

Bilgewater

December 2021 / January 2022



How to Get the Keel Out – Dean and Nola’s Tree to the Rescue.

See page 11 for the full story





DIRECTORY

COMMITTEE MEMBERS 2021/2022


Committee Member	Portfolio	Contact
James Hepburn	Commodore and Race Officer Trailer Yachts	021 477 324
Jim Pasco	Treasurer and Race Officer Keelers	021 143 1199
Greg Reeve	Secretary and Handbook	
Murray Pearce	Sponsorship, Handicap Admin and Gulf Classic Liaison	027 495 1223
Flip Rayner	Website, Facebook, YNZ and NZTYA Liaison	021 354 773
Tim Hayward	Bilgewater Editor	027 444 5902
Andrew Jones	Social Coordinator and Handicap Admin	022 326 1993

Non-Committee Portfolios

Dean Herrmann	Seamanship Training	027 437 4001
Wayne Johnstone	Compound Convenor	027 623 6366
David Whitburn	Compound Site Manager	027 384 1014

Website: www.waikatoyachtsquadron.org.nz

Email: waikatoyachtsquadron@gmail.com

: Waikato Yacht Squadron

PO Box 4263, HAMILTON 3247

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

COMMODORE'S COMMENT

Well we are about to start the WYS sailing season with our first event this weekend. Many of our Waikato members have been itching to get back out on the Gulf so we will, hopefully, have a good turnout.

It was also wonderful catching up with some of you at this year's Christmas BBQ. Usually this is held in the middle of the season and is an opportunity to chat about the season so far. This year however it was a chance to get excited about the upcoming season.

Recently, I have been getting some sailing done over at Rotoiti on Ghost Train. This year's Rotoiti Classic was a particularly enjoyable event (however a bit more wind would have been nice). It was great to see Hugh on E Type 2 get out there on the lake with a crew of WYS members. Lake sailing is a whole different challenge and I am not sure they particularly enjoyed some of the wind shifts..... Last weekend we also had the "Freedom Regatta" at Lake Ngaroto. I headed down there with Kittiwake and had a very enjoyable sail. None of my usual crew were available so I sailed the event single handed which was very peaceful.

On a more serious note. As a club we have a long history of appreciating and adhering to rules and regulations. Out on the water we expect our members to know the "rules of the road" and to follow them correctly. The same applies to the rules around Covid. A collective effort is required by society and as a club I would like to think that we will happily do our part (no matter how small that may be). This means that we need to be following the expectations around the traffic light system and in particular the rules around Auckland (most of our regular sailing destinations fall within Auckland). The advice we have had from Yachting NZ is that our activities fall under the distinction of a gathering. In the short term we have two types of event to worry about, beach gatherings and Nog-n-Natters. So how will these work? Under Red we can have gatherings of up to 25 people without the need to have vaccine passes and 100 with them. Under Orange we can have gatherings of up to 50 people without the need to have vaccine passes and unlimited size with them.

We have been working on a new calendar for this season. This has been sent out to our members. We have managed to pack everything into the second half of the season and this includes our first double header over Auckland Anniversary Weekend where we will be running the round Ponui race on Saturday, followed by some round the buoy sailing on Sunday in Kawakawa Bay. This will be the first of two round the buoy events this season with a second round scheduled for the last weekend of April. We also look forward to our delayed on water safety day with Dean on New Years Eve followed by a club beach gathering to see in the New Year.

Unfortunately, I won't be sailing until after the New Year, so until then safe sailing and I look forward to seeing many of you out on the water.

James

UPCOMING EVENTS

Our Squadron events scheduled for the next two months are set out below.

Rocky Bay Sailing Event

Saturday 18 December 2021

The trailer yachts are scheduled to start at 1000 hours from Ammunition Bay, and then head to the Rocky Bay yellow buoy and on to the Orapiu Wharf in the Waiheke Channel. The keelers start from Pine Harbour at 1030 hours, heading up the Motuihe Channel, around Motuihe Island, past Rocky Bay and again to finish at the Orapiu Wharf. A beach gathering will be held at a bay in the Waiheke Channel, the location being dependent on weather conditions. Race Officers of the Day are trailer yachts – Hugh Beecroft (phone 027-496 7033), keelers – Jim Pasco (phone 021-143 1199). Further details and Notices of Race are provided on pages 21 and 22 below. Note that this replaces the Rocky Bay (TY) and Kawau (keeler) races that Covid restrictions prevented us holding on Labour weekend.

Seamanship Training followed by the New Year's Gathering

Friday 31 December 2021

Dean Herrmann is proposing to run this on-the-water seamanship training event at/near Kawakawa Bay during the day. If you would like to participate in this training it would be helpful if you could advise Dean in advance on 027-437 4001. A New Year's Eve Gathering will then be held in the evening to welcome in the New Year. The location will depend on the weather conditions and will be announced on the day on VHF channel 77 at 1200 hours and 1600 hours.

Ponui Island Sailing Event

Saturday 29 January 2022 (Auckland Anniversary Weekend)

This event/race includes a circumnavigation of Ponui Island with the trailer yachts starting from the Sandspit Beacon at 1000 hours and keelers starting from Pine Harbour at 1030 hours. Race Officers of the Day are trailer yachts – Chris Martin (phone 021-137 8205), keelers – John Lundy (phone 027-515 3333). Further details and the Notice of Race are provided on page 23 below. This replaces the event that was postponed in November due to Covid restrictions.

Trailer Yacht Around the Buoys Racing – Kawakawa Bay

Sunday 30 January 2022 (Auckland Anniversary Weekend).

A series of around the buoys races are to be held in Kawakawa Bay the day after the Ponui event. Start time is 1030 hours and Race Officer of the Day is James Hepburn (phone 021-477 324). Further details and the Notice of Race are provided on page 24 below.

