

# Bilgewater

April 2021



Just a couple of Jokers





## *Bilgewater April 2021*



### Committee Members

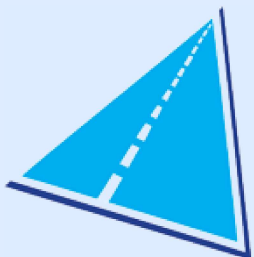
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## *Commodore's Report*

It has been a busy month of sailing. As I write this report we have just finished the 6 hour race at Ngaroto. There was a pretty good fleet of trailer yachts in attendance. Most of the time the wind was in the 10kt range, but a few squalls came through pushing the wind over 20kts and then there was a calm patch with about 1hr to go. The course was laid out in a figure 8 which created an interesting crossover section (most laps involved a conversation about whether we were going to be able to cross ahead or behind of boats going the other way). Another side effect of this layout was the lack of gybing, with every mark being a simple bear away or round up. I sailed with a friend from work who isn't very experienced at racing, this would have been pretty obvious to the casual observer! We tried a couple of spinnaker hoists, every time we got it up and filled just in time to pull it down again!!! We sailed reasonably well and were able to complete 24 laps of the lake. I was exhausted!

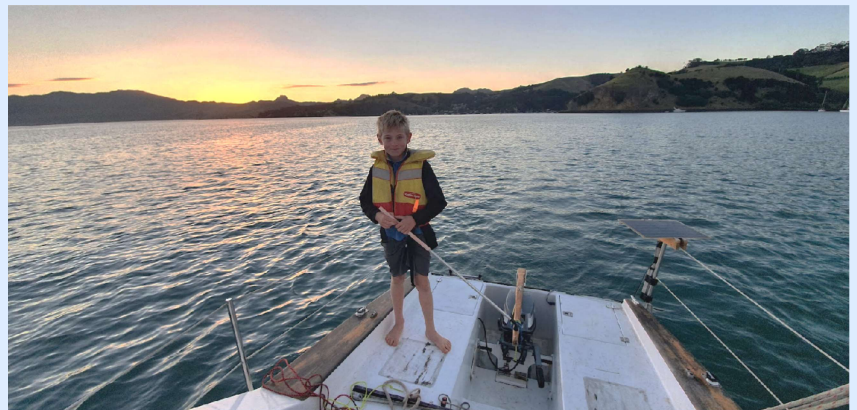


The weekend before I took my boys down to Ngaroto to get in some sailing on their P class. They are getting better and better and I am very much enjoying giving them more and more responsibility when sailing the trailer yacht.

A couple of weeks before that I was able to crew on Fast Forward for the first day of the NZTYA North Islands at Rotoiti. Was a fun day sailing and I feel I learnt a lot of extra tricks and techniques. It was fun performing the role of bowman on the short courses, which involved lots of spinnaker work on a very dynamic surface.

Over

Easter, it was great to see so many of our club members joining in with the race to the Coromandel. A fairly consistent westerly wind saw most of the trailer yachts flying their spinnakers for a quick blast across the Firth of Thames. I didn't have my full crew for the race so I was a bit more cautious than usual around hoisting my kite, but once I was happy that the wind was holding steady I was able to convince Sam that we should fly the kite and it was a wonderful sail. Then just before the end the wind shifted right around on us and we had to quickly gybe the spinnaker and then get it down altogether as we were now on a tight reach to the finish. We enjoyed the beach gathering with the club before heading back to the Kittiwake, to a near disaster. The mechanism for opening the ballast tank was leaking and we had a reasonable amount of water in the boat. We bailed everything out and found the leak, but the worst bit was having to reseal the seal. While doing this the leak had to get much worse before it could get better. Luckily the repair held, but it was a rather restless night, followed by an early sail back to Kawakawa bay.



Further reports on this event can be found in this edition of the Bilgewater.



