

# Bilgewater

February 2020



*Where's Wally?  
(Judicious choice to camp next to the defibrillator)*



## *Bilgewater February 2020*

### Committee Members

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### Non Committee Members

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*Bilgewater February 2020*

## *Commodore's Report*

Returning from the Motuihe regatta I have a lot to process and it's not easy to put everything into context... Certainly the days racing was very exciting with steady winds, some choppy seas and close competition.

Having the mainsheet shackle explode in jubilant excitement just as we gybed across the line certainly added to the surreal nature of the weekend, but I think it was the beach party afterwards that I'll not soon forget. Many of the squadron attendees arrived wearing 1920's type attire and almost instantly the cocktail competition kicked off.

With quite a few liquid sensations on offer it was tough job for the judges but they took it in their stride.

The next morning (but not too early) people started making plans, most the field returned via the Tamaki Straight while some of us decided to complete the loop around Waiheke.

Shortly after leaving Owhanake bay we discovered the Tiller had developed a fracture leading back to the rudder stock. A quick rope lash to secure everything and we were on our way.

I heard another member managed to do a much better job and split their tiller in two.... But we don't name names... do we Alan.

One of our esteemed senior members has pointed out to the committee that the January Bilgewater was a little light on content... and to be fair it was.

I know many of you are out enjoying your holidays and spending time on the water but if you could please try to remember that the Bilgewater runs on submissions from club members.

I'm sure many of you have a story or experience to share with the club and we'd love to hear it so please put pen to paper and send them in to our editor Mark at [sargent.mark@gmail.com](mailto:sargent.mark@gmail.com)

Take Care

Paul Weaver.



## *Bilgewater February 2020*



*Cocktails at Owhanake Bay*



## *Bilgewater February 2020*

### *Upcoming Events*

- 15-16th Feb** Ladies Sail Training Day (Cancelled)
- 22-23rd Feb** Tarahiki Island Regatta
- 6-8th Mar** Gulf Classic Open Regatta
- 14th Mar** Club Fishing Contest and Beach BBQ
- 21st Mar** Lay-by weekend to re run any postponed Regatta
- 22-29th Mar** Great Mercury Island Cruise for TY and Keeler





*Bilgewater February 2020*



## **38<sup>th</sup> WAIKATO YACHT SQUADRON GULF CLASSIC** 6<sup>th</sup> - 8<sup>th</sup> March 2020

The Organising Authority is The Waikato Yacht Squadron,  
P.O. box 4263, Hamilton East, New Zealand

*Please find further details at the end of this edition - Editor*





## *Bilgewater February 2020*

### NOTICE OF RACE

#### TARAHIKI ISLAND RACE

**DATE:** Saturday 22nd February 2020

**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:** In the Ruthe passage between the channel PORT marker and a point on Rotoroa Island directly beneath the sculpture on the headland. Skippers to record their finish time in Hrs/mins/secs. Alternatively, if time and distance allow, the first boat to reach the line could establish a finish line between themselves and the PORT channel marker and record times of finishing yachts. Please advise the fleet on Ch 77 if you are able to establish a finish line.

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

#### **RACE OFFICERS:**

**TRAILER YACHTS:** Hugh Beecroft – E Type 2

**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.**



## *Bilgewater February 2020*

### Motuihe Regatta

### Saturday 1<sup>st</sup> February 2020

The wind forecast looked excellent for the keeler fleet at 10-20knots SW, but maybe a bit marginal for the TY fleet??

No worries said our intrepid race officers Murray (keeler) and Wayne (TY). We'll make the hardest course for the keelers and an easier one for the TY.

The keelers started at Pine Harbour as a fleet of 5 including the big white CAT, in a steady SW. We all had a terrific off the wind sail out Sergeants Channel and on to Rakino, with a close tussle between Audrey and Sorrento all the way up. Royle Flush deployed the big new Code Zero just to show how it should be done!

In behind Rakino was a lovely little dead spot, so we wafted along.....then on Afterguard all hell broke loose as we were hit by 23knots on the nose with the full genoa out. It takes a bit to get a big genoa in by yourself, but being the youngster, I am, all was retrieved. Meanwhile the rest of the fleet were hard on the wind getting out from Rakino to tack down the Motuihe channel and the finish at Islington Bay.

Ahead of me was a big CAT flapping a BIG headsail. Number ONE rule when flying a code zero is get the sucker furled in before you hit 20+ knots ahead. Roy and John were having trouble. Trouble turned into broke. Broke turned into retirement from race and a DNF.