Motuihe/Owhanake Sailing Event

Saturday 12 February 2022

The trailer yachts are scheduled to start at 1000 hours from Ammunition Bay, the keelers starting from Pine Harbour at 1030 hours. The finish line is at Islington Bay, Rangitoto Island. If weather conditions require, the destination and finish line will be altered to Owhanake Bay, Waiheke Island. Officers of the Day are trailer yachts – Wayne Johnston (phone 027-623 6366), keelers – Don Woolerton (phone 027-491 2939). Further details and Notices of Race are provided on page 25 below.

NAVIGATION – CHARTS

Know What's Down Below – Depths, Rocks and the Seabed

To help ensure that we don't "bump into things" and to help us anchor safely, it is prudent to be able to correctly identify and understand what our charts are telling us. In this article we cover the basic elements of charted depths, rock symbols and seabed descriptions. We should already know most of this, however revision is always beneficial plus we have some new members who are either entirely new to sailing, or have only sailed on lakes in the past.

Understanding Charted Depths

The depth numerals that are shown on our charts are the level of the sea above Chart Datum. This datum is the level of the lowest astronomical tide i.e. the lowest tide level that can occur due to the combined effects of the sun, moon and stars. The actual tide level can however vary from this due to meteorological conditions such as the presence of low or high pressure systems and storm surges. However, for all intents and purposes it is unusual for low water (low tide) to be below the Chart Datum of our charts.

On modern charts depths are shown in metres, to one decimal of a metre, and are usually depicted in italics (i.e. *sloping lettering*). The decimals are shown as subscripts. For example:

*8*₅ means that at the lowest astronomical tide there will be a water depth of 8.5 metres (above Chart Datum) at that location.

It is very important to know that where a depth numeral is shown underlined, it is the drying height above Chart Datum i.e. it is dry land! For example:

0₆ means that the location will be 0.6 metre above the level of the sea when the lowest astronomical tide occurs i.e. dry land 0.6 metre above Chart Datum.

To determine the depth at any particular day/time, you need to add to the charted depth the height of the tide (as shown in the tide tables). The high tide level at Kawakawa Bay tends to be between 2.7 and 3.6 metres above Chart Datum depending on the phase of the moon. Therefore, on a given day, if the tide table shows a high tide level of say 3.2 metres and the chart shows a depth of 2.1 metres, the depth at that location at high tide will be 5.3 metres (or thereabouts).

Similarly, as the lowest astronomical tide rarely occurs, the low tide level will usually be higher than Chart Datum. Again for Kawakawa Bay, depending on the phase of the moon, the low tide level tends to range between 0.3 and 1.2 metres above Chart Datum. Therefore, if the tide table on a given day shows a low tide level of say 0.5 metre and the chart shows a depth of 2.1 metres, the depth of water at low tide at that location will be 2.6 metres.

One more thing. If there are brackets around a depth, it means the depth shown on the chart is "out of location". An example could be the depth shown for a dangerous submerged rock. The rock symbol will show the location, while the depth will be shown beside the rock with brackets around the depth. For example:

+ (1.2)

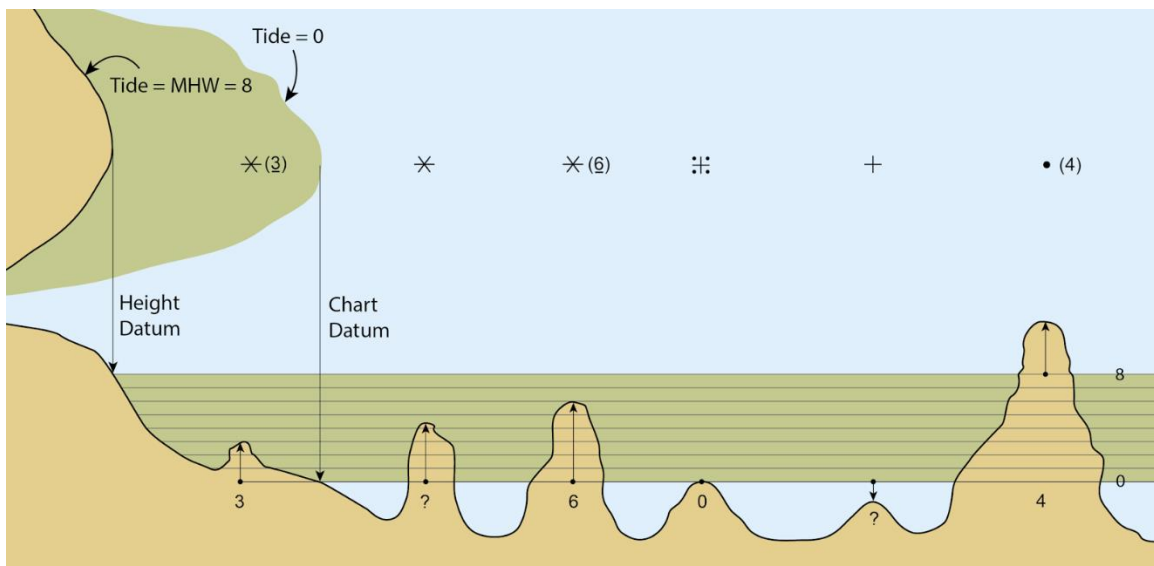
The rock is in the location of the **+** symbol, with it having a water depth above Chart Datum of 1.2 metres, the depth being shown nearby, in brackets.

Chart Rock Symbols

The three most common rock symbols that we should be fully familiar with are:

Chart Symbol	What it Means
+	A Dangerous Underwater Rock (a depth may be shown)
✕	A Rock that Covers and Uncovers (a drying height may be shown, in which case it will be underlined)
⋈	A Rock that is Awash, at the level of Chart Datum

This diagram shows the rocks and their symbols in relation to the tidal range (green shading).