## *Bilgewater April 2021*



At the next nog-n-natter the committee will be presenting a proposal for a new way to manage the handicaps within our club. Currently we run two championships, these are:

- The open championship, which is based on published boat handicaps
- The club championship, which is based on published boat handicaps that are then adjusted based on previous results of the boat and crew.

The proposal has no impact on the open championship.

The system used to run the club handicap has been used in various forms for the last 30+ years and is largely based on the opinions of the handicappers. Handicapping within our club can be tricky due to the nature of the courses we run. Many of our races are point to point which means weather conditions on the day could suit one type of boat more than others. An example would be a race that is predominantly downwind would favour the likes of the Jokers, while a predominantly upwind race would favour boats like the Noelex 25. Newer computer based handicapping systems have been developed that can average out these biased races over time to produce a much fairer handicapping system. The new proposal will bring us into line with how other clubs handicap their fleets and should produce a more consistent and transparent system that all club members can clearly understand. This is quite a significant change to how our club racing is managed so we will not make any changes until after a vote at the AGM. There is more information further down in this edition. Come along to the next nog-n-natter where we will present the new system so that you can give it consideration in the lead up to the AGM.

The final club event of the year is the saltwater series. This event starts with the night race for Trailer Yachts. This is planned to be a short race on Friday night. It is intended that this race will be used primarily to help sailors become more comfortable with sailing at night. The race will only take place if there is enough interest and if weather conditions are suitable (we will be more cautious than usual when watching the forecast).

The following day we will run our saltwater series. This is a short course / round the buoys event. This year we are making some changes to the format from how it has run previously. For starters, the event will now be held in Kawakawa bay just out from the boat ramp. Racing will start at 10:30am to make the most of the spring tide and conclude by 3pm to allow enough water for day trippers to retrieve their boats (high tide is 10:30am).

The aim of the day is to have close racing in a safe and fun environment. If you have always wondered why some boats seem faster than yours, then this is a great opportunity to sail near them.

James



*Bilgewater April 2021*



## *Upcoming Events*

### *Sailing Events*

**Trailer Yacht night race - Friday 30th April 2021**

**Trailer Yacht saltwater Series - Saturday 1st May 2021**

### *Nog n Nater*

**Nog-n-natter - Tuesday 27th April 7:30pm**

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## *Return of Squadron Trophies.*

For those of you holding trophy, presented at last year's prizegiving, can you please bring them to the next Nog N Natter so we can get them ready for the next prizegiving. Here are the recipients from last year, Please return in a clean and shiny condition!

<b>Event</b>	<b>TY Div 1</b>	<b>TY Div 2</b>	<b>Keeler</b>
<b>Kawau</b>			B O'Brien "Audrey"
<b>Rocky Bay</b>	D Reffin "Barometer Soup"	J Hepburn "Kittiwake"	
<b>Ponui Race</b>	H Beecroft "E Type 2"	J Hepburn "Kittiwake"	B O'Brien "Audrey"
<b>Motuihe</b>	D Reffin "Barometer Soup"	S & L Guest "Joker"	B O'Brien "Audrey"
<b>Tarahiki</b>	H Beecroft "E Type 2"	J Hepburn "Kittiwake"	M Pearce "Afterguard"
<b>Rock-Hopper</b>	R Bonnet "Fantasia"		
<b>Most Improved skipper</b>	G Reeve "Aperitif"		
<b>Participation - TY</b>	M Sargent "Sea Star"		
<b>Participation-keeler</b>	R Woolerton "Royle Flush"		
<b>Club Supporter</b>	Julie Reeve		
<b>Wooden Spoon</b>	R Osborne "Judys Mist"		



## Bilgewater April 2021



### Results

#### Easter 2021 race to Coromandel Harbour

South – SW winds 12-15Kts

Keelers: Start Boat Passing Fancy

Boat name	Owners	Design	Rate	H'cap	Start	Finish	PL
Afterguard	Pearce	Dav 35	0.736	1.02	11:00:00	14:23:35	1
Acushla	Pasco	Farr 1020	0.742	0.99	10:55:00	14:26:25	2
Passing Fancy	Lancaster	Dav 35	0.736	1.03	11:02:00	14:30:00	3
Sorrento	Lundy	Defour 40	0.794	1.00	11:13:00	14:31:00	4
Audrey	O'Brien	Hanse 38	0.780	1.04	11:18:00	14:39:50	5
Ocean Lure	Woolerton	Hanse 42	0.805	1.01	11:18:00	14:39:50	6

Trailer Yachts... Start Boat Signs of Life start time was 12 minutes after the official start time. Placings have been adjusted accordingly.

