



Fishin
edition

BILGEWATER

April 2018



Cover photo:
Solo fishing "selfie"
Corvina
Photo by: Dustin



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2017-2018

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CONTENTS

Commodore's comment

Facebook

Tarahiki race

April storm-Passing Fancy

Tech corner

Fishing Extravaganza

This month's top 3

Where is this?

Tarahiki race results

Coromandel race results

Coming events

Recipe

Blast from the past

Commodore's comment

John Pollard has often told me that the cost of annual maintenance generally ends up at about 10% of the value of the boat – and as I have found so often, I think he is right again. In the first few years that we had our boat we spent quite a bit on changes and renewing items but it settled down and for the last couple of years we have incurred a relatively low maintenance cost. Sometimes these things are too good to be true or they just don't last! A few weeks ago we sailed back from Coromandel, and sure enough a few things went wrong. That law of averages has reared its head and it looks like we may have some things to fix over winter. Anyway, it was enough for us to decide that signalled the end of the season for us. However we have had a relatively maintenance free summer and that always makes the sailing more enjoyable.

It is worth spending that time over winter to get your boat in full working condition and to make sure it is safe for the next season. When I need something to persuade me to get on with a boat job I usually think of John P who seems to get all his maintenance done right at the end of the season, so over winter the boat is clean, aired and ready to go whenever summer comes around. Thanks John.

The Mark Foy start for the Coromandel event over Easter sent us off ahead of the keelers and it was a spectacular sight looking back to see a forest of brightly coloured spinnakers (seems there was more than just our fleet heading that way). The winds that day were kind and steady which provided a perfect opportunity for some members relatively new to their boats to 'fly a kite'. Great effort from High Time and Afterguard who both showed an excellent turn of speed with that big sail up. As we neared the Cow, Acushla came past us at such speed it made me feel like we were looking for a place to park!

Until next time, take care.

Dean





50th Anniversary Reunion

Come and help us celebrate
the 50th anniversary of the Waikato Yacht Squadron,
formally the Waikato Trailer Yacht Squadron.

To be held in Hamilton
Saturday 30th June 2018
from 2.00pm for the afternoon.

Venue and costs will be advised later.

Please send expressions of interest to

wys50reg@gmail.com

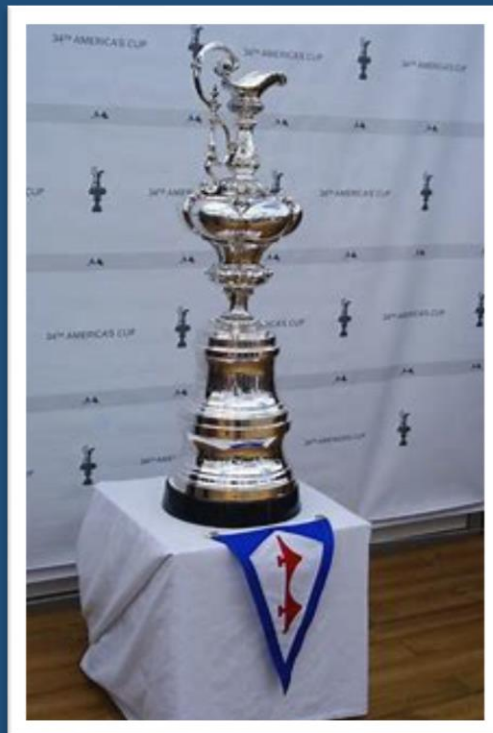
0221759612 Alan Ward

0220452459 Jean Ward

NB If you have any contacts of past members please let
us know of their contact details (see attached list)

50th Anniversary 30th June 2018

This year's prize giving will be held in conjunction with the Waikato Yacht Squadron 50th anniversary celebrations. Can all current trophy holders please return them to the next Nog 'N' Natter for engraving.





2018 WYS Fishing Extravaganza

Saturday 5th of May

Prizes Galore
Filleting demonstration
Beach party
BBQ and smoked fish dinner
Fun for the whole family



BURNSCO

Waikato Yacht Squadron Inc.



Are you “on”



What is Facebook? It doesn't sound very pleasant:

Face book is a social media website.



Why bother being involved, I'd rather go sailing: The Waikato Yacht Squadron has an “open group” page on Facebook. Club members share info to everyone through the page. It can be a simple photo and one line about a sailing trip or a full story with multiple photos. You can ask for advice on anything the members might be able to help with, advertise an item for sale, share a video, or relay important information. If you are not on Facebook you are missing out on LOTS of club content, this page has by far the most content and up to date information the club and our members can get.

