



# BILGEWATER

February 2019



Dustin's winning catch. Club  
competition 2017





### Committee Members

**2018-2019**

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Jim Pascoe	Treasurer	07 855 6679
Nigel McCarter	Secretary	07 856 8940
Murray Pearce	Qaurtermaster	
	Overall Sailing Programme & Handicaps	07 827 4203
Wayne Johnstone	Compound Convener	027 623 6366
Russell Osborne	Webmaster/Facebook	07 823 6377
Brett Goddard	Gulf classic liason	07 853 5233
Keith Paine		027 550 0037

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Dave Whitburn	Compound Manager	09 292 2073
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## Contents

Commodore's comment

Fishing extravaganza

Facebook

Ponui race

Mercury Bay cruise

Race results

Singlehanded trip north

Spot quiz

Where is?

Upcoming events

Notice of race



# Commodore's comment

How warm is it? We've got hot water coming out of both taps!!

The plus side to all this sunshine is the great sailing conditions we're experiencing at the moment.

Since the last Bilgewater we've had the Motuihe regatta and the Ponui Island regatta. Both events have attracted a solid field of competitors. It's awesome to see the compound so empty and the bay so full of sails.

The fun doesn't stop there... on Saturday the 2<sup>nd</sup> of March Dustin and I will be running the 2<sup>nd</sup> Annual Waikato Yacht Squadron Fishing Extravaganza. This event mixes sailing skills with fishing prowess and culminates with a seafood feast and beach party. There will be plenty of prizes so make sure you have this one locked into your calendar.

And of course, on the following weekend we have the premier event of the season – The Gulf Classic!!

This will be the 37<sup>th</sup> year that the Waikato Yacht Squadron has run this regatta and the Gulf Classic committee has been working tirelessly to make this another huge success. We have already received a good number of entries and expect the numbers to grow steadily as we get closer to the date.

Now it's been a while so don't forget that the next 'Nog and Natter' is Tuesday the 26<sup>th</sup> of February.

We won't have a guest speaker but we will have a couple of presentations related to the upcoming events – See you all there.

Kind regards,

Paul Weaver







# FISHING COMPETITION

Saturday March 2<sup>nd</sup>

Weigh in at the beach including:

Prizes - Filleting demo &

Fish four ways:

- Sashimi
- Kokoda (Fijian ceviche)
- Fish 'n' chips
- Smoked fish



## Waikato Yacht Squadron's Premier Fishing event

All members welcome. Beach to be advised on Facebook and on Channel 77 at 0900 & 1300 on the day. Club BBQ available.

Weigh in from 1400 – 1600 ish...

No sharks or Rays will be accepted, weigh masters decision is final.

Event run By Dustin & Paul

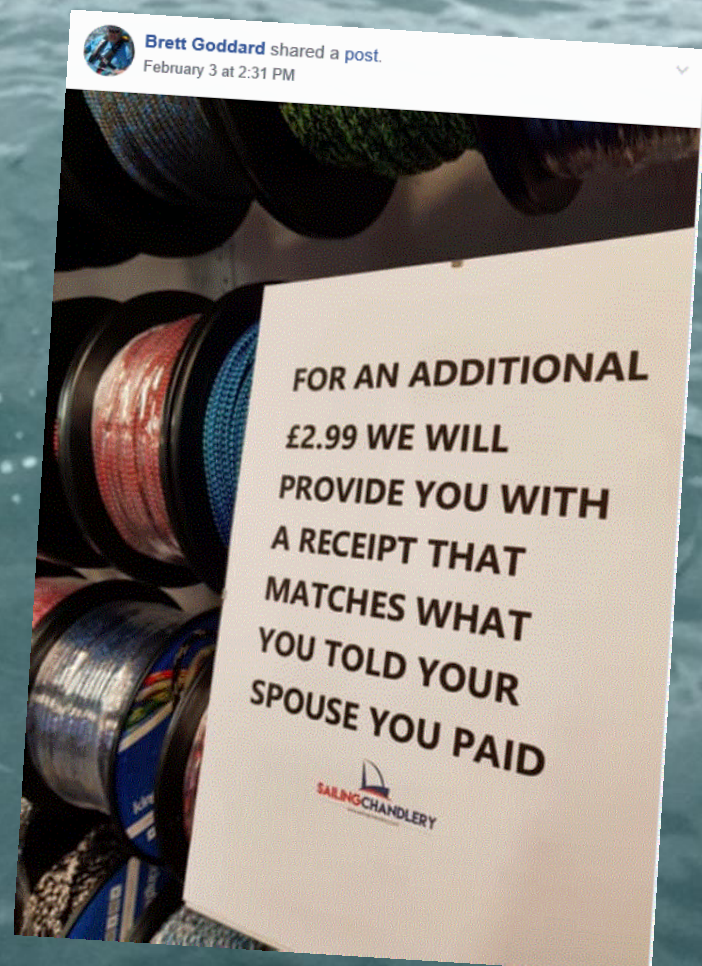






What's been happening on our face book group? Here is some snippets from the last couple of weeks. I encourage everyone to join the group, if you need help or have questions please email the club [waikatoyachtsquadron@gmail.com](mailto:waikatoyachtsquadron@gmail.com) otherwise send a fax, write a letter,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

Dustin Wilson









## 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.



## Editors Apology

I accidentally didn't publish the NOR for the Ponui race. Sorry if this caused any issues for anyone. It did get posted on the Facebook page so hopefully everyone got it in time.

