



# BILGEWATER

March 2019



Dustin Helming ResiVor Gulf Classic  
2019  
Photo by Paul Weaver



### Committee Members

**2018-2019**

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Jim Pascoe	Treasurer	07 855 6679
Nigel McCarter	Secretary	07 856 8940
Murray Pearce	Qaurtermaster	
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Wayne Johnstone	Compound Convener	027 623 6366
Russell Osborne	Webmaster/Facebook	07 823 6377
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Dave Whitburn	Compound Manager	09 292 2073
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# Commodore's comment

Well the last the last few weeks have been very busy for the squadron.

On Saturday the 2<sup>nd</sup> of March Dustin and I had the pleasure of hosting the 2<sup>nd</sup> annual WYS fishing extravaganza and from the feedback we've received it was an event enjoyed by all.

Dustin and I were on the water from the Wednesday before and this gave us the opportunity to scope out the good fishing spots and also gather some Kai Moana for the beach gathering.

Thanks to the treasurer for opening the wallet a little wider this year as it enabled us to serve a greater variety of dishes including Ceviche, Sushimi, deep fried and smoked fish.

Of course, none of this would have been possible if it wasn't for the keen participants who came ashore with a fantastic selection of snapper and kingfish.

We are truly blessed to have such fine sailing grounds that also supply bountiful seafood delights.

The other major event was the 37<sup>th</sup> Annual Gulf Classic.

I had the chance to meet and greet many of the competitors as they entered the Maraetai Beach Boat Club and it was great to see the excitement and anticipation on everyone's faces.

We had a better turn out than last year and all credit goes to the race committee for putting such a big event together.

The weather will always play a critical part in any regatta, but this year mother nature really threw us a curve ball. With the majority of weather predictions indicating very light winds we all set off expecting a long slow day. Boy did that change quickly!!

We all headed into Sergeants channel in lumpy seas and 10-15 knots of wind but for the TY40 division things started getting really interesting as we made our way down the north side of Waiheke island.

Cont.

A fast moving low had made its way over Auckland city and was now tracking up the Waiheke channel where coast guard recorded 49 knot gusts.

Race control had quite a job on their hands to coordinate and manage such a quickly evolving situation and made the call to shorten the courses in the interest of safety for the competitors.

Having 1<sup>st</sup> hand experience of the conditions as they hit us, I fully support the decision made by race control and believe they did a great job.

Many of the TY40 fleet took temporary shelter in Hooks bay and it was great to see everyone supporting each other and offering assistance if required.

There were many lessons to be learnt from this experience and I for one cannot wait for next years event.

Regards,

Paul Weaver.





## Waikato Yacht Squadron Facebook group

Since writing about Facebook in the December issue, the clubs group page has risen. Then we had 166 members and now it's up to 178.

Welcome aboard if that's you!

As mentioned also in that December article we will be transitioning the newsletter items from this format (Monthly Bilgewater newsletter) over onto the facebook page and solely using facebook to communicate all the items that would normally be found here. This was voted for at the June 2018 AGM.

We are already duplicating alot, there isn't very much in the Bilgewater that hasn't already been posted onto the Facebook page or can't be.

How many Gulf Classic photos can you count in this issue? I can tell you there is over 128 on the Gulf Classic page!

Items such as NOR's, race results, Commodores comments, upcoming events and stories etc will be directly and individually posted onto the groups page. The Bilgewater won't exist as we know it currently.

As previously mentioned this transition starts in June 2019. This newsletter will only be published a couple more times after June to ensure a smooth transition. This is why its encouraged for all member's to join.

If you aren't on Facebook by June 2019 you will start to find it hard to keep up with the clubs activities. On the other hand if you are, you will be getting the most up to date and interactive information possible!

I do not know if there are any members that are not on Facebook? If you are one please let the club know. If no one comes forward I will assume the entire club is on the Clubs Facebook group page....

Dustin Wilson



### Gulf Classic 2019

This year's event, held on the 9<sup>th</sup> and 10<sup>th</sup> March, saw a field of 26 yachts entered being 7 keeler, 9 TY60 and 10 TY40. The TY60 division saw a great field of Elliot and Ross design entries so we expected a very competitive race for the Gulf Classic Trophy.

We were treated to a top line committee boat this year with Roy bringing down Royle Flush for the event, and with Roland Spirig as race officer, Murray Pearce as his assistant and Peter Klinkhamer managing taxi boat duty, we were well set up, albeit in hindsight a little short-handed.

