



# BILGEWATER

January 2019



Deep Cove  
Shirley-Anne Managh  
(Facebook)





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**2018-2019**

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## Contents

Commodore's comment

Compound

Facebook

Different Drummer

Blast from the past

The loss of SV Kelaerin

Spot quiz

Where is?

Upcoming events

Notice of race



# Commodore's comment

Happy new year all, and welcome to 2019.

Finally the weather is settling into suitable sailing conditions and I can see by the number of posts on Facebook and the cars parked up at the compound that people are getting out amongst it.

Coastguard has been running a summer safety campaign as the numbers of rescues in 2019 is already exceeding previous figures. They have also been offering an 'old4new' lifejacket swap around the country.

It's well worth spending a few minutes reviewing the 'Boating Safety Code' before you head out this summer: <https://www.coastguard.nz/boating-safely/>

We also encourage all squadron members to become Coastguard members, you never know when you'll need their help.

It's worth noting, if you join Coastguard now they are offering discounts on some of their courses like 'Day Skipper' and 'Boat Master'.

Everybody should have seen by now the notices sent out via email, Facebook and the Bilgewater publication regarding the rules around compound security and securing the gates.

I also raised this issue in my previous 'Commodores Comment' but it appears that the message is not getting through.

Security of the compound is everyone's responsibility and the procedure for locking the gate as soon as you've passed through it is perfectly clear.

Leaving the gate open to park your vehicle, or launch your boat is not good enough, and doing so puts everyone's property at risk.

Anyone found failing to comply with this rule may have their compound space revoked.

One last thing, it's been noted that several boats have outboards on without a cover. These are in plain sight and make it tempting for a thief to enter the yard. I'm sure the U.V. damage isn't doing it any favours either. Please consider covering your outboard.

Kind regards,

Paul Weaver.





## Hi to all Waikato Yacht Squadron compound members

If you are using the compound, please remember:

1. Water levels in the well are very low.

Compound rule 5.1:

The wash down area adjacent to the shed is provided for the sole purpose of washing salt water off your trailer and flushing the outboard. The water supply is limited, so please do not use it to scrub down the boat or desalt your sails.

Note: Respect the access rights of others by clearing the area as soon as possible. Do not use the area to offload gear, pack up sails etc. Attend to those items on the reserve or in your parking space. Hoses are to be rolled up after use and the taps securely turned off.

Note: The water is not safe for drinking.

2. We have in the past caught intruders wandering into the compound. If we lose a key or a padlock to some nefarious outsider, we will have to replace the entire set. So close and lock the gate immediately after entering or leaving. Do not leave gate open even if there are other members in the compound or likely to open the gate in a few minutes ... a few seconds is all it will take for an outsider to steal your padlock and key, a small motor, or other piece of equipment.

Compound rule 3.2:

3.2 Always ensure the gate is closed and locked, and the keys are removed from the locks even if other persons are within the compound.

3.3 Always set the alarm when leaving the compound, unless another key holder is in the compound.

3. When parking, make sure you park squarely between the posts and leave as much as possible in front of your vehicle. Turning space is limited.

Have a great weekend. See you out on the water.

Cheers

Wayne Johnstone

Compound Convener

Waikato Yacht Squadron



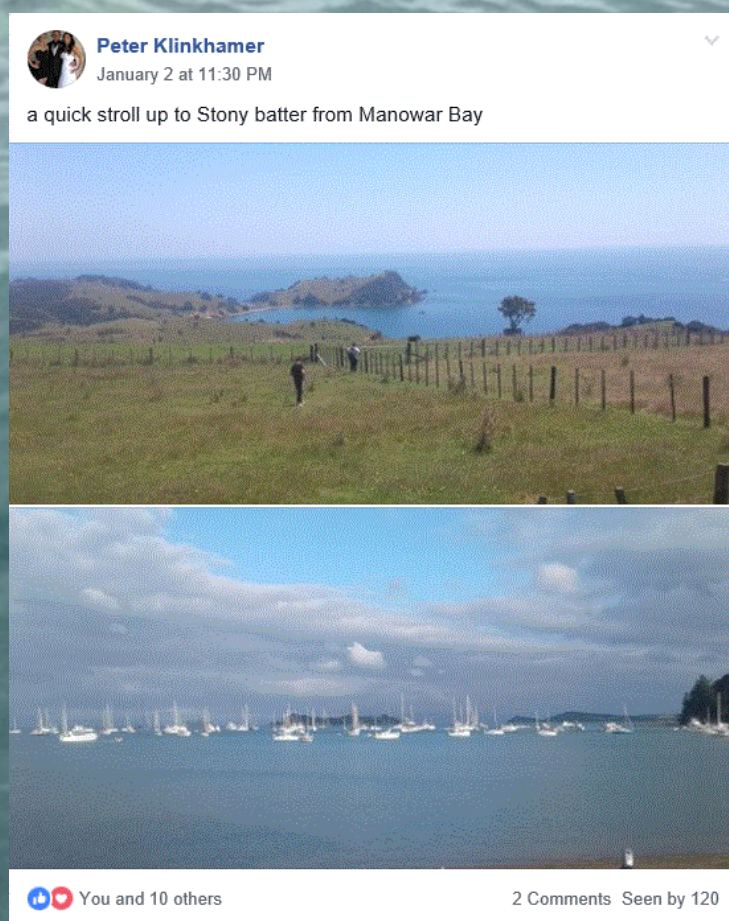





## Waikato Yacht Squadron Facebook group

What's been happening on our face book group? Here is some snippets from the last couple of weeks. I encourage everyone to join the group, if you need help or have questions please email the club [waikatoyachtsquadron@gmail.com](mailto:waikatoyachtsquadron@gmail.com) otherwise send a fax, write a letter, use a carrier pigeon or smoke signals to let us know and we will sort you out.




Dustin Wilson






**Paul Weaver**  
 Admin · January 6 at 5:26 PM

My son Luke and I had an amazing weekend sailing around Ponui Island. Winds were light on Saturday then freshened up a little on the su day return to kawakawa Bay.

You, Kylie Wilson and 15 others
 7 Comments Seen by 110

Like
 Comment
 Share


**Nigel Lancaster**  
 January 5 at 3:15 PM

The day after the big january blow was a pleasant day in port fitzroy. We both attended the family festive day on the reserve behind the shop. All kinds of stalls lovely food and live music, irish or even bob marley and young local girl Stevie Mabey. Just great. No waste.....no booze.....no dogs.....just all kinds of people.





You and 13 others
 3 Comments Seen by 114


**Brett Goddard**  
 January 8 at 8:38 PM



You and 7 others
 5 Comments 1 Share Seen by 108





## Boat lift available

Need a lift? Trailer maintenance time? Keel issues? Whatever it might be we have a boat lift available and plenty of room for storage. Located in Taupiri, fee applies talk to Dustin or Paul.

<https://www.facebook.com/100006731626019/videos/2297904997110532/>

Click the link above or the picture below to watch a short video of it in action.





## Different Drummer Offshore 2018

### Newsletter 7 Savusavu Fiji

The passage from Futuna to Fiji started with motoring, and then the SE trade wind came in mid afternoon as predicted by the 'PredictWind' wind models we use. We had to put a 10nm tack in early the next morning to lay the Rabi Channel, which cost us the chance to clear the Viani Pass at the southern end of Taveuni in daylight. The wind dropped out in the shadow of the island and we sailed slowly through the 1nm wide pass in the dark without problems. Then a right turn and under Venua Levu in nice wind on the quarter to arrive at the Savusavu anchorage the next morning. Clearance was prompt and trouble free apart from wallet damage.

Our stop in Fiji was mostly about picking up additional crew member Ken who was waiting for us. He had had a few days at Taveuni before taking the ferry to Savusavu. But it was also because I expected to have some maintenance to do at this stage of the trip. We picked Savusavu because it is quite a good place to get parts and work done without going to Suva.



