



BILGEWATER

April 2019



Photo by Paul Weaver



Committee Members

2018-2019

<u>Committee Member</u>	<u>Portfolio</u>	<u>Phone Number</u>
Paul Weaver	Commodore	021 490 415
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

Non-Committee

Dustin Wilson	Bilgewater production	027 807 3504
Dean Hermann	Safety tuition	07 859 2259
Dave Whitburn	Compound Manager	09 292 2073
Nigel Lancaster	Social Convener Nog and Natter	07 868 8661

Website: <http://www.waikatoyachtsquadron.org.nz/>

Email: waikatoyachtsquadron@gmail.com

Postal Address: P. O. Box 4263 Hamilton East Hamilton 3247



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Commodore's comment

With the clocks moving back an hour and the morning temps dropping below 5 degrees there's no doubt that the 'summer sailing' is coming to a close.

Of course this doesn't mean the sailing stops, we still have the Coromandel regatta over Easter long weekend and the 'Round the Bouy' Race on the 27th of April.

For many of us the cooler months signify the beginning of the Winter Series races and I've heard from the Keeler skippers that crew are needed so make sure you let them know if you're available.

I had the chance to crew during the Great Merc's cruise and I really appreciated the chance to sail on a keeler. These bigger boats behave quite differently to the trailer yachts and it was a fantastic learning experience.

It will soon be time to break out the silverware for the Squadron prize giving.

The committee has started work on this event and we're looking forward to sharing the details as they come to hand. I'm sure it's going to be a fun night.... With plenty of candidates and stories for the 'non-competitive' prizes. 😊

We are also only two months out from the club's AGM and I'm very pleased to hear that most of the current committee have indicated a commitment for another year.

We will be looking for a couple of positions to be filled so please be prepared to get involved especially if you haven't been on the committee previously.

Paul Weaver

CHECK THE CYLINDERS IN INFLATABLE LIFE JACKETS

A few weeks ago, Jim Pasco went to Burnsco to change the cylinder on his Baltic automatic life jacket, and found the cylinder was not, and never had been, attached to the trigger mechanism. So last weekend, I checked my Hutchwilco automatic inflatable life jacket – and the cylinder was not screwed into the trigger mechanism. In other words, if I fell overboard, my life jacket would not have inflated automatically. The cylinders in our two spare manual inflatables were correctly installed.

It may be that some inflatables are shipped with loose cylinders. So **CHECK YOUR LIFE JACKETS IMMEDIATELY.**

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Nigel McCarter

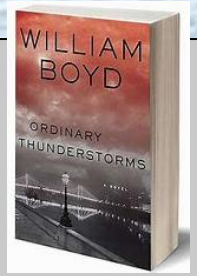


Links to the instructions for self checking:

https://www.baltic.se/m/info_inflatable_en.pdf

<https://www.hutchwilco.co.nz/media/2206/hutchwilco-self-service-and-inspection-form.pdf>

Gulf Classic 2019



There's an intriguing quote at the beginning of William Boyd's novel, Ordinary Thunderstorms. “*Ordinary thunderstorms have the capacity to transform themselves in multi-cell storms of ever growing complexity. Such multi-cell storms display a marked increase in severity ...*” . Most of the trailer-yachts in the Gulf Classic experienced the results first hand, with torrential rain, sudden wind shifts, and gusts up to 47 knots, whilst the keelers were enjoying 15 knot breezes just 5 nm away.

Last week, Nog and Natter held an open debriefing on the experience, and we think it important to share some of the lessons with the rest of the squadron.

First a big thank you to Roy and his cat acting as “mother hen” , and to the race committee for successfully managing a very difficult situation. The forecast was for light winds with prospect of thunderstorms, and the met-service did not expect a storm of such severity to develop so quickly. Although such events are incredibly rare, Dean commented the first lesson is you have to be prepared for worst even whilst you hope for the best.

Second, despite their small size compared with keelers, all of the yachts (apart from the two that lost rudders), were safe at all times. Uncomfortable, noisy, wet, but in no immediate danger of sinking. The highest risk is outside the cockpit, for example trying to set a reef or douse the foresail.

