tell us where this Pic was taken to receive a free Club Burgee.

Pg 4

Pg 3

## CONTACT US....

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email: [john@islandcruising.co.nz](mailto:john@islandcruising.co.nz) Snail mail: P.O. Box 534, Paihia Bay of Islands, 0290, New Zealand  
Voice mail: mobile 027-242-1088 & 021-242-1088 Office:- The good ship "WINDFLOWER", South Pacific  
New Zealand 09 8898 444. Australia - 073 0403072





In this issue...

## Feature Articles

- 14 - What works - Windflower Spruce up
- 15 - Anchors & Anchoring
- 17 - Paying it Forward
- 18 - How Too - Sail Failure on Passage

Updates...

### Island Cruising Assoc / RNZYS - Ocean Cruising Division

#### "Focus on Cruising" evenings.

Focus Discussions on how to get yourself your crew and your boat out there cruising, extended coastal or offshore, safely and having fun. These evenings are being held at the Royal New Zealand Yacht Squadron club facility in Westhaven Auckland, monthly over winter. They are open to all RNZYS and ICA members, (please confirm attendance by email) and the public by invitation, please email

#### 2014 Focus on Cruising Venue and Dates

The Venue is the RNZYS in Westhaven Auckland. The Squadron put on a fantastic buffet, great value at just \$35pp and the speakers will give you the benefit of their experience and keep you well entertained.

#### Below is the schedule for "Focus" evenings throughout this year.

**Friday June 13th** - Black Friday - Anchoring - Anchor Types, Techniques and some anecdotes from an Expert - Steve Mair - Manson

**Friday July 11th** - Love your Diesel - Whiting Power

**Friday August 8th** - Sails. What makes a good cruising sail? Maintenance and Emergency repairs. Andy P - Doyle Sails

**Friday September 12th** - Safety Equipment - Safety at Sea. What's new and what you need.

**Friday October 10th** - Lithium batteries, fact and fiction - setting up the electrical and charging system.

**Friday Dec 12th** - Welcome Back and Christmas Party

**Weekend of 13th/14th Dec** - Cruising Preparation Seminar.

[www.islandcruising.org](http://www.islandcruising.org)

### Cruising Preparation Seminar - Auckland

#### Live the Cruising Dream!

It's a dream many have but just how do you achieve it?

Just what's involved? Do I have the right boat? Is this something I can do? How do I set up my boat?

These are all questions that come up regularly when we're speaking to people about cruising whether it's extended coastal, power or sail, or offshore cruising they're thinking of.

This seminar series is designed to answer those questions and a whole lot more, get you out there, well prepared, safely and having fun. With over 30 topics ranging from sails and sail repair to safety gear and how to use it, your electrical system to communications aboard, this weekend seminar covers it all.

The number of attendees is limited to just 15 couples which allows each participants situation to be addressed.

WHERE- RNZYS Westhaven

WHEN- Saturday 13th & Sunday 14th December 2014

For a full description of the seminar or to register go to the ICA website.

[http://www.islandcruising.co.nz/?page\\_id=1563](http://www.islandcruising.co.nz/?page_id=1563)

### 2015 Pacific Circuit Rally



2015 Pacific Circuit Rally

#### Ian and Tracey - "Providence"

'Experience of a lifetime, definitely one for the bucket list'

#### Jude and Grant- "Blinder"

'Best 6 months of our lives'

#### Al and Shirli- "Bravado"

'We've made many true friends and lived the cruising dream'

Just some of the comments from participants in the 2013 PCR.

For more information see the "Sizzle Pack" on page 10 - 16 or to register click the link below.

[http://www.islandcruising.co.nz/?page\\_id=1301](http://www.islandcruising.co.nz/?page_id=1301)

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## Testimonials...

If you have a thumbs up or thumbs down for any supplier or sponsor let us know.

Here's one we received this month concerning Bay of Islands rigging company Northland Spars and Rigging.



Thank you Paul and Rob for great work on Diomedea. I was very impressed by your professionalism, attention to detail, quality of workmanship, and interactions with us during our recent rig. I would recommend NSR to any yachstman and would even state that it is worth crossing the Tasman for your services.  
David McKay SV Diomedea.