Dustin.





## Ponui Island Race

16<sup>th</sup> February 2019

The Day was FINE, The Day was HOT, and the winds were STRONG. In fact, the Nowcasting was pretty well accurate.

Both the keeler fleet and the Trailer fleet started the race on a downwind leg with average winds around 16 knots with gusting to 25. Good stuff, but not for the faint hearted sailor!!

The keeler fleet swept down the Tamaki Strait, up through the Waiheke channel and out the Ruthe Passage at a fast clip, all downwind or broad reach sailing. Ocean Lure was setting a cracking pace hotly pursued by Sorrento, Passing Fancy, Acushla and Brittany. Afterguard, being the start boat, took the rear view. Out into the Hauraki Gulf and a hard sail on the wind down to the bottom of Ponui. Taking the reef out of the main then being battered by big wind gusts for Afterguard had the skipper and crew threatening to sell the boat! Around sandspit we flew, with a very nice broad reach to the finish at Kauri Point. Ocean Lure and Sorrento finished first followed by Passing Fancy and Acushla within a minute of each other. Afterguard was again named correctly. However, thank god for handicaps! The two Davidsons, Passing Fancy and Afterguard finish one and two, closely followed by the others. In fact, the whole fleet finished within 3 minutes of each other on handicap result.

The trailer yachts sailed a port course, so a fast run up the outside of Ponui, and through the Ruthe Passage had everyone in high spirits. Then the nasty bit – close hauled tacking to get down the Waiheke Channel and around Passage Rock. In Division 1 ETYPE2 and JURYS RIG were in a real battle. Like-wise in Division 2 HALLELUJAH and KITTIWAKE were really going at it and only a minute separating on the finish line. Thank god for handicaps again – although in this instance it did not make a lot of difference. Jurys Rig pipped ETYPE2 for the wine with Fantasia, Skywalker, High Time and Falkor completing the field. Division 2 saw Kittiwake beat Hubble Bubble, followed by Hallelujah a minute later, and Testa Rosa slightly further back.

The Squadron gathered at North Harbour for the after match wine giving. A good gathering and BBQ on the beach with Hubble Bubble showing off how to moor a trailer boat on the top of the tide and then winning the lucky wine draw. RACE OFFICER NOTE: Hallelujah owes Kittiwake 1 bottle wine.

### NOTE FROM THE HANDICAP COMMITTEE:

Murray, Jim and Keith will be reviewing all personal handicaps following this event and altering as necessary, based on your as-sailed results over the last 2 races. We will publish any reviewed ratings in the next Bilgewater.

From your Race Officers of the day

Murray Pearce

Hugh Beecroft



## Mercury Bay Cruise

24<sup>th</sup> March 2019

This year we are running a second week long club cruise to the Mercury Bay area, with Great Mercury Island being our main destination. We plan to leave from North Harbour Ponui Island on Sunday 24<sup>th</sup> March. This is the weekend of the Tarahiki Island Regatta, so most of us will do the race on the Saturday and then head away on the cruise on the Sunday.

A tentative plan for the week, dependant on weather conditions, could be:

- Depart North harbour as a fleet and sail to Port Charles on eastern side of the Coromandel Peninsula.
- Sail down the Coromandel Peninsula exploring bays/harbours and finish at Great Mercury island
- Base ourselves at Great Mercury Island
- Possible catch up with Mercury Bay Boating Club members during week – an invitation has been received
- Possible visit Whitianga area and surrounding bays and Islands
- Possible sail to the Alderman Islands if conditions and time allow
- Return to Kawakawa/Pine Harbour on weekend of 30<sup>th</sup> March

It will be good to get some indication of who, and how many may be coming, so please let me know when you see me next or contact as per the handbook details.

Murray Pearce

Cruise Convenor





# Motuihe Regatta Results

## Saturday 2<sup>nd</sup> February 2019

### Keeler Division

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Passing Fancy	Lancaster	Dav 35	10:00:00	14:10:08	4:10:08	0.736	3:04:06	1	1.03	1.08	3:09:37	1
Audrey	O'Brien	Hanse 38	10:00:00	14:09:05	4:09:05	0.780	3:14:17	3	1.00	1.02	3:14:17	2
Sorrento	Lundy	Defour 40	10:00:00	14:06:13	4:06:13	0.794	3:15:30	4	1.00	1.02	3:15:30	3
Acushla	Pasco	Farr 1020	10:00:00	14:16:08	4:16:08	0.742	3:10:03	2	1.03	1.05	3:15:45	4
Brittany	Giles	Jeauneau 42	10:00:00	14:24:15	4:24:15	0.780	3:26:07	5	0.98	0.97	3:22:00	5
Afterguard	Pearce	Dav 35	10:00:00	15:04:34	5:04:34	0.736	3:44:10	6	1.02	0.89	3:48:39	6