Cont.



Having said that, other issues raised were:

- Gear failures can be linked back to maintenance issues. I'm told the two rudder failures were Noelex 22s. Noelex rudder stocks are made of alloy, which degrades over time and may develop cracks. Jed Vallings repaired his rudder stock a couple of years ago ... I shall replace mine with stainless steel this winter.
- One of Hubblebubble's mast stays failed leading the dismasting. Nigel White commented that stainless steel needs oxygen to create a protective film (due to the chromium within SS oxidizing slightly when in contact with air); SS wires can fail inside a swage, where oxygen is deficient, without any visible sign of corrosion. That happened to Jim Pascoe's Acushla a few years back. The general consensus is that stays and swages should be replaced at least every ten years. It is not expensive. Most of our boats are thirty years old ... so it might be time to put stays on the winter replacement list.
- Russell commented that he wasn't confident his manual inflatable buoyancy aid would have saved him if he had gone overboard. Fully clothed with full wet weather gear, the small recreational buoyancy aids may be difficult to inflate in storm conditions.
-
- All skippers and crews reported that radio communication was difficult to impossible; the cacophony of banging, crashing gear, weak VHF signals - most of us use cheaper radios with transom mounted ariels that have limited range.
- Most skippers were unable to reef under pressure. Reefing only became feasible in the shelter of Hooks Bay - a bit later than required. (I have replaced and rejigged my reefing system. I was not in the race, but anchored in the lee of Pakiti Island, getting very wet but out of the wind.)
- It was particularly difficult and dangerous to furl or dowse the jib on the Jokers that did not have a furling system.
- All the trailer-yachts have a fore-hatch and low cockpit baffles. These should be closed in large seas. Taiko, (my old Joker) capsized in about 1990 after a broach under spinnaker allowed water into the cabin via an open fore hatch. Several people commented that flotation in trailer-yachts is low, which means the yacht will float upside down. Not helpful.

All in all, quite an experience. It shouldn't put anyone off sailing. On the contrary, the event should reassure everyone that with good gear, regular maintenance, sensible decision making, our yachts are capable of handling storm conditions.

Nigel McCarter



2019 Gulf Classic

Results

37th Gulf Classic

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

KEELER DIVISION - 80 NM

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

						Finish				
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Crystal Clear	6591	Warwick 10.5	Pine Harbour CC	0.780	9/03/2019 10:00:00	9/03/2019 21:07	11:07:07	2	08:40:21	1
Powerplay	8607	Cookson 12	Waikato YS	0.872	9/03/2019 10:00:00	9/03/2019 19:58	09:58:46	1	08:42:07	2
La Camargue	8979	Jeanneau 11.75	Pine Harbour CC	0.765	9/03/2019 10:00:00	9/03/2019 21:40	11:40:24	4	08:55:48	3
Dirty Harry	8963	Dehler 38	Pine Harbour CC	0.818	9/03/2019 10:00:00	9/03/2019 21:08	11:08:29	3	09:06:49	4
Audrey	9898	Hanse 370E	Waikato YS	0.780	9/03/2019 10:00:00	9/03/2019 21:43	11:43:41	5	09:08:52	5
Acushla	6590	Farr 1020	Waikato YS	0.743	9/03/2019 10:00:00	9/03/2019 23:12	13:12:12	6	09:48:36	6
Winedown	6971	Humphries MG38	Pine Harbour CC	0.750	9/03/2019 10:00:00	DNF				

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	Noelx 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
Floyd 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	Noelx 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	Noelx 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	Noelx 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	Noelx 22	MYMBC	0.811	9/03/2019 10:10:00	DNF				
Aquaflyte	T861	Noelx 22	MYMBC	0.811	9/03/2019 10:10:00	DNF				



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.