The racing started in excellent conditions in a stiff Northerly, so the starboard course was sailed. In no time the keeler and TY40 fleets had rounded Rakino and heading on to their respective courses. The TY60 had cleared Rakino strait and were sprinting around Motutapu and Rangitoto with the Keeler fleet.

Meanwhile, the TY40 fleet were running across the top of Waiheke, when all hell broke loose. A complete change of weather occurred (outside of anything forecast) with squalls exceeding 40 knots tearing through the Thumb point region from the southerly direction. The fleet was forced to abandon their race and seek shelter in Hooks bay. Unfortunately the heavy conditions saw 2 masts damaged or broken, and 2 earlier withdraws with rudder damage.

Back at the committee boat the decision was made to move into the Waiheke channel to shorten the course for the TY40 fleet, with this soon turning to a motor through to Hooks Bay to offer assistance. Roy did a fantastic job.

The TY60 fleet had by this time cleared Rakino Island and the decision was made to shorten their course. Unfortunately, with the many issues Coastguard were dealing with outside of our event, and the heavy conditions skippers and crew were dealing with, not all yachts received the shorten course instruction, and we ended up with a split fleet.

However, the Keelers were sailing their course in quite reasonable conditions to the north of Rakino and Motutapu. We had one withdrawal with gear failure, but the rest of the fleet completed their full course. Interestingly, when they got to the Thumb point area the conditions were a settled 10-20 knot breeze.

Result calculation proved to be a testing decision. With data from our Predictwind tracker programme we could time yachts to a certain point on each course, so the decision was made to finish the TY60 on their times at the top of Rakino island, and the TY40 off Onetangi beach and before the storm hit them. Not an ideal decision to make, but under the circumstances probably the fairest way to calculate results.

Prizegiving ensued and we saw 'Elevation' from BOPTYS take out the Gulf Classic Trophy in the TY60 division, 'Resivor' from BOPTYS (and Waikato) take out the TY40, and 'Crystal Clear' from PHCC the keeler division.

Thanks to all who helped over the weekend, in what turned out to be one of the more challenging Gulf Classics to run in recent years. Brett, Paul, Mark, Mike, Russell (Gulf Classic Committee); Roy, Roland, Murray, Peter (Waikato Race Control), and all the members from Waikato that helped on the day.

Last and not least, thank our sponsors for their continued support for this great event.

North Sails; Burnsco; Crombie and Lockwood; MT Gay Rum; Auto-Trail; Pine Harbour Electrical; Pine Harbour Marina; Alpha Electrical.

Murray Pearce

*Alpha Electrical*  
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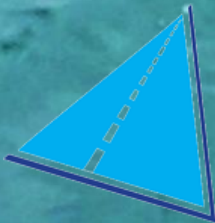
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# 2019 Gulf Classic

## Results

### 37th Gulf Classic

Race Date: Saturday 9th and Sunday 10th March 2019

#### TRAILER YACHT DIVISION B - 60 NM

**Start :** 9/03/2019 10:05:00

						Finish				
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Elevation	T4047	Elliot 7	BOPTYS	0.962	9/03/2019 10:05:00	9/03/2019 14:37	04:32:00	2	04:21:40	1
Sledge Hammer	T3707	Elliot 7.4	Glendowie BC	0.885	9/03/2019 10:05:00	9/03/2019 15:01	04:56:00	3	04:21:58	2
No ReMorSe	T4052	Elliot 780	BOPTYS	0.975	9/03/2019 10:05:00	9/03/2019 14:36	04:31:00	1	04:24:13	3
Sweet Surrender	T3279	Noelex 25	BOPTYS	0.845	9/03/2019 10:05:00	9/03/2019 15:28	05:23:00	6	04:32:56	4
Night Nurse	T3353	Ross 780	BOPTYS	0.933	9/03/2019 10:05:00	9/03/2019 15:02	04:57:00	4	04:37:06	5
E Type 2	T3702	Elliot 7.4	Waikato YS	0.885	9/03/2019 10:05:00	9/03/2019 15:31	05:26:00	7	04:48:31	5
Floydy Boy	T4078	Ross 780	Waikato YS	0.933	9/03/2019 10:05:00	9/03/2019 15:20	05:15:00	5	04:53:54	7
Fantasia	T3682	Joker 820	Waikato YS	0.855	9/03/2019 10:05:00	9/03/2019 16:59	06:54:00	8	05:53:58	9
Kinaboys	T1579	Gazelle	Waikato YS	0.820	9/03/2019 10:05:00	9/03/2019 17:30	07:25:00	9	06:04:54	8