On Talking with David he was also impressed with a good number of New Zealand marine services companies including Whiting Power in Auckland and both JB Marine and Seapower in Opuia as well as Northland Spars and Rigging. With tongue in cheek David says he's helped prop up the NZ economy but also is quick to admit that the savings by having the work done across the Tasman was well worth crossing the ditch for.

Also one from one of our Rally Participants regarding their Hydrovane wind pilot.



It took a bit of getting used to our Hydrovane in the first instance but now I wouldn't do a passage without one, it's worth two crew and doesn't suck up power like the electric auto pilot.  
I'm now using it more and more for the short passages too.

Erick Riedl SV Boheme

Since the testimonial about Bailey Insurance last month we have had several calls and emails expressing the same very positive comments. Lyn and I have also just insured Windflower through them and I doubt there could be an easier process. Well done Baileys, keep up the good work.



## Classifieds...

### Navionics 32 XG electronic chart

Russ Abbott [mailto:rwabbott@orcon.net.nz]

I have a Navionics 32 XG electronic chart which I bought for the Aussie trip. New, and it covers Australia and northeastern Islands. Would be perfect for anybody doing the Indo trip.

I need a 34 XG to cover the pacific islands

### FOR SALE

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**Plastic jerry cans,** 25 litre, black, have been used for diesel. \$5 each  
**Boom brake,** Anodized aluminum, hangs from boom, no moving parts (similar to Walder but no side arms). \$100

**Notions for canvas work:** Eyelets (#24 & #27, nickel), Polyester thread (Pacific Blue, V-92), Velcro (1/2", 1" & 2" wide, white), Webbing (1" & 2" wide, white & grey)

**"World Cruising Routes"** by Jimmy Cornell, revised & expanded edition 1990. \$30

**Watermaker: PUR PowerSurvivor 40E,** 12 volt with Repair seal kit. \$3000

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Jean and Stephanie on their Roberts 44 Ketch in Barra de Navidad, Mexico. Hydrovane mounted with davits.



Wayne on his Harmony 42 in Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



Newport 41 in Neiafu, Tonga. Stubby size vane to accommodate solar panels and arch.



Hydrovane in action steering a Hanse 430.



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# What Works...

## Vinyl spruce-up for Windflower

This month we decided it was high time Windflower got a bit of a spruce-up, ahead of the forthcoming rallies in May.

It's been about three years and 21,000 ocean miles since we had Windflower fully wrapped in vinyl, which we opted to do instead of painting, owing to the low cost and ease of repair. Since then she's had a few battle scars, but certainly no more than you'd expect from a paint job of that age.

Now, aside from needing the usual scrapes and dings repaired, we had another slight issue that needed to be dealt with... Here's a tip for anyone with a vinyl wrapped hull – don't leave Grunt boat cleaner on overnight! Unfortunately this information hadn't quite reached the yard guys we employed in Fiji, and the port side was sadly damaged beyond the ability of any cleaning or buffing compound to repair.

The great thing about vinyl, however, is that it's possible to apply a near-invisible patch to any damaged or tired-looking areas in next to no time, and at very little cost. So that's exactly what we did. Or rather, that's what vinyl boat wrap specialists Boat Coat came and did for us.

In fact, it was so fast and cheap to repair the port side that we decided it made sense to do the starboard side at the same time. We were further convinced because we wanted to trial the new vinyl offered by Boat Coat – what they refer to as the 'Rolls Royce of vinyl'. This specialised 3M wrapping film is the same stuff that's used on vehicles, trains and even Air New Zealand's 'Hobbit' planes – so it must be good stuff! Boat Coat say it's the most durable vinyl they've ever used, and I must say we think it looks fantastic on Windy too.

If you'd like to know more about vinyl boat wrapping just visit Boat Coat's website at [www.vinylboatwrap.co.nz](http://www.vinylboatwrap.co.nz), or come over and have a chat next time you see us.

John & Lyn Martin, Windflower



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# Supreme anchoring with a Manson

Come and hear all about anchoring from the expert, Steve Mair at the next "Focus on Cruising" evening, Friday 13th June at the Squadron.

Reviewed by Dan Kaggelis Bowen with forward by John Martin

***The June "Focus on Cruising" evening at the RNZYS in Westhaven is hosted by Steve Mair from Manson Marine here in Auckland and focuses on Anchors and Anchoring***

***It's been said that the anchor you carry on the front of your boat is by far your best insurance. It's also a comfort when the wind shifts in the night to have confidence in your anchor choice.***

Investing in a high quality anchor is a very good idea and, in the world of boat anchors, it is hard to go past the Manson Supreme. The Manson Supreme is built by Manson Anchors in New Zealand. Manson Anchors have been boat builders and marine engineers since 1972 and got into the field of anchor manufacturing out of a need to have an anchor that could cope with the many differing seabed types and extremely harsh and often atrocious conditions found in NZ waters.