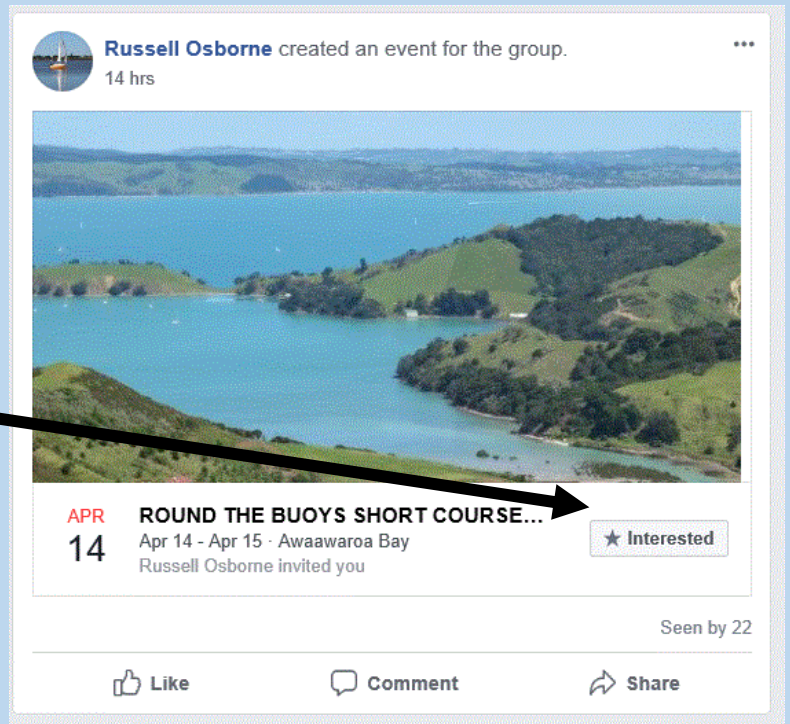
But I read the Bilgewater monthly and go to the Nog 'n' Natter: The Bilgewater would be at least 100 pages long just to show all the photos that go on the Facebook page. Sometimes an event is changed or something comes up after the Nog 'N' Natter or Bilgewater has been published. If you are on Facebook you will always be up to date.

Cont.

I'm not convinced, show me: Here are some snippets from our Facebook page.

Upcoming event

Can respond to Russell indicating interest



From on the water, same day as race



This one has a video



You can comment on it



Have some fun with your comments



What's all the little icons that I see?

Like button: Click on it if you like what you see.

Don't be shy using this button, it shows you like it and is appreciated by the person who posted the info.



Reaction emoticons (emoji's):

go one step further and show your reaction to what you are seeing.



So if you don't have Facebook, I recommend you get on-board if only for the clubs content. This is the way information sharing is heading. If you don't want your name on the internet then just make one up or use your boats name, its best if other members know who you are at least.

Get into using Facebook, treat it like an informal conversation. Be friendly and don't say things you wouldn't say when face to face with that person. Be supportive and use the like button. Google Facebook and follow the sign up process, it's easy and best of all its free!

Dustin Wilson

Tarahiki Race 2018

Crewing on Falkor with Capt Wayne and AJ. After the Gulf Classic we had discovered that the webbing holding one of the slugs on the main sail had broken and several others were looking sad. So Wayne had sent the sail off for a bit of TLC. There had also been a problem with the winch wire on the new trailer winch so this had been returned. Consequently it was an early start Saturday morning and we hit the road at quarter to 5. We arrived at Kawakawa bay to no wind in the compound which was great for putting the sail back on and reinstalling the sail battens. Once this was done I tackled the job of remounting the winch while AJ replaced the line from the boom to the vang block which had also succumbed on the Gulf Classic. Everything went very smoothly which is usually a warning but not in this case.

We hit the water in plenty of time, with only one boat at the ramp and motored out to a slight breeze. Discussion was had as to whether the race would start on time as the breeze died but it picked up again and slowly built as the clock ticked down. With me on the helm and Wayne on the sheets AJ was designated tactician, he scorned our usual tactic of hiding out of the way at the back of the fleet and managed to get us in a good position for the start and we were 2nd across the line after Tim on Hallelujah, we set out on a beam reach for the Sandspit light. Hugh in E Type stormed through to take the lead, but we managed to slip past Tim to stay in second place. We then adapted the tactic of "Follow Hugh" as we figured he should know the way!