The most important job on the list was replacing out inner forestay which had broken wires at the top swage. Although we don't use it when cruising in the islands it will be needed for the passage home as it runs the staysail and storm jib. We removed it from the yacht and took it to the Copra Shed chandlery, who arranged for it to be taken to Suva and a new one made up. We had the new one back and up in five days.

Ken turned out to be an expert on matters electrical and electronic and we had several niggles. He got to work. We had been unable to charge the batteries from the Honda portable generator at Futuna. Investigation cleared the generator and the power lead, which left a faulty 230v battery charger. I pulled it out from its locker and Ken opened it up. He could find nothing obviously wrong so we took it to an electronics shop where it was diagnosed as having faulty transistors. Replacements for the transistors or the battery charger were not available so we have lost that means of charging for the moment. We don't really need it, except as a backup, until we get back on shore power again.

We had previously lost readings from both the engine cooling water and oil pressure gauges and traced the problem to earthing failures. At this time I became suspicious the high temperature cooling water alarm was not working but didn't know how to check it. Ken pulled off the engine control panel and exposed the circuit board behind. He then painstakingly traced the circuits and found two bad connections. Soldering on a circuit board is not easy but he carefully repaired them. I ran the motor with the cooling water off to confirm. I was just about to turn the water back on with the temperature gauge at 110 degrees when the alarm started.

We had had persistent random failures by the autopilot since we left NZ. I had replaced both the electric-hydraulic drive pump and the control/display unit just before leaving. I brought back a loan pump when I returned from NZ in August but had not installed it as it is a difficult job and the display unit was considered the most likely culprit. I arranged for the old display unit (which was only replaced because it was getting hard to read) to be sent to Ken and he brought it up with him. I replaced both. We would not know if the problem was solved until we used the pilot again when



we left. There has been a suggestion from the agents that it may be another of the system components, in particular the 'processor'.

Another niggle had been the smoke alarm going off without smoke. I looked for a replacement at every hardware, supermarket, and a few other stores. They don't do smoke alarms in Savusavu! Ken cleaned up the battery terminals and it has been perfectly behaved since!

Then Ken looked at the battery monitor which had stopped measuring current. He didn't like the wiring to the shunt which was not twisted pair as it should have been. We acquired a length of twisted pair cable and ran it but it only worked briefly. Maybe I need a new monitor.

**Ken got the HF radio going; the problem was a poor connection where the wire from the tuner connects to the whip antenna. It's my backup for communication if the Iridium satellite system goes down. And he also got the loud alarm on the AIS working; another failed connection. If you think we have had a run of electrical connection failures you are right. A salty atmosphere and electrics are always at war.**

It was not all maintenance. Peter and Fae, long time cruising friends on 'Stelite' were next to us when we arrived and we had a meal out with them in the evening. Craig and I have both crewed for Peter in the past. A couple of days after we arrived 'Mahurangi' took the mooring behind us. It took me several days to realise it was the same (although somewhat different looking) Mahurangi that was on the ICA rally to Fiji I did in 2009. I reacquainted with Earl and Marsha.





A new resort and sheltered marina development is under way on Nawi Island opposite the anchorage. It was started about three years ago and the publicity still says it is due for completion late 2017. We checked it out. It is huge, and a long way from finished. We heard a rumour that it may be running into financing difficulties. In the main street of the town is a derelict abandoned hotel complex.

Savusavu has hot pools. They are very hot and some of the locals use them for cooking. There is also therapeutic hot baths near by. There is a small sailing club next to the Copra Shed marina and the youngsters were out sailing the optimist dinghies over the weekend. Just like home. From what I could see there were some very competent sailors.







We checked out a few of the restaurants. Eating out in Fiji is cheap; you can get nice meals for F\$10. The Planters Club, a relic of when copra was viable here, treats cruisers as members and has a bar, band and meal for members on Sunday evenings. Our favourite restaurant was a Chinese one known as 'the Blue Duck' and we went there several times.

We stayed a week. When I talked to Customs about clearance out - we wanted to go to Namena Reef for a few days and then on to Rotuma Island (a part of Fiji) on the way to Vanuatu. OK they said, but you will have to go to Lautoka to clear amid confusing statements from different officers about whether Customs exists in Rotuma notwithstanding it is a port of entry. I protested about Lautoka which is on the other side of the main island. I was asked to come back in the afternoon. When I did they had a very nice outward report and clearance typed out ready for me! But that was not the end of it. Long time resident cruiser and friend Curly Carswell said it was not right. Go back and see them again. And he was right. There is no Customs Officer at Rotuma at the moment but the function is carried out by the Immigration Officer. And they needed to give him authority to act for them for each clearance. I was assured this would now be done.

With that cleared up we were able to get away to Namena Reef, 25nm to the SW. It was an excellent sail in the sunshine with a 15kt E wind. The autopilot was faultless although not overly extended. The island is uninhabited apart from a charter diving facility at times. When we went for a look around we struggled through thick prickly bush to get to the low ridge and get a glimpse of the other side. We returned very hot to the yacht for swimming and snorkelling.



I did the route plotting for our passage to Rotuma both ways around Venua Levu and decided to take the west route through Bligh water as it is 50 nm shorter although did involve 3 reef passes and less well charted water.



We left the Namena Lagoon after breakfast in flat calm, and it stayed that way while we motored through the reef passes and into Bligh Water, when a good SE trade wind built up early afternoon for the run across. We gybed for the run up through the Yasawa Passage just before midnight and were through early morning.

Overall conditions were very pleasant. That was helped considerably by the autopilot continuing to perform faultlessly with the new display head even though we have been running. So it is looking very much like a problem with the new pump.

Phil, with Craig and Jimmy  
and Ken



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# Blast from the past

10

## TILLER TALK

A couple of weeks ago a few Club members were sitting on the beach at Man 'o' War Bay and the topic came up about the lack of Club members at Squadron sailing events and the question was asked, 'What can we do to make it more interesting for Club members?' and the word that was thrown around was IF, IF we did this or IF we did that.

I often think that we worry far more than necessary because we forget the importance of that little word 'IF'.

There is a story in ancient history, which illustrates this point. It's about two war-like factions who were constantly doing fierce battle with each other. One side – the Athenians – sent their enemies – the Spartans – this threat:

“ Unless you do as we wish, we shall make war on you and, if we defeat you, we shall lay waste your country, raze your cities to the ground, slaughter your men of military age and enslave your women and children. The Spartans replied with the two-letter word “IF.....”

Let's go back a bit and think about what we can do to make the Bilgewater more interesting, to make the sailing more exciting, to encourage more members to take part in Squadron events.....There are heaps of things we could do 'IF'..... we had more articles, we had feedback from Club members on how to involve and make the sailing more enjoyable. And of course there is not much we can do about the weather.

We can relate the word 'if' to a certain Squadron member, who had brought up from the 'Windy City' a crew member to help him sail the Te Kouma race, pity that the weather put paid to that location so it was decided to go to Little Muddy instead. It goes like this, start boat was Amanzi and the other yachts were Journeyman, Nessie, and Mistique. The weather was a bit windy but good for an interesting sail. Off we went, Nessie was doing well with Journeyman, Amanzi and Mistique doing their best to keep up and then that word came along. 'If' Nessie had not tried to tack too soon around Sandspit he would not have made a total muck up. It would have looked great on video, there was no





need for two, yes two 360 degree turns. Or just maybe the crewmember was not doing the correct things, we will never know but it was good to see. To continue, the weather was not the best for sailing so it was decided to give Passage Rock a miss and go straight to the finish. Amanzi being the start boat called the other yachts and the message was passed. It's a pity that the numbers were down but it was interesting for those who took part.

Lets get back to this word 'IF'. Maybe IF I had sailed better we could have beaten Amanzi.....yeah right!

We do so often worry about things that may never happen. But, of course, there are times when we have a right to worry.....IF the weather is not right for the race what will we do....IF I don't get the job....IF my child fails their exams....IF the doctor's diagnosis isn't good.

