

Bilgewater

GULF CLASSIC EDITION - April 2023



Pogo 36 'Pipi' crossing the finish line in the Gulf Classic 80 Miler just before dusk






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*Our first and foremost objective is to encourage and support
safe family sailing – both cruising and racing*

Commodore's Comment

To start my report I need to acknowledge what a great event this year's Gulf Classic was. 29 boats made the start line which was very impressive. The race was held in brisk conditions with the wind regularly exceeding 20 knots. The race started on a broad reach which enabled most boats to run their kites, which in turn led to many wipeouts (I hear that at least one boat managed to get their mast to touch the water).

The real work was the beat across the top of Waiheke. Despite having plenty of wind, it was the sea state that meant it still turned into a pretty long race, with most TY60 boats finishing after dark. On 'Ghost Train' we had a bit of a shocker. After the race we had a bit of a debrief and identified a number of things that we should have done differently, but I guess that's a part of the fun of it. We identified a few systems that we need to change to help with depowering (particularly the main). It was also clear that the decision to not tack in closer to Waiheke was a mistake as the boats that went closer definitely had a better time of it.

Congratulations to our winners and to our Squadron as a whole; it was great to see us regain the overall club trophy. Also a huge thanks to Murray Pearce and his team for putting on another outstanding event. The Gulf Classic is a complex beast to manage and Murray has continued to do an outstanding job organising this. This year's event was a fundraiser for the Mercury Bay Boating Club and we managed to raise over \$5,000 to help with their efforts to restore their clubhouse after the cyclone damage.

At this month's Nog 'n Natter AJ and Flip led a discussion around how to look after your outboard. A big thanks to AJ and Flip and to our other members who contributed to the discussion. These technical evenings are always very worthwhile as we have an impressive amount of knowledge spread around our club and it is great being able to have the opportunity to share and learn from each other.

This past weekend we took our little Pelin Cherry 16 over to Lake Rotoiti for the final round of the BOPTYS summer series. The winds were pretty light, so I let my 10 year old (Sam) helm for most of the race. I lost count of how many times I said "watch your course". It turns out 10 year olds are easily distracted and will steer a boat towards whatever they are looking at ... I don't think I need to go into too much detail regarding our finishing position, other than to say that Cherry 16s aren't known for their speed. I do however have to say I am loving owning a little trailer yacht. The big trailer yachts that many of us have are great, but the ability to pop down to the lake and chuck the boat in for a day's sailing is pretty awesome. It takes us about 5 minutes to untie the boat from the trailer and get the mast up. Launching is dead simple and then we get the sails sorted as we motor away from the boat ramp. Simple and fun.

On the topic of sailing with BOPTYS, their winter series starts on Sunday the 7th of May and finishes on Sunday the 3rd of September. This is a series I have always enjoyed. Sailing on the lake is challenging but safe. Sailing on lakes helps you develop a much greater appreciation of wind shifts and how the land affects the wind. As with most clubs, non-members are welcome to join in for a couple of races after which the expectation is you will join. They have a membership option for people who live outside the area and are members of other clubs.

This coming weekend we have a three in one event. Friday (being Good Friday) is the annual race across to the Coromandel. This is the last event of our harbour race series. Then on Saturday morning we have breakfast with the Squadron before heading off for some fishing. We will then regather somewhere near Coromandel Harbour for some judging and some Kai. Sunday sees the start of the week-long Mercury Bay cruise. This is a cruise event (no racing) and the trailer yachts will be escorted by some of our keelers. The fishing and cruise events are very weather dependent so keep an eye on the Facebook page for up to date info.

The last weekend of April brings with it the end of our season. We have our night race followed by the second round of our Round The Buoys series. Some of our more experienced sailors have not entered this series and are available to crew on other boats so if you are curious about giving it a go, but are worried that you might not know what to do, reach out and hopefully find yourselves some extra crew to learn from.