Also, a danger area is indicated by it being enclosed within a series of dots

Chart Seabed Descriptions

Seabed descriptions on charts are particularly useful for anchoring, with mud and sand usually providing the best holding.

There are two types of descriptors used for the seabed, all being shown on the chart as abbreviations. The primary description of the type of seabed material (e.g. sand, mud, stones) is shown beginning with a capital letter. Qualifying terms may then further qualify the nature of the material (e.g. fine, coarse, soft). These qualifying term abbreviations are in lower case lettering. All the descriptors are shown in italic lettering.

Some of the most common seabed descriptors are shown in the tables below.

Types of Seabed	
Sand	<i>S</i>
Mud	<i>M</i>
Shells	<i>Sh</i>
Rock, Rocky	<i>R</i>
Stones	<i>St</i>
Pebbles	<i>P</i>
Gravel	<i>G</i>
Weed, Kelp	<i>Wd</i>
Clay	<i>Cy</i>
Silt	<i>Si</i>

Qualifying Terms	
fine	<i>f</i>
medium	<i>m</i>
coarse	<i>c</i>
broken	<i>b</i>
soft	<i>so</i>
hard	<i>h</i>
sticky	<i>sy</i>
stiff	<i>st</i>
volcanic	<i>v</i>
calcareous	<i>ca</i>

Combined Examples

<i>bkSh.P</i>	Broken shells with pebbles (e.g. the bay at north east Pakatoa Island)
<i>fS.bkSh</i>	Fine sand with broken shells (e.g. Ocean Beach, Motuihe)
<i>S/R</i>	Sand over Rock

While on the topic of seabeds and anchoring, one other thing to absolutely avoid are submarine cables. Hefty fines can apply if you snag one with your anchor.

The locations of submarine cables are shown on charts with magenta-coloured “wavy” lines, as shown below.



Submarine cable



Submarine Power Cable

Due to the submarine cables off the Ammunition Bay wharf, for races starting from that location we now anchor the start boat to the south of the wharf, with the start line being between the boat and a power pole on the shore.

Bilgewater Ed.

BLAST FROM THE PAST - Te Kouma Race - Race Tactics and an Ocean Racing Yacht

Contributed by Nigel Lancaster

Waitangi Weekend 1981, WTYS (as it was back then), and the Te Kouma Race.

The Lancaster crew: Bob, two sons Dick and Nigel, and son in law Don, owner of the Sabre 20 "Larus" and also a private pilot. So collectively we four were a reasonable bunch of competent sailors. Dad grew up on Idle Along yachts on Wellington Harbour and Dick and I in P class and Frostply yachts on Lake Rotoroa, and by this time Christine and I had acquired our first Trailer Yacht a Hartley 16.

So as we headed out of Kawakawa Bay that morning in a building SW breeze we set the spinnaker and got into trimming mode as Dick and Don discussed vectors. This wasn't simply steer a bit to starboard for an outgoing tide, this was all done serious like, with time on distance and allowing for flood or ebb and mean tidal flow and other mitigating factors. The other consideration for this journey was that we should account for the dinghy tugging away on the end of the painter. No dinghy adjustment in them days but certainly given the weight of the average plywood dinghy worth some consideration. So after some trial and adjustment we established that the dinghy should be on a limited painter to ensure it surfed along on the forward side of the stern wake. An extremely effective move I have to say with a slack painter some of the time.

The race went well with much input from all crew as we headed across the Firth of Thames and past the southern end of Rangipukea Island. We were pleased to acknowledge that we had indeed posted a first place. Bob was well pleased with our result (at this date in time we hadn't yet heard of the idea of the 100 miler, which was still to come a year or so later) and we motored up Te Kouma Harbour to anchor in Name Bay and give ourselves a well-earned cold ale from the chilly bin.

But, within a short space of time, probably before the first cold one had been consumed we had a visit from George, the club's safety officer with his clipboard. This looks ominous! "Would you like a cold ale"? "No thanks, I'm here to conduct a safety inspection".

Difficult questions, such as do we have a triangular bandage? First find the first aid kit..... "No we don't but we do have numerous tea towels and similar items that would suffice.....its first aid". Tick the box. Do we have an orange square to wave and attract attention? "No we don't but we do have a large coloured table cloth that we could wave, that would suffice". OK, tick the box. (I think that checking our ground tackle might have been more important but that was already in the Te Kouma mud). The crew's father, Bob, the elderly statesman that he was, was in need of another beer and our trusty club safety officer after more boxes ticked, appeared reasonably satisfied and took his leave. However what I didn't mention was that brother in law Don (owner of said vessel) was not actually a member of the officiating club, the WTYS, but I was so that would also have to suffice and so we relaxed and the late afternoon on board continued as it should.

We had noticed on our arrival, anchored out in the middle of the harbour the dark blue hull of the 68ft racing yacht with the distinctive name of “Ceramco NZ” emblazoned down its flank. Peter Blake and a small crew were returning north from the victorious Sydney Hobart race where they achieved a rare double line and handicap win. What we were to find out was that Peter had with him his uncle Don from Hamilton. The family lived on the top of the hill in Lake Crescent opposite Alison Street, near the Hamilton Yacht Club. One of our competing members Bob Bennett knew Don and made arrangements for our visit next day to inspect this wonderful racing craft. New Zealand’s first home grown maxi race yacht. It was a massive boat and a great thrill to visit.