Of course we must take precautions, have alternative plans of attack, and take some form of insurance against disaster. To be forearmed against trouble is comforting, but we need not cloud today's happiness with imagined troubles which may, or just as likely may not, materialise.

And so it is with any sporting group and the Waikato Yacht Squadron is such a group. Yes there is a concern that we are not getting more yachts on the water for club events. The question is why? I would suggest quite simply that it is a sign of the times and we have to accept that we are getting older and the younger generation have better things to do than go sailing, that it is far too slow for their life style. Let's not imagine that we are the only Club that has this same problem. That being the case what can we do about it.....that has to come from the members. To be honest I don't know the answers, but as a Club I'm sure we can find some, maybe a bit radical and outside our comfort zone but let's hear about them.

That's my lot for this time, think about it and take care.

T C





## THE SAILORS' ALPHABET

A is the anchor that holds a bold ship,  
B is the bowsprit that often does dip,  
C is the capstan on which we do wind, and  
D is the davits on which the jolly boat hangs.

*Oh, hi derry, hey derry, ho derry down,  
Give sailors their grog and there's nothing goes wrong,  
So merry, so merry, so merry are we,  
No matter who's laughing at sailors at sea.*

E is the ensign, the red, white, and blue,  
F is the fo'c'sle, holds the ship's crew,  
G is the gangway on which the mate takes his stand,  
H is the hawser that seldom does strand.

I is the irons where the stuns'l boom sits,  
J is the jib-boom that often does dip,  
K are the keelsons of which you've told, and  
L are the lanyards that always will hold.

M is the main mast, so stout and so strong,  
N is the north point that never points wrong,  
O are the orders of which we must be'ware, and  
P are the pumps that cause sailors to swear.

Q is the quadrant, the sun for to take,  
R is the riggin' that always does shake,  
S is the starboard side of our bold ship, and  
T are the topmasts that often do split.

U is the ugliest old Captain of all,  
V are the vapours that come with the squall,  
W is the windlass on which we do wind, and  
X, Y, and Z, well, I can't put in rhyme!

Happy sailing  
Jan



# The loss of SV Kelaerin



*Here is the sad story of an extremely experienced couple's ordeal - reprinted from crew.org.nz. This article is meant as a learning opportunity for us all, we are lucky to have such an honest and real first hand report.*

## Loss of Kelaerin, June 17, 2018

For months, I had been imagining the end of our circumnavigation. We would finally pass by the Juan de Fuca Pillars, make our way into Neah Bay and have a good two days rest, or three, and get the boat all cleaned up. Our daughter wanted to meet us at the visitor's dock in Squalicum Harbor, Bellingham so she asked that we not get in until Sunday, June 24, as she lived in Portland, Oregon and needed to have the time off from work to be there waiting for us. We would drive up to the dock with all our courtesy flags from over 50 countries flying on the staysail halyard, banners from various rallies and events we had participated in hanging on the lifelines and personal burgees from different organizations raised up the signal halyards. I hoped to make a banner showing a globe with our circumnavigation route over the 17 years. There would be our daughters on the dock and maybe a few interested friends waving us in and then a celebration with champagne and M&Ms, a tradition we started back in 1991 in Costa Rica. Then we would toast our life's dream accomplished and rest on our laurels a bit before entering the next phase of our lives. Whatever that was, it would still certainly include boats.

A completely different scenario took over. We had left Oahu, Hawaii on June 26, 2018. After weeks of watching the "high" develop in the north Pacific, we felt we could safely leave now and have reasonable weather for the 21-27 day trip to Bellingham, Washington. We sailed just west of the high and had somewhat rough conditions for several days, but that was to be expected. Uncomfortable, not dangerous for us. When we got to latitude 38 degrees north we were able to make easting in the westerly winds blowing on the top of the high. So far so good, all as planned, although still kind of rough for the most part with confused seas much of the time.



Finally, at around 137 degrees longitude we were making a nice northeast course, and according to the chart plotter, heading straight for Cape Flattery. Kelaerin was making good an average of over 5 knots through the whole trip. The horse could smell the barn, so to speak, and we were becoming excited now that this trip would be over soon.

On the evening of June 15, Jim downloaded a grib file and came up to the cockpit, discouraged. For the previous week, we saw that about this time we should be seeing light to variable winds from the southwest. We could expect to have to raise the spinnaker for the light winds or motor part of the way.

But suddenly the reports were different. The wind was to be 21 to 26 knots from the north/northwest so it would still be a bumpy ride to the very end. The conditions, although uncomfortable, were nothing that should stop us from making progress.

On June 16, the winds slowly increased throughout the day. As we entered the night hours, we had winds well into the mid-30's and seas were building. Still, Kelaerin was sailing fine, however, we were losing our direct line to Cape Flattery and making easting towards the Columbia River. The seas continued to build to over 4 meters, then 5 and now we were heading directly south with the waves on our stern, paralleling the coast, and sailing away from our destination. Eventually we were sailing bare poles at almost 5 knots down steep waves, the largest waves I had ever seen while cruising. I estimated they were 30 feet. We decided to keep one hour watches. I went to bed around 2:30 for a quick nap and to warm up under the covers.

I awoke around 3:30 to first a hard hit by a wave, so hard it literally felt as though we had been hit by a train while sitting on the tracks. I was suddenly on the ceiling and tons of water came in through the companionway hatch. The noise inside the boat was deafening. I managed with some difficulty to swing out of the berth and when I put my feet on the floor I was standing in water up to my ankles. The water was sloshing violently back and forth and from bow to stern. I could barely comprehend what I saw. The aft cabin companionway ladder was across the cabin and bashed into the louvred door of the hanging locker. One of the two scuba tanks was out of their snap holders behind the ladder and sitting in the hanging locker. Jim called me from the cockpit and I answered him, telling him I couldn't get out of the aft cabin. (If I had needed to escape, it would have to be through the deck hatch over the berth.)



I was able to move the ladder and the scuba tank from the doorway into the pass through. Everything that was on the quarter berth was now on the floor. Stuff had been piled there and secured for years for passages, but now was a heap on the cabin sole. But the second scuba tank was now in that bunk. We had a bag of laundry sitting in the shop that was behind the engine and all the clothes were sloshing around the cables and chains of the steering. The heavy, sliding doors to the engine room were bashed into the pass through. I had some difficulty getting those out of the way and navigating myself through the mess and now into the main cabin. The sight was so horrifying and complex that I could barely take it in. Almost every locker door was open or broken and the lockers were bare, with the contents sloshing back and forth on the cabin sole. The bilge hatches were gone – they weren't always the easiest to get up with their pull rings -- and the water tanks exposed to view. Locker lids either flat or on the cabin sides were askew and shelves were broken. It just couldn't be possible that my beautiful boat, the one we had for 27 years and was so lovingly maintained, could look like this.

I got to the main cabin companionway and saw Jim at the wheel. He had blood covering half of his face. He looked shocked but was steering us down a huge wave. I had a hard time taking this view in as well. I was looking at clear sky where once there had been a full cockpit enclosure. I asked, "Where is the dodger?" and Jim just said, "It's gone." He asked me to get on the VHF and put out a MAYDAY call. I felt strange doing this, even hesitated for a few seconds, as I never pictured us asking for help. We never had since our first time together out in sailboats back in 1978. We got no answer. He then asked if I could take the wheel, which I did while he went down below to check the damage and make sure we weren't taking on water. While behind the wheel I had to keep the stern to the waves. I concentrated on steering and at some point as I looked forward I could see that the dinghy was gone. The handrails it had been tied to were broken, snapped like twigs. Then I realized something else was missing....the liferaft. I leaned over to see if it had maybe been caught in between the cabin top and the lifelines or blanketed by the main sail but it was not there. It had been tied to a stainless steel luggage rack that we had constructed and bolted to the cabin top just forward of the dodger. The teak coaming that ran across the cabin top was broken off with a part of it in the cabin. It was probably that which had hit Jim and gashed him above his eye. The mainsail had been spilled out of the stack pack and was hanging down to the deck and possibly some of it over the lifelines and I could see that it was shredded in places. All these things had compiled in my mind and unbelievably I was ledgering the costs of the damage and what it would take to fix all of this. Never had I thought that at the end of our voyage we would have to rebuild our boat.