James



A big thanks also to our Gulf Classic auctioneers Rob and Tyree Connor who after running the very successful Gulf Classic auction, took to the water for a midnight sail on their Townson 32 'Libra'

Upcoming Events

Friday 7 April 2023 (Good Friday)

Coromandel Sailing Event and Race – Easter Weekend

The trailer yachts are scheduled to start at 1000 hours from Kawakawa Bay, the keelers starting from Pine Harbour at 1030 hours. The finish line is between the Cow and Calf Islands at the entrance to Coromandel Harbour. Officers of the Day are trailer yachts – Alan Macdonald (phone 021-279 5222), keelers – Jim Pasco (phone 021-143 1199). Further details are provided in the Notice of Race on page 21 below.

Saturday 8 April 2023

Coromandel – Breakfast on the Beach Followed by Our Annual Fishing Competition

The breakfast will be at the bay we have anchored in for the night following the race to Coromandel, while the fishing competition weigh-in will be at a beach destination to be nominated on the day. The coordinator for the fishing competition is Tracey-Lee Perry.

9 – 16 April 2023

Mercury Bay Cruise for Trailer Yachts and Keelers

This cruise will leave from Coromandel on Easter Monday, 9 April 2023. The event coordinators are Rodger Bonnett (phone 021-423 457) and Murray Pearce (phone 027-495 1223). Murray will have sailed his keeler 'Afterguard' around from Whitianga to Coromandel and will keep an eye on the trailer yacht fleet sailing from Coromandel to Mercury Bay.

Tuesday 25 April 2023 (the evening of Anzac Day)

March Nog 'n Natter at Hamilton Yacht Club 7:30pm

Boat Repairs Masterclass

James Hepburn will be running a masterclass on how to undertake general repairs to plywood and fibreglass boats. Topics will include the use of epoxy and fibreglass systems, the West system, joints, scarfing, how to undertake general boat repairs, and the tools that you will need in order to do so.

Friday 28 April and Saturday 29 April 2023

Night Race and Round the Buoys Races for Trailer Yachts

The night race will be held on the Friday night with a series of around the buoys races in Kawakawa Bay on the Saturday. Start time for the night race is 1930 hours and for the Saturday races will be 1030 hours. The Race Officer of the Day for both events is James Hepburn (phone 021-477 324) and the courses for both events will be determined on the day depending on weather conditions.

Around the Fleet

This month we focus on the Gulf Classic race with photos and articles from one of the keelers who raced (page 8) and also one of the trailer yachts (page 11). The full results are on page 17.

It has been pleasing to see that with the weather improving, many of our members have taken the opportunity to be out and about cruising. We also had a great turnout of more than 30 members at our March Nog 'n Natter Outboard Motor evening. It was a very helpful session.

Greg Reeve's 3 month between jobs 'sailing sabbatical' on Joker 820 'Aperitif' has almost come to an end as he starts his new job. One of his last trips was out with Flip Rayner, checking out the Gulf Classic course a week in advance of the race. I understand that helped Flip decide to sneak up the Waiheke coast rather than out to sea on the Classic's Thumb Point to Rakino leg, which helped him take the win in the Classic's TY60. With the outboard motor Nog 'n Natter coming up, it seems Flip also wanted to get some practice in, so while out sailing they checked out the impeller on Greg's motor, which had seized up. Greg apparently wasn't too sure about dismantling the motor onboard, but Flip was confident that all would be well. Having cleaned out the broken pieces of impeller, they decided there was enough of the impeller left to motor back to the ramp, which proved to be the case.



Greg in slightly pensive mood with the outboard now attached to the traveller for seaborne repairs, after Flip says "Of course we can fix the motor out here while we're sailing"

Meanwhile, word has it that Anton and Wendy Post have purchased a Farr 1020 called 'Perpetual Motion' that Anton has sailed down from the Bay of Islands. It will be great to have another keeler, as we see the keeler race fleet building up again.

Just in case you didn't know, in the Kawakawa Bay Compound there is a gantry crane of sorts that can be used to lift heavier outboards out of our trailer yachts. It is on a pole about halfway down the Compound. Also possibly not known by new members, there are power extension leads in the shed and a compressor so you can pump your trailer tyres.