Meanwhile Audrey, Sorrento and Acushla (all fully crewed) were having a great race in a steady 20+knots on the nose. Reefs went in on most boats and Sorrento looked well in control. BANG – Sorrento genoa sheet gave way and big flappy sail out front and no more boat speed. Audrey took advantage and crossed the line first. Sorrento recovered to second followed closely by Acushla. Afterguard (sailing solo) was in its named position.

The TY fleet of 10 entrants set off from KK bay wharf on a long tight reach up the Tamaki strait heading for Park point and a finish at Owhanake Bay on Waiheke. By all accounts a cracking pace was set with the big DIV 1 boats Barometer Soup, E Type 2, Signs of Life, and Entrée (Tim Haywards new boat) racing hard. Falkor and Aperitif were well in touch all the way until Aperitif got too clever and blew his chance of winning (ask Greg for detail) Barometer Soup (Dave and Ruth) took line and handicap honours. Only 35 seconds separated the next 4 boats on handicap.

A good fleet of DIV 2 boats set out with Farr Farr Away (AJ) and Troubadour (Steve) racing their first event. However, there was a Joker in the fleet! – everyone else was doomed. At the finish line a brilliant race by Steve and Liz (on JOKER) saw them take line and handicap honours.

We all gathered at Owhanake Bay for results, followed by the cocktail party. Keeler results were close with only 37 seconds separating the first 3 boats. Audrey took the honours, on line and handicap.

Then the fun started – see photos.

Murray

AFTERGUARD



## Bilgewater February 2020

### PONUI ISLAND RACE RESULTS

#### Keeler Division

<u>Boat Name</u>	<u>Owner</u>	<u>Design</u>	<u>Start</u>	<u>Finish</u>	<u>Elaps'd</u>	<u>Rate</u>	<u>Correct time</u>	<u>Place</u>	<u>H'cap</u>	<u>As sailed</u>	<u>H'cap Time</u>	<u>Place</u>
<u>Audrey</u>	<u>O'Brien</u>	<u>Hanse 38</u>	<u>10:15:00</u>	<u>13:40:00</u>	<u>3:25:00</u>	<u>0.780</u>	<u>2:39:54</u>	<u>1</u>	<u>1.00</u>	<u>1.05</u>	<u>2:39:54</u>	<u>1</u>
<u>Afterguard</u>	<u>Pearce</u>	<u>Davidson 35</u>	<u>10:15:00</u>	<u>13:53:10</u>	<u>3:38:10</u>	<u>0.736</u>	<u>2:40:34</u>	<u>2</u>	<u>1.00</u>	<u>1.04</u>	<u>2:40:34</u>	<u>2</u>
<u>Sorrento</u>	<u>Lundy</u>	<u>Dufour 40</u>	<u>10:15:00</u>	<u>13:46:27</u>	<u>3:31:27</u>	<u>0.794</u>	<u>2:47:53</u>	<u>3</u>	<u>1.00</u>	<u>1.00</u>	<u>2:47:53</u>	<u>3</u>
<u>Kashan</u>	<u>Little</u>	<u>Beale 12.5</u>	<u>10:15:00</u>	<u>13:55:00</u>	<u>3:40:00</u>	<u>0.820</u>	<u>3:00:24</u>	<u>4</u>	<u>1.00</u>	<u>0.93</u>	<u>3:00:24</u>	<u>4</u>