Jim appeared at the companionway and said that the SSB radio was dead. The two VHF radios were on but since no one answered our MAYDAYS we weren't positive they were sending out our messages.

He was pretty sure, he said, that we weren't taking on any more water. It had been almost two hours since the wave had tossed us now and we were both showing signs of hypothermia. Jim said my lips were turning blue and the blood caked on his face looked ghastly. I was doing o.k. with steering but every once in a while a bigger wave broke near me and we would begin to broach. I had to hold on to the wheel with everything I had to keep it stern to. I screamed now and then. I know this because my voice was getting hoarse.

We were in very dangerous shape now, with no communications and no way to get a weather report. No one was answering our MAYDAY calls. The boat was seriously damaged and we had tons of water going back and forth in the cabin. Things that had been in the aft cabin, including our spare Aries windvane which was tied down beneath the aft cabin berth, had been propelled incredibly through the walkthrough and into the main cabin and had managed somehow not to hit me when I was still in the bunk. I wondered why I saw the carton of milk on the cabin sole, the contents of our refrigerator and freezer scattered about the boat. The refrigerator lid was heavy with a pull ring and it took a little doing to get it up in normal conditions. Jim assessed that we had been turned upside down. When the wave hit, he was wearing his SoSpenders but not tethered. Jim has great reflexes, thankfully, and said he had to hold on to the steering pedestal with all his might or he would have gone over. In retrospect we don't think the tether would have helped seeing as how so many other things had been ripped off the boat. He described the enclosure as shredding and blowing off like newspaper in the wind. Later inspection showed that the pedestal had broken at the base. It was lucky we had steering at all at this point. When he lifted the chart table lid there was nothing in it now, except a lone can of tuna fish. Nothing was dry, the stove was broken and the water tanks were probably fouled through the vents. The engine itself may have worked but the starter motor was surely dead as it was now underwater. The engine wouldn't have helped anyway, not unless we could get closer to shore and now we were getting farther away every minute.



We had 4 electric bilge pumps, one was a large capacity pump. All 4 clogged with debris. The debris was from all the soft back books we had on board. The cheaper paper turned to mush with all the sloshing and went right through the screens into the pumps. There was no way we could operate the manual pump in these conditions and to get that much water out. While Jim was describing this to me, I kept looking over to where the liferaft had been. Then the reality of our situation seemed to be clear to both of us. I said, "I think we should activate the EPIRB" and he agreed. We had a 406 Mhz EPIRB and he went to get it out of its holder and brought it up to our binocular box on the cabin (the binoculars were gone) and set it in there and pushed the button.

We couldn't be sure that anyone would be able to get to us or hear us. We had the EPIRB properly registered and overhauled with new batteries every few years as required. Originally we had our daughters on the contact list, but we got frustrated with trying to get them at times. It could be days before we ever heard back and that could happen while we were in distress. Jim had asked old buddies of his if they would be contacts. Ed was a HAM radio operator and Richard was a tugboat captain. Both of these guys were in almost daily contact with Jim through winlink and Jim would report our position to them and the sea conditions. We had set off the EPIRB around 0538. The coast guard immediately contacted Ed and Richard to verify that we were indeed in trouble and they reported back our position the evening before, our course, our destination and that we had reported rough conditions. Then they went into action.

Almost 4 hours later, as I was at the wheel, I heard the Coast Guard call us on the old VHF radio in the aft cabin. I reached in to answer, "This is Kelaerin", and immediately felt we just might survive this ordeal after all. They were coming from the Warrenton, Oregon base. They said they were 20 minutes away from us. I told them that incredibly the chart plotter was still functioning and I could give them our exact position, which I did. They informed me that when they arrived they would have only a few minutes with us and we needed to make the decision: they could give us a dewatering pump and we would be on our own or they could extract us from the vessel. I looked at Jim and asked, "which?" and he answered, "the dewatering pump". Still at this point, I did not envision us leaving Kelaerin.



The pilot radioed back that we had to think about that and have our possessions we wanted to take with us ready to go. Jim got back on the wheel for awhile while I changed clothes (a few things were still dry) and I went about the boat collecting hard drives, cameras, etc. This was much harder than I had anticipated. I could not get over all the stuff floating around inside the boat to get to the box where our passports and cash were. Jim's wallet had been in the chart table and was just gone. My backpack which held my wallet was nowhere to be seen. Jim's good Nikon camera was in a locker up forward with all kinds of stuff blocking the way. I got the hard drives, the go pro camera and the little Nikon Coolpix I used. Jim's new LG phone was gone but mine had survived. I had a small dry bag and stuffed everything I could in there. Jim had gone up to get the cash but when he went into the cockpit he pulled it out of his pocket and the cash began flying in the wind out of his hands. I stuffed what was left into a small cooler. Then I went back to steering while Jim continued to try and get water out of the boat.

The Coast Guard continued to call me asking me to count down so their RDF could locate us. For a while I wondered if they would find us in time, but eventually I saw them coming. They informed me that they would drop a swimmer in so I told them we would lower the stern ladder and Jim would stream a heavy line so the swimmer could grab it. I informed them that I was going bare poles at 4.6 knots at that time and there would be no way whatsoever I could turn around. I'm sure they already knew that. I asked if they would drop the swimmer on the port side of the boat as the mainsail was blocking my view off the starboard side. The helicopter dropped low, on the starboard side, and the swimmer jumped in but I could not see any of this, only the blades as they whipped around near me. I was not aware when he came aboard. I kept looking for him not realizing he had already boarded and was discussing the situation with Jim at the stern. I was waiting for the pump and then looked over to see the Coast Guard swimmer coming towards the cockpit and informing me that we were getting off the boat. "No," I said. "We are staying on the boat, we just need the pump." Then Jim was behind him and said, "Joy, we are getting off." I was incredulous. It was beyond comprehension that we would ever leave the boat. I still felt that, although, we were in serious trouble here, that we could save Kelaerin. How could we possibly leave her, after nearly 70,000 miles of cruising and 27 years together with only 150 miles to go? Jim had always said he wouldn't abandon the boat unless he had to step up into a liferaft. So when he confirmed the Coast Guardsman's declaration, with all his experience at sea, I knew finally that this battle was over. The sea had won.



Then everything went at hyperspeed. The Coast Guard swimmer said I had just a minute to go and gather my things. This is when good sense left and stupid crazy set in. Since we had not planned to leave the boat, I was not prepared well at all. I ran down below, threw out the computer, my “pink book” with all our personal and important info in it, my dry bag, and the red cooler into the cockpit. The CG had taken over the wheel and he kept telling me to be quick, “Go, go, go” he said. I ran back to the aft cabin (this was when nonsense set in for a bit) to retrieve some jewelry. Later I couldn’t believe I had done that as it had taken precious time when I could have better secured the more important items. I threw out my forearm crutch which I needed to walk and he was now telling me there was no more time and I had to get back to the stern of the boat. I asked, “what about my computer and the red cooler?” and he said he would get it and urged me back. Jim grabbed the red cooler and threw it towards the stern and it lodged out of my reach. I again said, “I need my computer and the red cooler” and the CG swimmer said, again it was OK. He told us to inflate our suspenders and jump. What!!!!!! Of course this was the only thing to do, but I hesitated for a second and looked at the giant wave coming at us and said, “I’m not jumping in that” and he said GO NOW, Jim said JUMP and I was in the water. Jim later said he had never seen me swimming so fast. I just wanted to get to that basket being lowered before a wave tumbled me under and I might possibly never come back up. Getting into the basket was easy, I just rolled in and moments later I was in the helicopter. The basket lowered again for Jim and he was helped out into the helicopter. Then the swimmer came up and I was hoping that I would see the computer and the red cooler but, of course, it wasn’t there. I knew it wouldn’t be there. The doors were closed and we started to fly away. I had to restrain myself from shouting that I wanted to go back. The hardest moment of both Jim’s and my lives were when we could see Kelaerin through the window and we both realized she was probably lost forever, that somehow we had failed her when she had been so good to us for so many years.