The Compound gantry crane system. It's basic but it works, is quick and easy to use, and is usually way better than trying to manhandle a heavy motor on or off your boat

Did you spot the “where is this” mistake in last month’s Bilgewater. The “where is this” peak was Mount Heale at Great Barrier Island, not the highest peak Mount Hobson (Hirakimata) as was stated. To get to Mount Hobson if you take the anti-clockwise round trip from Kaiarara Bay (sometimes spelt Kaiaraara), after the Mount Heale hut the track goes across the west side of Mount Heale. A little further on, depending on your fitness level, you just have to run, skip, climb or grovel up just over 800 steps to reach the Mount Hobson peak. The view is worth it though.

*Some of the 800+
steps to be
'negotiated'*



And the view from the top



Our Gulf Classic Keeler Race – ‘Acushla’

Contributed by Jim Pasco, Farr 1020, ‘Acushla’

The wind conditions for this, the 41st running of the Waikato Gulf Classic were southwest 20 to 25 knots and remained fairly consistent for the entire race.

The eight keelers set off first at 1000 hours with a clean start for the downwind port course. Spinnakers were immediately set and the battle for position began.



Bryan O'Brien's Hanse 370e 'Audrey' looking particularly good in the sprint to the start line

The Warwick 66 ‘Longfellow’ came sliding through the fleet with the 20 knot wind at 150 degrees apparent without a spinnaker. Townson 22 ‘Delicado’ was seen to hoist his No 1 kite but soon blew the top out of it and had to lower it again allowing the fleet to pull away. The run to Passage Rock was straightforward until the turn into the Ruthe Passage. Those boats running gennakers had to maintain a course to keep them full and therefore ran high of the course line, whilst those of us with symmetrical spinnakers were able to hold the direct course line to Ruthe which was flat off for the leg.

Spinnakers were held through Ruthe Passage all the way up to Hooks Bay where we then came onto a tight reach. It was spinnakers down, head sails deployed and in most cases main sails reefed. This was now at the turn of the tide and the sea got quite lumpy for the long reach over to the Whangaparaoa Navy Buoy. We shipped a few green ones over the deck and crew sitting out in our attempt to manage these conditions. During this time we were passed firstly by Elliott

1050 'Second Nature' to windward then later by Hanse 370e 'Audrey' to leeward. However we were making good speed of 7.5 to 8 knots and managed to maintain contact with these two boats.

The lead group of 'Alegre', 'Longfellow' and 'Pipi' had rounded Navy Buoy some twenty minutes before us but not without drama. 'Alegre' the Soto 40 tore her carbon mainsail and had to retire leaving just the two greyhounds of 'Longfellow' and 'Pipi' to speed through to Rakino on another tight reach. 'Delicado' and 'Spyker' were seen in the distance bringing up the rear as we rounded Navy Buoy.



Soto 40 'Alegre' – looking good until the bolt rope parted company with that nice black mainsail and it shredded to pieces

We had more lumpy sailing down to the Rakino Channel but were still able to maintain boat speed, then to the beat across the south of Rangitoto and Motutapu to the Rangitoto Channel.

We were expecting to be able to hoist the kite for this leg but found it too tight and had to continue with the No 1 genoa doing the work for us until we rounded the light. Once round the Rangitoto light it was up with the no 2 kite and to continue the chase of 'Audrey' and 'Second Nature'. To our surprise we didn't see any spinnakers from the others and this may have been due to the angle of the apparent wind. However, this allowed us to reduce their leads over us and we start pulling them back in. We later learned that 'Audrey' had broken her spinnaker halyard and this was not the weather to try to run another with a short-handed crew.

We were able to shorten the lead by running with the kite to the lee of Rakino before changing down to the reefed main and No 1 genoa again. A tight reach down Sergeants Channel maintaining the gap between us and 'Audrey' was followed by the broader reach to the finish line. We were

hoping to have another spinnaker run to the finish to maybe catch 'Audrey' but it was not to be. The Townson 32 'Delicado' was enjoying the tight reaching and making ground on us but it was too little too late to be able to take out the handicap win.