Next morning with many, many dinghies tied up off the stern of Ceramco NZ we had a full tour of this great yacht and observed whilst below decks a small transparent window built into the hull just aft of the keel and above the prop for obvious reasons. Dick made the comment that that would have been good in a dinghy to check for weed on the centreplate, to which Don Blake of Hamilton said....“sounds like lake sailors”, which indeed we were. We introduced ourselves again and he realised that in fact he had met our dad many years previous on Hamilton Lake.

Later that year Ceramco NZ sailed to Great Britain to compete in the 1981/82 Whitbread Race. They sailed an extremely competitive race and constantly hounded the likes of “Flyer” a good 10 feet longer than Ceramco across the southern oceans of the world. History will also record the events for the yacht in the South Atlantic when the mast came tumbling down. The crew, not to be too demoralised as Peter Blake suggested they might, but also told them: “*if they were they should come see him and they could get demoralised together*”.

What transpired in subsequent days was indeed a credit to all aboard as they set to and jury rigged Ceramco NZ and continued to record speeds in excess of 10 knots for the next 3 weeks to Cape Town.



Ceramco NZ racing under jury rig, on the way to Cape Town

This event and subsequent years of racing demonstrated to most Kiwis including the writer just what a great inspirational leader Peter was. Sadly lost to the world 20 years ago December this year.

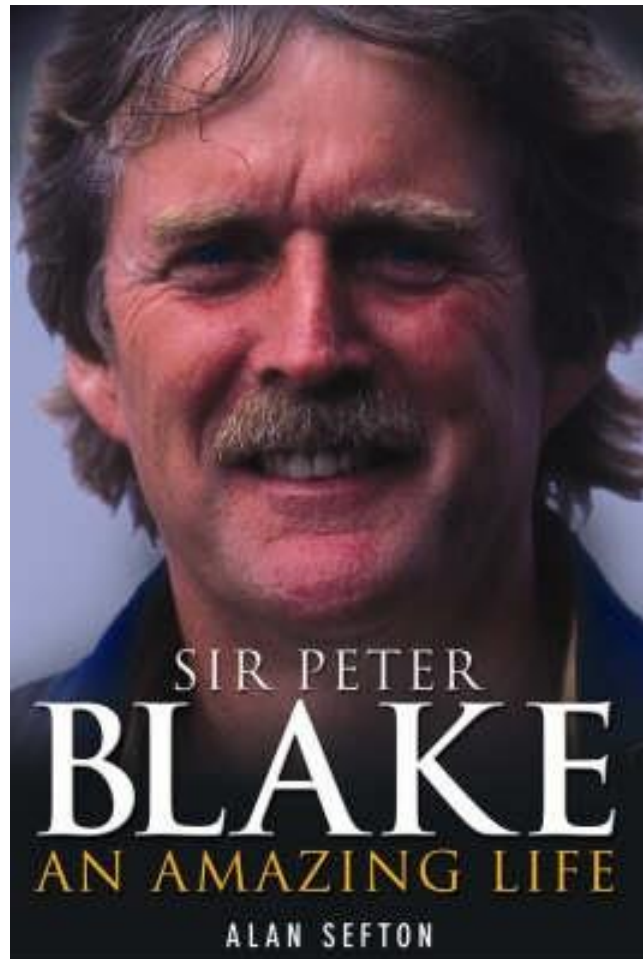
So for us on “Larus” a Sabre 20 we finished the weekend with a visit up Coromandel Harbour to the wharf to visit Don’s father now living on the Long Bay road and later by Monday back to Kawakawa Bay to drop off crew.

The end of a great weekend sailing with much achieved.

A must read.....

“Sir Peter Blake an Amazing Life”

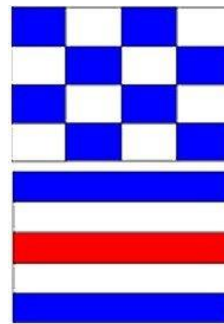
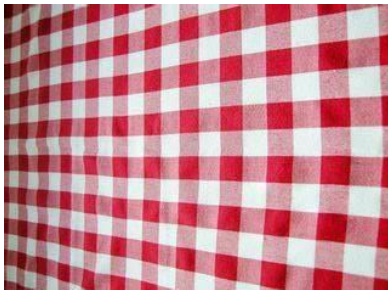
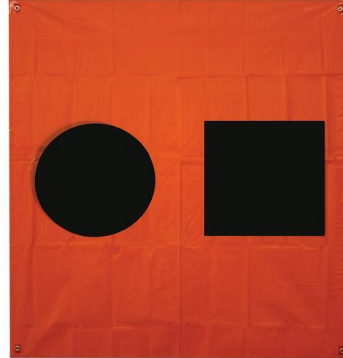
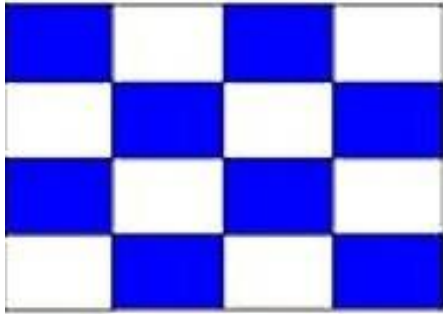
a biography by Alan Sefton



Nigel Lancaster

Spot Quiz

Having read about the safety inspection in Nigel's story above, can you identify the 3 international distress signals from the items below? Yes there are three.



WHEN THE KEEL GETS STUCK HALFWAY!!

Aperitif's Winter Maintenance

Contributed by Greg Reeve

Let's face it, winter maintenance – it's never going to be as much fun as getting out on the water sailing, right! However, this winter Julie and I undertook some major maintenance projects on Aperitif, our Joker 820. (Definitely major for us!). What was particularly daunting at the outset, has turned out very rewarding at the finish line.