The ride back was over an hour long. The pilots made conversation with us through miked up helmets they provided. We all introduced ourselves. I was just amazed at how professional and highly trained these guys were. The swimmer had to grab the line behind the boat and pull himself into the ladder as we were going nearly 5 knots, which he did in just seconds. His job was to get us off the boat in short order once Jim had made the decision to leave Kelaerin. He was not cruel or impersonal when ordering me to get going. All through that I realized he had a job to do and could not brook any nonsense from me. He was completely in charge and trained to handle this situation. They must come up against some serious stubbornness when trying to get people off boats and they know how to handle it.



When we were about to land Jim heard the pilot tell ground control that they were landing off base at an alternate sight near Astoria as they were down to one minute of fuel. ONE MINUTE!!! They had been at the far extension of their range when they had reached us 180 miles out to sea and no time to spare. When we disembarked the copter, I hugged all four Coasties, Jim shook their hands. The pilots came around with smiles on their faces....a job well done, a successful rescue. Then they told me that I was pretty cool on the radio and it helped them a lot. Thank God, I did something right. The EMTs were waiting for us and now I realized we were without any ID whatsoever, we were soaking wet and shivering, no shoes for me and I didn't have my forearm crutch so I had to be supported across the tarmac to the ambulance.

My small dry bag which held my phone and the camera filled with water as I swam to the basket. Incredibly the phone still worked and I was able to call our girls. Our daughter, Kelly, lived in Portland so she dropped everything and came to Astoria to pick us up. Our oldest daughter, Erin, was visiting friends in Missoula and immediately booked a flight to Portland. They took excellent care of us, even buying us some clothes and Erin helped us get back online by buying a computer for us until our credit cards came within a couple of days.

I share this story in the hopes it helps anyone else for preparation or even the realization that just anything can happen during a passage. Our biggest mistake that we could have avoided was not putting all our important personal items in a ditch bag.

The lifesaving ditch bag had been on a shelf with the handle facing outwards so that we could grab it, but it was of no use if we had to jump in the ocean from a sinking boat and no liferaft. In any case, it wasn't there after we flipped over and I have no idea as to where it went. I'll be kicking myself forever for not having the IDs, passports, cash, hard drives and even the little bits of jewellery in a bag ready to go. As for everything else, it is an unimaginable loss. My pictures that we've taken over the years were on a hard drive. I had thought about putting them up on the cloud, but didn't. All our logs were on hard drives, print and computers, but they could not be retrieved in time. I had my collection of courtesy flags and small coins that were of no value to anyone else but me in a bag under a settee seat. My assortment of boat cards from the many friends we have made while cruising is gone. We will have to rely on memory now for most of the last 17 years of cruising and that, at 70, is going to be quite a challenge. I'll have to get on it soon.

*Since this was written there has been further development of this ordeal, if you want to know more (fate of boat) visit: <http://crew.org.nz/forum/index.php/topic/15756-the-loss-of-sv-kelaerin/>*





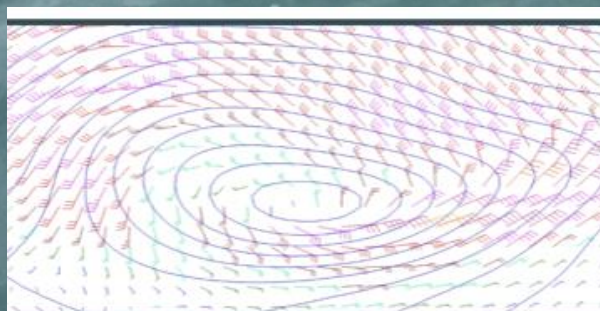
## Spot quiz



Question 2 out of 14

**G25: Determine wind speed!**

- 1 30 kt
- 2 50 kt
- 3 100 kt
- 4 15 kt
- 5 5 kt



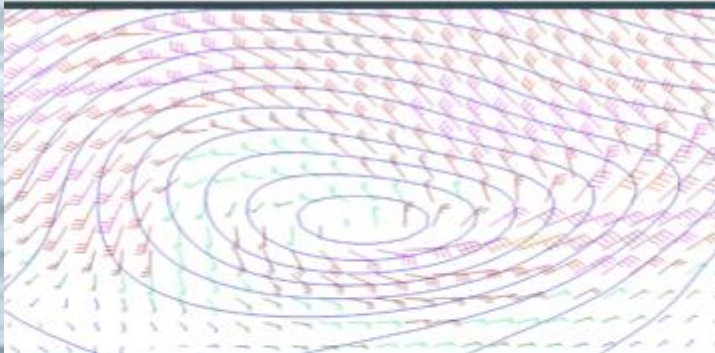
Question 2 out of 5

**G1: What is the maximum wind speed in this Low-pressure system?**

- 1 20 knots
- 2 30 knots
- 3 35 knots
- 4 40 knots
- 5 45 knots

**SOUL**  
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**SHOES**

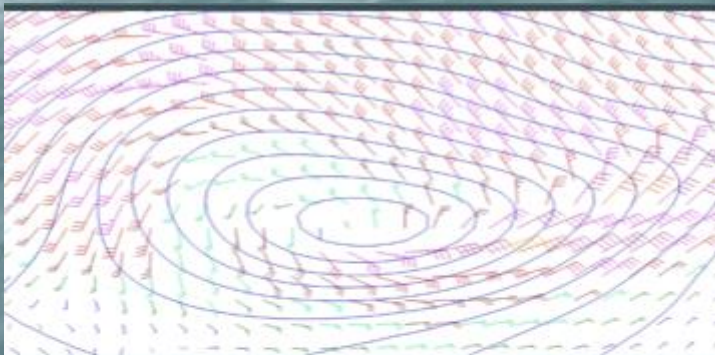




Question 4 out of 5

**G2: In which direction does this this Low-pressure system rotate?**

- 1 Clockwise
- 2 Anticlockwise



Question 5 out of 5

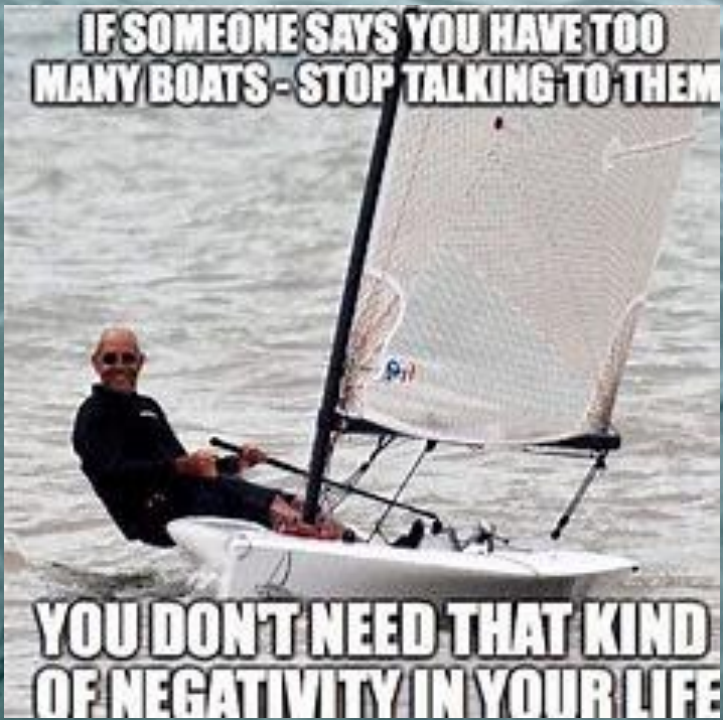
**G3: Where is this Low-pressure system located?**

- 1 At Northern Hemisphere
- 2 At Southern Hemisphere

Answers:

1. 50 knots
2. 40 knots
3. Clockwise
4. Southern









Where is this?