Boat name	Div	Owners	Design	Dinghy	Rate	H'cap	Start	Finish	PL
Kittiwake	2	Hepburn	Joker 6.7	No	0.812	1.00	11:12:00	13:57:20	1
Signs Of Life	1	MacDonald	Young 77	Yes	0.832	1.02	11:42:00	14:07:00	1
Charley	1	Hayward	Noelex 25	No	0.845	1.03	11:24:00	13:58:18	2
Jury's Rig	1	Herrmann	Joker 820	Yes	0.804	1.04	11:17:00	14:05:20	3
Fantasia	1	Bonnett	Joker 820	Yes	0.804	1.00	11:10:00	14:05:20	4
E Type 2	1	Beecroft	Elliott 7.4	No	0.885	1.02	11:31:00	14:05:45	5
Charis	1	Arbuckle	Noelex 25	No	0.845	0.97	11:14:00	14:11:00	6
Suzie	1	Martin	Noelex 25	No	0.845	1.00	11:19:00	14:20:00	7
Aperitif	1	Reeve	Joker 820	Yes	0.804	1.00	11:10:00	14:20:54	8
Falkor	1	Johnson	Joker 820	Yes	0.804	0.95	11:00:00	14:22:00	9



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## *Race Report*

### **Easter race to Coromandel Harbour on Passing Fancy**

Steady rain during Thursday night kept us from an evening walk, but the morning began with clear skies and a hint of a SW breeze. I made plans for the day and prepared myself for spreadsheet activity for start times for both fleets. The one big question ahead: how much wind today and what sort of elapsed times are expected as this reflects the spread of start times. Decide and enter that detail and it's all done. In both cases reasonably close both fleets 30 mins quicker than estimates.

The breeze did build nicely and ensured we all got away to good starts and no drifters. In fact a great day for sailing, fine & sunny with a beam reach along Tamaki straight, flat off along Waiheke channel, a soft patch going through past Ruthe passage beacon and another beam reach, wind up & down depending on the angle. Afterguard hoisted a kite after passing Ruthe and changed the game somewhat and the big three were closing fast as we neared the Cow with Sorrento sporting a nice colourful reacher to finish just behind us in 4<sup>th</sup> place. With south to SE winds forecast we gathered on the south side of the harbour opposite Woolshed bay on what turned out to be a rather rocky foreshore but none the less sheltered.

Saturday afternoon gathering bay was Pidgeon Bay NW side of Whanganui Is where we stayed the night but the NW breeze had some leaving at daybreak for other places. We moved to Waimate Island and had the following week around the islands with some lovely weather. After a stop in Happy Jack, Motuwi Island for the night. The weather was settled and light breezes although by midweek we could see that the approaching low would change things. So home by Thursday for birthdays and other things.

Nigel Lancaster

Passing Fancy







*Bilgewater April 2021*



## *Race Report*

### **Easter Coromandel Race and ..... What About the Rudder?**

With a very low Easter tide late in the day and rain forecast, Jo and I decided to launch on Easter Thursday afternoon to avert a low tide launch and hopefully to beat the rain. We headed over to the west side of Pakihi Island for the night and managed to anchor just before the rain set in. It was very still with hardly any breeze during the rain and we had a spectacle of fish leaping out of the water all around us for a couple of hours. Just before dark, Hugh in E-Type 2 ghosted in with sails up in the rain – now that's a keen sailor. Signs of Life then arrived at about 10pm and Jury's Rig just after midnight (so we were told).