The Manson Supreme has been so heavily tested that it is one of a very few anchors that carries a Lloyds Register Approval. Basically Lloyds set the safety and environmental standards for the design and



construction and operation of ships across the world and are the bench mark. This approval means not only has the anchor design and materials been thoroughly tested by Lloyds, but the welders who build the anchors and the manufacturing process it undergoes are scrutinized as well. Getting their tick of approval is no easy feat. In fact the Manson Supreme has been awarded a Super High Holding Power (SHHP) Accreditation by Lloyds, making it one of a very few production boat anchors in the world to achieve this rating.

So what makes the Manson Supreme so much better than the rest?

First, the Manson Supreme can be used on all sea bed types and is not restricted from soft to hard surfaces.

This means no more carrying a sand anchor

and reef anchor, as this anchor can do both jobs ten times better and with ease. The Manson Supreme achieves this through the twin slots on the anchor's shank.

The top slot is designed for setting the anchor on rock or reef. In this slot, the anchor chain is not fixed to the rear of the anchor shank and can slide forward as the boat is driven forward until it reaches the front of the anchor and is pulled away forwards out of the reef. This means no more jammed anchors and, most importantly, no more driving anchors off, which is not only dangerous but destroys the reef as well.

The alternative bottom slot is designed for sand and shale and really pulls the anchor deep into the sand and the huge curved spear head will penetrate the toughest of sea floors with ease. The nose of the anchor also has two layers of steel to give the fluke and nose extra strength so it won't break if anchored only partially on rock or reef. There is no need to worry about the strength of the shank either, as it is made from high tensile 800mpa steel. In fact the Manson Supreme has the strongest shank of all other Manson Anchors. What I really love about the Manson Supreme is the Supreme Roll Bar which ensures the anchor always rolls itself into the perfect position when anchoring. On all the tests I

have done on reef, sand and shale the Manson simply rolls into place for the perfect setting position as soon as the slack of the

anchor rope is taken up. When you couple this with Manson's Supreme Winglets (small flaps on the sides of the anchor), the anchor falls quickly and helps sets the anchor first time every time. You can tell there has been a lot of brain power put into the design of the Manson and after using it now for a while it really is a quality piece of gear that I can truly

rely on. The shank of the anchor has also been made to conform to all standard bow rollers and is also fully suited to self-launching if you have the luxury of an anchor winch.

Whilst the anchor has plenty of excellent attributes, the single biggest fact that has won me over is that when the Manson Supreme hits the sea bed it digs in deep and stays put. Deep water marks in the past which were problematic to anchor on are now a breeze, especially in rough conditions which just drive the anchor in deeper.

So if you are thinking of a new anchor, it's hard to go past the Manson Supreme





# Paying it Forward...

## Fakarava Fix

By Sarah Curry, SV Hydroquest  
April 2014

'Super Dinghy', the envy of many a cruiser, only let us down once. After spending 23 nights at sea from Mexico (with a stopover in the Marquesas), we motored into to the magical atoll of Fakarava in the Tuamotus, French Polynesia. A South Pacific dream destination, Tetamanu pass, at the southern end of the atoll, did not disappoint with its vibrant coral and overwhelming shark population. Drift snorkeling through the pass was at the top of our list. Contingent on an incoming current and a healthy outboard engine, we were ready to go... Until our Mercury 15HP started acting up.

After a few hours of trying to figure out the issue, we appealed to Nico, the boat driver at the small pension, to take a look. We'd had the chance to get to know him a bit – we'd hosted some of the staff for beers on our boat the night before [Amazingly, none of

the local guys had ever been invited out to a cruising boat before!] – and he was happy to help us out.

The next morning Nico and Max towed our dinghy back out to Hydroquest at anchor. In a combination of French/English/Franglais/ Hand gestures we were able to decipher that the problem was a damaged carburetor gasket causing a fuel leak. We were glum, knowing full well we had no spare gasket kit on board.

"Don't worry. I ordered the part," Nico said with a big smile on his face. "It's on its way."

