

Bilgewater

October 2019



View from Afterguard
Winds were light

Bilgewater September 2019

Committee Members

Committee Member	Portfolio	Contact
DUI`K YUj YfÆ	7ca a cXcfYÆ	\$&+ '& , ;)) (Æ
>Ua Yg<YdVi fbÆ	J]W`7ca a cXcfYÆ FUW`CZZ]Wf`HfUj`Yf`MUW`hgÆ	\$&% (++ ' & (Æ
>ja `DUgVtÆ	HfYUg fyfÆ	\$&%%' '% -Æ
B][Y`A WUfhYfÆ	GYWYhUfmÆ <UbXVcc_Æ	\$&+ ,) * ; - (\$Æ
K UmbY`>c\bghcbYÆ	7ca dci bX`7cbj YbYfÆ Ei UfhYfa UghYfÆ	\$&+ '* & ' *' **Æ
6fYth; cXXUUFXÆ	; i `Z7`Ugg]WVt`bj YbYfÆ BNHM5`UbX`K HM5`U]gcbÆ	\$&% - ' +) (+Æ
Fi ggY`CgVcfbYÆ	K YVa UghYfÆ : UWVcc_`UXa]b]ghfUhcfÆ	\$&%\$) * ()) %Æ
FcV`7cbbcfÆ	GcV]U`VtcfX]bUhcfÆ	\$&+ (; + ' (- (Æ
A i ffUmDYUfWÆ	Gdcbgcfg\]d`U]gcbÆ FUW`CZZ]Wf`?YY`YfÆ	\$&+ (-) % && 'Æ
?Y]h`DU]bYÆ	<UbX]WUd`Vt`bj YbYfÆ	\$&\$ (% \$) (&\$Æ \$&+ **) - * + ,Æ

Non Committee Members

8YUb`<Yffa UbbÆ	GUZYhmz`Hi]h]cbÆ	\$&+ (' + ('\$\$Æ
8Uj Y`K \]hvi fbÆ	`7ca dci bX`AUbu] YfÆ	`\$- '& - & '\$\$+ 'Æ
A Uf_`GUf[YbhÆ	6] [Yk UhYfÆ	\$&%%' + '& + \$\$Æ GUf[Ybh`a Uf_4 [a U]`Vta`Æ

[\hd.##k k k "k U\] UhcntUW\]hgei UXfcb"cf\["bnÆ](#)

[k U\] UhcntUW\]hgei UXfcb4 \[a U\]`Vta`Æ](#)

D`C`6cl` (&*`Æ

<Ua]`hcb`9UghÆ

<Ua]`hcb`' & (+Æ

Bilgewater September 2019

Vice-Commodore's Report

SUMMER IS NEARLY HERE

Let me repeat that

SUMMER IS NEARLY HERE!!

During summer, the last thing we want is an interruption to our sailing activities due to equipment failure. So winter is a good time to get stuck in to those pesky maintenance jobs

This winter I have had two major repair/upgrade projects to do on the Kittiwake. The weather hasn't been my friend (seems to rain most days), but progress has been made. So what have I been working on?

Trailer upgrade

A pressing project has been the conversion of the Kittiwakes unbraked trailer to a braked trailer. I have noticed that most vehicle manufacturers have an upper limit of 750kg for an unbraked trailer. This isn't the legal limit, but rather their recommendation. So while it is perfectly legal to tow an unbraked trailer over this weight (see other regulations), I decided it was best to upgrade the trailer to avoid any insurance risks.

So noticing that my trailer had Duratorques, I popped into Auto Trail (club sponsor) to see what parts I would need and how much it would cost. \$2500 was the result, ouch.

So plan B. Trademe provided a second hand boat trailer that had rust issues. Lucky for me it had a compatible braked suspension setup that was a bolt on replacement for my old suspension. Best of all it was only \$750. So a fun day was spent undoing very rusty bolts (with an angle grinder), welding on a new plate for the coupling, popping back to Auto Trail to collect new brake lines, and finally running the trailer to the local garage to get new brake lines fitted.

Now I can tow the boat all over the country, safe in the knowledge that I am covered if things go wrong.