The wind built up to a nice easterly by now. We rounded the light and set off on a run up the west side of Ponui. Hugh had got out to a 100 meters or so but we seemed be keeping pace with him while slowly pulling away from Tim and the rest of the fleet. The Crew were making noises about how would be a good time to have a go at flying a kite – if the Captain hadn't left the spinnaker and pole at home to remove temptation from his over confident crew that was. While this robust discussion was being carried out we noticed Hugh heading forward and next thing he broke out his kite and we were no longer keeping up with him. Then we saw Tim heading forward and next thing he breaks out his spinnaker as well and we waved good bye to Hallelujah as well.

Cont.

It was a brisk run up to Kauri Point where we pulled round into a tight reach up the Waiheke Channel. Hugh and Tim had both run across to the Waiheke side under spinnaker but we shaved the point (ton of room Wayne stop worrying) and managed to make up a bit of time. We were sitting on 7 -8 knots up the channel and managing to ease ahead of Tim and slowly creep up on Hugh. Coming up on Rotoroa Island with the wind picking up we put in a reef and were underway again still making 7-8 Knots though we had given Tim a chance to catch up a bit. Up past Pakatoa the waves started to build and we were butting into a meter swell - after the 2 meters of the Gulf Classic a couple of weeks before this wasn't the scary prospect it once was – surely a lesson here in the benefits of challenging yourselves.

Hugh was having problems with his self-steering and we suddenly found ourselves racing up on him to take the lead! While this was great it did bugger up our tactic of "Follow Hugh". Panic was setting in after we ascertained that none of us actually knew where the finish line was when Tim who had crept to windward and gone in closer to Pakatoa snuck past us. A new tactic was hastily adopted "Follow Hallelujah".

The decision now was when to tack to clear Tarahiki. Tim tacked and we held on a little too long and Hugh tacked inside us and slowly moved up ahead of us. Past Tarahiki the wind dropped and E Type and Hallelujah started to get away on us. Good time to shake the reef out – bad time to learn how to shake a reef out! Hugh was back in the lead but we caught up on Tim and crossed the line 30 seconds behind him.

This was without doubt the best sail I have had! From Kawakawa bay around Tarahiki to the Ruthe Passage with one tack and a gybe, averaging over 6 knots!

Russel Osborne



The April storm and other things.....

Easter came and went with some pleasant settled weather for the club in Coromandel Harbour and a good turnout for the event. We had decided sometime ago weather permitting to sail to Gt Barrier and did so on Sunday morning and enjoyed a good sail to Tryphena. With a fresh SW wind early in the day this was up & down for most of the trip. A long coastal walk to the Stonewall shop and a coffee at the Pa Beach Café, a busy place for an Easter Monday. Visited Whangaparapara for a night with no good keepers being caught on the line. The Broken Islands produced no better luck followed by a night in Smokehouse Bay. Noting a large conspicuous Light No Fires sign now evident.

Over the coming days, Visited the old Kauri dam site, dinner at the boat club in Fitzroy, round to Katherine Bay for a look and after a week headed south again noting on the weather outlook some bad weather on the move north. As we sailed down the Coromandel coast we considered heading for Waiheke Channel but opted for Te Kouma, always a safe bet? Anchored beside a good sized launch in Squadron bay in fairly light conditions from the NW. The real issue with this bay is that it's open to the SW and once the winds swing a move to Name Bay would become essential .

As Jim said in one of his text msgs to me it's time to "hunker down" Next morning at 0400 we are dragging during a massive rain squall. The situation is rectified and re anchored and did in fact hunker down for the remainder of the day as the wind increased to 30-40kts. We discussed our move that would be required sometime in the night, had an early tea which in anticipation we didn't enjoy much and generally dozed, watched the GPS to ensure we weren't dragging and regular checks on the coastguard app for wind speeds about the gulf. During the evening things really started to intensify constant winds of 40-50 kts plus turning the harbour into a white scene of waves and spray.