#### Trailer Yacht Division

<u>Boat Name</u>	<u>Div</u>	<u>Owner</u>	<u>Dinghy</u>	<u>Design</u>	<u>Start</u>	<u>Finish</u>	<u>Elaps'd</u>	<u>Rate</u>	<u>Correct time</u>	<u>Pl</u>	<u>H'cap</u>	<u>As sailed</u>	<u>H'cap Time</u>	<u>Pl</u>
<u>E Type 2</u>	<u>1</u>	<u>Beecroft</u>	<u>yes</u>	<u>Elliot 7.4 (WK)</u>	<u>10:00:00</u>	<u>13:18:13</u>	<u>3:18:13</u>	<u>0.850</u>	<u>2:48:24</u>	<u>1</u>	<u>1.02</u>	<u>1.05</u>	<u>2:51:46</u>	<u>1</u>
<u>Indulgence</u>	<u>1</u>	<u>Stewart</u>		<u>Noele x 25</u>	<u>10:00:00</u>	<u>13:20:00</u>	<u>3:20:00</u>	<u>0.845</u>	<u>2:49:00</u>	<u>2</u>	<u>1.02</u>	<u>1.05</u>	<u>2:52:23</u>	<u>2</u>
<u>Skywalker</u>	<u>1</u>	<u>Pollard</u>	<u>yes</u>	<u>Ross 780</u>	<u>10:00:00</u>	<u>13:16:26</u>	<u>3:16:26</u>	<u>0.896</u>	<u>2:55:56</u>	<u>3</u>	<u>0.98</u>	<u>1.01</u>	<u>2:52:25</u>	<u>3</u>
<u>Falkor</u>	<u>1</u>	<u>Johnstone</u>	<u>yes</u>	<u>Joker 820</u>	<u>10:00:00</u>	<u>13:46:00</u>	<u>3:46:00</u>	<u>0.821</u>	<u>3:05:30</u>	<u>4</u>	<u>1.00</u>	<u>0.95</u>	<u>3:05:30</u>	<u>4</u>
<u>Aperitif</u>	<u>1</u>	<u>Reeve</u>	<u>yes</u>	<u>Joker 820</u>	<u>10:00:00</u>	<u>13:46:10</u>	<u>3:46:10</u>	<u>0.821</u>	<u>3:05:38</u>	<u>5</u>	<u>1.00</u>	<u>0.95</u>	<u>3:05:38</u>	<u>5</u>
<u>High Time</u>	<u>1</u>	<u>McCarter</u>		<u>Noele x 25</u>	<u>10:00:00</u>	<u>DNF</u>		<u>0.845</u>		<u>6</u>	<u>1.00</u>			<u>6</u>
<u>Kittiwake</u>	<u>2</u>	<u>Hepburn</u>		<u>Joker 6.7</u>	<u>10:00:00</u>	<u>13:16:26</u>	<u>3:16:26</u>	<u>0.812</u>	<u>2:39:30</u>	<u>1</u>	<u>1.03</u>	<u>1.10</u>	<u>2:44:17</u>	<u>1</u>
<u>Sea Star</u>	<u>2</u>	<u>Sargent</u>		<u>Sabre 20</u>	<u>10:00:00</u>	<u>14:16:04</u>	<u>4:16:04</u>	<u>0.700</u>	<u>2:59:15</u>	<u>2</u>	<u>1.00</u>	<u>0.98</u>	<u>2:59:15</u>	<u>2</u>
<u>Hallelujah</u>	<u>2</u>	<u>Hayward</u>		<u>Noele x 22</u>	<u>10:00:00</u>	<u>13:52:24</u>	<u>3:52:24</u>	<u>0.811</u>	<u>3:08:29</u>	<u>3</u>	<u>1.03</u>	<u>0.93</u>	<u>3:14:08</u>	<u>3</u>



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### Motuihe Regatta Saturday 1<sup>st</sup> February

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	PL
Audrey	O'Brien	Hanse 38	10:30:00	13:33:19	3:03:19	0.780	2:22:59	1	1.02	1.02	2:25:51	1
Acushla	Pasco	Farr 1020	10:30:00	13:42:58	3:12:58	0.742	2:23:11	2	1.02	1.02	2:26:03	2
Sorrento	Lundy	Dufour 40	10:30:00	13:34:28	3:04:28	0.794	2:26:28	3	1.00	0.99	2:26:28	3
Afterguard	Pearce	Davidson 35	10:45:00	14:08:36	3:23:36	0.736	2:29:51	4	1.00	0.97	2:29:51	4
Royle Flush	Woolerton	Ron Given Cat	10:30:00	DNF				5				5

Boat Name	Div	Owner	Dinghy	Design	Start	Finish	Elaps'd	Rate	Correct time	P l	H'cap	As sailed	H'cap Time	PL
Barometer Soup	1	Reffin	yes	Young 77	10:30:00	12:36:57	2:06:57	0.850	1:47:51	1	1.04	1.08	1:52:10	1
Falkor	1	Johnstone	yes	Joker 820	10:43:00	13:03:09	2:20:09	0.821	1:55:02	4	1.00	1.01	1:55:02	2
E Type 2	1	Beecroft	yes	Elliot 7.4 (WK)	10:30:00	12:42:50	2:12:50	0.850	1:52:51	2	1.02	1.03	1:55:07	3
Signs of Life	1	MacDonald	yes	Young 77	10:30:00	12:48:50	2:18:50	0.850	1:57:57	5	0.98	0.99	1:55:36	4
Entrée	1	Hayward		Noelx 25	10:30:00	12:42:50	2:12:50	0.845	1:52:15	3	1.03	1.04	1:55:37	5
Aperitif	1	Reeve	yes	Joker 820	10:30:00	13:13:15	2:43:15	0.821	2:14:00	6	0.97	0.87	2:09:59	6
Joker	2	Guest	yes	Joker 6.7	10:30:00	12:59:33	2:29:33	0.780	1:56:35	1	0.95	1.13	1:50:45	1
Moana Reo	2	Weaver		Moonraker 23	10:30:00	13:11:34	2:41:34	0.798	2:08:56	2	0.97	1.02	2:05:04	2
Farr Farr Away	2	Jones		Farr 6000	10:30:00	13:27:49	2:57:49	0.745	2:12:28	3	1.00	0.99	2:12:28	3
Troubadour	2	Kirby		Beachcomber 23	10:30:00	13:53:27	3:23:27	0.733	2:29:08	4	1.00	0.88	2:29:08	4