Katy, my sister in law, and I were incredulous: "What?! Really? Are you serious? No...." One of our earlier conversations had centered on trying to translate the word 'gullible' and he'd been having fun with it ever since. The guys snickered at our reaction.

"Well, actually, yes, it's true," Nico continued in French after a moment. "I

called my friend in Papeete this morning and she went to the store and found the part for your engine. She took it to airport and gave it to Sonny (the pension owner) who is coming back today. The flight arrives in Rotoava this afternoon and so you will have the part by 4:00pm today once the boat arrives back here."



Will and Sarah Curry



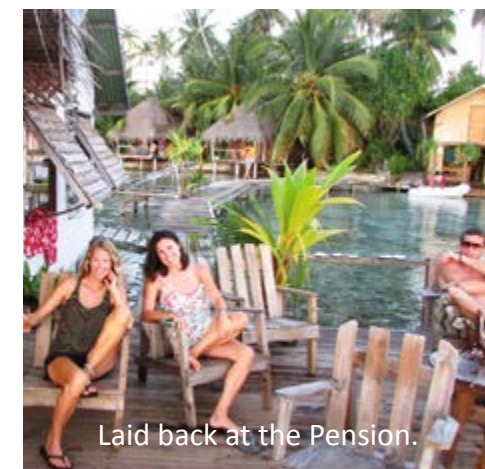
He was totally sincere. We were in such a remote area part of the world and yet we would have the specific Mercury engine part before the day was over! Wow.

As promised, the parts arrived and Nico had them replaced just in time for an afternoon dinghy ride. My husband Will jetted out to SV Hydroquest with Nico to pay him for the parts; we'd seen the receipt for 8000 CFP (over \$100). But Nico absolutely refused to take any money and said he planned to pay his friend out his own pocket. Every time Will gave him the money, he pushed it back.

In true boating form, as soon as the first problem was fixed, a second one reared its head. When Will and Nico came back to shore, the hub inside the propeller started to spin. It was time for another 'Fakarava Fix'. That evening as the sun set beyond the atoll, all the staff from the pension gathered around our engine to help fix it. They drilled holes through the propeller and hub and drove two nails in to stop the spinning. Problem solved. They jokingly gave us the 'Fakarava Guarantee' of '1 Day', but we figured it would hold up long enough for us to at least do a few drift snorkels. Finally!

The day we left Tetamanu pass we went ashore to say goodbye to everyone. Our ploy of offering thanks to Nico worked: we left a bag of goodies (hats, magazines, tequila) on the dock and speed away in our speedy dinghy before he could throw it back to us.

It was the most we could do. The generosity, helpfulness, and know-how of the Polynesians we met completely blew us away. We were reminded us how important it is to pay it forward.





# How too...

By Logan Devoy

Sail failures on any voyage are at best frustrating, at worst – life threatening. When something goes wrong on a harbour or gulf cruise, it's mostly just annoying – maybe resulting in a motor back to the marina. But when sails fail offshore, the consequences and outcomes are far more significant, and go way beyond merely “annoying”.

Seamanship for the offshore sailor extends to much more than how they handle the vessel while at sea – seamanship also covers how they prepare the vessel while in port and maintain her while on a voyage. There are some simple things you can do with regards the sail inventory, to minimise the risk of a major failure on the blue yonder.

Recognising the precursors to a problem in a sail might lead you to preventing the major blow-out from happening. An innocuous, unavoidable issue – chafe – often leads to failures, sometimes big ones!

Chafe is literally a “wear and tear” issue on any sail. Sail chafe occurs when a sail comes into contact with any structure or line on the yacht, and develops a worn spot in that contact area.

So when on shore, in dock, or preparing for a voyage, assess your sails (or have your sailmaker assess them) and look for the kinds of telltale signs that indicate weakness and potential future drama. Here are few typical areas to specifically look for signs of chafe, and some solutions to help mitigate the problems.

## Batten pocket chafe

On long reaches and runs with the mainsail well eased, the batten pockets more often than not press up against the shrouds or other parts of the standing rigging. This might seem like only light pressure, which it is. But when the sail is

lightly rubbing against the rigging for thousands of miles, and for days and days or even weeks at a time, the chafe damage can become alarming. Batten pockets worn right through, and then the rigging starting to “saw” through the batten itself. Literally. Not good!