Passing Fancy heading to the squalls and the bimini, made to shelter us from the sun, ready to self destruct and still the anchor stayed put, as it should! We were both quite concerned as we would never have motor into this wind should we have had to re-anchor. The four wind readings made us more concerned, Manukau heads 50-60kts, as was Bean Rock, Passage Rock, and Te Kouma and later I noted Manukau Heads reading in excess of 100 kts, (confirmed in the news next morning) this is a serious storm, the night passed slowly and by 1230am Manukau heads was showing a change to SW and shortly Bean Rock and then followed by Passage Rock. Time to prepare to move to Name Bay. By 0130 or there abouts we "gowned" up and sat in the cockpit, the likelihood of another severe rain squall hitting us was very real.



We picked it just about right, the temperature was dropping markedly a shore sign of change and the reading was WSW on Te Kouma and we started engines.

A well bedded down anchor retrieved and with a compass course of 110mag and the Navionics going on the tablet we headed out for a .6nm journey. Blowing like hell and little visibility in the main from instrument lights in the cockpit, a night sailing hazard. Actually a straight forward motor and dropped the pick in the bay in fairly sheltered conditions, the wind was very quickly moving to the southwest and south and as at daybreak other than odd gust calm conditions prevailed. One entire night without sleep and major concerns about our own safety.

In hindsight whilst we were exposed to this major storm and came through unscathed one often thinks of the should of! Should we have gone to the Waiheke channel..... Man of War bay would have had express train gusts coming over the hills as with Patio Bay. North Harbour isn't great in heavy SW gales. The only place one is assured of a good nights sleep is in ones own bed and rest assured that isn't guaranteed especially during a storm. So we were quite sheltered in Name Bay. The only light visible was the other launch who joined us after another hour or so and that of Te Kouma head.

As they say..... it's character forming! We both agreed on a plan and everything worked out well. Although I did think about where we would beach Passing Fancy should "the shit hit the fan" probably in the mud in Name Bay, if we had steerage. Another issue that wasn't present at this time was the situation that would have existed with a bay full of boats as is often the case!! Doesn't bear thinking about.

After a quiet day we again ventured out for a motor around the harbour mid afternoon and at the heads we took the sail cover off and headed for North Harbour, in a 15-20kt southerly which had a decent chill to it.... one reef and a small head sail. Calm again prevailed in North Harbour in the company of three other boats.

The forecast was again bleak with gale NW for tonight followed by another SW change during the evening. By 1000hrs we are on the move and enjoyed a good sail back to the marina. By mid afternoon it's up around 30kts and we are indeed hunkered down again, tied to the pier with four good stout lines.

Nigel Lancaster

Passing Fancy.

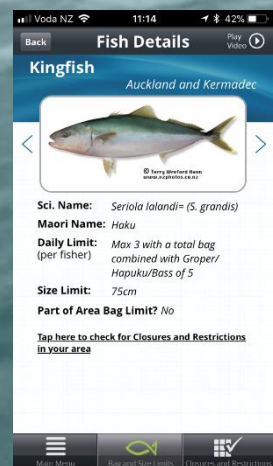


Tech. corner

How to get more sailing from your smart phone or device

This month we look at: NZ fishing

Official app by Ministry for Primary Industries (the fishing police). This app has critical info on all things legal for recreational fishing. Bag and size limits for each species, how to measure your catch and tips on handling undersized fish. As usual this app is free.



Have you got an app for getting more sailing from your smart device that you want to share?

Email me: dustin@y7mail.com



Fishing Extravaganza

This year's fishing competition isn't actually a competition, instead Paul and I are running an event that encourages and helps everyone to successfully catch fish. We will show you where to fish, how to fish, how to prepare your catch and how to cook it on the BBQ and in a smoker.

The club BBQ will be available, we will have tinfoil, recipes and ingredients to turn your catch into your dinner. The beach gathering/weigh in destination will be advised on channel 77 and on Facebook on the day. For the competitive amongst us there is a weigh in and fish quiz with prizes for top fish, mystery weight fish and spot prizes.

Keep an eye on Facebook for any weather issues, and channel 77 at 9am. back up day Sunday 6th May.

Come along to the Nog 'n' Natter for more info, Paul and I will be chatting about where and how to catch fish the easy way, what tackle to use and how to tie it the easy way.

A few Rules: All weighed fish must be caught on the day. No sharks or Rays accepted. All legal limits apply. Weigh in closes 4pm ish....