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Race Points for Open Championship - 2020											
Boat name	Skipper	Division		Kawau	Ponui	Motuihe	Tarahiki	Coro-mandel	Hooks Bay	Saltwater	Total
Audrey	O'Brien	K		1	1	1					3
Sorrento	Lundy	K		3	3	3					9
Afterguard	Pearce	K		4	2	4					10
Acushla	Pasco	K		5	6	2					13
Ocean Lure	Woolerton	K		2	6	6					14
Kashan	Little	K		7	4	6					17
E Type 2	Beecroft	1		2	1	2					5
Barometer Soup	Reffin	1		1	8	1					10
Falkor	Johnstone	1		5	4	4					13
Aperitif	Reeve	1		3	5	6					14
Indulgence	Stewart	1		5	2	8					15
Skywalker	Pollard	1		5	3	8					16
Entrée	Hayward	1		5	8	3					16
Signs of Life	MacDonald	1		5	8	5					18
High Time	McCarter	1		5	6	8					19
Kittiwake	Hepburn	2		1	1	6					8
Sea Star	Sargent	2		2	2	6					10
Moana Reo	Weaver	2		3	5	2					10
Joker	Guest	2		5	5	1					11
Farr Farr Away	Jones	2		5	5	3					13
Troubadour	Kirby	2		5	5	4					14
<b>Notes</b>											
1. Series points allocated on actual race place for handicap or corrected(for Open) time											
2. Non starter in any race who have entered series allocated points at 2 place outside last finisher for that race.											

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NEW ZEALAND'S NATURAL COVER



*Bilgewater February 2020*

## *Talking tactics on club passage races..... sailing in "clear air"*

I was once sailing with Harold Hampson on "Kahurangi" during the Joker Champs on Lake Hakanoa. Now Harold was a good middle of the fleet sort of racer but on one particular race after a couple of laps of the Lake Hakanoa course he said to me in a most animated way! "Nigel....there's no one else in front of us" and my immediate response was "so we had better start defending our position" The sailors who get to the front, will defend that position, they will (or should) cover the next few boats and what the rest of the fleet must think about now is...what is my plan to get an advantage. Is there within us a desire to improve ourselves in whatever we are doing and in our case club racing albeit passage racing? Let's not underestimate and dumb down the event, it is in simple terms still just a yacht race. This brings about an interesting range of tactics to consider. The issue with club racing on our level is that we are a fleet of very dissimilar designs and so there is little to be gained in a 22 footer trying to defend their position against a Ross 780 or similar. Essentially we need to understand the effects one boat will have on another in terms of disturbed wind, in short don't be a follow the leader sort of sailor.

So let me discuss the issues of club racing but in the context of a confined course such as the Waiheke Channel where there will be limitations and physical issues that will force your hand as it were. My ideas are simply advice to a club fleet such as ours not the Trailer Yacht Nationals. So consider if you will, it's a northerly breeze and the fleet is tacking up the channel from the Passage Rock area taking account of all the headlands and promontories and other issues that will affect our progress. As mentioned earlier, don't get caught in the "sheep yard" scenario. Going with the flow and following the fleet will never get you any advantage. Whilst we mustn't ever forget that old adage that with every tack you will drop half a boat length, do something different. That in itself puts a sense of unease in the leaders; you've gone out on your own! So don't follow the fleet to the next lay line, the next island, headland or whatever, tack early and head up the middle in clear air. Because by following the fleet you will never have the "legs" to overtake simply because you are making the big mistake of sailing in the oppositions disturbed air which will slow you down immeasurably. So whatever the level of racing be it a passage race or round the cans; sailing in the disturbed air off the opposition is something you want to avoid at all costs and in our fleet is simple to achieve. So you go out on your own up the middle on starboard tack and eventually you need to tack and reengage with the fleet as you come back on port. Maybe you have picked up a lift and with good boat speed you are now coming in to the bunch of yachts coming off their last tack and are now on starboard. Yes they have R-O-W as starboard tack boat, but you have options, 3 in fact. What you don't want to do is tack because you think you have too!