#### TRAILER YACHT DIVISION C - 40 NM

**Start :** 9/03/2019 10:10:00

						Finish				
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Resivor	T3239	Joker 6.7	BOPTYS	0.812	9/03/2019 10:10:00	9/03/2019 14:12	04:02:00	1	03:16:30	1
Shangri La	T4036	Noelex 25	Waikato YS	0.845	9/03/2019 10:10:00	9/03/2019 14:17	04:07:00	2	03:28:43	2
Tanifarr	T743	Farr 6000	Taupo YC	0.765	9/03/2019 10:10:00	9/03/2019 14:43	04:33:00	6	03:28:51	3
Hallelujah	T1010	Noelex 22	Waikato YS	0.811	9/03/2019 10:10:00	9/03/2019 14:31	04:21:00	4	03:31:40	4
Endurance	T3637	Noelex 25	BOPTYS	0.845	9/03/2019 10:10:00	9/03/2019 14:21	04:11:00	3	03:32:06	5
Hubble Bubble	T3313	Joker 6.7	Waikato YS	0.812	9/03/2019 10:10:00	9/03/2019 14:45	04:35:00	8	03:43:18	6
Falkor	T820	Joker 820	Waikato YS	0.855	9/03/2019 10:10:00	9/03/2019 14:38	04:28:00	5	03:49:08	7
Jurys Rig	T4062	Joker 820	Waikato YS	0.855	9/03/2019 10:10:00	9/03/2019 14:44	04:34:00	7	03:54:16	8
Pure Magic II	T3100	Noelex 22	MYMBC	0.811	9/03/2019 10:10:00	DNF				
Aquaflyte	T861	Noelex 22	MYMBC	0.811	9/03/2019 10:10:00	DNF				

Note: Keeler Results cannot be published at this time as a start line protest still being considered, that may affect final results. These will be published in the next Bilgewater.

## 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.



The Waikato Yacht Squadron gets over one hundred emails a month. Most are about membership issues, but there are also a wide range of emails from other organisations such as Yachting New Zealand. In practice, we can't table each email to the committee... just too many of them.

I take an executive decision on what might be of interest to members, and then send these out as a group email to all members. So for example, the Bay of Plenty Yacht squadron newsletter, a neighbouring club's NOR, and coastguard courses, are likely to interest some members. Dinghy coaching less so; advertising for theatre events and corporate clothing go in the bin; other emails get filed.

If anyone is interested in a particular topic, please let me know and I will try and forward interesting emails.

Nigel McCarter



## Beach Draw

Well we have a number of these thus far, Kawau is, New Years eve. Motuehi Island, and Ponui Island, so a few more to go. What I have planned for Easter is a little different in that this will involve a quiz to be completed by the crew sometime between race start and beach gathering with the help of reference to charts along the way. the overall winner will receive the wine and go into the overall draw. I have done this a few times in the past and has been well received, a good range of questions involved but have your thinking cap on, some challenging questions in there. Quiz sheets handed out prior to start time friday morning with clear instructions for all to understand. Some interesting questions should we have a hung result and more than one with the same score.

Nigel Lancaster.  
"Passing Fancy"



## Trailer WOFs.

Kawakawa Bay motors will no longer complete WOFs for boat trailers. The nearest authorized garages are in Clevedon where there are two WOFers:

D&D Automotive, 09 292 9145 ... will complete minor repairs on trailers.

Clevedon Automotive, 098 292 8441 ... will send repairs to Ardmore engineering.

Nigel McCarter



## 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



## Maritime Education

Recreational Boating Courses



### Maritime VHF Radio Operator

Venue: Hamilton Scout Hall, Melville

Date: 14<sup>th</sup> April 2019

Duration: Sunday

Time: 9:00am to 3:00pm

Fee: \$120.00 or \$102 for Coastguard member

Not a Coastguard member? Talk to us about the benefits of membership including generous discounts on courses for new members.

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Blast from the past

Bilgewater early 99'

## AUTUMN REVIEW BY HYDROUS

Only one week after a wet and windy anniversary weekend we returned up the Kaiaua coast for the night race, the gulf waters had a very flat glassy look. By 2000 hrs as we anchored off KK Bay and began considering start times the evening N/Easterly was building to a good breeze. We would be in for a good sail to North Harbour. Other than the first boat away *Time Out* it was to be a Joker benefit night with five 820's and six 6.7's. *Fantasia* and *Columbine* certainly were in an aggressive mood and took charge on the reach from Sandspit Light to Passage Light. On *Hydrous* we rounded Passage Rock around 2230 with lights all around. The keeler fleet, our trailer yacht fleet and the numerous other yachts enjoying the pleasant warm night sail. By 2300 the moon rose into a clear sky over Ponui Island and on port tack we were sailing along a moon lit trail. It was in my book a great night to be sailing. (It certainly wasn't the same a month later.) Closing on North Harbour we cross tacked with *Saka* a few times and metres from the finish, overhauled *Time Out*, the handicapping was fairly close.