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

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

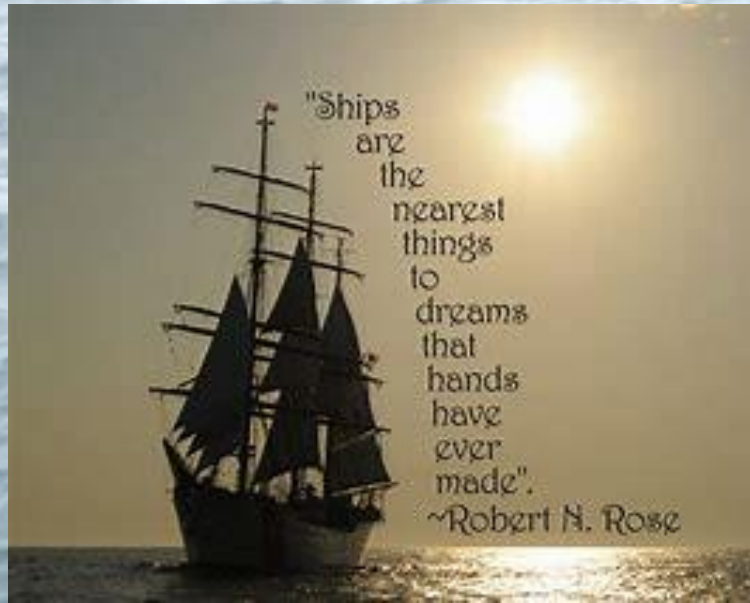


Beach Draw

Well we have a number of these thus far, Kawau is, New Years eve. 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"





Different Drummer Offshore 2018

Newsletter 9 Port Vila Vanuatu

Our four day passage from Rotuma to Port Vila started with pleasant sailing broad reaching in a 15kt SE trade wind. We were doing 170 nm days. However it got a bit gnarly on the third day when the wind went forward and up to 35kts. A secondary swell built up giving very confused seas and we lurched around when we struck double wave peaks and holes. Every now and then a big wave waterspout drowned the yacht. I was glad the autopilot was over its ills and was making a great job of the helming; it was not pleasant in the cockpit.

The wind and sea started to settle as we approached Efate Island and the sailing returned to pleasant again. We arrived a day earlier than planned, and found a buoy marked with a yellow fuel drum in the quarantine area. I am not sure if it was the official quarantine buoy - Port Vila has a reputation for losing them - but it had heavy line and it held when we pulled back hard on it.

As it was a Sunday and we were confined to the yacht until cleared the following day I got the Hookah dive gear out again and we cleaned the hull below the waterline. It was actually fairly clean although it hadn't been done so far this season apart from a scrub on the waterline. I put that down to the extra antifoul applied before we left New Zealand. The Ministry for Primary Industries should be impressed when we arrive; we will not have any problems with the new biofouling requirements.



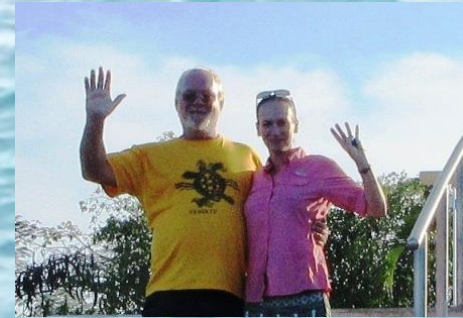
Customs and Biosecurity turned up next morning in a fast RIB which they said had previously been in service in Auckland. They didn't even have to change 'Customs' on the tubes. They may no comment on the buoy and were very efficient and helpful. We did the immigration clearance ashore

and Ken then left to join his partner who had arrived the previous day. Then we moved to a Yachting World mooring.

Opposite us on Iriki Island I counted 10 wrecks of boats that had gone ashore in various cyclones in this well protected harbour.



Jimmy's sister is working in Port Vila at the moment. I had met her on our last visit two years ago, and we caught up with her for dinner at the Waterfront Cafe - our on-shore base - and again for breakfast at the Jungle Cafe on the main street in the morning. The cafe lived up to its reputation for doing great breakfasts. Jimmy was also leaving us at Vila and I dropped him ashore with his gear later in the day. I was sorry he had to go as I have lost count of the wonderful trips he has done with me since I first met him as a crew prospect in Port Vila some years ago. The next day I picked up Mark who flew in from NZ to join us for the trip home.