Bilgewater September 2019

Kittiwake maintenance

The Kittiwake is a Joker 6.7. This means it is a wooden boat. Wooden boats NEED regular maintenance. There is always more to do, so I like to maintain a prioritised list of jobs that need to be done and work through them whenever I get the chance.

The main job with the Kittiwake has been fixing issues with the paint. Sitting out in the weather isn't great for paint. Cracks have appeared and chips have happened. This has exposed the plywood to the weather and that is bad. So I decided to repaint the cockpit and anchor locker. In hindsight it probably would have been better just to do touch ups on the main problem areas and leave the painting for summer. In the brief moments when it wasn't dark or raining (or both) I got stuck in with the sander. Many hours of sanding and filling and sanding later and I was ready for paint. Paint on, deck fittings refitted, and now the boat is ready for the season ahead.



Upcoming sailing programme

The club sailing programme is gaining in popularity and it would be great to see that continue this season. It all starts on Labour weekend with the Keelers Kawau race and the Trailer Yachts Rocky Bay race. Being involved in the club races is a lot of fun and is the best way to improve your sailing skill and confidence. The primary focus of these races is on friendly competition within a supportive and helpful environment, so novice sailors should not feel intimidated or unqualified to join in. The Notice of Race for these events is available online and in this edition of the Bilgewater.

A focus for this season is to encourage more family participation at our club events, so beach gatherings will have organised activities for the young (and young at heart). The more the better so bring your kids and grandkids. We will have the usual beach activities

Bilgewater September 2019

like sand sculptures and raft racing. We also hope to get sailing dinghies to some of the events to get the kids into sailing.

I would also encourage as many of our club members as possible to join in and support sailing activities at other clubs. The Bay of Plenty Trailer Yacht Squadron have their annual Allan Civil Memorial regatta (Rotoiti classic) on the 9th of November. I did this last year and it was really well run and enjoyable. Then the following weekend Ngaroto are running a sprint racing regatta for trailer yachts. Sprint racing is a lot of fun. Races are very short (start → mark 1 → finish) so if you mess up, its OK because the next race is only 10min away and you can try again.

BRING ON SUMMER

James

Æ

Æ

Bilgewater September 2019

Compound Reminders

As the weather improves we are all looking forward to the sailing season ahead



Please take note of the following rules and protocols.

During summer water levels in the compound will get very low.

† nk un| I X|x| jZ`àÜ: The wash down area adjacent to the shed is provided for the sole purpose of washing salt water off your trailer and flushing the outboard. The water supply is limited, so please do not use it to scrub down the boat or desalt your sails.

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

Note: The water is not safe for drinking.

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

† nk un| I X|x| jZ`bY

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

† nk un| I X|x| jZ`bP

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

Make sure you park your boat squarely between the posts in order to avoid encroachment onto other spaces.

Also, when you return from the ramp with an empty trailer, please park as close to the fence as you can, and withdraw trailer extension bar (if you have one) to keep the trailer and vehicle clear of the free area. Remember that turning space in the compound is limited.

Bilgewater September 2019

I would really appreciate if it all members could take responsibility for spraying weeds in and around their spaces and also out into the compound a little bit, so the burden of weed control does not fall onto a few people.

Finally, some members did not attend the key exchange, so they won't have access to the compound. Can these people please contact me ASAP to obtain their new key.

Have a great sailing season. See you out on the water!



—

Wayne Johnstone

Compound Convener

Waikato Yacht Squadron

PO Box 4263

Hamilton East

Hamilton 3247 from my iPhone

Bilgewater September 2019

Upcoming Events

Yá{a'5V{

Kawau Island Race (See NOR below)

Rocky Bay Race (See NOR below)

BBQ

ä{a'3nf

Seamanship on the water day - Dean Hermann will be providing on the water lessons off the Kawakawa breakwater.

ä{a'3nf

Boptys Rotorua - Allan Civil Memorial Rotoiti Classic

Üá'ÝB{a'3nf

Great Barrier Cruise - thanks to Jim Pasco

â'ã{a'ž ZV

Ponui Regatta

ÜÜ{a'ž ZV

Club Christmas Party

pÜy{ž ZV

New Years Eve on the water



Bilgewater September 2019

35A1 " 5' ?' 1 "

0° H ° B * @ 3ž ' 1OZZjZxž blybl

ž ° A" ©Saturday 26th October 2019

@° ?A'A*2 " ©1000 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing instructions in the club handbook.

