

Bilgewater

July 2020





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Committee Members

Committee Member	Portfolio	Contact
James Hepburn	Commodore Race Officer Trailer Yachts	021 477 324
	Vice Commodore	
Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary Handbook	021 507 809
Wayne Johnstone	Compound Convener Quartermaster	027 623 6366
	Gulf Classic convener NZTYA and WTYA liaison	
Russell Osborne	Webmaster/Facebook Bilgewater	021 056 4551 russell.kim.osborne@gmail.com
Murray Pearce	Sponsorship liaison Race Officer Keeler	0274 951 223

Non Committee Members

Dean Herrmann	Safety, Tuition	0274 374 001
Dave Whitburn	Compound Manager	09 292 2073

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Commodore's Report

Commodores report



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Welcome to the start of a new season and a busy one it is going to be. This summer is going to have something for everyone. We are currently in the process of putting together a sailing programme and this combined with the Americas cup means there will hardly be a weekend where there isn't some sailing to do or watch. It's going to be great!

The committee

I feel honoured to lead this club into this exciting season and I want to take a brief moment to introduce our committee.

First I would like to introduce our new secretary. Nigel McCarter had done an outstanding job in this position and his standing down left a big hole to fill. We were left with the daunting task of finding a new person to fill this very challenging role (probably the most challenging). It was a huge relief when Greg Reeve of *Aperitif* put his hand up. Over the last few weeks he has thrown himself into the task of sending out reminders and managing payments along with organising banking and many other tasks.

Jim Pascoe of *Achushla* will continue in his role of club treasurer. Wayne Johnstone of *Falcor* will continue as compound convener. Russell Osborne of *Judys Mist* will continue looking after the club's social media and will also take on the *Bilgewater* magazine. Murray Pearce of *Afterguard* will work with myself to organise club events and sponsorship. He will also help with Keeler handicapping.

This is one of the smaller committees that we have had in recent years and we will need some help from other members of the club. There are two main areas where this extra help will be most appreciated. The first is on the handicapping committee. We hope to find two or three active Trailer Yacht sailors to join me in managing this aspect of the club. We need active members who can see how others are sailing. We will meet two or three times through the season to review previous races and to make changes where necessary.

The second is a committee to help organise the Gulf Classic. This event is going to be particularly challenging to organise this year (owing to the very large, very fast, AC75 yachts that will be occupying a portion of the course for a large part of the summer). We will probably have to adapt the format and/or the course of the regatta, so ideas and suggestions will be welcomed.

Anyone who is keen to join either of these committees, feel free to contact me.

Winter sailing

The sailing this summer is going to be awesome, but we don't have to wait until summer to get out there.

Over the winter we have a number of events for people to get involved in.

Pine Harbour are running their winter series. This is a great opportunity for trailer yacht sailors to experience keeler racing. Our keeler skippers are always on the lookout for crew. It is a great way to learn new skills and meet new people. If you are keen to crew let me know.

If trailer yachts are more your thing, the Bay of Plenty Trailer Yacht Squadron (BOPTYS) run a winter series at Lake Rotoiti. Racing is on the first Sunday of the month and they are very welcoming to members of other clubs.

Finally, Lake Ngaroto are running their winter regatta for trailer yachts on the 15th and 16th of August. Sailing on the lake is an excellent learning experience and a great way to practice your tacks and gybes. The lake is plenty deep enough for trailer yachts (Ross 780s, Joker 820s, and Elliot 7.4s have made regular appearances). Entry is \$45, but this is discounted to \$35 if paid by the 9th of August. Email ngarotocommodore@gmail.com for an entry form and NOR. If you can't bring your boat, but would love to join in, then let me know and I will see who is in need of crew.



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It's great to support other clubs, so hoist your orange club burgee and have a great time.

See you out on the water
James Hepburn (Kittiwake or Ghost Train)



Editor's Note

Hello all, it seems I have been nominated to carry on from Mark. I hope I can keep up the quality of content which he and Dustin before him have provided. A big vote of thanks to Mark for his efforts

Once again Nigel has provided us with an excellent piece on night sailing. I have only sailed once at night, this was in this year's Gulf Classic crewing for Nigel McCarter on Hightime. Night fell as we sailed across the bottom of Rangitoto. It was a very different experience sailing and certainly harder to keep the sails set. I'm very keen to get out and give it another go.