The Mark Foy race to Coromandel is always interesting and is obviously a challenge for the handicappers to set individual start times based on the conditions and estimated race time. This race was going to be downwind so it looked to be an opportunity for us all to extend our love relationship with our spinnakers.

Out of a fleet of 11 trailer yachts we were set to be the 3<sup>rd</sup> to last boat away and would need to make up a lot of ground on the first boats leaving. We were getting some pretty strong gusts when we started, so we were initially dubious about hoisting the spinnaker. At that stage no boats ahead of us were flying spinnakers, but soon after we saw a very wide spinnaker go up in the distance that looked to be Aperitif's. There was no way we would catch them without ours up, so we raised our smaller black spinnaker. Then we saw Aperitif take theirs down and later on rehoist another – same colour spinnaker but this time much taller, and nothing like as wide. Note to Greg - if one corner of your spinnaker says "Head" that is the corner you attach to your halyard!

With the wind easing and several other boats ahead of us now flying spinnakers, it soon became apparent that our black spinnaker was too small. So a spinnaker switch was in order and to our relief we achieved that without any issues.

We thought there was more wind out to the left side of the course (north side) so we headed there and gradually reeled in a number of the boats that were ahead of us. Meanwhile we didn't seem to be making much if any ground on Kittiwake up ahead, while Jury's Rig seemed about even with us though well off our starboard beam. A few miles out from Coromandel we ended up alongside Jury's Rig and had a great few miles racing side by side.

However as we approached Coromandel, due to a slight wind shift we and Jury's Rig now had to gybe our spinnakers to be able to lay the finish line. While our gybe was far from perfect it was successful, while Jury's Rig managed to wrap her spinnaker around the forestay during the gybe which was very kind of them as it enabled us to pull ahead enough to relax.

Then as the finish line approached an unexpected wind shift meant Kittiwake had to lower her spinnaker while we could just hold ours on what was then a fairly tight reach. That allowed us to close in to where we could see the whites of James' eyes looking over his shoulder. However just before the finish line the wind shifted further so we too had to lower our spinnaker. So that was game over for us and we crossed the finish line a minute after James on Kittiwake.

A great race really and good to once again see so many of our trailer yachts flying their spinnakers.



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Neck and Neck with Jury's Rig, Closing in on Coromandel

But our story doesn't end there. I will add the next bit because I know the pleasure we all get from hearing the dumb things others do (in this case me), and sometimes we can learn something from it as well.

After spending the following day exploring anchorages in the islands north of Coromandel, with a north-westerly forecast we decided to head to Squadron Bay, Te Kouma Harbour for the night. And yes, that is a busy place on Easter Saturday.

However we managed to find a good spot to anchor with plenty of swing room, until ..... just as it was getting dark, two 40 foot launches decided to raft up to a large launch next to us. With three large launches side by side, their swing arc was significantly greater and it was eventually evident that someone had to move, and quickly. The anchoring etiquette after boats raft up after you are already anchored may be something of a grey area, and we did have quite a friendly conversation. However with it being obvious that a 25 foot trailer yacht is easier to move than three 40 foot launches, it was prudent for us to offer to move. So with the boats now almost touching we started the outboard and lowered the keel a little so we would have sufficient steerage (as we usually have our keel and rudder raised at anchor).

I won't use the excuse that what happened next can be blamed on it all being a bit of a rush ..... or maybe I will! Anyway, we weighed anchor and successfully backed away from the launches in reverse gear. Then into forward gear to turn away, but we didn't have the steerage I thought we should have, so I increased the throttle. Still no steerage. At this point I looked over the stern and saw I had not lowered the rudder and we were headed at pace for any number of other closely anchored boats. So I very quickly



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lowered the rudder which has two pull cords, one up, one down. However as has occasionally happened before, the lowering cord jammed between the rudder blade and the rudder stock. When that happens it is usually a bit of a fiddly job to free the cord while standing on the boarding ladder. With seemingly no time for that, I resorted to hanging off the back of the boat while standing on the horizontal rudder blade and trying to force it down with my weight. To my alarm all that did was firmly jam it in place, so it could then neither be raised nor lowered now matter how hard I pushed, pulled or jumped. What to do now?!