A few weeks later I invited Ken Duncalfe on board for the round Waiheke Island race, hoping for a good wind to put *Hydrous* through her paces. In fact it turned out to be a slow long sail, 9½ hours. With genoa on in light NW winds, we worked the shifts well up to and around Park Point staying in touch with Elliott 7.4's and the like, from where we were *Sugar Shack*, *Columbine* and *Dragon Quest* were also doing well thus far, the earlier starters were well ahead. The reach along the top side of Waiheke Island was slow and rounding Thumb Point the fleet bunched up, the wind died away and the tide took control. We gybed into Hooks Bay, only a few took this move and tacked in to all the bays down the coast, literally rock hopping. The entrance to Waiheke Channel was again choked up with drifting yachts. The vagaries of the local weather were ever so apparent with the southern bunch on the wind, the northern bunch still carrying kites and in the middle dead calm. We should not forget at this stage we were confident *Fantasia* was still

well back, unbeknown to us passing Pakatoa to the east and coming out well ahead. The hours passed slowly and by 1700 when we were again back beside *Fantasia* near Patio Bay the SW dominated and it was all on to the finish. We did a quick change to jib near Passage Rock and Mac held on to the genoa and after a series of 4 or 5 quick tacks the jib dominated and those on *Fantasia* settled down for a solid drag to the finish. A good finish to the race, thanks Mac! And thanks to Ken!

Then on to the great annual challenge, the 100 Miler!! Alan Ward and Stephen Sheard again on board for what would be an unforgettable night. I had had my doubts about the Ponui-Pakatoa circuit although after a good beat out of the bay and a quick kite run back along Waiheke Channel my concerns eased somewhat (although not entirely). We rounded Sandspit Light after 3 hrs and headed out in to a fresh NE wind towards Cow Is. The wind continued to strengthen throughout the day and after an excellent reach across the north side of Waiheke chasing a distant Y7.8 aptly named *Illusion* we rounded Rangi Light around 2100 hrs. On track for a good time.

Conditions were ideal for the N25's, we had heard two familiar names back at Rakino. Approaching Browns in the company of two Div 1 yachts, I recall struggling to pull down the big kite as the first of the rain began and within 10 minutes the scene had changed dramatically for the worst – torrential rain accompanied by winds of 20-25 knots plus. The leaders, including *Columbine* were by now around Pakatoa and the tail still on the Rakino-Rangi Light section. To be frank, I was concerned about the whole situation as we headed in to a wall of heavy rain towards Passage Rock, an hour or so away. The rest is now history, 3 hours of heavy wind and rain, two yachts on the rocks, beating up Waiheke Channel with virtually no visibility, sailing by instinct. I suggested reefing during the numerous squalls and never did, red/green lights appearing and disappearing in the torrential rain, past the Rotoroa Island reefs, where's the mussel farm? Or the rock near Pakatoa? Local knowledge played a big part and we made good time up to Pakatoa and rounded the reef as the rain began to ease, although the sight of *Straight*  
(Continued on page 9)

(Continued from page 7)

*Enz* (our company at Browns Is) on the reef looked desperate in the conditions. There were some big seas outside of the islands and with the jib boomed out we had a very fast ride back to Kawakawa Bay. Two Noelex 25's and our *Illusive* Y7.8 ahead of us. 16½ hours was a good time for a Joker 820. Conditions were most certainly different from that a month previous.

The delayed trailer yacht event to Islington Bay was run a few weeks later in 25-30 knot SW. Eleven trailer yachts took part in what was a very fast blast along Tamaki Strait. All yachts finished by 1330 and the fleet moved along to Mullet Bay north of Home Bay for the evening BBQ. A few keelers joined us and it all turned out to be a good gathering.

We are all looking forward to a good relaxing Easter over at Coromandel.