So on your mainsail, look for noticeable chafe spots in the area where the pocket touches the rigging. This is usually easy to find – the batten pocket is usually a bit dirtier or visibly worn in that contact area. If there is any hole whatsoever, the sail needs the attention of a sailmaker, who will remedy this easily by adding a sturdy anti-chafe strip to that section of the batten pocket. This simple addition will often last the lifetime of the sail.

## Webbing chafe

Webbings are used at the corners of the sail (to affix clew rings, tack and head fittings etc), and also to fix luff fittings and cars on to mainsails and mizzens. Corners are particularly high load areas, so the integrity of those tack, clew, and head webbings is paramount. A failure in any one of those areas is going to be Very Bad. Keep a close eye on them when assessing your sails to ensure they're in strong serviceable condition. Generally, webbings will last many years without requiring service. But look for lightly “fluffy” webbing on slightly older sails – a sign that the webbing structure has started to break down and the strength is diminishing reasonably significantly. The more important thing to look for is weak, or loose stitching on the webbing. If you can unpick or break any of the stitching by scratching at it with a fingernail or multi-tool – it is “rotten” and the webbing is in a precarious situation. Although it probably looks “solid” – one good flogging and it could part company with the sail altogether. If there is a crew member coincidentally nearby when that happened, the consequences could be grave. So any time you find weak stitching on ANY webbing – get the sail to your sailmaker for webbing restitching, at a minimum.

Webbings on mainsail luffs also carry reasonable load, and take a little bit of a hiding from time to time. They tend to loosen over time and chafe with wear (against the rig, and particularly at the

luff on full-batten positions). In a worst-case scenario, they chafe through completely and fail altogether. The result is an unsecured part of the mainsail, with possibly a batten poking awkwardly last the mainsail. Look closely at the webbings and ensure the “hand-work” (the extra sewing around the webbing, done by hand using heavy thread) looks nice and tight – not loose or even coming apart. Again, if the webbs look a little “fluffy”, they should be replaced. Good strong luff webbs should be nice and tight, bound together uniformly such that the luff car sits strongly in place – not all loose and floppy. If anything looks suspect, get an opinion from your sailmaker.

One final tip on webbings – take extra care of your mainsail clew! Particularly on “conventional” mainsails (not in-mast or boom- furlers). So many times, we see clew failures because the clew webbs have let go. This is not caused by bad sailmaking or chafe, but UV damage. Mainsail covers often seem to be just a little bit too short, allowing the clew ring and a bit of webbing to peep out when the boat is packed away in the marina. Over the season, and years, the UV just burns away at that stitching and webbing until BOOM, one day the unthinkable happens. The moral here is always take those extra few seconds when fitting the mainsail cover, to ensure it goes right over the entire clew of the sail!

## Edge chafe

This occurs on edges of sails (leech and foot, in particular), where the sail rubs up against something for extended periods. The most common issue we see in this regard is chafing around the tack area on headsails. Again, on those long, long reaches, and eased headsail will usually be out against the pulpit. And again, it looks like it's merely resting there against the metal work, but if you move forward and watch for a few minutes, you'll see it's moving back and forth a few millimetres with each regular pitch and motion of the seaway. And wearing a little bit each time.

This kind of chafe usually does not lead to major failures. But it does wear the sail out in that area and especially, chews right through UV covers – necessitating costly and annoying repairs at the next stopover. This is a tough one to avoid. There are a few things you can do to help. Make sure any sharp edges, split pins, welds, nav' lights, or fasteners in the pulpit/life-

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Cont.. from pg

line area are nicely taped up. Do your best to 'soften up' any sharp edges there with tape or leather coverings. And with the sail, perhaps ask your sailmaker to add an additional "anti-chafe layer" of UV fabric just in that high-wear area of the tack.

The second common edge-chafe issue is on leeches. Headsail leeches wear on rigging and during tacking a surprising amount. If your UV cover is looking threadbare on the leech, or you can see the leech cord in worn spots through the leech tape, your sailmaker needs to give your sail some love. When the leech fails through chafe and wear, leech tapes rip off (all the way to the head!), leech cords hang out, things can't be furled away – nightmares. Fitting new UV or standard leech tapes is fairly straightforward and inexpensive and effectively adds a second life to that part of the sail. This applies to mainsails too – lower leeches on mainsails get surprisingly chafed by your reefing lines. Again, take a close look for visible leech cord, or even open chafe holes – and get them attended to.