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off their port quarter or off their stern, those are not one of your top options. Are you able to sail clear ahead of one of them or more likely may be dip behind one and clear ahead of another, whatever, as much as possible see away thru the group of yachts and tack in clear air well away from them. The plan of sailing in clear air away from other yachts disturbed wind cannot be overstated!! So if you must tack before you pass this little cluster, think about a plan as you approach and if it must be to leeward, not aft of their side stays, otherwise dip and carry on. So navigating the Waiheke Channel has its challenges, but you might well round the Pakatoa Reef and consider we didn't do too bad did we family, having picked up a place during that close tacking duel, sit back and enjoy the reach to Tarahiki Island. But don't get too comfortable trimming is now important.



The other events we have are sailed in more open water eg the TeKouma (Coromandel) event. First and foremost, what is the tide doing in the next 3 hours, many a yacht has come unstuck because they reach across to the Cow n Calf on the



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rhumb line only to find the ebb tide has taken them 3-4 miles northward and now they are having to climb back up to the finish line. What do affect us in all our sailing anywhere are wind shifts and good sailors will take advantage of the lifts and knocks. They will come in cycles of varying length of time and sometimes with large wind angle changes so on a long race across the firth one may want to take advantage of these, more so later in the race, none the less they will assist. I've been in races where we have worked shifts for hours and done very well by them, thank you. We could put a time on the shift and be ready. So there may be longer tacks earlier on and you will need to consider what other yachts are doing. Again, if you're on port tack, go when you want to and try to put yourselves in a position in clear air, there's plenty of room out in the firth rather than the Waiheke Chl to dip and carry on. If you do cross the starboard boat by a couple of boat lengths and that's close enough, consider tacking once clear and put yourself in the "box seat" as windward boat.

Let me discuss if I may a tactical manoeuvre that is in the fleet racing, competitive basket realm. Its call "Safe Leeward Berth" What is essentially required is good crew work when tacking!! So you tack so your boat is safely sailing just off the weather boats lee bow!! As mentioned previously you may sail clear ahead and tack off their starboard bow and that's a top position. You may tack 2-3 boat lengths or more away off their port bow, still a good strong position. You may simply find yourself able to tack off their Port bow with a boat length to spare. The tack needs to be smooth, efficient and power up quickly before the other boat sails right over you and the helmsman smiles & waves as he sails by. Good for dinghy sailing in my youth, very effective in a Joker 820 where we could tack efficiently and get the headsail in quickly. We were tacking in what I termed the splash area and whilst you're doing the manoeuvre you don't have any rights but once completed and you are in the right place, on the other boats port bow, the weather boat must give you room and will be immediately affected by your disturbed air.

Whilst I acknowledge that our club events are probably at the lower level of competition, notwithstanding that, some thought and planning your approach with your crew will lift your performance and ultimately get some satisfaction from the day's sailing, rather simply sailing at the tail end of the fleet to Tarahiki Island and back.

In short: Don't be a sheep and follow the leaders, go out on your own and get clear air. Heads up and looking ahead to consider options and tack when you want to and where you want to. Trim trim and trim;

OR..... If in doubt let it out, with a story to highlight; could have been any race but this was the 100 Miler at night.....numerous yachts about on a tight reach crew half asleep and we are struggling to get an advantage in a light breeze. So we did what was



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required, just eased the genoa by 100mm and the main. That's all it took and within 100meters there was action a plenty on the other boats to respond.

On another night at the parking lot near Passage Rock many boats drifting in the wee hours searching for an advantage and some clown wraps a sheet round a winch and gives it a pull!! There was no puff of wind just a good laugh and action stations.

I've sailed in more regattas than I care to remember and my moto was at the start in a large mixed fleet of R780's E7.4's N25"s and other J820's we should always stay away from boats we couldn't compete with on speed or higher rated and always manoeuvre to get clear air, always!!!! That was my standard conversation with the likes of my crew Peter Stark, who shared many boisterous starts with me. I recall one day loitering at the port (pin end) with a couple of other boats with less than a minute whilst the committee boat end became "busy" and a nod from the other two confirmed for us that this was indeed the favoured end. A huge bias and boisterous wasn't the only word describing the start!!

Nigel Lancaster....January 2020



*Bilgewater February 2020*

## *Assault On Coromandel*

The ships Ocean Lure and Audrey rendezvoused in Woolshed Bay, Coromandel Harbour, where an assault on the township of Coromandel, for the procurement of ship supplies was planned for the following day. At 800 hours January 12 the ships upped anchor and set sail to Coromandel as close to the town as the tide would allow. At 8:30 hours all crew disembarked into inflatables travelling in convoy, undertaking a seaborne incursion on the western flank. Timing was crucial in order to coincide with high water at 905 hours. The advance was made through the mangroves; as this would be unexpected and being a daylight assault, would take the towns people by surprise . This was accomplished with military precision.