With a mild sense of panic in a packed anchorage I figured we had three things at our disposal to try to steer. With our outboard taking all the space in our outboard well I could only turn it very slightly to starboard but not to port as the outboard throttle arm completely prevents movement in that direction. I also had the options of forward and reverse gear so could at least go forwards and backwards. Then there was the wind that will blow the bow downwind, which can be either a friend or foe. The final disaster option would be to quickly lower the anchor but that would put us up against some unsuspecting boat and was considered a last resort, especially in relation to retaining any vestige of pride in a crowded anchorage with many eyes on us. So with a combination of slight turns to starboard, forward and reverse gear, plus occasionally slowing and letting the wind blow the bow off, we managed to extricate myself through numerous anchored boats in a very packed anchorage. All this despite Jo's heartfelt fear, expressed several times, that we were about to collide with yet another boat.



Once out in deep water away from other boats we could relax, sort of, though now it was completely dark. So we slowly motored back in to the edge of the anchorage to where it was shallow enough to anchor. Coincidentally we ended up in the same spot where Peter Klinkhammer had anchored his Trojan trailer yacht several years ago after his propeller fell off.

I then unsuccessfully tried all manner of things to dislodge the cord and/or rudder blade. I loosened the bolts, tried driving the cord out with a screwdriver and hammer, and tried to wedge the rudder stock apart a little, but all to no avail. I figured I might have a chance if I had a larger screwdriver.

At this point Jo said "I can see the silhouette of a person standing on a keeler just over there. Maybe we could call him/her and ask for help". And so we did, first enquiring whether they had a large screwdriver on board. A very helpful father and his adult son came across in their dinghy with their tool box. They were on their first sail in a Beneteau Oceanis 393 called "Hatea" that they had just purchased. I'm sorry I can't remember their names but if you ever see them, they are angels. Long story short, it took the four of us an hour to sort it out. Two in the dinghy, me hanging off the boarding ladder, Jo in the cockpit passing tools and looking after nuts, bolts, washers, spacers, bushes etc. We basically had to dismantle the rudder, get the blade completely out which was extremely difficult with it jammed, and then put it all back together, all the while bobbing up and down in the dark. But thankfully we succeeded and we lost nothing overboard!

The lesson for me in forgetting to lower the rudder is - when in a rushed, panicked situation, to slow down and make sure I go through all my procedures methodically to ensure nothing is missed. And as always when sailing, anticipation of the "what ifs" is important, as one seemingly small thing going wrong often compounds into a much greater problem.

Tim and Jo (Noelx 25 "Charley")



*Bilgewater April 2021*



## *Trip Report*

Mercury Bay Cruise- 4<sup>th</sup> to 10<sup>th</sup> April 2021

What a great way to start nine days away on the water ( a new experience for us)- Easter eggs and fishing at Coromandel after a great Mark Foy start race to the Cow and Calf.

From there it was an early start on Sunday to the top of Cape Colville and around to Shag Bay. Timing was of the essence with the tidal flow being somewhat notorious at the top. It was like a Mark Foy start again with the trailer yachts – four at that stage - heading off first and the keelers and Royle Flush following at their leisure.



Lion NZ caught up with us – a brief glimpse of an old friend (Ged and I sailed back from Fiji on her). Mind you this was after Sorrento had cruised past as well!

Murray shot on ahead and indicated Shag Bay, just before Stoney Bay, as a good anchorage- truly awesome, very deep and bush clad.

And so the start of daily happy hours and the consumption of large amounts of crackers and crisps and maybe the odd wine or beer (speaking only for myself of course)... Thanks Royle Flush, Sorrento and Afterguard for these evenings....