We didn't know the times of the lead boats crossing the line so were unaware of where we were placed in the finishing times until it was announced at prize giving. It was a very pleasant surprise to find that we had taken out the Handicap Win for 'Acushla' and the Waikato team prize.

Many thanks to my crew of Hugh, Alan and Matt of North Sails who managed to hang it out for ten hours of sometimes quite gruelling sailing to pull out the win.

Many thanks also to the organising body for putting all this together as it involves a few months of steady planning, meeting and encouraging sponsors, arranging for food, caterers, control boat, transport, clubs and least of all helpers. Without these generous people there would be no event. So if you have enjoyed the experience but have not been involved on this side of it, give it some thought as to how you may be able to help next years event to be even bigger and better.

Jim Pasco

Farr 1020 'Acushla'



Warwick 66 'Longfellow' seen here crossing the finish line – without doubt a long fellow

Our Gulf Classic Trailer Yacht Race – ‘Charley’

Here’s a rundown of our Gulf Classic 60 mile trailer yacht race on Noalex 25 ‘Charley’. At the time of writing this, a couple of days after the race, I was still exhausted. It was definitely an endurance race given how windy and how much ‘crash and bash’ upwind sailing there was for a trailer yacht. I had my 17 year old grandson Benjamin sailing with me. Here’s how we went.

The first thing to break quite early on was the boom vang attachment at the mast base. It ripped out (4 rivets) just as we were hoisting our spinnaker coming up to Passage Rock entering the Waiheke Channel. We made a hasty jury attachment that held until the end of the race, which then bent another fitting on the mast and only really served to stop the boom skying when sailing downwind. It was pretty useless for flattening the sail going upwind.

Once we were past Passage Rock it was a quick spinnaker ride almost to Hooks Bay. There were quite a few spinnaker broaches and subsequent spinnaker tangle ups amongst both the keelers and the trailer yachts. We somehow averted that and even managed to successfully gybe the spinnaker.



Not the clearest photo I’ll admit, but on our boat we only had two on board, one steering the other flying the spinnaker, so taking any photos during a gust was quite tricky. If you look closely, you’ll see this photo is of Gazelle ‘Escargot’ with Flip Rayner on the helm undertaking a controlled exercise to see if the boat can be steered with the rudder out of the water. It must have worked as I hear he tried it again at a critical point later on in the race, and of course he won the race!



Everyone here nicely under control heading out through the Ruthe Passage

Closing on Hooks Bay we had a very hasty spinnaker drop into the cabin as the wind became very strong just as the wind angle got too tight to hold the spinnaker. So we ended up with a very messy and wet spinnaker and sheets occupying the cabin floor.

As we rounded Thumb Point (the north eastern end of Waiheke) there were a few really punchy gusts, which I estimated to be more than 25 knots combined with a very short, steep sea that we had to sail upwind against all the way to the Rakino Channel. Fortunately the wind settled down to 20 to 25 knots but it was nothing short of brutal for several hours as we bashed our way across the top of Waiheke. The Elliott 5.9 that won last year was initially beside us and we hadn't gone very far upwind when he pulled out and turned back. Probably half the boats had reefed at this stage, but by the time I thought we should have reefed I decided it was too late to do so without grief. We were making 5.5 knots upwind anyway and only struggling in the strongest gusts, so I decided we should just press on – we were going OK.

As we bashed our way across, most of our fleet were further out to sea and we started closing in on Ross 780 'Ghost Train'. At that point, around a quarter of the way across the top of Waiheke, Benjamin got violently seasick. After throwing up over the side several times he decided the bunk was a better place to be, so he was down there for the rest of the race with a bucket. He must have thrown up at least 10 times, but all credit to him he never once complained or asked that we retire from the race.



It was very lumpy for the several hours crossing from Thumb Point to Rakino. This photo, taken from Noelex 25 'Endurance' (a good name for this day), shows Noelex 25 'Suzie' close behind. This was about 20 miles into the race. When they reached the finish line after 11 hours and around 60 miles of racing, 'Suzie' finished one second ahead of 'Endurance'. Did I mention that I found this long leg of the race to be quite brutal sailing!