### Trailer Yacht Divisions

Boat Name	Div	Owner	Dinghy	Design	Start	Finish	Elaps'd	Rate	Correct time	PI	H'cap	As sailed	H'cap Time	PL	Std Rate	Dinghy Rate
Jury's Rig	1	Herrmann	yes	Joker 820	10:00:00	12:37:40	2:37:40	0.804	2:06:43	1	1.02	1.04	2:09:15	1	0.855	0.804
E Type 2	1	Beecroft		Elliot 7.4 (WK)	10:00:00	12:25:20	2:25:20	0.885	2:08:37	2	1.02	1.03	2:11:12	2	0.885	0.832
Shangri-la	1	Valling		Noelex 25	10:00:00	12:34:00	2:34:00	0.845	2:10:08	3	1.04	1.02	2:15:20	3	0.845	0.794
Indulgence	1	Stewart		Noelex 25	10:00:00	12:50:00	2:50:00	0.845	2:23:39	4	1.04	0.92	2:29:24	4	0.845	0.794
Fantasia	1	Bonnett		Joker 820	10:00:00	DNF		0.855			0.98				0.855	0.804
Kittiwake	2	Hepburn		Joker 6.7	10:00:00	12:39:30	2:39:30	0.812	2:09:31	1	0.95	1.02	2:03:02	1	0.812	0.763
Hubble Bubble	2	Oliver		Joker 6.7	10:00:00	12:56:51	2:56:51	0.812	2:23:36	3	0.95	0.92	2:16:25	2	0.812	0.763
Hallelujah	2	Hayward		Noelex 22	10:06:33	12:54:34	2:48:01	0.811	2:16:16	2	1.04	0.97	2:21:43	3	0.811	0.762
Moana Reo	2	Weaver		Moonraker 23	10:00:00	13:50:30	3:50:30	0.798	3:03:56	4	0.97	0.72	2:58:25	4	0.798	
Bella Rose	2	Johnson		MacGregor 26	10:00:00	13:51:10	3:51:10	0.820	3:09:33	5	1.00	0.70	3:09:33	5	0.820	0.771

*Alpha Electrical*  
WHEN QUALITY COUNTS

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## Ponui Island Race Results

### Saturday 16<sup>th</sup> February 2019

#### Keeler Division

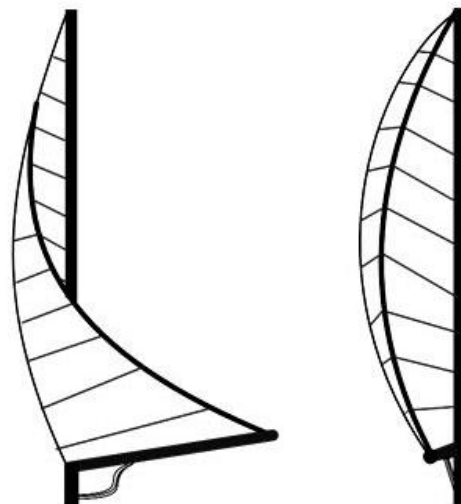
Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Passing Fancy	Lancaster	Dav 35	10:00:00	13:34:54	3:34:54	0.736	2:38:10	1	1.03	1.03	2:42:55	1
Afterguard	Pearce	Dav 35	10:11:00	13:53:49	3:42:49	0.736	2:44:00	4	1.00	0.99	2:44:00	2
Ocean Lure	Woolerton	Hanse 40	10:00:00	13:23:00	3:23:00	0.805	2:43:25	3	1.01	0.99	2:45:03	3
Acushla	Pasco	Farr 1020	10:00:00	13:36:02	3:36:02	0.742	2:40:18	2	1.03	1.01	2:45:06	4
Sorrento	Lundy	Dufour 40	10:00:00	13:28:34	3:28:34	0.794	2:45:36	5	1.00	0.98	2:45:36	5
Brittany	Giles	Jeuneau 42	10:00:00	DNF		0.780			0.98			

#### Trailer Yacht Divisions

Boat Name	Div	Owner	Dinghy	Design	Start	Finish	Elaps'd	Rate	Correct time	PL	H'cap	As sailed	H'cap Time	PL	Std Rate	Dinghy Rate
Jury's Rig	1	Herrmann	yes	Joker 820	10:00:00	12:50:30	2:50:30	0.804	2:17:02	1	1.02	1.10	2:19:46	1	0.855	0.804
E Type 2	1	Beecroft		Elliot 7.4 (WK)	10:17:17	12:54:40	2:37:23	0.885	2:19:17	2	1.02	1.09	2:22:04	2	0.885	0.832
Fantasia	1	Bonnett	yes	Joker 820	10:00:00	13:01:08	3:01:08	0.804	2:25:35	3	0.98	1.04	2:22:40	3	0.855	0.804
Skywalker	1	Pollard	yes	Ross 780	10:00:00	12:53:40	2:53:40	0.877	2:32:19	4	0.98	0.99	2:29:16	4	0.933	0.877
High Time	1	McCarter	yes	Noelex 25	10:00:00	13:28:10	3:28:10	0.794	2:45:21	5	1.00	0.91	2:45:21	5	0.845	0.794
Falkor	1	Johnstone	yes	Joker 820	10:00:00	13:28:30	3:28:30	0.804	2:47:34	6	1.00	0.90	2:47:34	6	0.855	0.804
Kittiwake	2	Hepburn		Joker 6.7	10:00:00	12:52:40	2:52:40	0.812	2:20:12	2	0.95	1.08	2:13:12	1	0.812	0.763
Hubble Bubble	2	Oliver		Joker 6.7	10:00:00	13:01:00	3:01:00	0.812	2:26:58	3	0.95	1.03	2:19:37	2	0.812	0.763
Hallelujah	2	Hayward		Noelex 22	10:06:33	12:53:26	2:46:53	0.811	2:15:21	1	1.04	1.12	2:20:45	3	0.811	0.762
Testa Rosa	2	Klinkhamer P	Yes	Trojan 750	10:00:00	13:20:45	3:20:45	0.766	2:33:48	4	0.98	0.98	2:30:43	4	0.815	0.766







Sail on to a deep reach or run without a boom vang and the end of the boom will lift up (left). The leech dumps air and the boat loses speed and drive. Set the vang to trim the leech and reduce rolling to help you achieve peak performance (right).