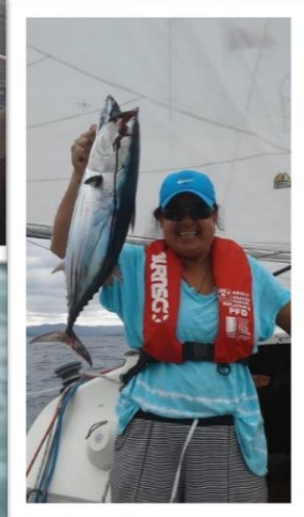
Dustin Wilson



Top 3 : Fishing methods

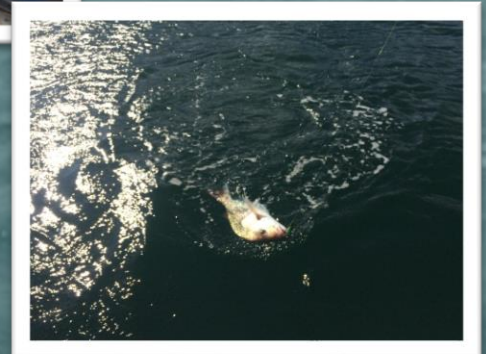
Number 3: Trolling

- Passive fishing
- Sailing is perfect speed
- Cover a lot of water
- Catch “sport fish”



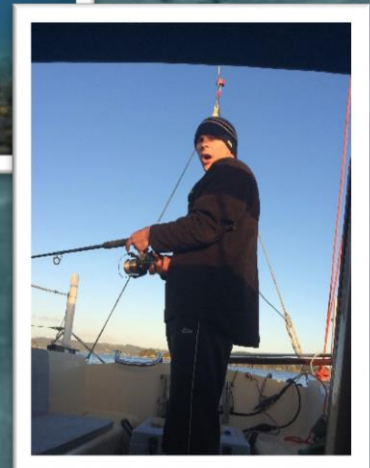
Number 2: Drifting

- Target bottom species
- Good snapper method
- Use bait, jig or soft plastics
- No anchor to lift
- ‘Heave to’ - slow drift speed



Number 1: Anchoring

- Easiest fishing
- Use berley to attract them
- Stay on the fish
- No boat handling to do – just catch fish



This month's where is this?



Last month's answer: Maraetai boat club. (Gulf Classic base)

Tarahiki Regatta 17th March 2018

Keelers

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Acushla	Pasco	Farr 1020	10:45:00	13:39:30	2:54:30	0.742	2:09:29	1	1.04	1.02	2:14:39	1
Ocean Lure	Woolerton	Hanse 415	10:45:00	13:24:39	2:39:39	0.815	2:10:07	2	1.04	1.01	2:15:19	2
Sorrento	Lundy	Dufour 40	10:50:15	13:38:20	2:48:05	0.805	2:15:18	3	1.02	0.97	2:18:01	3
Afterguard	Pearce	Davidson 35	10:45:00	DNF		0.750			0.99			
						Average	2:11:38					
		Start Time	10:45:00									

Trailer yachts

Boat Name	Div	Owner	Dinghy	Design	Start	Finish	Elaps'd	Rate	Correct time	PI	H'cap	As sailed	H'cap Time	PL	Std Rate	Dinghy Rate
Falkor	1	Johnstone	yes	Joker 820	10:30:00	13:33:00	3:03:00	0.804	2:27:05	2	0.95	1.00	2:19:43	1	0.855	0.804
Jury's Rig	1	Hermann	yes	Joker 820	10:39:00	13:36:05	2:57:05	0.804	2:22:19	1	1.00	1.03	2:22:19	2	0.855	0.804
E Type 2	1	Beecroft	yes	Elliot 7.4	10:30:00	13:29:20	2:59:20	0.837	2:30:02	3	1.03	0.98	2:34:32	3	0.890	0.837
Joker	2	Guest	yes	Joker 6.7	10:30:00	13:58:00	3:28:00	0.763	2:38:46	2	0.95	0.97	2:30:49	1	0.812	0.763
Hallelujah	2	Hayward		Noelx 22	10:30:00	13:32:45	3:02:45	0.811	2:28:13	1	1.02	1.04	2:31:10	2	0.811	0.762
Little Lisa	2	Connor	yes	Sabre 20	10:30:00	DNF		0.637			0.95				0.700	0.637
					>>>.799	94%		Average	2:26:29							
					.701>.798	91%										
					<<<.700	88%		Average	2:33:29							
					Start Time	10:30:00										

