

Bilgewater

December 2019



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Bilgewater December 2019

Committee Members

Committee Member	Portfolio	Contact
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Non Committee Members

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Commodore's Report

The silly season is upon us, and with that all the hardworking tax payers amongst us will surely be looking forward to a well-earned break from the J.O.B.

For those that are not out on the water the club Christmas party will in full swing from 6:00pm on December the 10th at the club rooms. Keith will have the BBQ sizzling and I hear Santa will be making a special appearance, so make sure you're not on the naughty list and bring along a wrapped gift.

Before we even get to the party of course there is the Ponui Island regatta this Saturday (7th of December). The weather forecast looks great for a weekend of sailing so make sure you come along. Keith Paine will be RO for the trailer yachts and Jim Pasco will do the same for the keelers.

As many of you would have heard there was a medical emergency during the Barrier cruise which involved an evac by the Westpac helicopter. By all accounts everyone in attendance did a great job of tending to the patient and arranging for medical assistance. This is a poignant reminder for everyone to check your current 1st aid kits and make sure everything is up to date.

I hope you all have a wonderful Christmas and enjoy some time with family and friends. Be safe and I hope to see you on the water.

All the best,
Paul.

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Upcoming Events

â1ã{a ž ZV	Ponui Regatta
ÜÜ{a ž ZV	Club Christmas Party - \$5 dollar secret santa
ÞÜy{ ž ZV	New Years Eve on the water
Üy{ " ZU	Motuihe Island Regatta
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á1ã{a 2 Mx	Gulf Classic Open Regatta
ÜB{a 2 Mx	Club Fishing Contest and Beach BBQ
ÝÜy{ 2 Mx	Lay-by weekend to re run any postponed Regatta
ÝÝ1Ýã{a 2 Mx	Great Mercury Island Cruise for TY and Keeler

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Compounding Matters

Attention Waikato Yacht Squadron compound members.

It was recently reported to me that the door on the new keypad box was left open yet again!! It is imperative that this is kept closed in order to prevent moisture from getting in and causing faults.

- Also please ensure that the gate into the compound is LOCKED AT ALL TIMES.
- Also please be mindful that during summer the water level in the well gets low so we need to conserve water during wash downs or else we will run out.
- Also please remember to park your boats squarely between the posts as far back as possible to avoid congestion.

Sorry to sound a bit bossy, but is very important that all of the above is adhered to in order for the compound to effectively function.

I wish you all the best for the festive season and look forward to seeing you all out on the water!

Cheers

Wayne Johnstone
Compound Convenor



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Audrey	O'Brien	Hanse 38	10:05:00	13:28:41	3:23:41	0.780	2:38:52	1	1.00	1.03	2:38:52	1
Ocean Lure	Woolerton	Hanse 415	10:05:00	13:26:45	3:21:45	0.798	2:41:00	2	1.00	1.01	2:41:00	2
Sorrento	Lundy	Dufour 40	10:05:00	13:29:55	3:24:55	0.794	2:42:42	3	1.00	1.00	2:42:42	3
Afterguard	Pearce	Davidson 35	10:05:00	13:46:17	3:41:17	0.736	2:42:52	4	1.00	1.00	2:42:52	4
Acushla	Pasco	Farr 1020	10:05:00	13:55:17	3:50:17	0.742	2:50:52	5	1.02	0.96	2:54:17	5
Royale Flush	Woolerton	Ron Given Cat	10:05:00	13:21:25	3:16:25			6				6