## Singlehanded Trip North – January 2019

Having successfully completed the trip to Great Barrier Island sailing singlehanded as part of the Squadron event in November, I thought January would be a good time to try heading north. The ultimate goal would be the Bay of Islands, but never having sailed any further north than Rakino in our Noelex 22 “Hallelujah”, even Kawau would be a step up.

And so it was that I set off from Kawakawa Bay on 7 January. The weather seemed to have settled down after a fairly unstable, wet December but as I discovered it would be at least another two to three weeks before we saw the last of the frequent 20 knot southwesterlies. Being patient with the weather is obviously very important for passages in small yachts.

Over a period of two weeks I managed to get to the Bay of Islands and back in one piece, sailing a total distance of 328 nautical miles (607 km). I purposely chose to tackle the long legs on the few days when the weather was settled and the breeze light, which meant I often had to motor sail in order to arrive during daylight.

On the way north I spent the first night at Owhanake Bay, Waiheke. That was a good spot from which to head for Kawau. On my arrival at Kawau the following day, Bon Accord Harbour was a bit too much like downtown Auckland for my liking (8 January), while Vivian Bay was too rolly, so I stayed in North Cove. The next day was to be the longest leg to at least reach Whangarei, so I set out at 0600 hours. A very short, lumpy swell as I rounded the first headland had me almost considering retreat, but it settled to a long lazy swell once clear of the headland and tidal effect. I reached Whangarei Heads with several hours of daylight left so decided to press on to Tutukaka.





#### Interesting Sky Near the Hen and Chicken Islands. 9 January

It was quite a long day – 12 hours non-stop covering 55 nautical miles (101 km). I spent the next day recovering/relaxing at Tutukaka where I have friends at nearby Matapouri Bay, complete with life's luxuries of "proper" food, a washing machine, battery charging, fuel top-up and, yes a hot shower.

Then on 11 January I headed for Cape Brett and the Bay of Islands. For me, getting around Cape Brett in our small, basic "pup tent" of a boat was a great personal milestone. A school of dolphins welcomed me as I passed Deep Water Cove and found my way through the Orerewai Channel (deeper than the adjacent Albert Channel that had breaking seas in the larger swells) and into the calm of Pipi Bay on Moturua Island. 40 nautical miles covered today in 10.5 hours. Pipi Bay is a lovely anchorage. A friendly, large Riviera launch next to me charged my phone and gave me a water top-up from their watermaker. Yes, a watermaker!





The next day was a highlight as I explored Urupukapuka Island. What a marvellous place!



**Hallelujah Just a Speck in Entico Bay, Urupukapuka Island. 12 January**

After a hull scrub for barnacles in Entico Bay my love affair with Urupukapuka Island continued with a lovely evening in Paradise Bay.



**Paradise Bay, Urupukapuka Island. 12 January**

Unfortunately, at this point the weather outlook was for a week of 20 knot southerlies arriving in a couple of days' time. So as much as I wanted to stay in the Bay of Islands for several more days, I decided it would be prudent to get back around Cape Brett and at least to Tutukaka before the weather set in. Otherwise I might be stuck here for a week or two. So another early start and 10 hours later I was back at Tutukaka.





**Farewell Cape Brett. 13 January**

The forecast for the next day was northwesterlies in the morning, followed by an “active front” of at least 20 knot southwesterlies arriving in the afternoon. Much as I was pleased to be back to the safety of Tutukaka, I thought if I could get to Whangarei Harbour in the morning, I could wait out the weather there knowing I had shaved a few hours off the big leg back to Kawau, whenever that might be. So decision made - another early start it was to be.



**Provisioning at Tutukaka. 14 January**



With full sail up in the northwesterly, it was a drag race to Whangarei as I watched the front approaching. On reaching Bream Head just before the front hit, I congratulated myself too early. Once around the Head it was all on. Heavy rain squalls, very strong wind directly on the nose and driving spray. I had lowered both sails but could make no progress with just the outboard against the nasty lumpy spray-driven sea, so had to raise the headsail and tack my way in with the motor also on high revs. It took several hours to enter the harbour and I had a reasonable amount of water sloshing around the cabin floor. Eventually the front passed sufficiently for me to raise the mainsail and to pat myself on the back; once again too early. The anchorages near Marsden Point were completely wind-blown by the southwesterly as was Parua Bay, so I decided to head up the harbour as far as necessary until I found shelter.

