

## In the Beginning .... Notes on the voyage by John Lamb

### Day 1.

Flew Syd to Akl, Alan picked me up, minor shopping for a Beer Kit, dinner in Cafe at Gulf Harbour Marina.

### Day 2.

Morning sorting stores and discovering stowages, purchased spectacle strings, Lunch with Joy & Ted, Departed Gulf Harbour about 1330, to Kawau Island. Anchored off Lidgards, near where Hiscocks stayed, clear lovely night.

### Day 3.

Departed anchorage at 0530 bound for Tutakaka (Twokanakasknackers), motored till midday, wind then good for nice reach, entered Tutakaka after dark & anchored near "J Tucker Thompson" a large Brigantine.

### Day 4.

Left Tutakaka bound for Bay of Islands, strongish headwinds, however boat handled it well, found shelter in a bay on E side near Resolute Anchorage, where Cook stayed. Alan broke handle from salt water inlet to sink and watermaker—much consideration of action, slip? Careen at Club, bung by diver etc – to be decided Sunday. 55 boats left Opuia today bound for Tonga.

### Day 5 Sunday.

Quiet motor to Doves Bay Marina, Keri Keri. Contacted Ashbys Boatyard, Opuia, they can haul out Tuesday, almost decide to lean on grid Keri Keri when Ashbys call back, cancellation we can go up 1030 Monday - booked. Quiet day at marina, chatting, organising, getting advice etc. Dinner with Murph & Leigh, very nice. Various experts & 1 paid person say great forecast for reaching ride

### Day 5 Monday.

Murph arrives with frozen meat, packed in freezer, off to Opuia to the best boatyard I have ever seen – hundreds of boats on hard, very efficient travellift operator, out, fitting out, sized, new one bought, installed and back in water in less than 1 hour, nice for \$180.00. Clear Customs, then set off to 'Ninepin' a rock marking the NW entrance to Bay of Islands, mainly motoring, raise sails and have a nice chicken curry dinner. Cannot talk to Russel Radio that night, we agree we are a bit close for 4 MHz

### Day 6.

Not bad sailing with light headwind, but good progress, start cooking sausages which would not fit in freezer, about 1700 wind begins to build to 25 kts. Russel radio says we are indistinct – try 6 megs tomorrow. Wind builds overnight to 25 to 30 kts from the North, our GC course is 014.

### Day 7.

High winds, me sick, Alan not so bright. Windward sailing, rolls in headsail, 1 reef in main.

### Day 8

Thursday, me still unwell, slept in cockpit, decided I had to eat so hove to and cooked scrambled eggs, felt much better. still hard to windward, 2<sup>ND</sup> reef in main, discussed with Alan, weather always turns W & S after strong N so preferred tack is to continue making westings to reach change faster. – BAD blue. Still no radio we hear that concern is felt-

Day 9.

Same old same old

Day 10.

Expecting to see RNZAF Nimrod searching today – nothing, boat strong, crew mostly good – NEVER use scopolamine patches. Hove to again for hot meal & clean up

Day 11.

Decide today that no matter what we must now sail to Tonga, so tack to get back to layline and nearer to Minerva Reefs. We can hear boats are sheltering there.

Day 12 Monday.

On course to pass south of South Minerva, expect to tack sometime Tuesday night to make some Northings, wind hardly abated, boat still thrashing along.

Day 13.

No change. Hove to for meal.

Day 14.

Approaching Minervas, wind up to 40 kts, seas building and confused, we have not seen a regular swell so far. Started calling on VHF at 0600, at 0930 contacted "Obsession" and requested they advise our position and intentions. Passed 5 Miles E of North Minerva, "Obsession" advised an email had been sent to Russell Radio and Taupo Radio had also been contacted. Vast relief on board. Late evening wind begins to abate, down to 7 Kts by midnight, boat speed 3 Kts, start engine, discover charging not working – serious consideration, replace regulator with spare, also not working properly although some charge – disconnect alternator

Day 15. Thursday

Light winds, sight large catamaran to leeward, passed by under us, wind changes to South 15 Kts and at last some Trade Wind sailing, dry clothes, air boat – hot meal – wash beer cans from bilge, wind dies out- engine again but hand steering as no charging equals no autopilot. At 2AM Friday Skipper has a light bulb moment and puts dummy load into field wire from Alternator, allowing us to charge at around 8 amps.

Calculate total usage at 7amps – beauty!!!!!!

Day 16.

At around 0230 sight light on Aero Beacon for Nuku alofa airport, great elation, estimate turn north around Tongatapu at 0800, temptation is to floor the throttle – put 20l diesel in tanks as precaution motor on - at approx 0945 get mobile signal whilst on leads into outer harbour, all call home on 1 working phone. Mediteranian moor in yacht basin at 1230, customs closed - lunch then skipper ashore with papers. Have to attend Immigration in town for clearance, walk – Taxi – man not there, back to wharf, arrange to meet man at 1630, Air New Zealand for Murphs flight, internet cafe to order spares, Great dinner in Billfish Restaurant, many beers, taxi to airport at midnight for 0300 flight home via Auckland, arrive Sydney 0830 local time after 6.5 hour flight.

Next saga is the inadequacies of the NSW Public Transport (sic) system