Nigel Lancaster

*Alpha Electrical*  
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## ☆ SAILING TO GREAT BARRIER

☆  
☆ To Great Barrier we sailed, fresh air we inhaled  
☆ Hydrous left at half past nine, It wasn't windy it was quite fine.  
☆ A cloudy overcast sailed overhead, And with the wind behind us  
☆ we cruised ahead.  
☆ The waves were flat no swell in sight, It was only off Port Jackson  
☆ when we pulled the sails in tight.  
☆ The clouds drew away the sun burned down hot, Stripping off  
☆ my layers down to a singlet top.  
☆ Wallowing around without any gusts, Turning on the motor  
☆ made us go off in a gush.  
☆ We motored on for about an hour, Hoping we'll get there soon  
☆ for a cold shower.  
☆ Dolphins appeared at the side of our boat, Each with their own  
☆ sleek shiny coat.  
☆ Soon we could see Little Barrier and the Pigeons, Then cliffs,  
☆ trees and slanting ridges.  
☆ Then the swells arrived from the distance, We carried on, full of  
☆ persistence.  
☆ The wind had come round to the north-west, Dad put the big jib  
☆ up just for a test.  
☆ We were heeling over for the rest of the ride, We got to Great  
☆ Barrier at about high tide.  
☆ We arrived at the Barrier at about seven o'clock, We passed by a  
☆ cove and decided to stop.  
☆ So we cruised in and anchored in Mahuki Cove, And cooked up a  
☆ stir fry on the stove.  
☆ And as I snuggled down warm in my bed, Eleanor ended the long  
☆ day on her Clarinet.

☆  
☆ Sarah Lancaster  
☆

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

### Club Sailing Handicap Review

Your Handicap committee has reviewed the personal handicaps issued at the start of the sailing season and made the following reviews, based on the as-sailed results from the Motuihe and Ponui race results.

Boat Name	Previous Handicap	New Handicap
Passing Fancy	1.03	1.04
Jury's Rig	1.02	1.04
Indulgence	1.04	1.02
Kittiwake	0.95	1.02
Hubble Bubble	0.95	1.00

We also note that we have new members who are not listed on our start of season listing. For the remaining events this season, these new members will be started at the bottom of the ranking index i.e. 0.95, unless we receive race result indication from other club events to say we need to start at a higher level.

Just a reminder to all members, but particularly our new members, the club race handicaps are calculated on the boat rating from either NZTYA (trailer Yachts) or PHRF (Keeler) for corrected times. We then apply a personal handicap to this corrected time to reflect skill and experience of that members sailing ability. This personal handicap will range between 0.95 (for least experienced skippers) and 1.05 (for most experienced). Anyone sailing on a midpoint handicap of 1.00 would be sailing off their boat rating.

The Handicap Committee

Jim Pasco, Keith Payne, Murray Pearce



## Different Drummer Offshore 2018

### Newsletter 8 Rotuma

Rotuma is another of the SW Pacific's small and isolated islands. Lying 460 km north of Fiji's mainland and all other Fiji islands it is somewhat of an anomaly as part of Fiji. The islander's heritage is part Polynesian, part Melanesian, and part Micronesian with recognised lines of descent from the islands of Tonga, Samoa, Wallis and Futuna, Tuvalu, the Solomons, Vanuatu, and Papua New Guinea as well as Fiji.



The island is a mantle of fertile volcanic soil hosting deep green rain forest that sits on very black basalt rock that rises steeply from the ocean. The northern coast is incised with narrow guts many of which have the whitest fine sand beaches.



Some have rock pools which are fed by artesian water at low tide. It all reminded me of Niue. The port at Oinafa at the north eastern end of the island is sheltered in the prevailing wind. The government centre is at Ahau towards the other end of the island and has the schools, hospital, police, and other government offices. There are 14 small villages scattered around the island which is about 15km long. There is power and water reticulation around Ahau, but most villages rely on generators for

power, and in some cases wells for water.

Yet again we had to reduce sail so as not to arrive before daylight. We had Boobies resting on the yacht at night and one clumsy bird managed to bend our wind vane while landing on the top of the mast as we rolled from side to side. I was able to straighten it after we arrived.



The anchorage was a delightful little sand basin alongside the wharf; we anchored in shallow water with just enough room to swing clear of the coral if the wind changed.



On the wharf there was what once were a good customs shed, a large toilet block, and a waiting room for passengers. They were all derelict. The side of the wharf had broken concrete with steel sticking out and no fenders and it seemed the current supply ship uses dolphins to tie to and has a bow ramp used on the end of the wharf.