Coromandel race 31st March 2018

Keelers

Boat name	Div	Owners	Design	Rate	H'cap	Start	Finish	PL	Elaps'd	PL	Corrected	PL
Afterguard	K	Pearce	Davidson 35	0.750	0.99	10:45:00	12:44:26	1	1:59:26	4	1:29:34	3
Acushla	K	Pasco	Farr 1020	0.742	1.04	10:51:28	12:47:00	2	1:55:32	3	1:25:43	1
Ocean Lure	K	Woolerton	Hanse 415	0.815	1.04	11:06:14	12:54:00	3	1:47:46	1	1:27:50	2
Sorrento	K	Lundy	Dufour 40	0.805	1.02	11:01:23	12:56:08	4	1:54:45	2	1:32:22	4
Audrey	K	O'Brien	Hanse 38	0.780	1.02	10:56:26	13:09:00	5	2:12:34	5	1:43:24	5

Trailer Yachts

Boat name	Div	Owners	Design	Rate	H'cap	Start	Finish	PL	Elaps'd	PL	Corrected	PL
Indulgence	1	Stewart	Noelex 25	0.794	1.02	10:20:27	12:35:00	1	2:14:33	2	1:46:52	2
Barometer Soup	1	Reffin	Young 77	0.832	1.04	10:32:40	12:39:45	2	2:07:05	1	1:45:43	1
Bella rose	1	Johnson	MacGregor 26	0.771	0.95	10:00:00	12:39:55	3	2:39:55	10	2:03:16	7
Falkor	1	Johnstone	Joker 820	0.804	0.98	10:14:57	12:47:00	4	2:32:03	5	2:02:12	5
Testa Rosa	1	Klinkhamer P	Trojan 750	0.766	1.00	10:09:24	12:49:00	5	2:39:36	9	2:02:16	6
High Time	1	McCarter	Noelex 25	0.794	1.00	10:16:37	12:50:00	6	2:33:23	6	2:01:50	4
Jury's Rig	1	Herrmann	Joker 820	0.804	1.02	10:22:42	12:50:31	7	2:27:49	3	1:58:48	3
Judys Mist	1	Whitburn	Joker 820	0.804	0.97	10:12:55	12:52:00	8	2:39:05	8	2:07:52	8
Charis	1	Arbuckle	Noelex 25	0.794	0.97	10:10:33	12:56:00	9	2:45:27	11	2:11:25	9
Mystery achievement	1	Gordon	Ross 780	0.877	0.98	10:31:29	13:02:00	10	2:30:31	4	2:12:01	11
E Type 2	1	MacDonald	Elliot 7.4	0.837	1.00	10:26:31	13:04:00	11	2:37:29	7	2:11:45	10
Hallelujah	2	Hayward	Noelex 22	0.762	1.02	10:12:24	12:17:00	1	2:04:36	1	1:34:59	1