By spending a bit of time identifying "small" things like these, and perhaps a bit of money attending to them, you're going to greatly reduce your chances of having a "major" with one of your sails while out there on the open ocean. If in doubt, get your sailmaker to take a look – they're generally passionate about their work, and most have been offshore and understand what is at stake – so are happy to provide sound advice to make your voyages as safe and fun as possible.

Logan Devoy is the go to guy at Doyle Sails for all your maintenance and servicing requirements.



### Lewmar Launches 110TT Thruster

"Lewmar launches its new 110TT thruster perfect for the smallest craft, suitable for boats from 18 to 28ft."

Lewmar is pleased to announce the latest in its range of bow thruster aimed at the ever increasing number of smaller craft fitting such units.

Lewmar 110TT bow thruster is a very light, compact unit, using a composite hub and saddle. Due to the position of the thruster on the boat, weight is a critical consideration and at 8Kg (17.6lb) the 110TT is over 30% lighter than its closest rival. In addition, a small overall height enables the 110TT thruster to be fitted further forward in order to maximise its leverage.

Powered by a 1.5kW motor with long runtimes, the unit has a rated thrust of 28kgf (62lb) with a typical duty cycle of 7 minutes. The use of high strength composite material has been extended wherever possible to minimise both weight and the need for complicated maintenance. The unit is supplied with a simple plug 'n' Play connection to the joystick and comes complete with a Joystick, 10m cable, fuse and fuse holder.

The 110TT Thruster is in full production with stock available via Lewmar's worldwide network of distributors.



### New Cruising Hydrogenerator Packs

watt&sea

The newest hydrogenerators from Watt & Sea are lighter, have better hydrodynamics, and are more resistant to corrosion. The Cruising 300 and 600 Models are now available in New Zealand from Kiwi Yachting.

Like their predecessors, a propeller on a retractable stern leg sits on the yachts transom, turning water movement into power, with as little as 2 knots boat speed. Any drag is virtually undetectable, making Watt & Sea the ultimate Green energy solution while underway at sea.

Developed in the Vendee Globe Race and popularised by offshore cruising sailors, the world's most efficient hydrogenerator for yachts has 2 new cruising models that are even further refined. The new Cruising 300 model is 2kg lighter and is designed for smaller yachts running in the 2-10 knot speed range. It is very quiet, and its brushless technology can generate 300W of power with as little as 7 knots boat speed.

For larger yachts, racing, or longer offshore passages, the new Watt & Sea Cruising 600 can create a hefty nominal output of 600W in 9 knots BSP. At this kind of power output, many vessels may require little other generation than an emergency back-up.

The Racing model has also been optimized for use with boat speeds of up to 30 knots. It is lighter again and has higher nominal power output. The Watt & Sea Racing hydrogenerator comes in Aluminum and Carbon options.

A more advanced convertor automatically adapts to either 12 or 24 Volt systems, and all models are available in long or short shaft for twin-rudder monohulls, catamarans, or almost any sailing application. Furthermore, both the Cruising 300 and 600 are now more affordable, with packages starting off at \$4916.00.

More information can be obtained from Kiwi Yachting or at Safety At Sea. Watt & Sea is available through boat builders and marine retailers nationwide.



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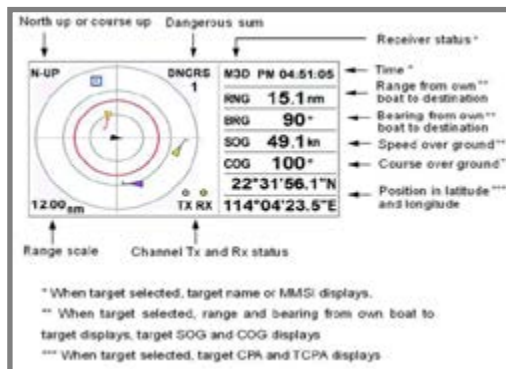
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### INTRODUCING

With the complexity of Marine Electronics and Communication Systems today it's not surprising the average cruiser has trouble integrating new equipment and indeed keeping old equipment functioning properly. Introducing Mike Conner who has helped us get our Comms on Windflower sorted this year with simple explanations and no fuss installation and set up. We highly recommend him and what's more he's offering some great specials this month if you're quick.