Half the houses in Oinafa were empty and falling to pieces. Half of those occupied were very basic to say the least, but there were exceptions. Lopta, the next village, had more occupied houses and a small store with a freezer. We got chatting to Wilson, the storekeeper. Population loss is a serious problem. Some of the tourist info we have says the population was 2800. We were told by Wilson that now it is less than 1800, maybe only 1500.



I accepted an invitation to go to the village church at Oinafa on Sunday morning. It was a big church, Wesleyan, old, very small congregation and many of them visitors, needing maintenance, but impeccably clean. And great singing.

Wilson ran us down to the Ahau Government Centre, about 12km away. The Immigration Officer was all happy and said she didn't need any instruction from Fiji to clear us for Vanuatu. They are 'independent' here. She said she would come to

the wharf to stamp our passports and issue our clearance papers with the Biosecurity Officer (why him on a clearance?) before we left.

At a small produce market we were able to purchase some fruit and vegetables, and later on the return to the yacht we got some bunches of bananas direct from a grower.



A new hospital was being built and I was intrigued by the method of placing the concrete. A tidy modern concrete truck discharged into a digger bucket. The digger then shuffled up to the job and the concrete was scooped into heavy 10 litre buckets that were chain-ganged across the job and returned after emptying by about 30 men. The

digger and men came from the army.

We gave Wilson some diesel and he decided to give us a tour around the island in his air conditioned twin cab ute. The south coast is extremely beautiful and has real tourist potential. We got into a discussion about the future for the islanders. Wilson had given it a lot of thought since he returned to the island to 'retire'. He said they need jobs for the young people to keep them on the island, and although he is my age was working on a scheme to manufacture and sell cassava flour for local bread manufacture and perhaps export. They also grow dilo nuts that have processing and export potential. The island's leaders have resisted visitors for many years but that is now changing and they need infrastructure and facilities for tourists. A start has been made with a major upgrade to the airport that allows larger ATR aircraft to use it and may lead to an increase in the once weekly service. But first accommodation is needed. Visitors to the island currently rely on home stay.

The latitude at Rotuma is 12.5 degrees and it was hot and humid. It is in the convergence zone and subject to unsettled weather. But the water is comfortably over my minimum temperature, I guess about 30 degrees, and is very clear. There was good snorkelling. We took the dinghy out to a small sand hole in the reef extending from the harbour to small islands and snorkelled the reef





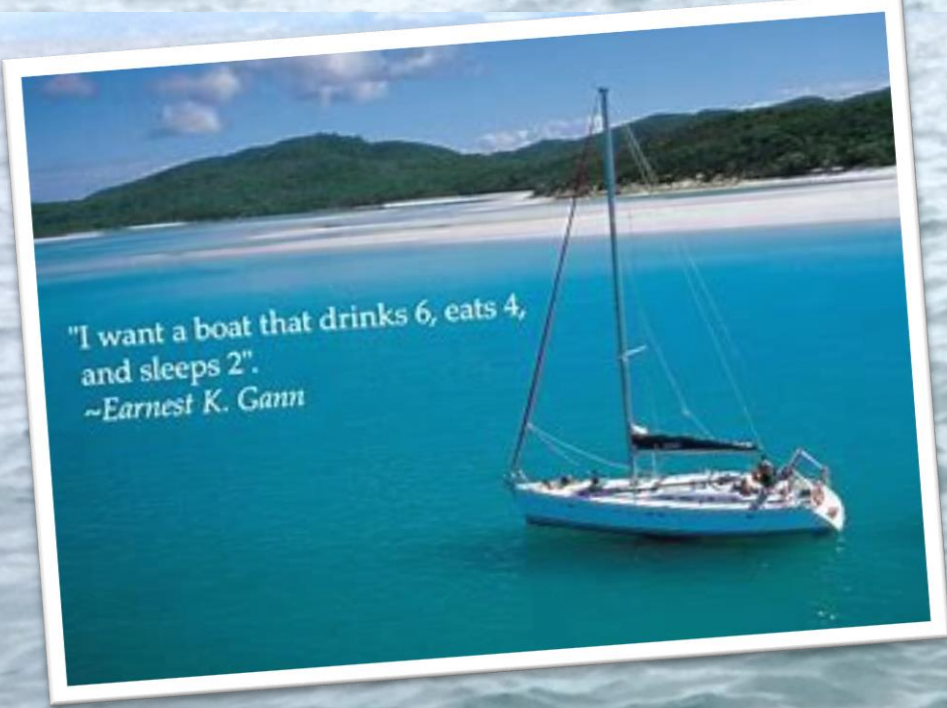
edge to the islands. There was attractive coral and fish, particularly on the reef flat rather than the dropoff as is more usual. We had to be careful not to bellyground when the swell surged as the tide was fairly low. I snorkelled for long enough to get sunburnt on my back even though I haven't worn a shirt aboard for months.