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Barometer Soup	Reffin	yes	Young 77	10:10:00	11:57:57	1:47:57	0.850	1:31:43	1.04	1.07	1:35:23	1	0.885	0.850
E Type 2	Beecroft		Elliot 7.4 (WK)	10:10:00	11:58:59	1:48:59	0.885	1:36:27	1.02	1.02	1:38:23	2	0.885	0.850
Aperitif	Reeve	yes	Joker 820	10:10:00	12:18:57	2:08:57	0.821	1:45:51	1.00	0.93	1:45:51	3	0.855	0.821
Kittiwake	Hepburn	yes	Joker 6.7	10:15:30	12:19:50	2:04:20	0.780	1:36:55	1.03	1.15	1:39:50	1	0.812	0.780
Sea Star	Sargent		Sabre 20	10:10:00	12:46:00	2:36:00	0.700	1:49:12	1.00	1.02	1:49:12	2	0.700	0.651
Moana Reo	Weaver		Moonraker 23	10:10:00	12:50:00	2:40:00	0.798	2:07:41	0.97	0.87	2:03:51	3	0.798	

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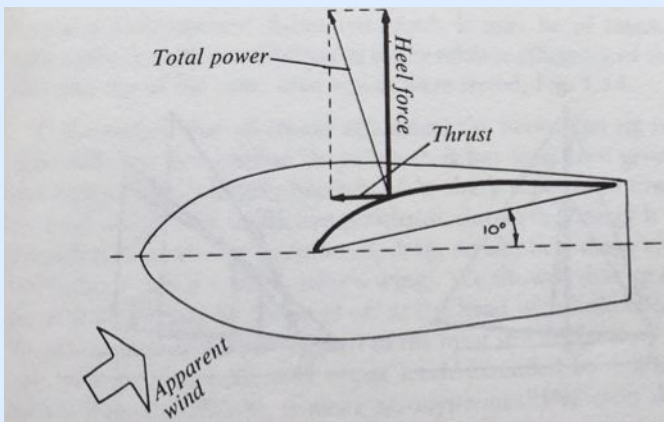
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NEW ZEALAND'S NATURAL COVER

Technical Corner

In theory, theory and practice are the same - Anon

Editors note: This section has been contributed by Nigel McCarter,, this month. Nigel and I had a great conversation about how boat balance worked, for new sailors like myself this kind of information is very useful. If you do have any questions please send them in and we can see if someone can answer them. Currently looking for someone to explain how the America's Cup boats can generate their own wind.



When I first started sailing, balance was the sailing term I had most difficulty getting my head round. The balance of a boat is not about the angle of heel, or the ability of the crew to make a cup of tea during a blow, but describes how the boat responds to the force of the wind and the resistance of the hull and keel. Balance affects your speed, comfort, and safety.

If you think about it, the force of the wind acts on the sails, and there is a Centre of Effort (CE) somewhere in the middle of the main sail.

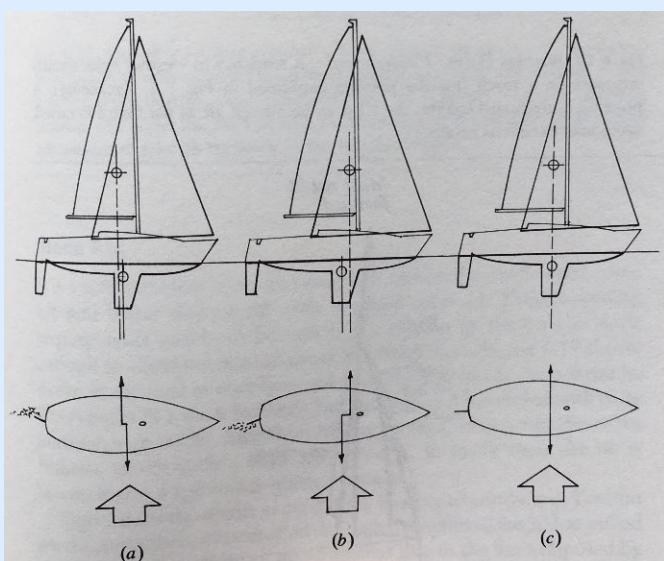
Some of that force thrusts the yacht forward,

and some heels the yacht sideways. The sideways force is resisted by the keel, rudder and underwater shape of the hull, and these combine to produce Centre of Lateral Resistance (CLR).