Events – April/May

Tuesday 24th April

Nog 'N' Natter

Dustin & Paul talk fishing

Short film featuring a solo South African sailor

730pm

5TH MAY

SAILING SEASON CLOSING EVENT

CLUB FISHING EXTRAVAGANZA

ALL WELCOME

COOK YOUR CATCH BEACH BBQ

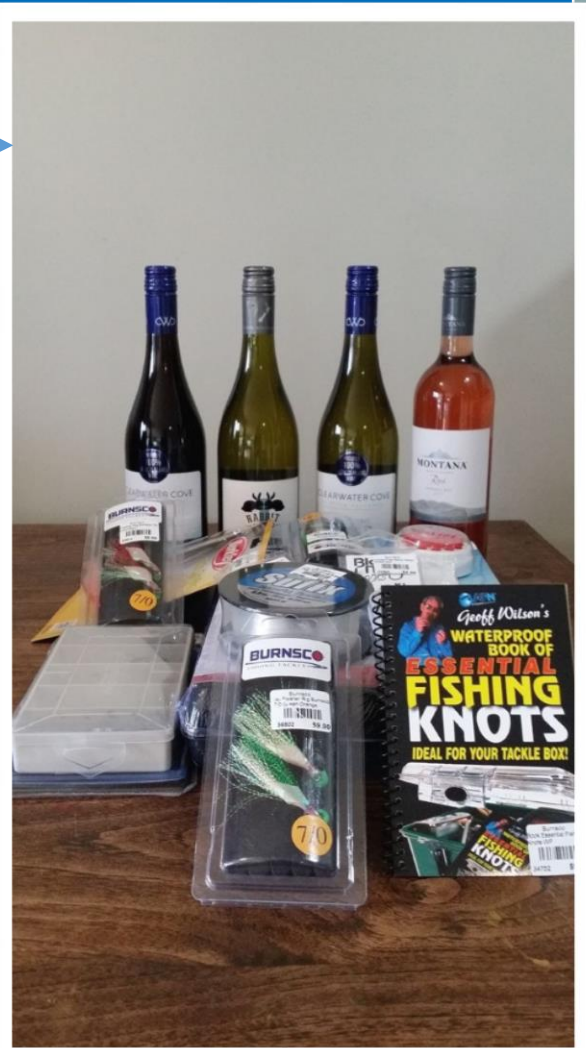
FISHING QUIZ

PRIZES

BEACH VENUE ADVISED ON THE DAY

BACK UP WEATHER DAY SUNDAY 6TH MAY

ORGANISERS: PAUL WEAVER & DUSTIN WILSON



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BBQ Baked Snapper

Ingredients:

- Whole baby snapper, cleaned and scaled, around 2 kgs
- Fresh oregano
- Fresh thyme
- 1 lemon, sliced
- Splash of white wine
- Salt
- Freshly ground black pepper

Method:

Step 1

Lay the snapper on a double layer of good quality aluminium foil. Make sure there is enough foil all around the edges to fold to create a parcel later.

Step 2

Stuff the cavity with the lemon slices, and sprigs of oregano and thyme. Then splash some white wine all over the fish, and season generously with salt and pepper.

Step 3

Wrap the aluminium foil around the fish, making sure the parcel is completely sealed.

Cook for approximately 45 minutes.



Blast from the past

Joker & other news

The weather gurus got it right! 8-15 knots of wind, a period of afternoon rain, nice moderate winds & then fine.

Due to work commitments & sickness, two 6.7s had to retire on Saturday. The new owner of the original Joker showed great improvement after one race -look out later. The races for the trophy now turned into a match race between Columbine & ResiVor. After 4 races they were even, so Sundays racing was going to be all on. Joker came back for the last two races on Sunday, but some gear problems did not help their chances but at least Roy Woolerton & Doug Meiklejohn showed the field how to start!

ResiVor (Owen Johnston) prevailed in the last races to win again & should do well in events in the gulf this season.

The North Island Hartley 16s had their Championships with their twelve strong fleet coming from Whangarei, Napier & New Plymouth. Their starts were something to watch – very fierce competition. Some of these plywood yachts are 46 years old & still in excellent condition & it was interesting to see a yacht with Dacron sails win a race ahead of some with Kevlar & Carbon fibre state of the art technology.

The Ngaroto club did a fantastic job of the event -what a great bunch of people.

Cedric

Blast from the past



Kay's Crewing Blog

Sunday 2 May.

Wet weather gear	- check,
Sailing boots	- check
Thermals	- check,
Lunch and home baking	- check,
Nerves	- check.
Toilet stop	- check.

I approached "Acushla" with some trepidation. Will I be able to cope with a plethora of ropes, instructions flying, or –OMG- tying a bowline at all, let alone under pressure?

Best hide in the galley with the cups of coffee to start with-familiar grounds, so to speak.

OK positions now. Hoist the mainsail. It's OK the clutch can stay down when the sail is going up - check.- and we are away at a pace of knots..... well, three knots to be precise. But, hey , we won the start!

Keep the luff out, watch the wools, watch the oppositionwatch the drift.....

The weather gods were smiling that day- on the fishermen, the kayakers, the fizz boats, but not the sailors. We were the 'painted boats on the painted ocean' as described by one observer.

Ooh- I can be ballast. That suits me – nice and non technical. Apparently it increases the waterline (here's hoping it doesn't increase the waistline).

Eons later we rounded the first mark , set up the spinnaker and 'surged ' away.

The barber rope- huh? – stops the spinnaker sheet dragging in the water, vital when the wind speed is 4 knots...no wait, 2 knots....no wait...

The skilled helmsman managed to claw *Acushla's* way back through the field, crossing the line in a bunch.

Lessons learned;

Bladder control (four hours without a lav stop)

Brain drain, concentrating for the same amount of time

Thanks , Jim. Looking forward to the next lot of lessons from my favourite bunch of WSMs
(Wise Sailing Men)



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