Having breached the inflatables and secured the bridgehead, the company advanced up the main street passing the Admiral Arms Hotel armed with shopping bags, and wallets. No resistance was encountered. Indeed the locals people were welcoming and friendly particularly when shown our credit cards. At this stage the mission could have been thrown into jeopardy but being a Sunday the dress shops were closed disappointing some of the crew.

This was fortunate on many fronts as delays would have proved disastrous by missing high tide and being marooned with an outgoing tide.

However the company advanced up Wharf Street as far as the Coromandel hardware where an adapter was purchased for communication purposes on Ocean Lure. After considerable consultation a strategic move was made to visit the Good George for well deserved refreshments.

It was at this point it was decided to split ranks. Some crossed the street to replenish supplies of fish bait. The proprietor under interrogation divulged information as to the best fishing spots. These were to be had between the mussel farms and the shore . It was pointed out to him that getting our ships in there and certainly out again wold prove problematical. Meanwhile the remainder of the company advanced concentrating on the task of replenishing supplies to the Four Square. Provisions of fresh bread, vegetables, eggs and bacon, and fruits were acquired. This undertaking took a little longer than anticipated due to a problem of over choice, but was successfully accomplished.

The company reunited at the bakery where supplies of custard squares and fresh buns were acquired.

A hasty retreat was then made past the Admiral Arms back to the inflatables making it before the approach of the outgoing tide and returning to the ships.

The mission was most successful, all personal were accounted for and no casualties were reported.

Your Correspondent,

Bryan O'Brien



*Bilgewater February 2020*



## **38<sup>th</sup> WAIKATO YACHT SQUADRON GULF CLASSIC**

6<sup>th</sup> - 8<sup>th</sup> March 2020

The Organising Authority is The Waikato Yacht Squadron,  
P.O. box 4263, Hamilton East, New Zealand

### **NOTICE OF RACE**

#### **1 RULES**

**1.1** The regatta will be governed by the rules as defined in YNZ *The Racing Rules of Sailing 2017-2020*. The rules of individual yacht classes shall apply, except as any of these are altered by the Notice of Race or Sailing Instructions.

#### **1.2 Yachting New Zealand Safety Regulations shall apply as follows**

##### **Trailer Yachts**

All Trailer Yacht Designs as approved by the New Zealand Trailer Yacht Association (NZTYA) and shall comply with the Yachting New Zealand Safety Regulations Part V - Trailer Yachts - Category B. These regulations take precedence over individual class rules.

##### **Keelboats**

All Keelboats shall comply with Category 4 of the Yachting New Zealand Safety Regulations Part II — Offshore & Coastal Racing & Cruising with the exception that a life raft or dinghy is not required.

##### **All Yachts**

All yachts shall carry an operating and functional marine VHF transceiver, fitted with channels 16, 77, 64 & 60, which shall remain switched on and tuned to the appropriate channel, monitored by the crew on board and available for use at all times. All yachts shall carry an up to date version of



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Chart NZ 532 (Approaches to Auckland) and Chart NZ 5324 (Tamaki Strait).

A yacht sailing two-handed shall be fitted with jackstays pursuant to Clause 17.23 (e) of the YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising) and two safety harnesses pursuant to SR Appendix 4 of YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising).

Racing Rule 52 is amended to permit the use of self-steering devices.

All yachts shall, upon request, make themselves available for inspection for compliance with safety regulations. A yacht may also be inspected after the race.

### **1.3 Equipment Rules / Ratings**

Corrected times for trailer yachts shall be calculated from current ratings published by the NZTYA. For designs where rating information has not been supplied during the past two seasons, the Race Committee reserves the right to assign a rating and Race Division for these entrants. The Race Committee also reserves the right to refuse any entry and to amend the rating of any yacht whose hull, spars or sails have been altered from class rules or, where class rules are non-existent, from approved designs.

Waikato Yacht Squadron will assign Keelboat ratings for this event. They require recent club racing handicap history and PHRF ratings (where applicable) to be supplied on the entry form.

The Race Committee's decision on ratings shall be final and no discussion will be entered into.

**1.4** Appendix T will apply.

## **2 ADVERTISING**

**2.1** Competitor advertising will be restricted as follows:

Competitor advertising shall not conflict with advertising by the race sponsors or the Club sponsors.

**2.2** Boats may be required to display advertising chosen and supplied by the organising authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [Discretionary Penalty].

## **3 ELIGIBILITY AND ENTRY**

**3.1** The regatta is open to Keelboats and Trailer Yachts. The minimum crew on board at all times during the race shall be two persons (including the skipper) over the age of 16 years.