As I neared Onerahi a second front arrived with a brief massive squall that I saw coming way too late. By my reckoning it was well over 30 knots, probably 40. As I struggled with too much sail up, the mainsail ripped almost in half at the second batten. It is no easy feat getting a mainsail down singlehanded in that strong a wind with the boat on its ear in a narrow channel, rapidly blowing sideways onto a sandbank. The boom in the water acting as a de-facto mainsheet made things even worse. But get the sail down before it ripped further I did, at the same time noticing that the wire halyard had also frayed and just had one strand left. Yikes! Only one thing for it, I now had to go all the way into the Whangarei Town Basin to find a sailmaker and to replace the main halyard.

On one hand I was annoyed that I had allowed the sail to be damaged, while on the other I was very much counting my blessings that two weaknesses in the rig had been exposed at the same time so close to every marine industry you could need (in Whangarei). I was also very thankful that the halyard wire had not snapped completely and disappeared inside the mast. Amazingly the weather cleared completely after the second front and the sun came out.

Contemplating where I might tie up once I reached the Town Basin, I rounded a corner in the river and there before me was a massive bridge! What! It wasn't there when I last visited Whangarei (by car that is). It surely had to be a swingbridge, which I found it was with a sign saying they wouldn't open it at peak hours and the height was 7.5 metres at MHWS. Hmmm! It was 1730 and my mast is about 7 metres. Being mounted on the deck perhaps added 1.2 to 1.5 metres above the waterline. Say 8.5 metres, but it was only around half tide so perhaps I might fit underneath

Now it is pretty difficult to judge the height of a mast against a bridge, but I thought I could test it safely with the outgoing tide. So I slowly nosed up to the bridge and managed to get the mast under it. But then I spotted a girder further in that was at least a foot lower. Thinking of Nigel McCarter and High Time's mast snapping on the trees at the Kawakawa Bay ramp I thought ..... "nope I'm outta here". A call to the bridge people and they obliged by putting the pedestrian barriers down (complete with a very loud loudspeaker warning), the traffic lights went red, and everyone stopped while the bridge went up.



Up Just for Me. Whangarei. 14 January



Now into the Whangarei Town Basin to lick my wounds.

For the record, I discovered that the Whangarei Town Basin is run as a marina which meant it cost me \$28 per night and I had to get my insurer to email a copy of my insurance policy to the managers. For the nightly \$28 I had the luxury of access to a good bathroom with hot showers, a commercial laundry and a lounge with all manner of sailing books. Pak'n Save is just a 2 minute walk, and the town centre 10 minutes away.

A big bonus of having to spend two days in the Town Basin was meeting cruisers from all over the world who were down from the Pacific Islands for the cyclone season to have maintenance undertaken. I was amazed how many people had lived on their boats for more than 20 years. A downside of the Town Basin is the green slime that attaches itself to your boat. I even had to scrub the inflatable.



Hallelujah's Sad Mainsail. Whangarei. 15 January



A Lucky Break. Whangarei. 15 January

Big accolades to Phil Houghton of UK Sailmakers for undertaking my sail repair with urgency, strengthening other parts of the sail, and doing a great job for a modest cost. I also switched the wire halyard for new dyneema.

It should (..... perhaps better expressed as “could”) take 10 minutes to thread a new halyard through but it took me 4.5 hours, even after I lowered the mast following the fourth attempt. After telling the skipper of a Spanish yacht how long it had taken, he said with a sense of resignation no doubt drawn from past experience..... “Hey eets a bawt!”. Translation – any job on a boat is twice as hard and takes ten times as long as normal.



#### **Hallelujah Amongst the Much Bigger Boats in the Whangarei Town Basin. 16 January**

True to form, there was one more drama when I finally got to leave. Coming up to Onerahi it was 20 knots on the nose and once again I had to hoist the headsail as the outboard couldn't make headway directly into the steep, short chop. Except this time as I hoisted the headsail, the halyard shackle somehow came free causing the halyard to fly sky high from the mast. It was a major mission requiring all sorts of tactics to finally retrieve the halyard in the strong wind.

It was no wonder that I was developing a strong dislike for Whangarei Harbour. I might add that this is a love-hate relationship that began many years ago. As I passed the Onerahi wharf I vividly recalled at the age of eleven being sucked under that same wharf by the wind and tide with my capsized P Class while trying to learn to sail (again in a southwesterly). Back then I had cracked my rudder as it hit a wharf pile on the way through. Whangarei - say no more!

Before being able to leave Whangarei Harbour I still had to spend the next two days sheltering from the strong southwesterlies. A couple living on a catamaran had told me about a sheltered spot that was just deep enough for them and for me, behind Motukiore Island in Parua Bay. It was wind affected but not afflicted by roll as the rest of Parua Bay was and was a pleasant enough place for some reading. My chosen book was “Weather-Wise Boating” by Geoff Sivess.

I had obviously been closely following the marine forecasts and outlooks. As I listened to the 2130 forecast on 17 January there was an unwelcome change for the next few days that led me to the decision that I should try to get to Kawau the following day rather than waiting any longer.



Notwithstanding a 20 knot forecast, my main concern was whether I would be able to lay the main headlands on one tack. So out came the charts late that night as I calculated sailing angles based on the forecast wind direction. I figured if I could lay Bream Tail, Cape Rodney should be OK. If not, I could always safely retreat back to Whangarei on a broad reach.

The following morning, 18 January, I was up at 0430 hours with my headlamp on preparing early for my sail to Kawau. As strong winds were still forecast, this time I reefed the main and put on my storm jib. As it turned out all was good, I layed the headlands comfortably and it was actually a good sail. I reached Harris Bay, Kawau after 10.5 hours where I had a pleasant, still night.