If the CE is aft of the CLR, then the net effect will be to push the stern away from the wind, so the boat will turn into the wind. That is, the boat will have windward helm. (See diagram below)

If the CE is in front of the CLR, then the bow is pushed away from the wind, and the boat will have lee helm.

A well balanced boat, is one where, in set conditions, the CLR and the CE are more or less in line. If the CLR and CE are out of line, the helm will be having to pull hard on the tiller to correct the turning moment, thus slowing the boat down, and making life more difficult.



Generally speaking it is safer to have a small amount of windward helm rather than lee helm, since if the steering control is lost, then the boat

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turns into the wind and into irons. Whereas with lee helm, the boat turns downwind, and you can lose control,

All sorts of things that can affect the relative position of the CE and the CLR and thus the balance of the boat.

1. Mast Rake. When the mast is raked forward, the CE moves forward, and vice versa. Most class designers specify a desirable mast position.
2. Centreboard: Swinging centreboards, for example on the Farr 6.0 and 7.5, obviously change the position of the CLR, increasing weather helm.
3. Rudder position and angle. Unless cleated down, Noelux rudders can swing up that moves the CLR backwards, increasing weather helm. Sailing with the outboard motor down not only increases the drag, it also changes the balance.
4. Sail shape. The outhaul and cunningham can produce marked changes in CE position. As the tension on the luff increases, the CE moves forward. Depending on the rig, the sail shape may also be affected by mast bend, backstay tension, side stays and other factors.
5. The balance of the boat is also affected by heel; the hull shape changes so that windward side is a different waterline length and shape to the lee side, and the CE moves outboard of the CLR.

And a heap of other factors as well. One neat part of sailing is how small changes alter the balance and improve sailing performance. As a general rule, if you are sailing and constantly having to correct course by hauling on the tiller, to, then the yacht is out of balance. Adjusting the rig or the settings will increase your speed and decrease the effort. This might only be half a knot or so, but even when cruising, a well balanced yacht is safer and faster and gets you to the anchorage much quicker.

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Talking about the weather and other cruising things

The weather plays a big part in our enjoyment of the outdoors in NZ no more so than sailing in areas such as the Hauraki Gulf. Whilst we can have an ear to the coastguard weather reports, we also need to develop an understanding of New Zealand's weather systems and how they evolve and affect us. Many times in our sailing life we have taken on board the weather report but also made decisions based on our own knowledge and gut feeling either through local knowledge or a simple observation of something like the barometer. The following are two such examples of using experience and understanding of weather systems to one's advantage and assisting in making decisions.

Many years ago during an El Nino season the family on Hydrous were in the throes of beating across Kawakawa Bay one afternoon from the eastern side of Ponui Island and were subjected to some extreme weather with the prevailing conditions. A new high pressure had moved onto the country followed by a period of blustery SW winds accompanied by bands of intense heavy rain. What transpired was that these rain squalls would last 10 minutes or so accompanied by intense winds in the order of 35-40kts, followed quickly by a pleasant sunny day. We duly arrived off the "old" ramp during one of these squalls with other crews ashore gesticulating about coming in to the ramp. Now what is happening is that as a mini front crosses the area, the wind moves a bit NW and as it all passes moves back SW again and drops down to a manageable 15kts. So for all the waving I was quite happy to roll the headsail up and slowly make headway until the front passed, my family happily ensconced in the cabin quite dry as our friends sheltered in the lee of the toilet block. Sometime later we cruised in to the ramp without much fuss and hauled out onto the trailer and someone commented about a lucky break in the weather, "no luck in that decision chap" The old ramp was not an easy place to haul out in the best of times and certainly not during a squall no matter what your helpers are demanding.