We're relatively new to sailing; we bought Aperitif in November 2018 having never sailed before and have had 3 amazing summer sailing seasons. Aperitif was first launched in 1990 (I believe) so it's not entirely unexpected that a 30+ year-old, glass-over-ply trailer yacht is going to need some winter care. Previously, as "fizz-boat" owners our idea of maintenance consisted of a well-timed yearly trip to a local marine mechanic for an engine service and VTNZ for a WOF. Woodworking, fibre-glassing, sanding, sanding, sanding, painting, and sealing were not something we had done a lot of before. That said we made our way through it with a lot of help from other WYS members. The result has been really rewarding and our confidence in Aperitif is growing with each DIY job we do. Nothing like knowing your boat "inside-out" when you're out on the water.

This winter, largely due to Covid 19 lockdown, we ended up taking on more repair jobs than we might otherwise have. The main issue for me was the keel, this being the starting point and what I'll describe here. The main issue for Julie was leaky windows. It was really annoying to arrive at the compound having a wet boat before even getting near the water, the window resealing I'll cover in a subsequent article.

For most of the 2021 summer sailing season, Aperitif's keel was stubbornly refusing to go all the way down, getting to 50% and jamming. No amount of jacking it up and applying silicon at the compound seemed to make any difference. Since we have owned her, the job of winching the keel up has seemed more difficult than expected, often worrying that the winch itself was going to rip off the top deck. So, at the end of the 2020/21 season we decided the keel would have to come out and be mended. Right. Time to work out how to lift a 200+ kg, 2 metre long keel out of the top of a trailer yacht! Thankfully, Dean Herrmann mentioned that John Klinkhamer (previous owner of Aperitif) had in the past helped him lift the keel out of Jury's Rig and "it was easy" – particularly with John's experience and help.



Dean and Nola, have a rather large tree at their house and were kind enough to allow us to use it to lift the keel out. It's not clear from this picture, but Nola and I are hanging on for dear life to the strap holding the weight of the keel, sliding along the driveway pebbles.

Tip #1 - Secure both ropes rather than choosing to hold one.

With the keel safely home, it becomes clear that it was something as small as the head of a stainless rivet that had fallen into the keel casing and worn a groove up the keel to the point at which it jammed with at most ½ of the keel in the water! The horizontal crack visible marks are where the lead bottom of the keel begins, hence the significant weight. What to do next?

Time to call for some expert advice. After a quick call, Roy Woolerton, owner and builder of Royle Flush, kindly offered to drive out to take a look and offer some advice on how to proceed. Over a cuppa, Roy explained that the lead is held into the top wooden part of the keel by bolts set in the lead, up through the laminated keel, and securely bolted within dedicated “windows”. These window’s being subsequently filled with “bog” (meaning epoxy resin filler). The only way to proceed is to strip back the damaged paint and fibreglass to determine if the keel is still structurally sound.

Tip #2 - A reasonably cheap disc grinder fitted with a flap disc is an efficient way to quickly remove old paint and fibreglass. Thanks, Roy, for your kind advice.



After deciding the keel was still structurally sound, time for more sanding, and then replacing the fibreglass.

Once again, another kind offer of help from Russell Osborne, who came out and helped me with the first and crucial coat of epoxy and fibreglass cloth. Thanks Russell.



We've been using West System 105 Epoxy resin with 205 Fast hardener. Fibreglass cloth - 100g / 1m x 10m Roll and Peel Ply - 1m x 10m Roll. A lot of the materials were sourced via online delivery from resincraft.co.nz (formerly The Fibreglass Shop).

Tip #3 - Peel Ply is a fine woven material that you lay over the epoxy-soaked fibreglass cloth and paint with more raw epoxy. After the epoxy sets the Peel Ply peels off and leaves a fairly smooth surface. This can significantly reduce the amount of sanding required.

Tip #4 - I also purchased a box of 100 disposable chip brushes for \$20. Reusing brushes after using epoxy creates a lot of extra work and requires the use of a lot of solvent.

After what seemed like a lot of sanding, we were ready to paint the keel.



Tip #5 - (Courtesy of James Hepburn) Create a template of the smallest gap through which the keel runs. On Aperitif this is right down the bottom end of the casing near the hull.

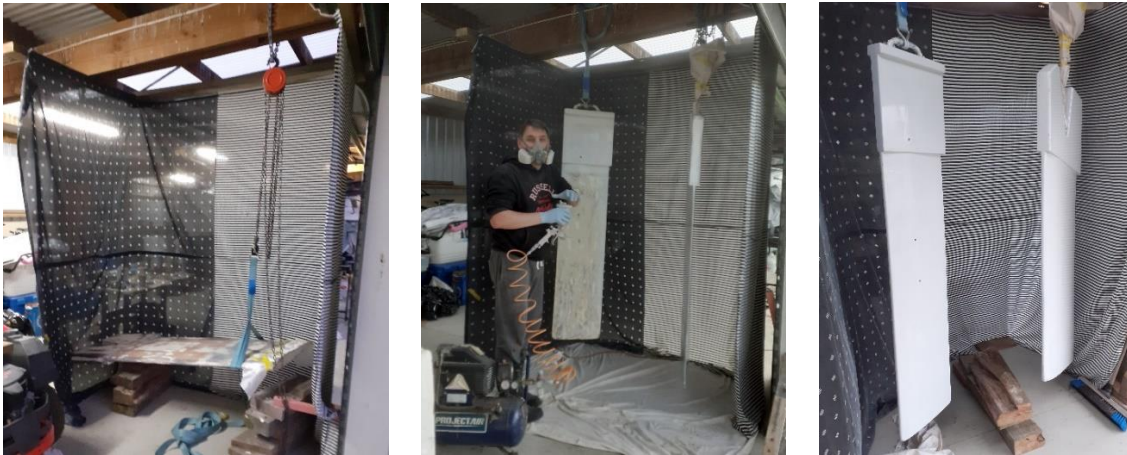


The template can then run up and down the keel to check that you don't accidentally add too much girth to the keel while rebuilding with fibreglass and paint.