Our visit to Port Vila was mainly a stopover to prepare for the trip home. We worked our way through the long check list we use. It includes a full rig check, setting up the staysail on the inner forestay, running the jack lines (safety lines that run down each side of the deck for clipping to), preparing the sea anchor in the top of the locker for deployment if needed, and checking multiple items. There are always a few things that come up short and need to be fixed. It takes a couple of days. Craig had noticed the engine air exhaust blower had stopped working. I suspected yet another poor connection but it turned out to be collapsed bearings. We will come home without it, it is an extra, and there is still a bit of passive draft through the hose. The engine and saildrive were both almost due for oil changes and they were both done.

Looking at what we could expect for weather I sensed a good window with a lot of light wind and a big question mark at the end. It is a bit of an ask expecting forecasts to be much good two weeks out, but I have found the movement of pressure systems if often quite accurate even if the timing is wrong.



There were a number of changes noticeable along the waterfront and main street of Vila since my last visit. It has changed a lot more since I first went there in the early 1990's when much of the street was only sealed in the middle. Then there were few buildings more than two storeys high. I remember the old main post office with about a dozen public phone call booths outside, each with a long queue of people behind. Times have changed! There are now a number of substantial

buildings, with another being built, and there is some street landscaping and a very attractive esplanade walk along the waterfront has been completed. While it is inevitable for Vanuatu to become more developed I wonder about the conflicts with the many happy natives I have met living very contented lives in their traditional ways in the small villages on the isolated islands.

Different Drummer is a New Zealand designed 11m Lotus yacht. I noticed another one, 'The Lark' in the anchorage and went to talk to Bruce and Lorna, the Australian owners. They too had had the boat for a number of years and were very happy with it as an offshore yacht. It is the fourth one of the class that I am aware of that has been taken offshore. The best known is 'Arosa' which weathered the infamous 'Queens Birthday' storm with distinction.

We didn't need much water after a rain fill and topped up from cans filled at the shore tap. We also topped up with diesel supplied at a very good rate by Jimmy's sister's construction company. Ali is a Project Manager for the company which has a large roading infrastructure contract and they get the diesel for their machines by the tanker load.

Notwithstanding sailors' superstition about leaving on a Friday that was the best day to go based on the weather pattern and readiness. However this Friday was a public holiday and so we needed to be cleared Thursday. That was all good until we found out Immigration were taking another holiday on Thursday. They gave me a phone number to ring to make an arrangement but when I rang the phone was not answered. I called for help from Lemara, the front lady at Yachting World who I have always found most helpful and she was able to get hold of a contact and make an arrangement for us. The officer came to the Waterfront Cafe, and after he had cleared us I was able to scoot over to the port in the dinghy and do harbour fees and Customs clearance.

We did a final market run on Friday morning and left at midday, and then put our clocks forward two hours to run on NZ time for the passage.

Phil, with Craig and Mark



PIC Coastal Classic: Life raft requirement removed

A small change to the event rules may make a big difference to the number of boats on the start line for this years' PIC Coastal Classic yacht race. The NZ Multihull Yacht Club (NZMYC) has announced that boats competing in the iconic contest from Auckland to Russell will not be required to carry a life raft or dinghy while racing in 2019.

To read more click the link below:

<https://www.sail-world.com/news/216226/PIC-Coastal-Classic-change-to-encourage-entries>



Tarahiki Race Result

Saturday 23rd March 2019

Keeler Division

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Ocean Lure	Woolerton	Hanse 415	12:15:00	15:06:12	2:51:12	0.798	2:16:37	1	1.01	1.15	2:17:59	1
Audrey	O'Brien	Hanse 38	12:15:00	15:12:50	2:57:50	0.780	2:18:43	2	1.00	1.13	2:18:43	2
Sorrento	Lundy	Dufour 40	12:15:00	15:42:01	3:27:01	0.794	2:44:22	3	1.00	0.96	2:44:22	3
Acushla	Pasco	Farr 1020	12:15:00	16:29:33	4:14:33	0.742	3:08:53	4	1.03	0.83	3:14:33	4
Afterguard	Pearce	Davidson 35	12:15:00	DNF		0.736			1.00			