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# Recipes

## BEEF & KASHKAVAL PIDE

### PIDE

1 cp milk  
60g butter, chopped  
1 ½ tsp caster sugar  
7g satchet dried yeast  
4 ½ cps plain flour  
1 egg yolk

Warm milk & butter in a small saucepan over low heat for 3 minutes or until butter melts & mixture is lukewarm. Set aside. Combine sugar & ½ cp lukewarm water in a small bowl, then scatter over yeast. Set aside for 8 minutes or until foamy.

Combine milk & yeast mixtures in a large bowl, add flour & 2 tsp salt, stir to form a soft dough. Turn onto a lightly floured work surface & knead for 6 minutes or until smooth & elastic. Roll into a ball, place in a greased bowl, rolling dough to coat. Cover with plastic wrap & set aside in a warm place to rise until doubled in size, approx. an hour.

EGG WASH: whisk egg yolk with 1 ½ Tbsp water. Set aside.

Preheat oven to 200°C. Lightly grease 2 large oven trays. On a floured surface, punch down dough & divide into 8 pieces. Working with 1 portion at a time, roll into an oval 16cm x 25cm. Place ¼ cp of grated kashkaval cheese in the centre, then top with filling, leaving a 2.5cm border around the edge. Brush border with egg wash, then pull dough up & fold over to partially cover filling. Pleat edge, then press firmly. Brush dough with egg wash & transfer to trays. Bake for 20 minutes or until golden brown.

### BEEF & KASHKAVAL FILLING

1/3 cp olive oil  
1 kg blade or chuck steak, cut in 1cm pieces  
1 lge onion, roughly chopped  
2 cloves garlic, finely chopped  
1 ½ Tbsp Turkish pepper paste  
1 Tbsp tomato paste  
2 tsp paprika  
1 ½ Tbsp oregano leaves  
1 tsp dried chilli flakes (optional)  
400g can chopped tomatoes  
300g kashkaval cheese, grated

Heat 2 Tbsp olive oil in a large frypan over medium heat. Add beef & cook until brown. Remove from heat and set aside. Heat remaining oil in large saucepan, add onion & garlic & cook, stirring for 5 minutes or until softened. Add pepper paste, tomato paste, paprika, oregano & chilli. Continue stirring for 2 minutes or until fragrant. Add beef, chopped tomatoes & ¼ cp water. Bring to the boil, then simmer over a low heat for 50 minutes or until meat is tender & liquid is reduced. Season with salt & pepper, then transfer to a bowl to cool.

Serve sliced or whole with a salad.

VARIATIONS: try with a spicy chicken mix

## BEEF & KASHKAVAL PIDE



# Enjoy....

# Ponder this

A Texan walks into a pub in Ireland and clears his voice to the crowd of drinkers. He says, "I hear you Irish are a bunch of hard drinkers. I'll give \$500 American dollars to anybody in here who can drink 10 pints of Guinness back-to-back."

The room is quiet and no one takes up the Texan's offer. One man even leaves. Thirty minutes later the same gentleman who left shows back up and taps the Texan on the shoulder. "Is your bet still good?", asks the Irishman.

The Texan says yes and asks the bartender to line up 10 pints of Guinness. Immediately the Irishman tears into all 10 of the pint glasses drinking them all back-to-back. The other pub patrons cheer as the Texan sits in amazement.

The Texan gives the Irishman the \$500 and says, "If ya don't mind me askin', where did you go for that 30 minutes you were gone?"

The Irishman replies, "Oh ... I had to go to the pub down the street to see if I could do it first".

The other cubicle ... Travelling along the South Australian coast road, I needed to find a toilet. I stopped at a rest area, headed for the toilet, went into the cubicle - and this happened.

"Hi. how are you?"

Now ... a conversation in a toilet?

I don't know what got into me, but ...

I answered ...

"Doin' just fine!"

Then the other person said:

"So what are you up to? 11

I'm thinking .... this is bizarre ...so I said:

"Uhhh. I'm like you, just traveling!"

At this point I was just trying to get out as fast as I could when I heard another question.

"Can I come over?"

OK, this question was just too weird for me but figured

I would just be polite and end the conversation .....

so I said:

"No. I'm just a little too busy right now!!!"

Then I hear the person say nervously ...

"Listen, I'll have to call you back. There's an idiot in the other cubicle who keeps answering all my questions."



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