Sent in By Dustin

Send in your "where is" picture or don't....



Last months: D'urville Rocks, Thanks Nigel!

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## Upcoming events

- Nog 'n' Natter – none this month
- Nog 'n' Natter – February Tuesday 26<sup>th</sup>, Fishing talk/prep for the march fishing competition, come and learn to tie your own rig. How to catch snapper and Kingfish and also where....
- February 2<sup>nd</sup> MOTUIHE ISLAND REGATTA  
(Islington Bay Motutapu or Owhanake Bay Waiheke)



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for personal expert advice contact [indie.buller@crombielockwood.co.nz](mailto:indie.buller@crombielockwood.co.nz)  
or call Indie on 07 579 7619

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## NOTICE OF RACE

### MOTUIHE ISLAND REGATTA

(Islington Bay Motutapu or Owhanake Bay Waiheke)

**DATE:** 2<sup>nd</sup> February 2019

**START TIME:** 1000 hours.

**RACING INSTRUCTIONS:** Shall be in accordance to the "Standard instructions of non-regatta races" except those that are altered by these sailing instructions.

**ENTRIES:** To the race co-ordinator by VHF channel 77 by 0900 hours advising name of yacht and whether towing a dinghy (trailer yachts only).

**BRIEFING:** The race officer will give a briefing at 0930 hrs on VHF ch 77 advising of any change to this NOR.

**DIVISIONS:** The race will consist of two trailer yacht divisions and one keel boat division.

#### **COURSE:**

**TRAILER YACHTS:** From the start to the finish at the entrance to Islington Bay. There are no rounding marks on the course.

**KEELERS:** From the start to and through Sergeants Channel, Rakino Island to PORT, Motutapu Island to STARBOARD, to the finish at the entrance to Islington Bay.

#### **START LINES:**

**TRAILER YACHTS:** Between the start boat and the end of the Ammunition Bay wharf.

**KEELERS:** Between the nominated start boat and the first starboard channel marker if you were entering the Pine Harbour marina entrance channel

**FINISH LINE:** The first boat in should establish a line between the port entrance marker and the headland at the entrance to Islington Bay, and record the finish times of all following yachts in Hrs/mins/secs. On completion of race they should then advise the race co-ordinator of entrant finish times.

**Note:** If weather conditions require a course change then the finish line for all classes will be at Owhanake Bay on Waiheke Island. This **FINISH LINE** shall be in a line between the first boat in and the outermost headland at the entrance to the bay. The line should be outside the bay and long enough to accommodate keel boats finishing from the Rakino island side. A change to this course will be advised at the briefing prior to the start of race.

**DINGHIES:** Allowance will be made for towing dinghies (trailer yachts only).

#### **RACE OFFICERS:**

**Trailer Yachts:** Tim Hayward - Hallelujah

**Keelers:** Jim Pasco - Acushla

**An after-race beach gathering point will be announced at the beginning of the event. The club BBQ will be in attendance**

**Any member/yacht wanting to participate in the gathering but not the race are most welcome.**







## 37<sup>th</sup> WAIKATO YACHT SQUADRON GULF CLASSIC

8<sup>th</sup> - 10<sup>th</sup> March 2019

The Organising Authority is The Waikato Yacht Squadron,  
P.O. box 4263, Hamilton East, New Zealand

### NOTICE OF RACE

#### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017-2020*. The rules of individual yacht classes shall apply, except as any of these are altered by the Notice of Race or Sailing Instructions.

- 1.2 Yachting New Zealand Safety Regulations shall apply as follows

#### **Trailer Yachts**

All Trailer Yacht Designs as approved by the New Zealand Trailer Yacht Association (NZTYA) and shall comply with the Yachting New Zealand Safety Regulations Part V - Trailer Yachts - Category C. These regulations take precedence over individual class rules.





## **Keelboats**

All Keelboats shall comply with Category 4 of the Yachting New Zealand Safety Regulations Part II — Offshore & Coastal Racing & Cruising with the exception that a life raft or dinghy is not required.

## **All Yachts**

All yachts shall carry an operating and functional marine VHF transceiver, fitted with channels 16, 77, 64 & 60, which shall remain switched on and tuned to the appropriate channel, monitored by the crew on board and available for use at all times. All yachts shall carry an up to date version of Chart NZ 532 (Approaches to Auckland) and Chart NZ 5324 (Tamaki Strait).

A yacht sailing two-handed shall be fitted with jackstays pursuant to Clause 17.23 (e) of the YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising) and two safety harnesses pursuant to SR Appendix 4 of YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising).

Racing Rule 52 is amended to permit the use of self-steering devices.

All yachts shall, upon request, make themselves available for inspection for compliance with safety regulations. A yacht may also be inspected after the race.

### **1.3 Equipment Rules / Ratings**

Corrected times for trailer yachts shall be calculated from current ratings published by the NZTYA. For designs where rating information has not been supplied during the past two seasons, the Race Committee reserves the right to assign a rating and Race Division for these entrants. The Race Committee also reserves the right to refuse any entry and to amend the rating of any yacht whose hull, spars or sails have been altered from class rules or, where class rules are non-existent, from approved designs.

Waikato Yacht Squadron will assign Keelboat ratings for this event. They require recent club racing handicap history and PHRF ratings (where applicable) to be supplied on the entry form.

The Race Committee's decision on ratings shall be final and no discussion will be entered into.





1.4 Appendix T will apply.

## 2 ADVERTISING

2.1 Competitor advertising will be restricted as follows:

Competitor advertising shall not conflict with advertising by the race sponsors or the Club sponsors.

2.2 Boats may be required to display advertising chosen and supplied by the organising authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [Discretionary Penalty].



### 3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to Keelboats and Trailer Yachts. The minimum crew on board at all times during the race shall be two persons (including the skipper) over the age of 16 years.

Please submit entries on the Official Entry Form supplied with this Notice of Race (or available on the website [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)) **please complete in full**.

Please send entries to the following address and make payment at the same time. Alternatively, if you prefer send a scanned copy or “good” picture to [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

The **Closing date for receipt of Entries is Friday 1<sup>st</sup> March 2019.**

Address: Gulf Classic Committee  
Waikato Yacht Squadron  
P O Box 4263  
Hamilton East or by email to: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

The entry fee is \$55.00. Cheques made payable to Waikato Yacht Squadron.

We prefer electronic payments made to ASB account number:

12-3171-0044255-000

Include the Boat Name and sail number as reference.

Entrants note that the Waikato Yacht Squadron reserves the right to cancel the event if insufficient paid entries are received on or before 1<sup>st</sup> March 2019. If the event is cancelled for this reason all entry fees will be refunded. Notification of cancellation will be sent to those who have entered by the date of cancellation.

An entrant who has paid the entry fee and withdraws from the event will be refunded the full entry fee, provided the Waikato Yacht Squadron receive such notice of withdrawal on or before 1<sup>st</sup> February 2019. No refund will be given for any withdrawal received after that time.





### 3.2 Confirmation of Compliance

The person signing an entry form thereby confirms that the vessel entered to this event fully complies with the requirements of clause 1.2 of this Notice of Race. For the avoidance of doubt, it is the sole responsibility of the skipper to ensure that his or her yacht and crew meets the requirements of these clauses.

- 3.3 Each competitor, entrant and crew members shall be a member of a club affiliated to Yachting New Zealand. Indication of affiliated club membership is to be submitted with entry.

## 4 SCHEDULE

### 4.1 Registration

A registration desk will be located in the upstairs lounge at the Maraetai Beach Boating Club on the evening of Friday 8<sup>th</sup> March 2019. All skippers (or a skipper's representative) are required to sign the register and confirm entry details with the Race Committee Secretary at the Registration Desk between 1830hrs and 2030hrs Friday 8<sup>th</sup> March 2019. **Attendance at the briefing is strongly recommended for all skippers and crew. Race entrants that do not attend the briefing are still required to sign the register and any disclaimer and confirm your entry details with the Race Committee Secretary at the Registration Desk between 0800hrs and 0830hrs on Saturday 9<sup>th</sup> March 2019.**

Should any boat attempt to participate in the race without completing this formality its result will be recorded as DNS (Did Not Start).