?° 1 *3(' *3@AB1 A*53@@ shall be in accordance to the "standard instructions for non-regatta races" except for those that are altered by these sailing instructions.

" 3A? *" @@To the race co-ordinator by VHF channel 77 by 0925 hours advising name of yacht and number of crew on board.

ž *G*@53@@The race will consist of one keeler division.

?° 1 " 1? *' ' *3(: 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

1 5B? @ ©From the start line outside Pine Harbour, to a finish line off Martello Rock, Kawau Island. There are no fairway marks. The course is designated Course 1 in the club sailing programme and shown in the handbook.

@° ?A'1*3" ©Will be between the nominated start boat and the first starboard channel marker if you were entering the Pine Harbour marina entrance channel

' *3* @ '1*3" ©A line between Martello Rock and the Haystack outcrop before the west end of Mansion House Bay, Kawau Island. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yacht finishing immediately in front and behind them. They should, then, advise the race officer of their finish time after the race officer has completed the course.

ž *3() *" @@No dinghy allowance will be made

?° 1 " 5' ' 1 " ? ©Murray Pearce - Afterguard

... I ZfZI b ` ` Z{1{n` Z{aZx_njjn, ZX'Ut'Xb l ZxM' {aZ'OM, M' *yjMIXEnM1 j| U_nx'Mj yi buZx' MIX'WZ, S' MaZxb ` _xnk ' ŪāŪāxy' y| UfZV{ 'n' M1 t' xWZ'n_ b/Zx' M1 ZI XZX' b y{x| V{bnl A'

... I t t Waf, M1 {b ` {n'uM{b' uMz b {aZ` MaZxb ` SU| {1 n{ {aZ' xWZ' S' MZ' k ny{, ZjVnk Z^a'

Bilgewater September 2019

35A1 " 5' ?° f " " ?5f OJ Ł° J ?° f " ° A x M Z x J M a { ž b f y h l y

ž ° A" ©Saturday 26th October 2019

@° ?A'A*2 " ©1000 hours from the start line off Ammunition Bay wharf. Start sequence will be as described in the Racing instructions in the club handbook.

?° f *3(*3@A?Bf A*53@©Shall be in accordance to the "standard instructions for non-regatta races" except for those that are altered by these sailing instructions.

" 3A? *" @©To the race coordinator by VHF channel 77 by 0930 hours advising name of yacht, whether towing a dinghy, and number of persons on board.

ž *G*@53@©The race will consist of two trailer yacht divisions.

?° f " Ł? *" *3(: Will be held at 0940 hours by VHF radio channel 77 where the race officer will advise of any changes to the course or racing instructions.

† 5B? @ ©From the start line off Ammunition Bay wharf to Rocky Bay passing yellow racing buoy to Starboard. To finish line off Orapiu wharf in the Waiheke Channel.

@° ?A'1*3" ©Will be between the nominated start boat and the centre of the end of the Ammunition bay wharf.

' *3* @ '1*3" ©Will follow a transit bearing along the Orapiu wharf, extending out into the Waiheke Channel. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the race officer of their finish time after the race officer has completed the course.

ž *3() *" @©Allowance will be made for towing dinghies.

?° f " 5' ' † " ? ©James Hepburn, Kittiwake.

° l Mf Z x x W Z U Z W a ~ M a Z x b ` M i M n k b M Z X U M ; U x z b ` A , b j U Z ' a Z j X M { Z x { a Z x W Z a A a Z V j U Ł Ł > , b j 35 A U Z b M { Z I X M I V Z S y n M i t u n x { M U j Z ~ M y V h n i Z x y , b j U Z , Z j V n k Z X a

° l t t W a { , M i b ` { n u M { M M Z b { a Z ~ M a Z x b ` U | { l n { { a Z x W Z M Z , Z j V n k Z a

Bilgewater September 2019

Boat Ratings and Personal Handicap

The handicap committee has met and reviewed ratings for the new season race programme. Boat ratings are based on Yachting NZ PHRF ratings for keelers. Where a PHRF has not been officially registered, the committee has rated such boats from same design registered boats. For trailer yachts ratings are taken from the NZTYA rating register, that independently reviews all boat designs.