Part way across to Rakino, an Elliott 7.4 from Taupo called 'E Boat' crept past us sailing higher. He was reefed but was the only boat to overtake us on that leg, while we were doing better than all the boats further out to sea. At that stage I was thinking the boats outside us must surely be somewhere near D'Urville Rocks (my plotter was set on boat speed not charts). Call it premonition or divine providence but as soon as D'Urville Rocks entered my mind, I spotted something just under our jib. And there it was just 200 metres dead ahead of us – D'Urville Rocks, a very small piece of rock just poking above the water with a small beacon on top. Gaa! I managed to pinch

up just enough to avoid it rather than dipping below it or tacking, but all the while having an eagle eye on the sounder depth. I was very happy to have squeezed past that.

When we finally got over near Maria Island, we crossed just ahead of Ross 780 'Ghost Train' who had then tacked. That was big smiles for us – well perhaps not for Benjamin who was laid out down below. A BOPTYS Noelex 25 'Blue Fire' then appeared seemingly out of nowhere, having sailed outside and around the David Rocks, but we just passed ahead of him. (He got us a bit later on though).



Around 25 miles into the race and as we enter calmer water near Rakino Island we (Noelex 25 'Charley') are ahead of Ross 780 'Ghost Train' A highlight for us even if only briefly. Thanks to 'Ghost Train' for giving us the photo! It'll go in the trophy cabinet! (Well, it would if we had one)

After what seemed forever beating upwind, we finally rounded Awash Rock and entered the Rakino Channel. Of course with every tack up to this point I had to get Benjamin (who was on the leeward bunk) to move to the other bunk and to take his sick bucket with him. We did have a very brief downwind reprieve along the calmer west side of Rakino, followed by reaching (in more ways than one) around the north end of Rakino. However complacency never pays and as a gust hit us we realised Benjamin's bucket was on the wrong side of the cabin as it tipped over, spilling its contents onto the carpet. Aaargh.

Then once again it was back to more nasty beating up the east side of Rakino Island again, all the way to the bottom of Rangitoto Island. With the wind against tide, it is pretty awful and took

several hours. Meanwhile every 10 to 15 minutes I am calling out “Benjamin we’re tacking again, time to move again”, and again, and again “Rocks coming up, we’re tacking again, time to move...”

I was so pleased to get around the Rangitoto lighthouse in the daylight and then it was a run back up the west side of Rangitoto and Motutapu Islands to the Rakino Channel. With Benjamin out of action, the spinnaker draped over the ‘messy’ cabin floor and it still being very breezy, I didn’t dare try to get it hoisted again by myself. The next two boats were almost a mile behind us (two Noelex 25’s I later found out) and to my dismay they both hoisted spinnakers. I just hoped we could stay ahead sailing goosewinged for the next 6 miles up to the Rakino Channel.

When we finally entered the Rakino Channel the two Noelexes behind had closed the gap to around 100 metres just as it was getting dark. We now had about 10 miles to go to the finish line off Maraetai. The two boats just behind us were thankfully having their own personal battle. So while they were occasionally sailing a bit higher I decided our only chance to stay ahead was to just concentrate on sailing the tight reach at maximum speed. I won’t say any more about our tactics with tide and so on, but I figured that as long as we could maintain a minimum of 7 knots boat speed we would have a fighting chance of staying ahead. Maximum concentration was required at this point, and this was after around 50 miles of intense racing in 20 to 25 knots of breeze. I now had no doubts that the Gulf Classic really can be an endurance race.

So we had another 10 miles of intense concentration, steering and sail trimming in the dark, periodically looking over our shoulder to see where the two lights just behind were. In the end, with an elapsed time of 11 hours and 6 minutes, we beat the two Noelexes (‘Suzie’ and ‘Endurance’) over the line by 1 minute 42 seconds. ‘Suzie’ managed to pip ‘Endurance’ on the line to be one second ahead of her. An outstanding effort there.