**Passing Whangarei Heads at Dawn Heading for Kawau. 18 January**

Then on to Oneroa the next day. As I was doing a final barnacle scrub in the shallows of Oneroa I looked up to see the friendly smile of Alan Managh from Soolaimon. I really was home. He and Shirley-Anne had come into Oneroa that afternoon after a week cruising around Coromandel. A final night there, then back to Kawakawa Bay on 20 January.

At this stage I was disappointed the weather had prevented me from exploring so many of the bays and islands I had hoped to. They will just have to wait for another day. However, after two weeks I really wasn't ready to get off the boat, so maybe by that measure the trip can be rated as a success.

**Tim Hayward**

**Noelex 22 Hallelujah**

## Spot quiz



Question 2 out of 5

**D1: What is the name of this knot?**

- 1 Figure "8" knot
- 2 Sheet bend
- 3 Bow line, bowline hitch
- 4 Double sheet bend
- 5 Reef knot, thief knot



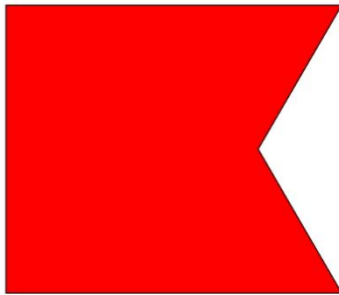
Question 3 out of 26

**A26: The meaning of this flag is:**

- 1 C - Charlie "Affirmative (Yes)."
- 2 E - Echo "I am altering my course to starboard."
- 3 W - Whiskey "I require medical assistance"
- 4 V - Victor "I require assistance"
- 5 Z - Zulu "I require a tug." When made by fishing vessels operating in close proximity on the fishing grounds it means: "I am shooting nets"

**SOUL**  
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Question 4 out of 26

**A2: The meaning of this flag is:**

- 1 Y - Yankee "I am dragging my anchor"
- 2 F - Foxtrot "I am disabled; communicate with me"
- 3 K - Kilo "I wish to communicate with you"
- 4 W - Whiskey "I require medical assistance"
- 5 B - Bravo "I am taking in, or discharging, or carrying dangerous goods."



Question 5 out of 26

**A3: The meaning of this flag is:**

- 1 M - Mike "My vessel is stopped and making no way through the water"
- 2 U - Uniform "You are running into danger"
- 3 E - Echo "I am altering my course to starboard."
- 4 L - Lima In harbour: "The ship is quarantined"; At sea: "You should stop your vessel instantly."
- 5 C - Charlie "Affirmative (Yes)."

Answers:

1. Double sheet bend
2. Zulu
3. Bravo
4. Charlie



Finish line



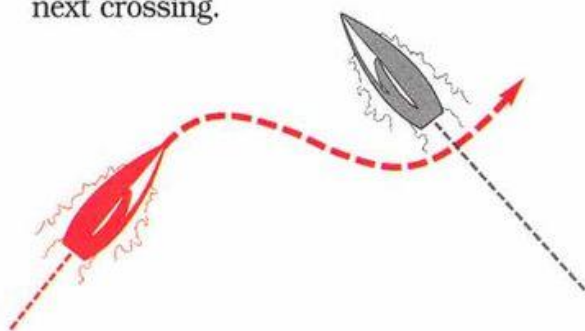
If this end is favored, you might not want to defend the right side too vigorously.

Beware of the committee boat's wind shadow, and bad air from spectator boats or racers that have finished.

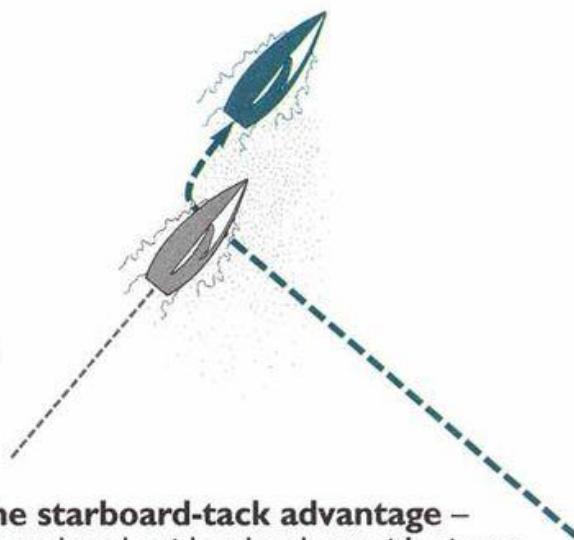
WIND



Duck a port tacker so you get to their right; this will give you the right of way at your next crossing.



Use your bad air and physical presence to keep other boats from getting to your right.



### **Protect the right side so you'll have the starboard-tack advantage –**

When you're approaching the finish line neck and neck with other boats, it's nice to be on starboard tack with the right of way. To get into this advantageous position, stay on the right side of other boats during the final part of the beat (on a run, stay on the *left* side looking downwind). If you're ahead of them, 'protect' the right by using your wind shadow to force them to go left. If they're ahead of you, cross behind the other boat(s) and get to their right so you'll be on starboard tack when you converge again. This is a good rule of thumb unless the left side of the course is better or the port end of the finish line is favored.