### 4.2 Briefing

The pre-race briefing will be held in the upstairs lounge at the Maraetai Beach Boating Club commencing at 2030 hrs. NZDT Friday 8<sup>th</sup> March 2019.

**4.3 Date of racing:** 9<sup>th</sup> and 10<sup>th</sup> March 2019

Division starting 10<sup>th</sup> March:

Keelers - 1000 hrs

TY60 – 1005 hrs

TY40 – 1010 Hrs

**4.4** The scheduled time of the first division warning signal is 0955 hours.

**4.5** A boat shall comply with RRS 78.1 (Compliance with class rules.)

**5 SAILING INSTRUCTIONS**

A draft copy of the Sailing Instructions will be provided upon receipt of entry. A final version will be made available at the briefing. This document provides important information for all participants. Please read it carefully before starting. The sailing instructions will be on the official notice board located at Maraetai Beach Boating Club, 188 Maraetai Drive. Auckland





## 6 VENUE

The event will be based out of the Maraetai Beach Boating Club situated at 188 Maraetai Drive Maraetai Beach Auckland.

There will be catering available for the Friday night briefing and Sunday morning breakfast and prize-giving.

Trailer yachts may park and launch from the MBBC boat ramp.

## 7 RACING AREA

The racing area will be within the inner gulf (see attached course charts) and are shown on this NOR as attachment 1

## 8 THE COURSES

The courses to be sailed will be as follows:

The courses described herein shall be sailed in either an anti-clockwise direction (Port Course) or a clockwise direction (Starboard Course), depending on wind direction. The direction to be sailed shall be identified by the Committee Boat flying a red flag (Port Course) or a green flag (Starboard Course).

The descriptions below indicate the Port Course for each.

**Port Course A** — approximately 80 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage

Thumb Point (Waiheke Is) to PORT.

To Shearer Rock general-purpose buoy to PORT.

To Whangaparoa Navy Buoy to PORT

To the Rakino Channel, Rakino Island to PORT, Motutapu Island to STBD.

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rangitoto Island and Motutapu Island to STBD.

To and rounding Rakino Island to STBD.

Through Sergeant Channel

To FINISH.



**Port Course B** — approximately 60 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage

Thumb Point (Waiheke Is) to PORT.

To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rounding Rangitoto Island and Motutapu Island to STBD.

Through Rakino Channel with Rakino Island to PORT.

Through Sergeant Channel

To FINISH.

**Port Course C** — approximately 40 nautical miles.

From START, leave Passage Rock to PORT

Through the Waiheke Channel, Waiheke Island to PORT, Ponui Island Rotoroa Island and Pakatoa Island to STB.

Leave Waiheke Island to PORT, To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through Sergeant Channel

To FINISH.

## 9 PENALTY SYSTEM

9.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.

## 10 SCORING

10.1 The Low Point Scoring system will be used.





- 10.2 Handicaps for calculating corrected times will be based on the boat rating assigned by NZTYA (trailer yachts) and WYS Race Committee from PHRF ratings advised on the entry form for keel boats.

## 11 RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones. [DP]

## 12 POSITION REPORTING

- 12.1 COASTGUARD - All yachts shall identify their position to Coastguard using VHF channel 64 (inner gulf) or 60 (outer gulf) on passing designated waypoints identified in the Sailing Instructions. All such reports shall be in the manner described in the Sailing Instruction
- 12.2 PredictWind TRACKER – For safety reason, increased interest in online viewing, and developing race organization practice, each entrant is required to use the PredictWind tracking service. To use the service, you will need two smartphones (one as a backup) that use either ios9 and above, or Android 6.0 and above operating system. The PredictWind GPS tracking service is being made available at no cost to each competitor.

**Full instructions on how to install and use the app will be detailed in the sailing instructions that will be sent out on receipt of entry.**

### 13 PRIZES

Prizes will be given as follows: Race prizes shall be awarded for line honours and the first place on corrected time in each division. Where 3 or more class boats race each other in any division, then a class prize will be awarded. The Gulf Classic Trophy to be awarded to the winning Trailer Yacht in the Long Haul Division B, and will be based on corrected time.

#### 13.1 Club Challenge Trophies

There are two Challenge Trophies for interclub competition, one for keeler and one for trailer yacht. These trophies are open to any club affiliated to yachting New Zealand. The winning club will have the best four results from any boat in their club as declared on the entry form.

- 13.2 All skippers and crew members participating in the race and present at prize-giving will be entered in a draw for spot prizes. Only one spot prize per person will be awarded.

### 14 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance to minimum cover of \$500K

### 15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

### 16 FURTHER INFORMATION

For further information please contact:

The Gulf Classic Committee, Waikato Yacht Squadron

Email: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

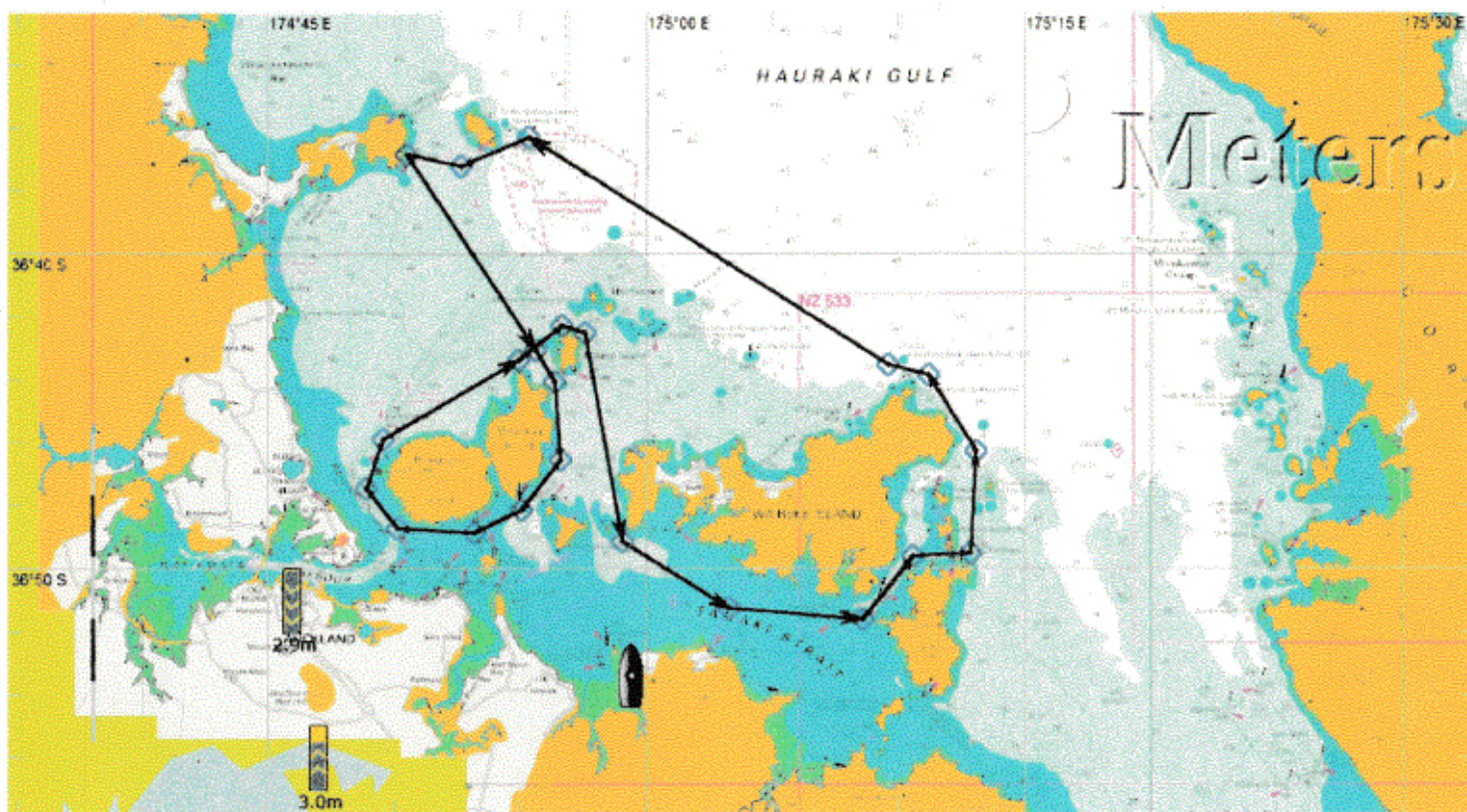
Entry forms are available at [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)