We ended up 5th over the line out of the 13 boats in the TY 60 mile division and 5th on corrected time, just 9 minutes and 34 seconds behind the winner on corrected time. What if we had managed to have the spinnaker hoisted for the 6 miles along the outside of Rangitoto and Motutapu but hey, that’s yacht racing.

As we approached the finish line I had yelled out to Benjamin about 10 times to wake up so he could see us go over the finish line, or even better so he could steer over the line past the committee catamaran that was lit up like a Christmas tree. However, he was completely out to it. I just hoped he hadn’t died through all the violent vomiting! Thankfully, when we finally arrived at Kawakawa Bay at 2300 hours Benjamin, having had a sleep, was quite chirpy and happy to steer while I lowered the sails. He even then said he’d come sailing with me again – but could I just make it a bit calmer next time! So we were back at the ramp at 1100 hours after having left there in the dark at 0600 hours. Over the whole day we had covered 83 miles.

There were three race highlights for me:

- Firstly, managing to briefly cross ahead of Ross 780 ‘Ghost Train’ several times at Rakino after the long, brutal beat along the northern side of Waiheke. Thanks James and crew, you kept our morale up!

- For the last 10 miles managing to stay just ahead of the two Noelex 25's that caught us up with their spinnakers on the previous leg – I would have been absolutely gutted if they had managed to squeeze past us.
- The other highlight is a bit different. For the previous two weeks I had been watching the race tracker of the 2 handed Round North Island race, so had got to know most of the boats. Sailing up the back of Rangitoto Island just as the sun was setting, two impressive looking keelers were heading towards us, sailing upwind. I thought, surely there must be another race out here somewhere. The first went past about 30 metres away and it was 'Simply Irresistible'. Woohoo! Then the second, called 'Waka'. I had been following them for 2 weeks on the tracker and here they were sailing past us, having left Waikawa Bay in the Marlborough Sounds 5 days earlier – racing 2 handed non-stop from there up around Cape Reinga and down to Auckland. It made my day to see them and they looked good; really good actually given how much more tired than us they must surely have been. Now that's endurance racing.

Bilgewater Editor

PS. I took the carpet home, waterblasted and baking soda'd it, but it's still badly stained so 'Charley' gets a birthday present of new carpet, plus a new boom vang attachment.



Elliott 780 'No Remorse' and big brother Elliott 1050 'Second Nature'