Lastly unless you want a sparse Bilgewater full of slightly humorous articles of my inept adventures you the members will need to step up and provide some material. We will be asking the race officers to provide a report on the races, but it would be great to see a piece from the winning boat as well as I believe used to be the tradition - penance for showing the rest of us up maybe?

Cheers Russell



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Upcoming Events



Prize Giving Tuesday 27th July

Don't forget the Nog and Natter for July (next Tuesday) will be the annual WYS prize giving.

See you all 6.30 at The Keg Room Rototuna.

Come and celebrate the end of lock down, and the sailing season, at the next Nog and Natter

We've booked The Keg Room Rototuna. (See the attached map)

There will be a bar to lubricate a two course menu for \$35 per head:

Pizza bread to share for the table

Main - choose one

Sirloin steak, minted new potatoes, sauce bearnaise (GF)

or

Chicken breast, roasted cauliflower, wilted spinach

Dessert - choose one

Sticky date pudding with salted caramel and mascarpone

or

Classic lemon pie

\$35 per head



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Waikato Yacht Squadron Compound fees.

Please do not pay compound fees with your annual subscription to the squadron. There is a separate process for this.

Rule 1.1 states

“Members shall apply for compound spaces and Kawakawa Boat Club membership annually. A member's compound space is automatically forfeited immediately after the squadron AGM and the member shall reapply for a compound space in accordance with the squadron membership process in force at the time. Current compound space holders in good standing with the squadron can expect to retain their space

Next month, you will receive an application form for the compound. Please note that we will not accept applications from people who have not paid their annual subscription to the squadron.

Cheers

Wayne Johnstone

Waikato Yacht Squadron Compound Convenor

Notes on night sailing and my thoughts of another night race?

We are all sailors and we should all be able to see in the dark? So night sailing should become a familiar activity for us. In most cases, where not imposed due to weather



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it's an enjoyable experience, particularly if there is a moon. It's not hot and often the fresh afternoon wind has dropped a few numbers.

On a particular occasion, the evening of 01-01-00 to be specific, a number of club boats and crews had gathered on the beach in Apuapu Bay, Ponui Island to celebrate the occasion, remember if you will the previous night was wet and windy and not a drinks on the beach sort of afternoon, but today light northerlies made this spot appealing. Just as we adjourned from the beach to our boats on dusk the westerly kicked in and we all decided to vacate the bay. We; mum/dad & 2 young teenagers had a very memorable evening sail to little muddy and anchored without the aid of a motor to avoid disturbing the evening peace wishing others outside in the evening a happy new year.....millennium!

But sometimes it's not so simple, you've checked the forecast but the front comes thru earlier than expected at three in the morning and there is no alternative, you!! are leaving and things will get interesting if you haven't planned for this occurrence and in fact experienced it. We as a club should organize a night event to sail as a group to a predetermined destination because there is no maybe, there will come a time when you are lifting the pick in the wee hours in the persistent rain so we owe it to you all to gain this experience. There is no better way to tune your skills than to participate.

You already know what life is like in the dark, but here are my thoughts because it's not simple otherwise people wouldn't be averse to the idea. Leave nothing to chance, get organized on board, check your course out, get underway and then put the torches away. You want to let your night vision get sorted, having someone on the foredeck talking "at you" with a head light on doesn't help. Set your instrument lights on low power, you don't want bright instrument lights glaring at you whilst you're underway. It may well be ok for half an hour but not a long sail. Today one will doubtless have a chart plotter, have that turned right down too and probably better have a second person on the plotter after you have decided what your plan is. I can't remember.....but I bet a 12 year old would be quite adept at this role. Are there lights we should be looking out for and keep us in touch with where we are or where the dangers are! After all lights have been strategically placed for years to do just that. It's sometimes easier sailing to a landmark or light rather than a compass course. Finally I trust that your navigation lights will function for the duration of the sail. My other piece of good advice would be to be constantly aware of your surroundings as you sail, heads up! Looking out for other boats either sailing or even someone anchored in a small boat fishing. Indeed many is the time we've passed by a small tinny and surprised the occupants as well as our selves. Be aware of all other boat navigation lights and their probable course and of mast head tri-colour lights, the yacht will be closer than you first realize. So at night particularly in a busy area ie Tamaki St, or the Waiheke Chl be aware of your surroundings limited as it is.