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
Barometer soup	1	Reffin	yes	Young 77	10:30:00	14:10:21	3:40:21	0.832	3:03:19	1	1.04	1.23	3:10:38	1	0.885	0.832
E Type 2	1	Beecroft		Elliot 7.4 (WK)	10:30:00	14:16:28	3:46:28	0.885	3:20:25	2	1.02	1.12	3:24:26	2	0.885	0.832
Signs of Life	1	MacDonald	yes	Young 77	10:30:00	14:44:10	4:14:10	0.832	3:31:26	3	0.98	1.07	3:27:13	3	0.885	0.832
Fantasia	1	Bonnett	yes	Joker 820	10:30:00	15:14:11	4:44:11	0.804	3:48:24	4	0.98	0.99	3:43:50	4	0.855	0.804
Falkor	1	Johnstone	Yes	Joker 820	10:30:00	15:29:43	4:59:43	0.804	4:00:53	5	1	0.94	4:00:53	5	0.855	0.804
Nirvana	1	Whitburn		Joker 820	10:30:00	15:30:36	5:00:36	0.855	4:17:01	7	0.97	0.88	4:09:18	6	0.855	0.804
Jury's Rig	1	Herrmann		Joker 820	10:30:00	15:30:24	5:00:24	0.855	4:16:51	6	1.04	0.88	4:27:07	7	0.855	0.804
Kittiwake	2	Hepburn		Joker 6.7	10:30:00	15:06:36	4:36:36	0.812	3:44:36	1	1.02	1.07	3:49:05	1	0.812	0.763
Hallelujah	2	Hayward		Noelex 22	10:30:00	15:45:32	5:15:32	0.811	4:15:54	2	1.04	0.94	4:26:08	2	0.811	0.762
Joker	3	Guest		Joker 6.7	10:30:00	dnf		0.812			0.95				0.812	0.763

Hooks Bay Race Results

Saturday 6th April 2019

Keeler Division

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Acushla	Pasco	Farr 1020	10:00:00	14:33:16	4:33:16	0.742	3:22:46	1	1.03	1.11	3:28:51	1
Kashan	Little	Beale 12.5	10:00:00	14:25:14	4:25:14	0.820	3:37:29	2	1.00	1.04	3:37:29	2
Sorrento	Lundy	Dufour 40	10:00:00	14:39:43	4:39:43	0.794	3:42:06	3	1.00	1.02	3:42:06	3
Audrey	O'Brien	Hanse 38	10:00:00	15:14:00	5:14:00	0.780	4:04:55	5	1.00	0.92	4:04:55	4
Passing Fancy	Lancaster	Davidson 35	10:10:00	15:36:00	5:26:00	0.736	3:59:56	4	1.04	0.94	4:09:32	5
Ocean Lure	Woolerton	Hanse 415	10:00:00	DNF		0.798			1.01			

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
Fantasia	1	Bonnett	yes	Joker 820	10:00:00	12:51:48	2:51:48	0.804	2:18:05	1	0.98	1.03	2:15:19	1	0.855	0.804
E Type 2	1	Beecroft		Elliot 7.4 (WK)	10:08:30	12:53:30	2:45:00	0.885	2:26:01	2	1.02	0.97	2:28:57	2	0.885	0.832
Kitiwake	2	Hepburn		Joker 6.7	10:00:00	12:51:57	2:51:57	0.812	2:19:37	1	1.02	1.06	2:22:25	1	0.812	0.763
Hallelujah	2	Hayward		Noelx 22	10:00:00	13:11:40	3:11:40	0.811	2:35:26	2	1.04	0.95	2:41:40	2	0.811	0.762