Where is this?

Sent in By Dustin

Send in your “where is”



Last months: Stoney batter

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## Upcoming events

- February Tuesday 26<sup>th</sup> Nog 'n' Natter, 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. Dustin & Paul.
- March 2<sup>nd</sup> Fishing Competition – Weigh in, Prizes, Filleting demo and cook some of the catch “fish four ways”. Weigh in beach to be advised. Dustin & Paul.
- March 8<sup>th</sup> – 10<sup>th</sup> Gulf Classic open regatta - Maraetai Beach Boating Club.
- March 23<sup>rd</sup> Tarahiki Regatta – Keith Payne TY, John Lundy keeler.
- March 24<sup>th</sup> – 31<sup>st</sup> Mercury Bay Cruise – TY & Keelers. Murray Pearce.

While you're towing it or blowing it your pride and joy is fully protected by the **NZTYA Insurance Scheme**

Crombie Lockwood has been managing insurances for the NZTYA for over 30 years and every premium earns funds for your association.

**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/nztia-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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## NOTICE OF RACE

### TARAHIKI ISLAND RACE

**DATE:** 23<sup>rd</sup> March 2019

**START TIME:** 1030 hours.

**RACING INSTRUCTIONS:** Shall be in accordance to the "Standard Instructions for Non Regatta Races" except those that are altered by these sailing instructions.

**ENTRIES:** To the race officer by VHF ch77 by 1000 hours advising the name of yacht and whether towing a dinghy (Trailer yachts only).

**BRIEFING:** The respective race officer will hold a briefing at 1005 hrs on VHF Ch 77 confirming the course and updating any details of this NOR

**DIVISIONS:** The race shall consist of two trailer yacht divisions and one keeler division.

#### **COURSE:**

**TRAILER YACHTS:** From the start in Kawakawa Bay, Sandspit lighthouse to PORT, to the Waiheke Channel; Waiheke Island to PORT Pakatoa island to STARBOARD, to Tarahiki Island to STARBOARD, to the finish at the Ruthe passage.

**KEELERS:** From the start line, to the Waiheke Channel; Waiheke Island to PORT Pakatoa Island to STARBOARD, to Tarahiki Island to STARBOARD, to the finish line at the Ruthe passage.

#### **START LINES:**

**TRAILER YACHTS:** Between the start boat and a marker located in Kawakawa Bay as advised by the race officer on VHF channel 77.

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

**FINISH LINE: ALL DIVISIONS:** Between the PORT marker and the closest point of Rotoroa Island in Ruthe Passage. The first boat in should establish a line 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 entrants finish times.

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

#### **RACE OFFICERS:**

**TRAILER YACHTS:** Keith Paine - Estillo

**KEELERS:** John Lundy - Sorrento

An after race beach gathering at North Harbour will be held after the race. The club BBQ will be in attendance

Any yacht wanting to participate in the gathering but not the race is 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

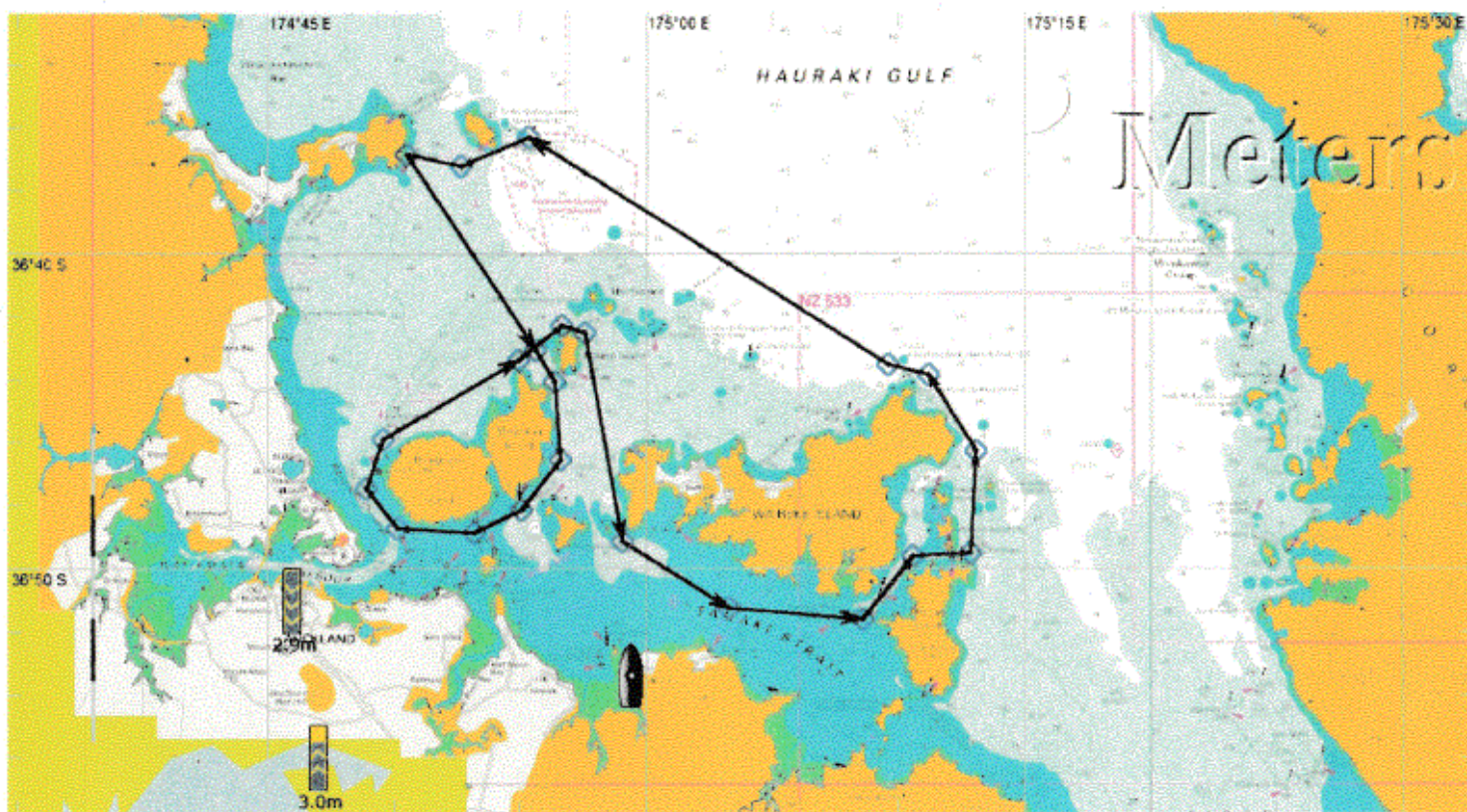
Email: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