More recently during a period of calm weather for a day or so we were at anchor in the bay beside Deadman's Point, Manaia Harbour after a few hours of fishing. Our plans were to cross to the Waiheke Chl sometime in the afternoon, when the wind cooperated. The Tide was set to turn around 1430 so after a lazy lunch we had a siesta as gentle breezes would come and go but nothing of any substance for a 3 hours sail. We dozed off for an hour or so on the bunk and after a couple of hours I noticed the boat had swung round, the club burgee was fluttering in a serious way and there was now a slight jobble evident. It was now approaching 1600 and I looked out to find a pleasant northerly sea breeze building. My comment here is that this is in fact a common occurrence, I don't profess to understand the science behind this wind change suffice to say we regularly wait for a wind change post tide change and it works more often than not. But the essence of the story is to make a plan according to prevailing and likely scenarios. What followed was a pleasant tight reach across the Firth to Pakatoa Island with a good breeze to boot and beats 2 hours or more under power. Our cruising/anchoring options around areas such as the Coromandel

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islands are many and varied and we again need to be mindful of when winds will change and what our options might be whatever the time of night.

The Coromandel area offers a good number of islands, sandy beaches, mussel farms and plenty of overnight anchorages. How often have you taken your trailer yacht up to the road bridge in Coromandel town for a few hours visit for refreshments & supplies or maybe visit the Celtic Fair? We did this regularly and at half tide you will have plenty of time to do some shopping. There is a water tap on the western sea wall near the ramp and fuel just over the road as well as a handy pub. Heading north through little passage remember it's a green marker so keep to Port heading northward. As one exits the channel about half a mile distant on your port side is Deep Water Cove a good anchorage in SW thru SE. Another good anchorage area further north of the mussel farms are the bays just to the south of Hautapu Point. Pleasant sheltered sandy beaches, always popular in Easterlies but as can be the case in settled anticyclonic conditions the day may well be fraught with light winds but the SW can pick up in the evening. I call it the Manukau Harbour sea breeze. The land drawing in the air from the west rather than from the North as we would normally experience ..have a plan!



Up the creek in Coromandel Town



Hautapu Point

A further few miles northward is another good overnight anchorage in westerlies, Motuwi, or Double Island. Nothing to add regarding pleasant beaches but a reasonable sandy landing spot in the low lying gap. But good shelter nonetheless, actually on both sides as the western anchorage is good in NE winds. And lastly on my short tour just another few miles NW of Motuwi is the island of Happy Jack, with the pleasant anchorage in Elephant cove. The location has a reputation from

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some quarters that it's not a good overnight anchorage. That's debatable but if you do venture up there have a plan B and consider your course for Motuwi island if the wind turns SW. One of the issues as I see it is that the cove is rather restricted in area but none the less surprising how many boats can fit in here in calm conditions. We have had more pleasant nights there than I care to remember, even BBQ tea on a rocky foreshore but I can also recall the times when we've been caught out. If you haven't been challenged by a wind change at night you clearly are not enjoying what New Zealand's got to offer.

Nigel Lancaster

Passing Fancy

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For Sale



Indulgence (Dictionary – “ to satisfy a simple pleasure”) is for Sale.

Indulgence is a Noelex 25 which we have owned since 2003. She has taken us on some great adventures around the Hauraki Gulf and sometimes further North to Bay of Islands and Great Barrier Island. She has often been successful in our Club cruising races. Indulgence was Steve Marten's (of Marten Marine who built the Noelex hulls) personal boat ... it is fast and well equipped.

She has a Pop Top, a marine toilet with holding tank, Gas cooker, Yamaha 8HP 4stroke which we bought new in 2003. The motor has just been overhauled and fitted with a new carburettor.

Sails comprise mainsail, tracking genoa, storm jib, spinnaker and smaller spinnaker, all in good order.

There is a Log/depth-sounder/fish-finder, VHF radio and Autohelm.

Indulgence is a very tidy boat well set up for cruising. Sleeps four. There is a boom tent and a sun cover and small inflatable. She has a 38 litre Engel fridge (2013). There are two batteries and a solar panel. There is a Log/depth-sounder/fish-finder and a VHF radio.

The trailer is dual wheel and braked and has always had a WOF. We are about to fit new rollers and renew the WOF.

We hope Indulgence will stay with the Waikato Squadron. We are asking \$25,500.

Contact Peter on 021722045 or Fran on 021486263.

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