Mercury Bay Cruise – March 2019

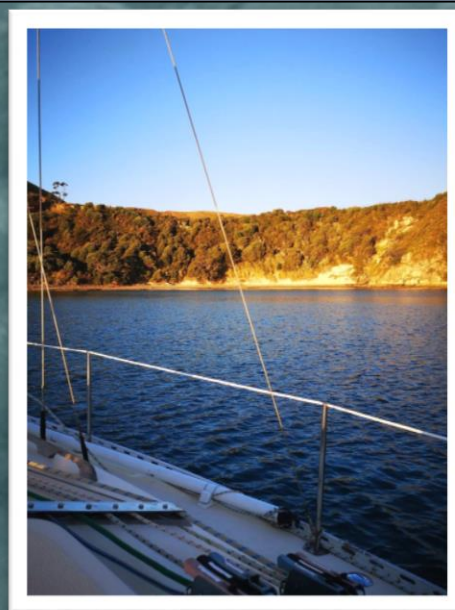
The Tarahiki race on Saturday 23rd March ended in very light conditions, so the fleet departing the following day for Great Mercury Island was apprehensive about a long motoring day to round the top of the Coromandel Peninsula. The forecast light NE wind direction didn't help either.

Bright and early the next morning the two trailer yachts, Signs of Life (Alan), and Fantasia (Roger) headed across the gulf with the first night destination being Port Charles. The keeler fleet of Acushla (Jim and Nellie), Sorrento (John, Peter and Johnny), Afterguard (Murray and Paul), and Royle Flush (Roy, John, Jed) left at a far more reasonable hour for the same destination. We motored early then a nice NE breeze picked up and we all sailed with reasonably eased sheets across to Port Jackson for a lunch break. A bit of fishing on the way across saw Afterguard catch a good skipjack tuna only to lose it because someone forgot to bring the net and gaff!

Then the keelers had a great sail out into the Colville channel before a tack down into Port Charles where we found Signs of Life and Fantasia tucked safely into an excellent anchorage. That night happy hour was on Royle Flush with Roy, John and Jed hosting an evening of tall stories and even bigger fish!

Monday saw the fleet sailing down the Coromandel coast to Kennedy Bay and into New Chums Beach before heading to the anchorage at Great Mercury Cove. For those who have not seen this part of Godzone, it's a wild coast and still relatively unspoiled. The odd beach back perched on extreme cliff edges was the highlight for us. Happy hour was supposed to be on Afterguard, but Paul held our arrival up by insisting we catch more fish – none!! So again, we gathered on Royale Flush to recount the days adventures. The highlight was New Chums beach where Jim took Nellie ashore then got dumped in the surf getting back off. Murray, with great intentions, rowed ashore to help and promptly got dumped in the surf also. The two of them got Jim and Nellie off and back to Acushla, while Murray took on the surf break to get off. Well, after a few more wettings, a broken oar, and a dark opinion of Jim, he single paddled back to Afterguard, where Paul had been extolling the virtues of HIS yacht to the young girls on the jet ski!! – very hard to get loyal crew.

Tuesday was a fishing and sampling day based out of Mercury Cove. The island is owned by Michael Fay of Americas Cup folklore, and we would have to say he has done a great job out there with the buildings and the farm end of the island a credit to what money can do. The southern end of the island is largely DOC administered and in native bush and exotic pine forests. The best feature of the island is that you may access it easily and walk across farmland with no restrictions – except for no dogs – Nellie felt left out!! That night we gathered in Peachgrove Bay and gathered on Afterguard for happy hour. A few fish were caught that day so most of us had fresh snapper for dinner. Sorrento even fished in the anchorage that night and caught heaps – or that's what we heard.



Wednesday saw Alan on Signs of Life depart back to the Waiheke side of the gulf, while the rest of us sailed in strong NE conditions into Mercury Bay with the intention of joining the Mercury Bay Boating Club (MBBC) on their Wednesday night race. We all eventually ended up anchored off Brophy Beach close in to the MBBC clubrooms. Roger, on Fantasia, then took Paul and Jed into Whitianga, where they stayed the night before taking the bus back to Hamilton the following day. Sorrento and Acushla (with Murray as crew) then took on the MBBC fleet in their round the buoys fleet race. Obviously local knowledge was key here, especially in the very light conditions that prevailed. We won't report the results. That evening we went ashore for a BBQ hosted by the MBBC club. A great evening in a clubhouse with a bit of history attached. They held the America's Cup for two weeks in 1988 following the big boat challenge of Michael Fay who sailed under the MBBC as challenger of record. You all may recall the result being overturned by the New York Supreme Court in favour of the Dennis Connor skippered catamaran from San Diego yacht club.