Now time to choose some paint. Hmm... Time to phone a friend again for some more expert advice. James Hepburn to the rescue. Not only did James supply a wealth of info about possible paint choices, but also offered to come out with his compressor and air gun and spray the keel for

us. With an offer too good to pass up, we decided to bite-the-bullet and prepare our rudder to be painted at the same time. A hastily constructed “spray-booth” and James was away painting. Huge thanks James.

Tip #6 - The finish from spray painting with enamel paint is amazing! But... it is even better at showing up where there has not been enough surface prep. It is very thin. While James was too polite to mention it, it was quickly becoming clear that I hadn't done enough preparation on the surface. And it was going to need reworking.



Many more hours of sanding, more coats of epoxy mixed with a fairing compound (West System Filler Powder - 409 Microspheres / 4L Bag) and both keel and rudder had a much better finish.



Unfortunately, due to another unexpected Covid lockdown, James was not going to be able to come back for some time for another coat. Fortunately, I was able to call in a much better-looking painter! Because we were also resealing the windows and painting the cabin topside, we had bought enamel undercoat and paint that we could use. Due to a chance meeting with Nigel McCarter in Mitre 10, Nigel had told me he liked to use Altex Regatta Gloss Enamel with the Regatta 2K additive that creates a harder, shinier finish. After some online research this was what we settled on, and it seemed sensible to use this on the keel and rudder as well. Thanks Nigel.

Tip #7 - Using an Altex Surfacer Undercoat meant that the finish was more forgiving of small blemishes left over after epoxying and sanding. The amount of work required to get a perfectly

prepped surface should not be underestimated. Note the template for maximum keel girth gave us confidence that a thicker primer and topcoat would be Ok.



Julie applied 2 coats of undercoat and 3 topcoats while I did the sanding in between, though this was really a light rub compared with prepping. By this stage I was developing new “sanding” muscles and my phone was failing to read my fingerprint! We were very happy with the result; it was better than I had expected when we started. Time to visit Dean and Nola to use their tree again.



After getting the keel back at the beginning of October (at the time grateful that we had made our deadline ready for the Rocky Bay race at Labour weekend), with Covid restrictions in place we were finally able to get out for a cruise on the Waikato River leaving from Horahora domain near Karapiro.

The keel runs down beautifully and winds up with much less effort. We're now looking forward with anticipation to getting Aperitif back out on the Hauraki Gulf.

Greg Reeve

AROUND THE FLEET

With a bit of luck it looks like it won't be long before we can again enjoy that once-familiar feeling of salt spray on a sunny day.



Enjoying the Salt Spray in Happier, Pre-Covid Times - Noelex 22 Hallelujah Heading for Kawakawa Bay

Alan Civil Memorial Rotoiti Classic

It was good to see three of our boats that have been “stuck south of the border” managing to sail in the Alan Civil Memorial Rotoiti (ACMR) Classic race at Lake Rotoiti. 16 boats in total contested the Classic which comprised one lap of the lake. The fleet was also divided into several divisions depending on their NZTYA rating with the higher rated boats sailing one or two additional laps of the lake for the Division race results. Apparently the wind was very light and flukey for much of the race, but then increased towards the end. However, the longest course, A Division, had to be shortened.

The results? None of our boats made the podium in either the Classic or the Division races, so enough said about that.

See if you can match the post-race comments below with our three participating boats/crews:

**Hugh Beecroft on Elliott 7.4, E Type 2,
Andrew King on Noelex 25, Portfolio, and
James Hepburn on Ross 780, Ghost Train.**

“We had a fun day but as the wind was light and it was getting late, we pulled out and went home early”.

“We had a great day, had a few boats finish behind us, and spending 9 hours out on the water was excellent for increasing my experience before starting sailing at Kawakawa Bay”.

“That lake sailing is very frustrating. X!%\$#!!”.

Aucklanders Back Out on the Water

It’s also been good to see some of our Auckland members out on the water following the easing of restrictions “north of the border”. That includes Darren Johnson on **Bella Rose**, David and Ruth on **Barometer Soup**. Alex and Jenny on **Amethyst** and Chris and Ness on **Suzie**.

Award for “Ingenuity of the Month”

The ingenuity of the month award must go to **Alan Macdonald** and **Hugh Beecroft**, for successfully extracting **Signs of Life** from her trailer without anyone being hospitalised.



WHERE WAS THIS?



Last month's "where is this" was pretty close to home – Tarahiki Island. Perhaps a little tricky due to the photo making the Coromandel coastline in the background appear closer than it is. One industrious member worked it out using Navionics and Google Earth.

WHERE IS THIS?



Where is this member's yacht anchored? A bit difficult to identify perhaps, so here's a clue. Those who are cruising this summer a reasonable distance to the northeast of Auckland may be able to anchor here in easterly conditions. Send me a photo if you anchor there in January!

HAVE A WONDERFUL CHRISTMAS AND NEW YEAR!

I wish everyone a wonderful Christmas and New Year!

Our next edition of Bilgewater will be in February 2022 as, if all goes to plan, I hope to be away cruising on Charley for much of January.



Can't Wait to be Cruising Again – Charley at Kaiarara Bay, Great Barrier Island

In the meantime do let me know about your holiday sailing adventures and where you're heading; send me plenty of photos and anything else you may wish to submit for Bilgewater.

These can be emailed to tim.hayward@outlook.co.nz or you can contact me on 027-444 5902. Happy sailing!

Bilgewater Ed.