41st Gulf Classic Results – Keeler, TY 60, TY 40

41st Gulf Classic										
Race Date: Saturday 11th and Sunday 12th March 2023										
KEELER DIVISION - 80 NM					Start :	11/03/2023 10:00:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Acushla	6590	Farr 1020	Waikato YS	0.742	11/03/2023 10:00:00	11/03/2023 20:08:11	10:08:11	5	07:31:16	1
Delicado	2005	Townson 32	Howick YC	0.740	11/03/2023 10:00:00	11/03/2023 20:20:51	10:20:51	6	07:39:26	2
Pipi	9393	Pogo 36	Pine Harbour CC	0.855	11/03/2023 10:00:00	11/03/2023 19:06:46	09:06:46	2	07:47:29	3
Audrey	9898	Hanse 370E	Waikato YS	0.780	11/03/2023 10:00:00	11/03/2023 19:59:39	09:59:39	4	07:47:44	4
Longfellow	5923	Warwick 66	Mt Maunganui YC	0.930	11/03/2023 10:00:00	11/03/2023 18:45:28	08:45:28	1	08:08:41	5
Second Nature	8147	Elliot 1050	Mercury Bay BC	0.824	11/03/2023 10:00:00	11/03/2023 19:53:34	09:53:34	3	08:09:06	6
Spyker	4108	Chico 40	Waikato YS	0.744	11/03/2023 10:00:00	11/03/2023 22:29:00	12:29:00	7	09:17:15	7
Alegre	10033	Soto 40	RNZYS	0.975	11/03/2023 10:00:00	DNF				
TY 60 DIVISION - 60 NM					Start :	11/03/2023 10:05:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Escargot	T3247	Gazelle Mk 1 Mod	Waikato YS	0.820	11/03/2023 10:05:00	11/03/2023 21:19:47	11:14:47	8	09:13:19	1
E Boat	T3743	Elliot 7.4	Taupo YC	0.885	11/03/2023 10:05:00	11/03/2023 20:34:41	10:29:41	2	09:17:16	2
Blue Fire	T918	Noelex 25	BOPTYs	0.845	11/03/2023 10:05:00	11/03/2023 21:08:38	11:03:38	4	09:20:46	3
Summer Magic	T3754	Witch Craft 7.7	BOPTYs	0.810	11/03/2023 10:05:00	11/03/2023 21:38:35	11:33:35	9	09:21:48	4
Charley	T3518	Noelex 25	Waikato YS	0.845	11/03/2023 10:05:00	11/03/2023 21:11:08	11:06:08	5	09:22:53	5
Suzie	T1065	Noelex 25	Waikato YS	0.845	11/03/2023 10:05:00	11/03/2023 21:12:50	11:07:50	6	09:24:19	6
Endurance	T3637	Noelex 25	BOPTYs	0.845	11/03/2023 10:05:00	11/03/2023 21:12:51	11:07:51	7	09:24:20	7
NoReMorse	T4052	Elliot 780	Taupo YC	0.973	11/03/2023 10:05:00	11/03/2023 19:53:27	09:48:27	1	09:32:34	8
Ghost Train	T3429	Ross 780	Waikato YS	0.933	11/03/2023 10:05:00	11/03/2023 20:54:30	10:49:30	3	10:05:59	9
Fantasia	T3682	Joker 820	Waikato YS	0.850	11/03/2023 10:05:00	11/03/2023 23:05:06	13:00:06	10	11:03:05	10
Reggae Shark	T4248	Elliot 5.9	Pupuke YC	0.889	11/03/2023 10:05:00	DNF				
Aperitif	T3983	Joker 820	Waikato YS	0.850	11/03/2023 10:05:00	DNF				
Falkor	T820	Joker 820	Waikato YS	0.850	11/03/2023 10:05:00	DNF				
TY 40 DIVISION - 40 NM					Start :	11/03/2023 10:10:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Young Gem	T3451	Young 6 WB	Ngaroto YC	0.792	11/03/2023 10:10:00	11/03/2023 17:45:47	07:35:47	1	06:00:59	1
Tanifarr	T743	Farr 6000	Taupo TC	0.765	11/03/2023 10:10:00	11/03/2023 18:18:54	08:08:54	2	06:14:01	2
Merlina	T1208	Merlin 6.1	BOPTYs	0.703	11/03/2023 10:10:00	11/03/2023 19:04:17	08:54:17	3	06:15:36	3
SugarShack	None	Joker 6.7	Waikato YS	0.812	11/03/2023 10:10:00	11/03/2023 20:17:43	10:07:43	4	08:13:28	4
Winsome II	T3352	Young 6 WB	Hamilton YC	0.792	11/03/2023 10:10:00	DSQ				
Qunt	T2782	Quintet 6	Waikato YS	0.775	11/03/2023 10:10:00	DSQ				
Squirt	T2704	Van Dieman 5.6	Waikato YS	0.705	11/03/2023 10:10:00	DNF				
Amethyst	M	MacGregor X 8	Waikato YS	0.820	11/03/2023 10:10:00	DNS				

A big congratulations to the winners on corrected time:

- Flip Rayner and crew on Gazelle ‘Escargot’ taking out the TY 60 and overall Gulf Classic Cup.
- Jim Pasco and crew on Farr 1020 ‘Acushla’ taking out the Keeler 80 miler.
- Greg Morgan and crew on Young 6 ‘Young Gem’ taking out the TY40.

And of course, to all of us (Waikato Yacht Squadron that is) for finally reclaiming the Gulf classic interclub trophy.