We then got our dinghies off the beach, again with a few wet bums to remember the experience with.

Thursday saw us retreat across to Mercury Cove in very light conditions – motoring most of the way. We heard from Alan that he made it directly across to Rotoroa island the previous day – a terrific sail by all accounts. Roger, on Fantasia, also departed back across to Waiheke that day, making it safely around to Colville Harbour for the night, before a run back to Kawakawa on the Friday.

Friday saw the 3 keelboat and 1 catamaran head back through the Colville Channel and across to Waiheke. Conditions were exhilarating, with steady 20-25knt wind from the NE. and a rolling following sea up to Port Jackson. I recall Roy claiming he was making over 14 knots in the big catamaran, and I know Afterguard was surfing down some waves in excess of 8 knots with Acushla and Sorrento doing pretty much the same or better. Once we cleared through the Colville channel to the Hauraki side of the peninsula, sea conditions eased but a good NE to Easterly breeze saw us all sail into the anchorage at SW bay on Rotoroa island. A terrific day sailing. Royle Flush hosted the last happy hour and the following day we all departed back to our respective marinas.

The consensus from our happy hour debates was to let's make this an annual event for the Squadron. With the Great Barrier Cruise in November, followed by the Great Mercury Cruise in March we have two dedicated cruising events for skippers to plan for.

Murray (Afterguard)



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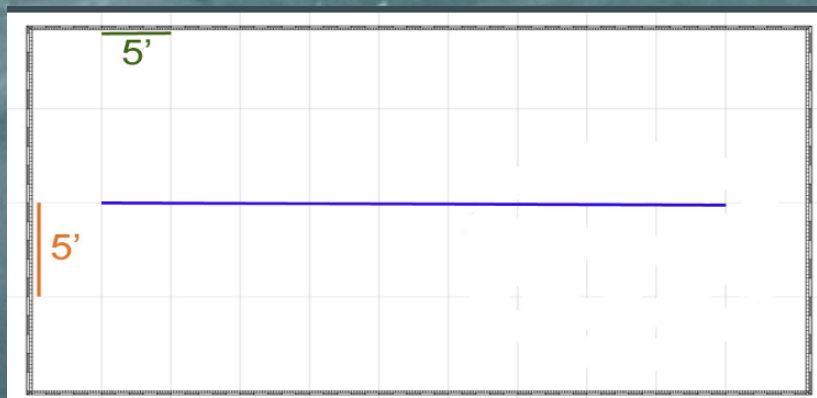
Spot quiz



Question 3 out of 24

G12: Name the cloud

- 1 Cirrostratus Cs
- 2 Cumulus Cu
- 3 Stratus St
- 4 Cirrocumulus Cc
- 5 Nimbostratus Ns



Question 4 out of 24

F3: What is the length of the blue line?

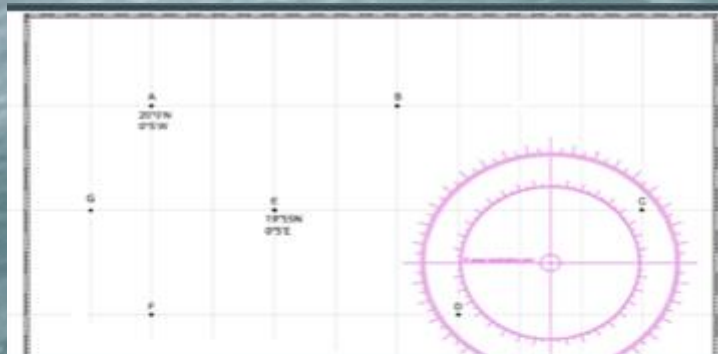
- 1 5 NM
- 2 22.5 NM
- 3 45 NM



Question 5 out of 24

G14: Name the cloud

- 1 Cumulus Cu
- 2 Altocumulus Ac
- 3 Cumulonimbus Cb
- 4 Cirrus Ci
- 5 Stratocumulus Sc



Question 9 out of 24

F5: Determine the coordinates of the point "C"

- 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



Answers:

1. 2
2. 2
3. 5
4. 2

Marine apps

Check out this app Dean Hermann shared. "I have not yet tried this app but it has got some good reviews."