FOR SALE – “Joker”



“Joker” is up for sale. She was the first of the Joker 6.7 series to be launched and whilst no youngster, was carefully restored and rejuvenated by Roy Woolerton just prior to us purchasing her in 2012.

She’s equipped with a gas hob and grill, a cassette toilet and comes with bunk space for 3 adults. Other features are a Lowrance GPS with depth sounder, a Danforth anchor (with one in reserve) and a 9.8hp Suzuki motor.

The trailer has an electric winch, reasonably new tyres and a spare wheel. It isn’t braked, but water ballast tanks mean she’s a light tow.

There is an inflatable Southern Pacific dinghy (big enough for 4, just) and the sail wardrobe is adequate with a main, jib, genoa and spinnaker.

She is warranted until May 2022 and the trailer registered until July 2022.

Price \$6,500 ono

Please call Steve on 0272010307 if interested

NOTICE OF RACE

ROCKY BAY – Trailer Yacht Division

DATE: Saturday 18 December 2021.

START TIME: 1000 hours from the start line off Ammunition Bay Wharf. Start sequence will be as described in the Racing Instructions in the Squadron's publication entitled "Sailing with the Waikato Yacht Squadron" (i.e. the white handbook).

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 Race Officer by VHF channel 77 by 0930 hours advising name of yacht and number of crew on board.

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

RACE BRIEFING: Will be held at 0935 hours by VHF radio channel 77 where the Race Officer will advise of any changes to the course or racing instructions

COURSE: From the start line in Ammunition Bay south of the wharf - to Rocky Bay passing the yellow racing buoy to STB - to the finish line in the Waiheke Channel between Orapiu Wharf and Sunday Rock. The course is designated Course 2 in the Squadron's sailing programme and shown in the handbook. (Note: Passage Rock is not a mark of the course).

START LINE: Between the nominated start boat and a nominated landmark (most likely a power pole) on the shore south of the Ammunition Bay Wharf.

FINISH LINE: Between the Orapiu Wharf and the Sunday Rock isolated danger mark. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the Race Officer of their finish time after the Race Officer has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

DINGHIES: Dinghy allowance will be made for the open championship only.

RACE OFFICER: Hugh Beecroft.

A beach gathering at a suitable anchorage within the Waiheke Channel will be advised at the race briefing (subject to any Race Officer amended instruction and other Covid related restrictions or instructions).

Any yachts wanting to participate in the gathering, but not the race, are most welcome.

NOTICE OF RACE

ROCKY BAY / ORAPIU - Keeler Division

(This race is in substitution for the October Kawau race that was prevented by Covid restrictions)

DATE: Saturday 18 December 2021.

START TIME: 1030 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing Instructions in the Squadron's publication entitled "Sailing with the Waikato Yacht Squadron" (i.e. the white handbook).

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 Race Officer by VHF channel 77 by 1000 hours advising name of yacht and number of crew on board.

DIVISIONS: The race will consist of one keeler division.

RACE BRIEFING: Will be held at 1005 hours by VHF radio channel 77 where the Race Officer will advise of any changes to the course or racing instructions.

COURSE: From the start line at Pine Harbour – to the Motuihe Channel keeping Motuihe Island to STB – to Rocky Bay keeping Park Point to PORT and the Rocky Bay yellow race buoy to STB - to the finish line between Orapiu Wharf and Sunday Rock in the Waiheke Channel.

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

FINISH LINE: Between the Orapiu Wharf and the Sunday Rock isolated danger mark. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the Race Officer of their finish time after the Race Officer has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

DINGHIES: No dinghy allowance will be made.

RACE OFFICER: Jim Pasco.

A beach gathering at a suitable anchorage within the Waiheke Channel will be advised at the race briefing (subject to any Race Officer amended instruction and other Covid related restrictions or instructions).

Any yachts wanting to participate in the gathering, but not the race, are most welcome.

NOTICE OF RACE

PONU I ISLAND – Keeler and Trailer Yacht Divisions

DATE: Saturday 29 January 2022 (Auckland Anniversary Weekend).

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 Race Officer 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 keeler division and one trailer yacht division.

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

COURSE: **Trailer Yachts** – From the start line at Sandspit Beacon to the Ruthe Passage keeping Ponui to PORT – to Passage Rock passing to PORT - to the finish line at Sandspit Beacon (Port Course). The trailer yacht course may alternatively be sailed as a starboard course (Ponui Island to STB) depending on wind direction. Also in some weather conditions Passage Rock may not be a mark of the course. The race officer will advise at the briefing.

Keelers – From the start line at Pine Harbour to the Waiheke Channel passing Passage Rock to PORT - keeping Ponui Island to STB - through the Ruthe Passage to the finish line between Kauri Point and the port side marine fishing reserve marker.

Refer to course 3 in the handbook.

START LINE: **Trailer Yachts** - Between the start boat and the Sandspit Beacon located off the south end of Ponui Island.

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

FINISH LINE: **Trailer Yachts** – Across a line between the Sandspit Beacon and the centre of Motunau Bay at GPS position 36° 53.716' S – 175° 11.25' E. Please record your own finish times in GPS time hrs/min/sec.

Keelers - Across a line between the fishing reserve marker on Kauri Point and the port side Marine marker at the entrance to Waiheke channel at GPS position 36° 51.699' S – 175° 8.28' E. Please record your own finish times in GPS time hrs/min/sec.

All skippers, to advise their respective Race Officer of finish time at the completion of the race. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

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

RACE OFFICERS: Trailer Yachts - Chris Martin. Keelers - John Lundy.

A beach gathering location will be advised at the race briefing. The Squadron BBQ will be in attendance. Yachts wanting to participate in the gathering, but not the race, are most welcome.