James presenting the Gulf Classic TY60 trophy to Flip and his crew Anton and Alan



The winners - Greg Morgan TY40, Flip Rayner TY60, and Jim Pasco Keeler 80, together with the Interclub TY and Keeler trophies



Flip, 'Escargot' and the silverware – well done!



A happy moment on TY40 winner 'Young Gem', hitting 11.5 knots under spinnaker

Welcome to New Members

Our steady stream of new members this season has continued during the past month. This month we welcome three new members/families plus we have several others in the pipeline. We warmly welcome and look forward to sailing with:

Dan and Siale McCormack and their family who live at Conifer Grove, Auckland. They own a **Noelex 25** called '**Bird of Paradise**'. Having already sailed in one of our events, 'Bird of Paradise' is now the 15th Noelex 25 in our Squadron. We just might have to start a new class division!

Ian Scoltock who lives at Sandringham, Auckland has also joined and has **Joker 6.7 'Sugarshack'**. Ian has sailed extensively on the Gulf over a number of years.

Also joining this month are **Barrie and Blake Todd** who live at Cambridge. They have a **Farr 7500** called '**Swashbuckler**' and are looking forward to introducing their teenage grandchildren to sailing. Barrie says he has raced and cruised all sorts of yachts of all sizes during his life but is now out of practice after doing the Auckland to Suva race 12 years ago. I understand that was on Davidson 55 race yacht 'Starlight Express'.

I saw 'Starlight Express' when I was cruising in the Bay of Islands back in January and again a couple of weeks ago on the hard at Half Moon Bay Marina having some work done. Here's a photo of 'Starlight Express' sailing in a Sydney Hobart race. I don't think Barrie was on board that day.



Photo of 'Starlight Express' by Richard Bennett in his book "Ocean Classics".

A great book if you can get a copy – published in 1994

NOTICE OF RACE

COROMANDEL REGATTA – Keeler and Trailer Yacht Divisions

DATE: Friday 7 April 2023 (Good Friday).

START TIME: 1000 hours for trailer yachts, 1030 hours for keelers.

RACING INSTRUCTIONS: shall be in accordance with the “standard instructions for non-regatta races” except for those that are altered by these sailing instructions.

ENTRIES: To the Event Coordinator via VHF Channel 77 by 0930 hours for trailer yachts and 1000 hours for keelers, advising name of yacht and number of crew on board.

DIVISIONS: The race will consist of one trailer yacht division and one keeler division.

RACE BRIEFING: 0935 hours for trailer yachts and 1005 hours for keelers, by VHF radio channel 77 where the Event Coordinator will advise of any changes to the course or racing instructions.

COURSE: **Trailer Yachts** – From the start line at Kawakawa Bay - crossing the Firth of Thames – to the finish line at Coromandel Harbour.

Keelers – From the start line at Pine Harbour to and through the Waiheke Channel and Ruthe Passage keeping Ponui Island to STARBOARD – to the finish line at Coromandel Harbour.

Refer to **course 7** in the handbook.

START LINE: **Trailer Yachts** - Between the start boat at Kawakawa Bay and a position (i.e. moored boat or other marker) to be advised by the Event Coordinator.

Keelers - Will be off Pine Harbour, between the nominated start boat and the Dennis Rock cardinal mark to the northwest of Motukaraka Island.

FINISH LINE: **Trailer Yachts and Keelers** – The finish line will be between the Cow and Calf Islands at the entrance to Coromandel Harbour.

Skippers should record their own finish times in GPS hrs/min/sec, to be advised to the Event Coordinator by Text (SMS), or VHF if your phone battery is dead.

DINGHIES: Allowance will be made for towing dinghies (trailer yacht open championship only.)

EVENT COORDINATORS: Trailer Yachts – Alan Macdonald (phone 021-279 5222). Keelers – Jim Pasco (phone 021-143 1199).

A beach gathering location at Coromandel will be advised at the race briefing. Yachts wanting to participate in the gathering, but not the race, are most welcome. There will also be the fishing competition on Saturday and the Mercury Bay cruise departing from Coromandel on the Sunday.

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