<https://play.google.com/store/apps/details?id=com.frederic.sailfreegps>

SailFreeGPS displays current position, course (COG), speed (SOG) and magnetic compass.

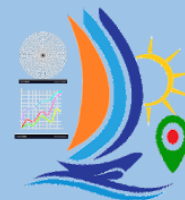
SailFreeGPS displays COG and SOG history to help you to see trim effect on your sails.

SailFreeGPS filters GPS information for more accuracy.

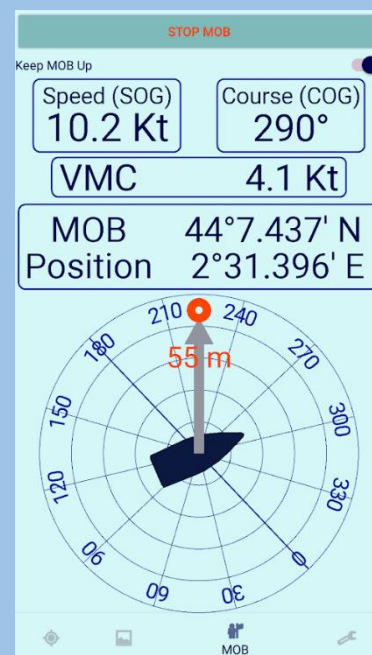
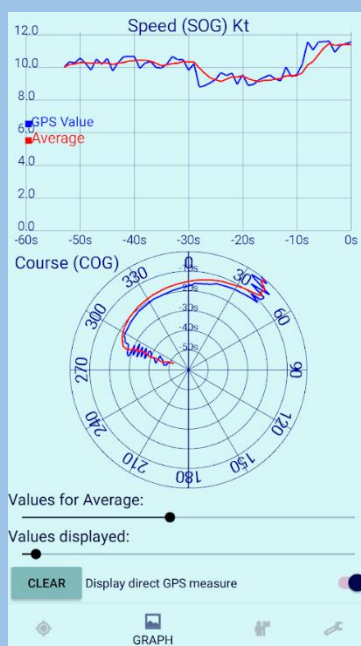
SailFreeGPS can share your position, COG, SOG to your friends.

SailFreeGPS helps you during Man OverBoard manoeuvre (MOB).

You can use it on every boat, or sail boat.



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Where is this?



Last months: Ferry terminal,
Owhanake Bay, Waiheke Island

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Upcoming events

- April 19th – 22nd Coromandel Regatta – Wayne Johnstone TY, Roy Woolerton keeler
- April 27th WTYA Saltwater series – round the bouy racing – Brett Goddard ,Murray Pearce
- 15th June Squadron prize giving dinner
- 25th June Squadron AGM

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NOTICE OF RACE
COROMANDEL REGATTA
TE KOUMA RACE

Date Friday 19th 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.

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Saltwater Series

Change of Programmed Date of this Event

Due to the short week following our Easter regatta, and also Anzac day being on the Thursday of that week, we have decided to delay this event one week later than advertised in the club programme. Instead of the weekend of 27th April, we will now hold on the weekend of 4th May.

Notice of Race

Saltwater Round the Buoys Series

Date: Saturday 4th and Sunday 5th May 2019

Location: The race course to be set in the Tamaki Strait at the south end of the Waiheke Channel and based off Awaawaroa Bay Waiheke island

Format: Up to four short races of approximately 1 NM will be held over a windward leeward course on Saturday and Sunday morning.

Commencement time of the first race: 1130 hrs on Saturday 4th May

Registration: Intention to race should be advised on Ch 77 to the race committee boat stating boat name and number of crew, by 1000 hours on Saturday 4th May.

Divisions: Results will be collated from 3 divisions: Keeler; TY1; TY2

Race Officer: Murray Pearce and Brett Goddard

Committee Boat: Afterguard