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Some of our earlier night events were sailed in great conditions. Friday night at Kawakawa bay, kids in sleeping bags wedged in on a bunk ready to change sides when we tacked, thinking this was just good fun. For us late starters darkness by Sandspit light and a beat up Waiheke Channel from Passage Rock, a full moon rising over Ponui Island and a dozen or so Trailer Yachts tacking back and forth in 12-15kts. Everything under control, just a great night sail. Remember no Port/Starboard rules. Prevention of a collision at sea rules apply.

Many of my enjoyable night sails were during the 100miler and there was always a saying on board when we turned the nav lights on, the race starts again!!! Crews will get tired that's inevitable and mistakes happen. Like the crew who, having passed Awaawaroa Bay turned up in to Te Matuka Bay instead of heading further east to the Waiheke Channel turning. They eventually ran out of water and realized their mistake.

In conclusion, I would like to see another night event back on the programme and make a couple of suggestions as to how to fit it in the calendar. Hooks Bay as a destination isn't always suitable. Yes it's an attractive bay, but with the greatest respect to the planners its vulnerability to easterlies and currents makes it a place you go to only when conditions (wind & tides) are favorable, even in NW winds the roll comes round Thumb Point and makes the anchorage untenable and can sometimes make rounding Thumb Point a challenge. I believe strongly that we replace the event with a night race and not necessarily on Friday night. There are a number of good options for us to consider.


Nigel Lancaster

"Passing Fancy"

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Boat Repairs

At a recent committee meeting I consulted Jim Pasco about the best way to fix screws into ply to avoid rot down the line. Jim sent me a page copied from the Practical Boat Owner magazine which I thought was too good not to share.


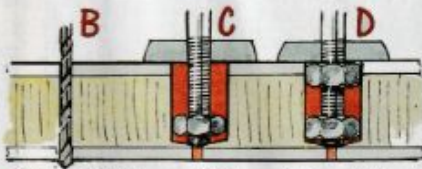


Sketchbook

Dick Everitt explains how to fix things when you can't get behind them

If you have access to both sides of a fitting many loose or leaking deck fixtures can be repaired with local epoxy reinforcing and strong backing pads.

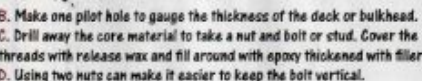
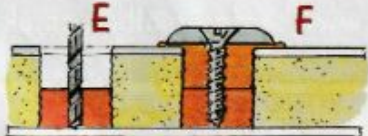
A. But if it is impossible to get behind the structure and the loads on the fitting are not too high, you can often 'blind fix' them from one side.

B. Make one pilot hole to gauge the thickness of the deck or bulkhead.


C. Drill away the core material to take a nut and bolt or stud. Cover the threads with release wax and fill around with epoxy thickened with filler.

D. Using two nuts can make it easier to keep the bolt vertical.

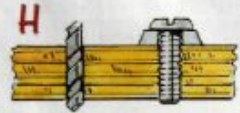



E. A self-tapper might pull out of core material (often balsa or foam) so extract the material and fill the bottom of the hole with thickened resin. Let it dry and drill a hole for the screw.

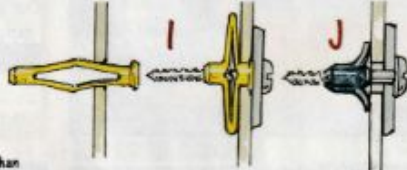
F. Fill the top of the hole with resin and screw the fitting down. Use release wax on screws you may want to undo.



G. Another way is to drill a small access hole and cut away the core material with a bent nail. Vacuum out the waste then fill the void with resin and put in a machine screw. Again, release wax on the thread will allow you to remove the screw later.




H. Some people reckon that machine screws hold better than self-tappers in solid material like plywood or GRP. Just drill a hole, equal to the thread root diameter, then wind it in without tapping a thread.




I. Plastic cavity fittings come in all shapes and sizes. Just drill an appropriately sized hole, push a cavity fitting through and as the screw turns it expands the plastic.

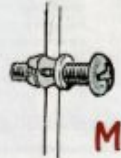
J. Some claim pull-out loads of 140kg, but of course they are only as strong as the material they go through.



K. If you are fixing through a very strong material then fittings like stainless steel blind bolts will take quite high loads. Drill the hole, push in the bolt and trip the T-bar with the wire inserted down the slot in the thread.



L. Threaded inserts can be screwed into wood so you can easily unbolt fittings.



M. Special rivet nut expanding threaded inserts let you do the same in aluminium masts with thick walls.

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