For new members information, the squadron also applies a personal rating system, to rank skippers on their sailing ability. Effectively this ranking alters the boat rating to make less experienced skippers more competitive. Boat ratings are adjusted through a range of 0.95 to 1.05. A personal rating of 1.00 effectively means you are sailing off your boat rating.

This season we will start anyone with an unknown sailing ability off a personal rating of 1.00. As we see you compete and results, then your personal rating may be adjusted, to reflect how you have sailed against other competitors.

All personal ratings will be reviewed after two completed regatta and potentially adjusted, based on the as-sailed result for individual skippers.

So, we encourage everyone to support the race programme and sail as many events as possible. The main sailing awards at prize-giving, the open and handicap championship cups, are more often won by those who sail regularly and register a result.

Of course, another main reason to get out there and participate is the social beach gathering at our nominated bay. There will be the club BBQ there for beach cooking, as well as the lucky draw for being on the beach. This season we have BURNSCO sponsoring some excellent prizes.

See you all on the water

Your Handicap Committee

Keith Paine

Jim Pasco

Murray Pearce

James Hepburn

Bilgewater September 2019

Boat Ratings and Personal Handicap

Boat Name	Model	Crew	Rating	Handicap	Notes
Acushla	Farr 1020	Pasco	0.742	1.02	K
Afterguard	Davidson 35	Pearce	0.736	1.00	K
Audrey	Hanse 38	O'Brien	0.780	1.00	K
BB King	Birdsall 37	Scott-Knight	0.780	1.00	K
Farr Out II	Farr 1020	MacPherson	0.742	1.00	K
Kashan	Beale 12.5	Little	0.820	1.00	K
Libra	Townson 32	Connor	0.712	1.00	K
Ocean Lure	Hanse 415	Woolerton	0.798	1.00	K
Passing Fancy	Davidson 35	Lancaster	0.736	1.04	K
Passport	Davidson 48	Stewart	0.845	1.00	K
Remittance	Noelex 30	Haigh	0.705	0.96	K
Royale Flush	Ron Given Cat	Woolerton	TBR		K
Sorrento	Dufour 40	Lundy	0.794	1.00	K
Southern Oracle	Oracle	Douglas	0.744	1.00	K
Terminator	Elliott 11	Faire	0.898	1.05	K
Bella Rose	MacGregor 26	Johnson	0.820	1.00	2
Corvina	Catalina 7	Wilson	0.795	0.98	2
Dodo	Sonata 7	Meyer	0.724	1.00	2
Espresso	Joker 6.7	Wood	0.812	1.00	2
Farr Farr Away	Farr 6000	Jones	0.745	1.00	2
Hallelujah	Noelex 22	Hayward	0.811	1.03	2
Honeysuckle	Aquarius 22	Moller	0.760	1.00	2
Joker	Joker 6.7	Guest	0.812	0.95	2
Kinaboys	Gazelle Mk 1	Thomas	0.820	1.00	2
Kittiwake	Joker 6.7	Hepburn	0.812	1.03	2
Meander	MacGregor 26	Bonham	0.820	1.00	2
Moana Reo	Moonraker 23	Weaver	0.798	0.97	2
Roger That	Hartley 21	Sarcich	0.723	1.00	2
Sangita	Minetun 6.8	Turner	0.722	1.00	2
Sea Star	Sabre 20	Sargent	0.700	1.00	2
Serica	Coronet 20	Jenkins	0.723	1.00	2
Testa Rosa	Trojan 750	Klinkhamer P	0.815	0.98	2
Troubadour	Beachcomber 23	Kirby	0.733	1.00	2
Waitoki	Aquarius 22	Berends	0.760	1.00	2
Wind Hunter	Gazelle Mk 1	Cochrane	0.820	1.00	2
Winsome II	Young 6	Ebert	0.792	1.00	2
Barometer Soup	Young 77	Reffin	0.885	1.04	1
Charis	Noelex 25	Arbuckle	0.845	0.97	1
E Type 2	Elliot 7.4 (WK)	Beecroft	0.885	1.02	1
Estilo	Noelex 25	Paine-Tasker	0.845	1.00	1
Falkor	Joker 820	Johnstone	0.855	1.00	1