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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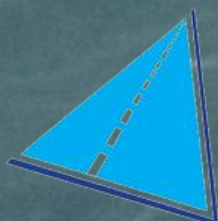
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# Gulf Classic TY 60 Course

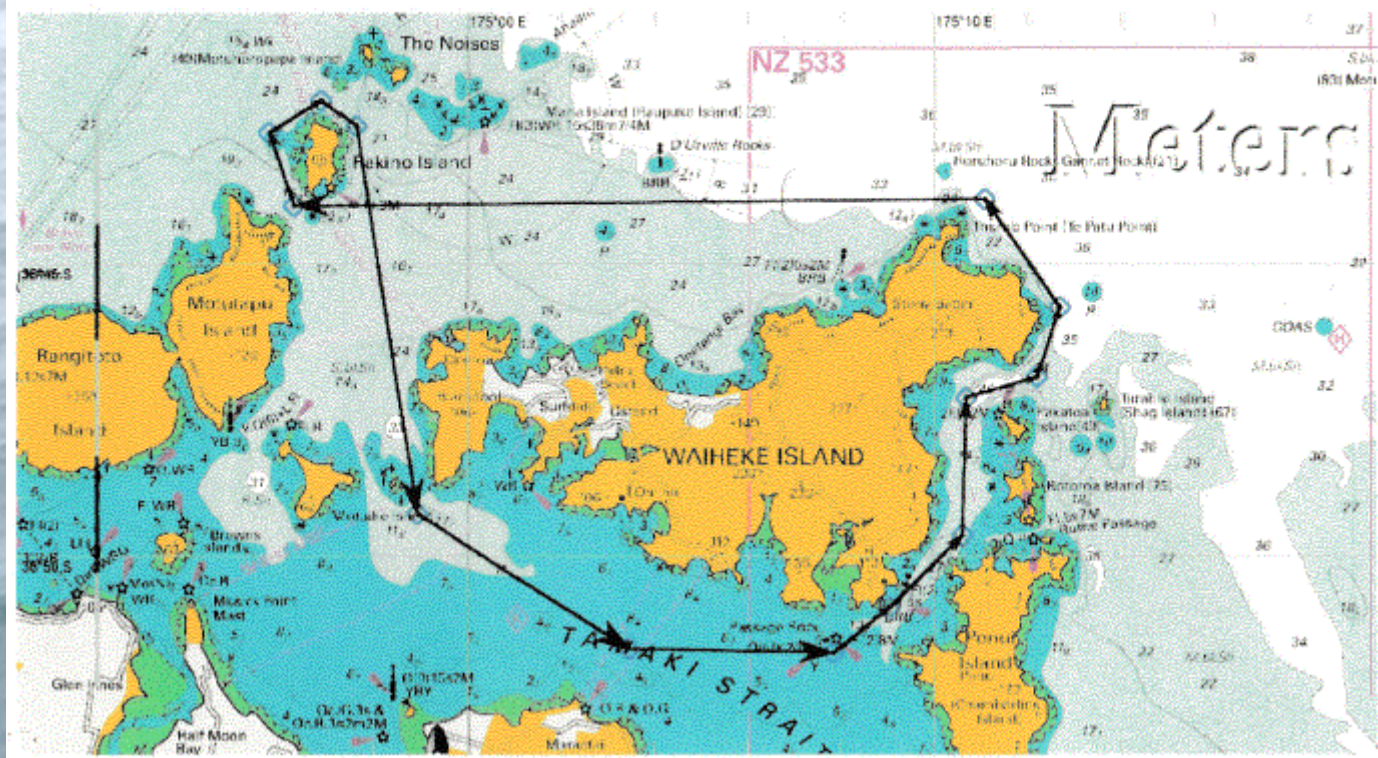


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# Gulf Classic TY 40 Course



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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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# 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

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Amount Paid  
 \$

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Date  
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