We had one very wet afternoon, with sufficient rain to refill our water tanks, and I returned to the permanent wiring for the autopilot. We could not get the resistance readings we expected when we went to reconnect it. Ken said it would be a damaged wire. I said how could it be? It was good when we last used it before we connected the pilot direct to the battery with heavier wire at Pago Pago. But in the end we found where a small nick had allowed water to penetrate and corrode the wire. We had enough slack cable to cut out the corroded end and reconnect it to the junction box.

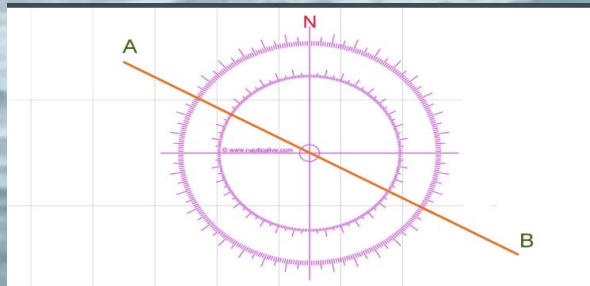
Two officials, but not the Immigration Officer, turned up late afternoon as arranged the day before we planned to leave to tell us we would not be cleared until the next morning. They agreed to return early the next morning. But nobody turned up to meet me on the beach in the morning. After breakfast Ken and I walked down to Lopta to seek advice from our friendly storekeeper. He suggested wait on the road for them to come by, and if that didn't happen he could run us down to the Ahau later in the day - or we could start walking. About an hour later Ken intercepted a police ute with four officials. They ran us back to the wharf and then three insisted coming on board. Two sat around the cockpit while Ms Immigration Officer did all the paper work. I think it was all curiosity - yachts at Rotuma are very rare; we were only the second one, and probably the last, this season. We still got away mid morning for the 630nm passage to Vila.

Phil, with Craig, Jimmy & Ken





# Spot quiz



Question 1 out of 19

**F2: Determine the ship's course. Direction from "A to "B"**

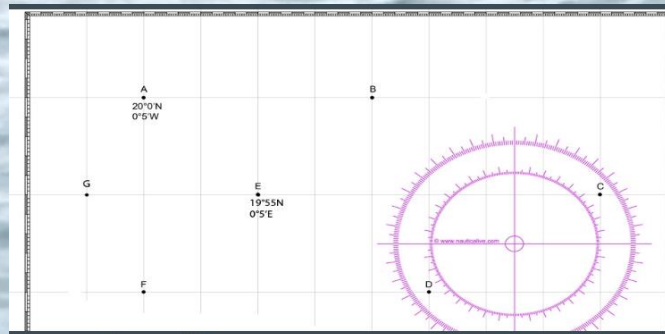
- 1 30°
- 2 45°
- 3 60°
- 4 120°
- 5 300°



Question 2 out of 19

**F12: Time is 10:00 at the moment. Calculate log reading for 18:00**

- 1 7683.9NM
- 2 7647.6NM
- 3 7708.1NM
- 4 7754.7NM
- 5 7804.9NM



Question 3 out of 19

**F4: Determine the coordinates of the point "B"**

- 1 20°00'N ; 00°15'E
- 2 19°55'N ; 00°35'E
- 3 19°50'N ; 00°20'E
- 4 19°50'N ; 00°05'W
- 5 19°55'N ; 00°10'W



Question 4 out of 19

**F14: Time is 1:00 at the moment. Calculate log reading for 15:00**

- 1 7853.3NM
- 2 7647.6NM
- 3 7683.9NM
- 4 7587.1NM
- 5 7611.3NM

Answers:

1. 4
2. 3
3. 1
4. 1

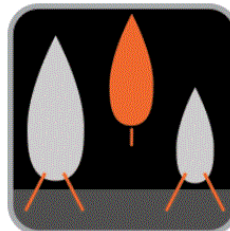
## Marine apps

Check out these apps Nigel McCarter shared.

Sorry the images aren't links, you will need to head over to either the App Store or Google play and search them out. If you need help call or email.