Bilgewater September 2019

Fantasia	Joker 820	Bonnett	0.855	1.00	1
Floydy Boy	Ross 780	Kirby	0.933	1.00	1
Foxy Lace	Joker 820	Perrin-Shaw	0.855	1.00	1
Gingerbread Man	Noelex 25	Plimmer	0.845	1.02	1
High Time	Noelex 25	McCarter	0.845	1.00	1
Hydrous	Joker 820	Evans	0.855	0.98	1
Indulgence	Noelex 25	Stewart	0.845	1.02	1
Innisfree	Farr 750	Schumann	0.825	1.00	1
Judys Mist	Joker 820	Osborne	0.855	1.00	1
Jury's Rig	Joker 820	Herrmann	0.855	1.04	1
Mistique	Farr 750	Newington	0.825	1.00	1
Nirvana	Noelex 25	Whitburn	0.845	1.00	1
No Problem	Elliot 7.4 (WK)	Goddard	0.885	1.01	1
Satchmo	Elliot 7.4 (WK)	White	0.885	1.00	1
Shangri-la	Noelex 25	Valling	0.845	1.04	1
Signs of Life	Young 77	MacDonald	0.885	0.98	1
Skywalker	Ross 780	Pollard	0.933	0.98	1
Soolaimon	Noelex 25	Managh	0.845	0.95	1
Suzie	Noelex 25	Chester	0.845	0.95	1
Tiny Bubbles	Nimbus 747	Welsby	0.826	1.00	1

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 goes back to your association.

The exclusive Trailer Yachting Package includes:
Wide geographic trailer towing, gear, personal effects, towing and on road risks, third party liability and Accidental Death/Dismemberment.

Go to <http://www.traileryachts.org.nz/nztya-insurance/> for details or for personal report advice contact andie.buller@crombielockwood.co.nz or call Andie on 07 579 7619.

crombie lockwood
AN ARTHUR J. SALLASHER COMPANY www.crombielockwood.co.nz

NEW ZEALAND'S NATURAL COVER

Bilgewater September 2019

Crewing on Afterguard

There is a lot to be said for not being the captain. One example being the start of the King of the Straits race. Heading at speed for the windward end of the startline, we find ourselves being pushed high from an ultra fast leeward boat into the path of the stationary Race Committee Boat. I thought I was about to be part of a very expensive accident. The wide eyed looks by the rest of the crew said they were considering their own escape plan. There was no time. Amongst a chorus of shouting, I would later learn was direct ship to ship communication, Murray swung hard on the tiller swinging Afterguard away from collision. It was close. If I had a mind to, I could have plucked a cuppa and a scone off the Committee Boat before we swung clear. Yikes.

I'm sure that every sailor has a few stories of a near miss or two, and like the one above the story will receive some colourful embellishment. The near miss will get closer, the Committee Boat snacks sweeter and more fanciful, the look in Mikes eyes betraying the contents of his underpants.

The facts of the matter aside, the truth was, I was happy to not be on the helm at that moment. Nothing wrong with being the crew.



Bilgewater September 2019

Over the winter series I and I know the rest of the crew got to learn a great deal from Murray and experienced sailors like Mike. Reading the conditions, hoisting a spinnaker, shaping and trimming sails. Vangs, cunninghams and down hauls were often times used interchangeably but less so as the season went on. How to plow your way into Pine Harbour on a dead low tide. Learning by doing.

The results and the weather conditions were not always to our liking, more often too light to be in our Goldilocks zone. But each day on the water offered a new set of experiences and some new challenges.

There was a great rotating set of crew members with a big range of sailing experience and stories to share. Fuelled on a diet of cold beer and Sheryl's cooking with beautiful views of the Tamaki Strait these were some of my best days of the winter.

Many thanks Murray

Cheers

Mark