Please submit entries on the Official Entry Form supplied with this Notice of Race (or available on the website [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)) **please complete in full.**



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Please send entries to the following address and make payment at the same time. Alternatively, if you prefer send a scanned copy or “good” picture to [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

**The Closing date for receipt of Entries is Sunday 1<sup>st</sup> March 2020.**

Address: Gulf Classic Committee  
Waikato Yacht Squadron  
P O Box 4263  
Hamilton East or by email to: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

The entry fee is \$55.00. Cheques made payable to Waikato Yacht Squadron.  
We prefer electronic payments made to ASB account number:  
12-3171-0044255-000

Include the Boat Name and sail number as reference.

Entrants note that the Waikato Yacht Squadron reserves the right to cancel the event if insufficient paid entries are received on or before 1<sup>st</sup> March 2020. If the event is cancelled for this reason all entry fees will be refunded. Notification of cancellation will be sent to those who have entered by the date of cancellation.

An entrant who has paid the entry fee and withdraws from the event will be refunded the full entry fee, provided the Waikato Yacht Squadron receive such notice of withdrawal on or before 1<sup>st</sup> February 2020. No refund will be given for any withdrawal received after that time.

### **3.2 Confirmation of Compliance**

The person signing an entry form thereby confirms that the vessel entered to this event fully complies with the requirements of clause 1.2 of this Notice of Race. For the avoidance of doubt, it is the sole responsibility of the skipper to ensure that his or her yacht and crew meets the requirements of these clauses.

**3.3** Each competitor, entrant and crew members shall be a member of a club affiliated to Yachting New Zealand. Indication of affiliated club membership is to be submitted with entry.

## **4 SCHEDULE**

### **4.1 Registration**

A registration desk will be located in the upstairs lounge at the Maraetai Beach Boating Club on the evening of Friday 6<sup>th</sup> March 2020. All skippers (or a skipper’s representative) are required to sign the register and confirm entry details with the Race Committee Secretary at the Registration Desk between 1830hrs and 2030hrs Friday 6<sup>th</sup> March 2020. Attendance at the briefing is strongly recommended for all skippers and crew. Race entrants that do not attend the briefing are still required to sign the register and any disclaimer and confirm your entry details with the Race Committee Secretary at the Registration Desk between 0800hrs and 0830hrs on Saturday 7<sup>th</sup> March 2020.



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Should any boat attempt to participate in the race without completing this formality its result will be recorded as DNS (Did Not Start).

### **4.2 Briefing**

The pre-race briefing will be held in the upstairs lounge at the Maraetai Beach Boating Club commencing at 2030 hrs. NZDT Friday 6<sup>th</sup> March 2020.

### **4.3 Date of racing: 7<sup>th</sup> and 8<sup>th</sup> March 2020**

Division starting 7<sup>th</sup> March:

Keelers - 1000 hrs

Div 1 - TY 60 – 1005 hrs

Div 2 - TY 40 – 1010 Hrs

### **4.4** The scheduled time of the first division warning signal is 0955 hours.

**4.5** Waikato Race Control reserve the right to amalgamate divisions in the event of insufficient entries being received for any single division.

## **5 SAILING INSTRUCTIONS**

A draft copy of the Sailing Instructions will be provided upon receipt of entry. A final version will be made available at the briefing. This document provides important information for all participants. Please read it carefully before starting. The sailing instructions will be on the official notice board located at Maraetai Beach Boating Club, 188 Maraetai Drive. Auckland

## **6 VENUE**

The event will be based out of the Maraetai Beach Boating Club situated at 188 Maraetai Drive Maraetai Beach Auckland.

There will be catering available for the Friday night briefing and Sunday morning breakfast and prize-giving.

Trailer yachts may park and launch from the MBBC boat ramp.

## **7 RACING AREA**

The racing area will be within the inner gulf (see attached course charts) and are shown on this NOR as attachment 1

## **8 THE COURSES**

The courses to be sailed will be as follows:

The courses described herein shall be sailed in either an anti-clockwise direction (Port Course) or a clockwise direction (Starboard Course), depending on wind direction. The direction to be sailed shall be identified by the Committee Boat flying a red flag (Port Course) or a green flag (Starboard Course).



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The descriptions below indicate the Port Course for each.

**Port Course A** — approximately 80 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage

Thumb Point (Waiheke Is) to PORT.

To Whangaparoa Navy Buoy to PORT

To the Rakino Channel, Rakino Island to PORT, Motutapu Island to STBD.

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rangitoto Island and Motutapu Island to STBD.

To and rounding Rakino Island to STBD.

Through Sergeant Channel

To FINISH.