Facebook: Gulf Classic Regatta 2019-Waikato Yacht Squadron





## Gulf Classic Keeler Course



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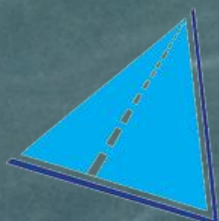
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# Gulf Classic TY 60 Course

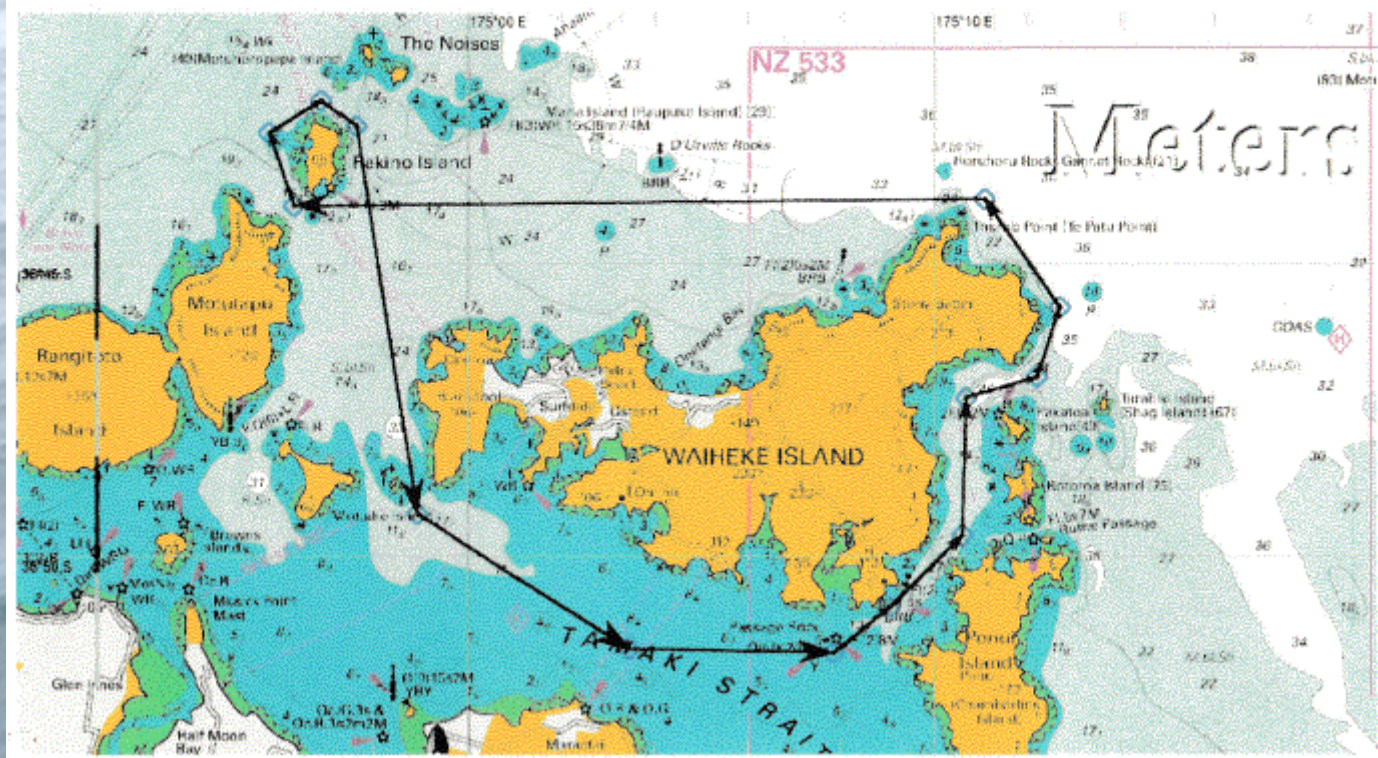


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# Gulf Classic TY 40 Course



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**The exclusive Trailer Yachting Package includes:**

Wide geographic limits; fishing gear & personal effects; racing and on-road risks; third party liability; and Accidental Death Cover.

Go to <http://www.traileryachts.org.nz/nztya-insurance/> for details or for personal expert advice contact [indie.buller@crombielockwood.co.nz](mailto:indie.buller@crombielockwood.co.nz) or call Indie on 07 579 7619

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**PINEHARBOUR MARINA**



# 37th WAIKATO YACHT SQUADRON GULF CLASSIC

8<sup>th</sup> to 10<sup>th</sup> March 2019

OFFICIAL ENTRY FORM

Division: <input type="checkbox"/> Keelboat Long Haul -Division A		<input type="checkbox"/> Trailer Yachts Long Haul – Division B <input type="checkbox"/> Trailer Yachts Short Haul – Division C	
Boat Name:		Sail Number:	
Design:		Length Overall:	
Hull Colour:		VHF Call Sign:	
<input type="checkbox"/> TRAILER YACHT NZTYA Rating: _____ Motor (hp): _____		<input type="checkbox"/> KEELBOAT PHRF: _____ Club Rating: _____	
Owner's Name:		Skipper's Name:	
Address: _____ _____ _____ Phone No _____		Address: _____ (Only where different from owner) _____ _____	
Mobile for use in the race:		Yacht Club:	
Email:			
Crew Names (excluding skipper):		<b>(MINIMUM OF SKIPPER AND ONE CREW MEMBER MUST BE OVER THE AGE OF 16 YEARS)</b>	
1. _____		3. _____	
2. _____		4. _____	
Note: Crew names not available at the time of entry must be supplied to Race Headquarters at the Maraetai Beach Boating Club before 0800 hours on Saturday 9 <sup>th</sup> March 2019			
<ul style="list-style-type: none"> <li>All trailer yachts must be of a design approved by NZ Trailer Yacht Association</li> <li>Any alterations from the original design or from Class Rules to <b>any</b> yacht's hull, spars or sails (including the use of exotics such as Mylar, Pentex or Kevlar), unless expressly permitted by Class Rules, must be listed below. The Race Committee prior to the race may make an adjustment of the rating for such yachts.</li> </ul>			
Design Modifications: _____ _____			





**Declaration:** I agree to be bound by the racing rules of the IYRU, by the prescriptions of Yachting New Zealand, by the Notice of Race and Sailing Instructions issued for this event, and by Class Rules (except as listed above). I hereby declare that the skipper is a member of a Yachting New Zealand affiliated club and that the yacht complies with Cat 4 requirements (keeler) or Cat C requirements (trailer yachts). Any decision to start or continue to race is my own responsibility and I understand that there may be no refund in the event of cancellation.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_  
 Owner or Skipper as Owner's Representative

**ENTRIES CLOSE: 8<sup>th</sup> March 2019**

Entry Fee \$55.00 to be paid by 1<sup>st</sup> March 2019. Entry fee to be paid with entry form.

Bank Account: ASB 12-3171-0044255-000

POST TO: Gulf Classic Committee  
 c/o Waikato Yacht Squadron  
 P.O. Box 4263, Hamilton East  
 Gulfclassic100@gmail.com

WYS USE: Date  
 Received:

Amount Paid  
 \$

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Date  
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