The next port of call was Mercury Island itself after some shifty winds down the coast to New Chums Bay, and a bit of peeling off of the trailer sailers. A fantastic following wind was too tempting to not head over to Mercury Island a bit earlier. Charis was hitting seven knots frequently-awesome!

Well, Mercury Island is a real treasure. Michael Fay and David Richwhite are the

owners but have made the farm open to the public for walking. It was a treat to be able to have some time off the boat stretching the legs amongst some impressive scenery. We think we have found the outdoor auditorium for an Adele concert amongst the rock formations!





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Coralie Bay is simply gorgeous as is Peachgrove Bay. Unfortunately, the famous waterfalls are no longer accessible, or possibly not there anymore. However, lush bush, white sand and turquoise water helped us think we were in Rarotonga.

After three nights in the home bay at Ahuahu ( Great Mercury ) island, and now down to one trailer sailer, for various reasons, with the keelers and Royle Flush, the forecast indicated making a run to the other side before too long.



Now I know it is unbelievable but the wind was once again blowing in the right direction. Although the sail /motor to Port Charles was a bit slow on Thursday, Friday pulled out all stops and the fleet had a great sail all the way back to Shark Bay.

The conclusion to an inspiring , educational and fun week away was the return to Kawakawa Bay ramp in some particularly high winds and Phillip from Escargot catching us as we came in fast.

There were plenty of learnings for us less experienced long haul trailer yachties- get the power right and everything else falls into place (light, navigation, communication, food storage!) It is OK to use the motor to get from A to B if needed. And it is possible to go without a shower for more than a week- thank goodness the water was warm enough for swimming.

We really appreciated our 'big brothers' looking out for us all the time, the interesting conversations mostly around sailing and fishing! and fun times shared.

Ged and Kay- Charis.





## *Blast from the past*

As national President of the NZTYA in the early 2000,s I had the pleasure of meeting & mixing with many trailer yachties from around the country at various gatherings and after much discussion, bowed to pressure from some of the south island team to venture south to their domain and sail on their lakes and harbours. So over the 2004 labour weekend I embarked on the challenges of the Lake Aviemore regatta weekend which includes the round the Lake Aviemore classic. It is one of the largest regattas in the south island involving around 100 yachts encompassing round the cans on Saturday and round the lake on Sunday. This year sailed in strong bone chilling westerlies. I was crewing on Bruce Keens J820 from Invercargill and also in the company of Keith Hollick of Dunedin on his J820, Saka. (Ex WYS boat) Man overboard, capsizes and dismasting's we had it all and retired to the Pub at Otematata for prize giving. Although a hydro lake, Lake Aviemore is a bit weird as one cannot see the dam as it is a weir but there are close proximity buoys to keep you from going over the edge and into the abyss.



So with Easter approaching the following year I was committed to towing Hydrous down to the Nationals hosted by the Evans Bay YC. So after the clubs 100 Miler I towed home to get of all the cruising stuff off and make ready for the long tow south. Over the desert road and along through the Manawatu, on to the southern motorway to arrive in Wellington around 1800hrs on Easter Thursday. On the southern motorway on my own, down thru the Ngaronga George to the harbour and on through town to Evans Bay. I needed a beer! My two crew were already there and we enjoyed a busy

weekend on Wellington harbour mixing it with some of the best T/Y crews around both on the water and in the bar! Fridays racing abandoned with gale northerlies, Saturday 30kts from the North (Hydrous with reef and small jib) around the cans and next day a harbour race of 20nm in a good southerly followed by an afternoon of round the cans again and another go Sunday before the prize giving. We were in good company and results with us in the middle of the fleet on C/T including Supergroove a 9m race boat which we beat on TCF in the harbour race. A great weekend racing and debriefing in the club house bar and returned home via Palmerston Nth to replace trailer tyres. Oh what one does to wave the club flag? But a great experience none the less.