**Port Course B** — approximately 60 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage

Thumb Point (Waiheke Is) to PORT.

To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rounding Rangitoto Island and Motutapu Island to STBD.

Through Rakino Channel with Rakino Island to PORT.

Through Sergeant Channel

To FINISH.

**Port Course C**— approximately 40 nautical miles.

From START, leave Passage Rock to PORT

Through the Waiheke Channel, Waiheke Island to PORT, Ponui Island Rotoroa Island and Pakatoa Island to STB.

Leave Waiheke Island to PORT, To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through Sergeant Channel

To FINISH.

**Port Course D** - approximately 25 nautical miles

From the start, leave Sunday Rock to STB

Passage Rocks and Passage Rock Reserve beacon to STB

Browns Island Navy Bouy to STB

Through the Motuihe Channel leaving Motuihe Island to STB

Through the Sergeants Channel to the Finish

## **9 PENALTY SYSTEM**

**9.1** RRS 44.1 applies when a boat has broken one or more rules of part 2 in an incident while racing.



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### 10 **SCORING**

10.1 The Low Point Scoring system will be used.

10.2 Handicaps for calculating corrected times will be based on the boat rating assigned by NZTYA (trailer yachts) and WYS Race Committee from PHRF ratings advised on the entry form for keel boats.

### 11 **RADIO COMMUNICATION**

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones. [DP]

### 12 **POSITION REPORTING**

12.1 **RaceQs Tracking** – For safety reason, increased interest in online viewing, and developing race organization practice, each entrant is required to use the RaceQs tracking service. To use the service, you will need two smartphones (one as a backup) that use either ios9 and above, or Android 6.0 and above operating system. The RaceQs GPS tracking service is being made available at no cost to each competitor.

**Full instructions on how to install and use the app will be detailed in the sailing instructions that will be sent out on receipt of entry.**

### 12.2 **VHF Contact**

VHF contact between the Waikato Race Control and the competitors on VHF Channel 77 can be difficult at times dependant on the competitors location in the Gulf. For the start and finish competitors should monitor Channel 77 for instructions and reporting. For general safety after the start competitors are to maintain watch on Channells 60 & 64 ( dependent on location) for reporting to and receiving from Coastguard any instructions for changes to the Sailing Instructions.

The procedure will be that the Waikato Race Control will advise Coastgurd of any changes to the Sailing Instructions and Coastgurd will advise the fleet of these changes via Channels 60 & 64 AND WILL REQUIRE ACKNOWLEDGEMENT THAT THE EACH COMPETITOR HAS RECEIVED SUCH CHANGES.

### 12.3 **Backup Messaging**

In addition to the VHF contact the Waikato Race Control will put out a message to the competitors mobile phone confirming such changes as a backup to Coastguard.

### 13 **RADIO SCHEDULES AND WAYPOINT IDENTIFICATION CHECKS**

All entrants shall identify themselves to Coastguard Radio as a “Gulf Classic Competitor”, BY VHF RADIO on the assigned channel at the passing of the following waypoints on their course:

**Course A** Port and Starboard courses  
Whangaparoa Navy Buoy

Ch 60/64



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**Course B** Port Course  
Rangitoto Light  
Ch 60/64

Starboard Course  
Thumb Point  
Ch 60/64

**Course C** Port Course  
Awash Rock  
Ch 60/64

Starboard Course  
Thumb Point  
Ch 60/64

**Course D** Port Course  
Browns Island Navy Bouy  
Ch 60/64

Starboard Course  
Sunday Rock  
Ch 60/64

### **14 PRIZES**

Prizes will be given as follows: Race prizes shall be awarded for line honours and the first place on corrected time in each division. Where 3 or more class boats race each other in any division, then a class prize will be awarded. The Gulf Classic Trophy to be awarded to the winning Trailer Yacht in the Long Haul Division B, and will be based on corrected time.

#### **14.1 Club Challenge Trophies**

There are two Challenge Trophies for interclub competition, one for keeler and one for trailer yacht. These trophies are open to any club affiliated to yachting New Zealand. The winning club will have the best four results from any boat in their club as declared on the entry form.

**13.2** All skippers and crew members participating in the race and present at prize-giving will be entered in a draw for spot prizes. Only one spot prize per person will be awarded. Early bird entries will be exempt from this as two spot prizes will be allowed.

### **14 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance to minimum cover of \$500K

### **15 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

### **16 FURTHER INFORMATION**

For further information please contact:

The Gulf Classic Committee, Waikato Yacht Squadron  
Email: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)

Entry forms are available at [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)

Facebook: Gulf Classic Regatta 2019-Waikato Yacht Squadron



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# Gulf Classic-charted courses-attachment