NOTICE OF RACE

TRAILER YACHT ROUND THE BUOYS RACES - KAWAKAWA BAY

DATE: Sunday 30 January 2022 (Auckland Anniversary Weekend).

START TIME: 1030 hours.

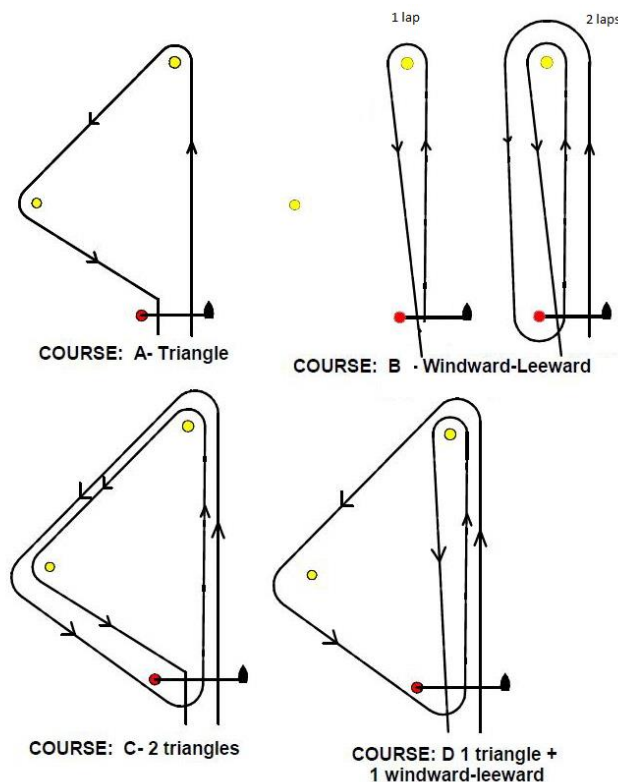
RACING INSTRUCTIONS: shall be in accordance with the “standard instructions for non-regatta races” except for those that are altered by these sailing instructions.

ENTRIES: To the Race Officer via VHF Channel 77 by 1000 hours advising name of yacht and number of crew on board.

DIVISIONS: The races will consist of one trailer yacht division.

RACE BRIEFING: 1005 hours by VHF radio channel 77 where the Race Officer will advise of any changes to the course or racing instructions.

COURSE(S): Depending on the weather conditions and number of races to be run the courses, which will be set up in Kawakawa Bay, may be any of those shown on the diagram below, though will most likely be courses B and D.



START LINES: Between the start/finish boat and a prominent marker in Kawakawa Bay as advised by the race officer on VHF 77.

FINISH LINES: As per the course diagrams. Finish times will be recorded by the start/finish boat.

DINGHIES: No allowance will be made for towing dinghies. Dinghies should either be anchored near to or tied to the start/finish boat during the races.

RACE OFFICER: James Hepburn.

A post-race beach gathering location will be advised at the race briefing.

NOTICE OF RACE

MOTUIHE – Keeler and Trailer Yacht Divisions

(To Islington Bay Motutapu or Owhanake Bay Waiheke)

DATE: Saturday 12 February 2022.

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 Race Officer 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 keeler division and one trailer yacht division.

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

COURSE: **Trailer Yachts** – From the start line in Ammunition Bay south of the wharf through the Tamaki Strait, keeping Motuihe Island to STB and Browns Island to PORT, to the finish line at the entrance to Islington Bay, Rangitoto.

Trailer Yachts Alternative Course - From the start line in Ammunition Bay south of the wharf through the Tamaki Strait, to Sergeants Channel, keeping Crusoe Island to STB, to the finish line at Owhanake Bay, Waiheke Island.

Keelers – From the start line at Pine Harbour to and through Sergeants Channel, to Rakino Island keeping Rakino to PORT, then through the Rakino Channel keeping Motutapu Island to STB, to the finish line at the entrance to Islington Bay, Rangitoto.

Refer to course 5 in the handbook.

START LINE: **Trailer Yachts** - Between the nominated start boat and a nominated landmark (most likely a power pole) on the shore south of the Ammunition Bay Wharf.

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: A line between the Emu Point headland at the entrance to Islington Bay and the yellow ferry lane buoy 0.3 NM to the southeast of the headland (at 36° 48.03'S, 174° 55.05'E). All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the Race Officer of their finish time after the Race Officer has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

Note: If weather conditions require a course change, the finish line for both divisions will be at the entrance to Owhanake Bay on Waiheke Island. This finish line shall extend from the house on the southern headland at the entrance to Owhanake Bay (at 36° 46.30'S, 174° 59.30'E) to the northern headland (at 36° 46.11'S, 174° 59.63'E). All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the Race Officer of their finish time after the Race Officer has completed the course. Any change to the course will be advised at the briefing prior to the start of the race.

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

RACE OFFICERS: Trailer Yachts – Wayne Johnstone. Keelers – Don Woolerton.

A beach gathering location will be advised at the race briefing. The Squadron BBQ will be in attendance. Yachts wanting to participate in the gathering, but not the race, are most welcome.

Our Gulf Classic Sponsors

BURNSCO THE JOURNEY STARTS HERE
Proudly supporting the Waikato Yacht Squadron
3 Karewa Place, Te Rapa, Hamilton 3200
Phone: 07 850 4171
www.burnsco.co.nz

NORTH SAILS

MOUNT GAY
Barbados
Est. 1703

Alpha Electrical
WHEN QUALITY COUNTS
Celebrating 35 years
Serving the Waikato
alphaelectrical.co.nz

EASTERN MARINE
ENGINEERING SERVICES

Auto Trail Ltd
Automotive, Trailer & Tractor Spares, Accessories and Tools,
Oil & Lubricants

FINELINE
MARINE