Nigel Lancaster - Joker 820 - Hydrous



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## *Squadron Handicap Programme*

Over the past months your committee, and club sailing handicap team, have reviewed the way we operate our squadron handicap racing programme, and have concluded that the current Excel spreadsheet, used for calculating our handicap championship results, is now outdated, and should be replaced with a more up to date, performance based, rating system. This will bring us in line with other sailing clubs who use this type of handicapping programme.

Your committee recommends that we move to a web based sailing event application called HALSAIL. The key points of this system include:

- It is a performance based system, that amends your sailing handicap based on where you finish and what your previous placing history has been. You sail off an amended handicap for each race.
- It is web (internet) based, so is instantly available, after each race, for race participants to view. You see your results for the current race, as well as the handicap to be used for the next.
- Handicaps are calculated by a mathematical algorithm, using a base line handicap (either your NZTYA or PHRF rating) and then amended race to race based on your sailing result. Ratings are carried from season to season to build a long term assessment of each skippers sailing ability.
- It requires no human "opinion" by your handicap team on the ability of individual skippers sailing ability, as does the present spreadsheet based programme.
- It is simple to operate, only requiring finish results to be entered once the race programme has been set up. The results are sent to every skipper's email address at the end of each race and show results from all races in the series as well as the overall championship points standing. Results are also automatically loaded to the squadron web and Face Book sites.

It is our intention to present a detailed overview of this planned handicap programme change at our next Nog N Natter. Your race officers – James and Murray – will give this presentation. Prior to this, you will receive, by email, a summary of this presentation, as well as a link to the HALSAIL website that will show you the way the results are presented.

Murray Pearce

On behalf of your committee





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## *Notice of Race*

### **Night Race and Saltwater Series for Trailer Yachts**

**Date** Friday 30th April - Saturday 1st May 2021

**Sailing instructions.** Shall be in accordance with the "Standard racing instructions for non-regatta races" except as those that are altered by these sailing instructions.

**Entries.** For the night race, entries should be to the race officer in person or on VHF channel 77 by 1800hrs (6pm) Friday. For the saltwater series, entries should be to the race officer by VHF channel 77 by 0930hrs Saturday. You should advise the race officer the name of your boat and number of crew. For the night race you should also advise the race officer if you are towing a dinghy.

**Briefing:** The race officer will give a briefing at 1900 hrs and 1000 hrs advising any changes to this NOR.

#### **Start time.**

Night race start time will be 1930hrs.

Saltwater series first start at 1030hrs.

#### **Course:**

Night Race: From the start at Kawakawa bay, keeping sandspit light to port to the finish at the Waiheke channel.

Saltwater series: Depending on the weather conditions, will either be a windward, leeward course (course B) or a triangle, windward, leeward course (course D).

**Divisions.** Two trailer yacht divisions

#### **Start lines.**

Between the start boat and prominent marker in Kawakawa Bay as advised by the race officer on VHF 77.

#### **Finish line.**

Night Race: between Sunday Rock and Orapiu wharf passing Sunday rock to starboard. Skippers to record their finish time in Hrs/mins/secs. Alternatively, if time and distance allow, the first boat to reach the line should establish a finish line between themselves and Sunday Rock and record times of finishing yachts. Please advise the fleet on Ch 77, if you are able to establish a finish line.

Saltwater series: according to course plan

#### **Finish time:**

Racing should be finished by 1500hrs to avoid racing at low tide and to allow enough water at the ramp for boats not staying overnight.





## Bilgewater April 2021



### Safety:

For the night race, it is expected that all boats will have compliant navigation lights which must be on at all times. VHF radios should be kept on ch77 with a ch16 watch if this is available. All boats should be running the raceQs app in broadcast mode. Life jackets must be worn at all times.

### Dinghies:

For the night race, an allowance will be made for boats towing a dinghy. No dinghy allowance will be made for the saltwater series. Dinghies should either be anchored near to or tied to the start boat during the race.

### Race Officer:

James Hepburn – Kittiwake