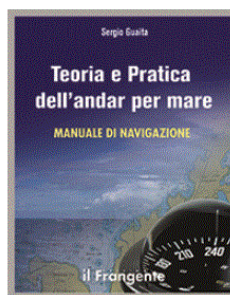
Lights and Shapes



Manoeuvring under engine



Marine meteorology



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Sent in By Dustin

Send in your “where is”



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## Upcoming events

- 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.
- March 26<sup>th</sup> Nog 'n' Natter 730 pm - Movie Night
- April 6<sup>th</sup> Hooks Bay Regatta – As you all will be aware, we were unable to run this regatta at the scheduled date in November. We are therefore re- scheduling to our programmed layby weekend of 6th April. Please see attached the new Notice of Race. Murray Pearce Sailing programme co- ordinator.  
Hugh Beercroft TY, Nigel Lancaster keeler.
- April 19<sup>th</sup> – 22<sup>nd</sup> Coromandel Regatta – Wayne Johnstone TY, Roy Woolerton keeler
- April 27<sup>th</sup> WTYA Saltwater series – round the bouy racing – Brett Goddard ,Murray Pearce

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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.



**NOTICE OF RACE**  
**HOOKS BAY REGATTA**

**DATE:** Saturday 6<sup>th</sup> April 2019

**START TIME:** 1000 hours.

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

**ENTRIES:** To the Race Co-ordinator by VHF Channel 77 by 0900 hrs advising the name of yacht and number of crew

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

**COURSE:** ( refer to course 2 in the club handbook)

- Trailer Yachts – from the start line at Kawakawa Bay to Ruthe passage keeping Ponui Island to PORT-through the Waiheke Channel keeping Waiheke to PORT and Pakatoa to STB – to the finish line at Hooks Bay
- Keelers – From the start line at Pine Harbour - to the Motuihe Channel keeping Motuihe Island to STB and Browns Island to PORT – to the Rakino channel rounding Rakino Island to STB – to the finish line at Hooks Bay

**RACE BRIEFING:** Will be held at 0930 hours by VHF radio channel 77 where the race officer will advise of any changes to the course or racing instructions

**START LINES:**

**TRAILER YACHTS:** Between the start boat and a buoy outside the Kawakawa breakwater

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

**FINISH LINE:** KEELERS - the finish will be a line between Thumb Point and Gannet Rock and boats should record their own GPS time in hrs:mins:secs

**TRAILER YACHTS -** The first boat in should establish the finish line in Hooks Bay and advise the TY fleet on Ch 77, and record times of finishing yachts in hrs/mins/secs.

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

**RACE OFFICERS:**

**Trailer Yacht:** Hugh Beecroft

**Keelers:** Nigel Lancaster

**A BEACH GET TOGETHER WILL BE ANNOUNCED AT THE BEGINNING OF THE EVENT BUT MAY BE ALTERED FOLLOWING THE FINISH AFTER ALLOWANCE FOR TIDE AND WEATHER CONDITIONS.**

**THE CLUB BBQ WILL BE IN ATTENDANCE**

**Any yacht wanting to participate in the gathering but not the race is always welcome.**



**NOTICE OF RACE**  
**COROMANDEL REGATTA**  
**TE KOUMA RACE**

**Date** Friday 19<sup>th</sup> April 2019

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

**Entries.** To the race co-ordinators by VHF channel 77 by 0930hrs advising name of boat, number of crew, and if towing a dinghy. (Trailer Yachts).

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

**Start time.** Mark Foy start from 1030 hours. You will be advised of your individual start time by the race officer.

*For those unfamiliar with the Mark Foy start – you will all be given an individual start time based on boat and personal handicap. The fleet will start with slowest boats first and fastest last so that in theory we should all finish in a close finish. First over the line wins on handicap.*

**Course:**

Trailer yacht: From Start line in Kawakawa Bay to finish line outside Te Kouma Harbour

Keeler: From the start line at Pine Harbour through the Waiheke Channel and the Ruthe Passage to the finish line at Te Kouma harbour.

**Divisions.** Two trailer yacht divisions and one keel yacht division

**Start lines.**

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

Keelers: From a line between the start boat and the starboard Pine Harbour entrance markers.

**Finish line.** At the entrance to Te Kouma Harbour. The first boat arriving should establish a line to the Te Kouma light at the entrance to the bay, and record times of boats crossing this finish line in GPS hrs/mins/secs.

**Race co-ordinators:**

Trailer Yacht: Wayne Johnstone - Falkor

Keelers: Roy Woolerton – Royale Flush



**NOTE:** Following the race a beach gathering will happen at Squadron Bay Te Kouma. If this bay is an unsuitable anchorage, please listen on CH 77 for alternate bay.

Anyone not wishing to race across is welcome to cruise and join the squadron activities.

