

# Bilgewater

December 2022/January 2023



*Stu Giles' Jeanneau 42 'Brittany' at Pilot Bay, Tauranga*





## DIRECTORY

### COMMITTEE MEMBERS 2022/2023

<b>Committee Member</b>	<b>Portfolio</b>	<b>Contact</b>
James Hepburn	Commodore, Race Officer	021 477 324
Murray Pearce	Vice Commodore, Sponsorship, Gulf Classic Liaison	027 495 1223
Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary	
Flip Rayner	Membership Officer, Website, Facebook, YNZ and NZTYA Liaison	021 354 773
Tim Hayward	Bilgewater Editor	027 444 5902
Andrew Jones	Handicap Administrator	022 326 1993
Russell Osborne	Social Convenor	021 056 4551
Rodger Bonnett	General Committee	021 423 457

### Non-Committee Portfolios

Hugh Beecroft	Compound Convenor	027 496 7033
David Whitburn	Compound Site Manager	027 384 1014

Website: [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)  
Email: [waikatoyachtsquadron@gmail.com](mailto:waikatoyachtsquadron@gmail.com)  
: [www.facebook.com/groups/waikatoyachtsquadron/](https://www.facebook.com/groups/waikatoyachtsquadron/)  
Postal: 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

It feels like the sailing season has just started, yet we find ourselves approaching the halfway point of our sailing programme.

Something that was discussed in the last Bilgewater was the challenges that sailing in tides can present. Below is an image of my sailing track from this year's Rocky Bay race. Many of the tacks were in response to a powerboat and my desire to surf their wake, rather than bash into it. However, what I would like to draw your attention to is the tacking angles. The tacks on the left hand side of this image are close to 90 degrees. The tacks in the Waiheke channel are at a much sharper angle. My angle to the wind was always the same and the difference in angle can be explained by the incoming tide. This is a pretty clear indication of what areas experience the greatest tidal current and shows the importance of having some idea of areas that experience higher tidal flow and what stage of the tide you are experiencing.



Race results, these are available on the Squadron's website. Simply navigate to Club Events > Results and you will see two tables. The first is the handicap results. These use a constantly adjusting handicap system. The second is the open championship that are based on NZTYA handicaps. The only adjustment that happens to the open results is to adjust the handicap to 96% if a boat is towing a dinghy for that event. The handicap results will be available immediately after the race, while the open results may take a couple of days (as the dinghy adjustment can't be done on the mobile version of the results entry app).

After the Ponui race we have a bit of a break in the race calendar. We will have our usual New Years Eve gathering followed by the Motuihe race on the 4th of February. Thanks to Chris Martin for volunteering to be the Event Coordinator/Race Officer for this event. If any other members would like to volunteer to act as Race Officer feel free to let me know and we can work together to find an event that suits and we will offer all the support you need. Being Race Officer is pretty fun and it is a cool experience watching the start of the race.

On behalf of the committee I would like to wish you all a merry Christmas and a happy and healthy 2023.

*James*

## **Great Barrier Island Cruise – November 2022**

After last year's Auckland Covid lockdown scuttled the Squadron's 2021 cruise to Great Barrier Island, it was a great relief that we were able to go ahead with the event this year.

Seven trailer yachts and three keelers took part, with five of the ten yachts being sailed singlehanded. There would have been a further three boats, but unfortunately health issues meant they couldn't come. The keelers this year included Murray Pearce sailing 'Afterguard' up from Whitianga and Dean and Nola Herrmann with their son Marc sailing 'Masterplan' down from the Bay of Islands. With all the other boats coming from Auckland, albeit the Managh's Noelex 25 'Soolaimon' first having to be towed from Taranaki to Kawakawa Bay, Great Barrier Island proved to be a good central meeting point.

With northerlies turning northwest to west during the night before our departure, most of the boats spent the first night at either Opopo Bay, Waiheke, or at Chamberlain Bay, Ponui.

After a pretty stormy week with more than 50 knots having been recorded at Channel Island, the weather was still unsettled but had moderated sufficiently for us to sail over on our planned departure date of Sunday 12 November. I was one of the last to leave Opopo Bay which meant I got to see a large Orca swim right past me just as I was raising the anchor.

On the way over it was gloomy at first but the sun came out for the second half of the 8 hour trip.



*A Rather Gloomy Start on Sunday 12 November – 'Acushla' and 'E Type 2' with Coromandel Peninsula and the Happy Jack Islands in the Background on the Right*



*Several Hours Later and its a Much Improved Day as we Pass the Top of Coromandel.  
'Escargot' in the Background*

As is often the case in this stretch of water, we were accompanied by dolphins and whales between the Colville Channel and Great Barrier.

Due to the MPI Caulerpa restrictions, anchoring was precluded at Tryphena or Whangaparapara Harbours, so we had to sail all the way to Fitzroy. This increased the length of the trip to around 50 miles from Kawakawa Bay, or around 40 miles from Ponui. We anchored at Smokehouse Bay, having passed through the Broken Islands and the Man 'O War Passage. This amazing Passage is very narrow but more than 20 metres deep.

Smokehouse Bay is a great base as it is owned by a Trust and has been set up for the benefit of visiting sailors with fresh water from a stream, smokehouses (obviously), a pizza oven, a shower and bath facility that is heated by a wood burner, composting toilet, plus manual laundry wringers and rotary clothes lines.

Having said that, there are numerous excellent anchorages throughout the sheltered Fitzroy and Port Abercrombie areas. Nights were also spent anchored at Kiwiriki and Kaiarara Bays, both of which are very scenic and the starting point for marvellous DOC walking tracks.

During the day it was a matter of heading off on the various walks, just enjoying the picturesque surroundings, reading books, listening to the kakas screeching, happy hour at 1600 hours, and fishing which proved successful for some of the team. Plus, most importantly, a wonderful time of catching up with all our Squadron friends. Oh, and let's not forget watching good-sized bronze whaler sharks cruising by every so often!

*Bilgewater December 2022/January 2023*

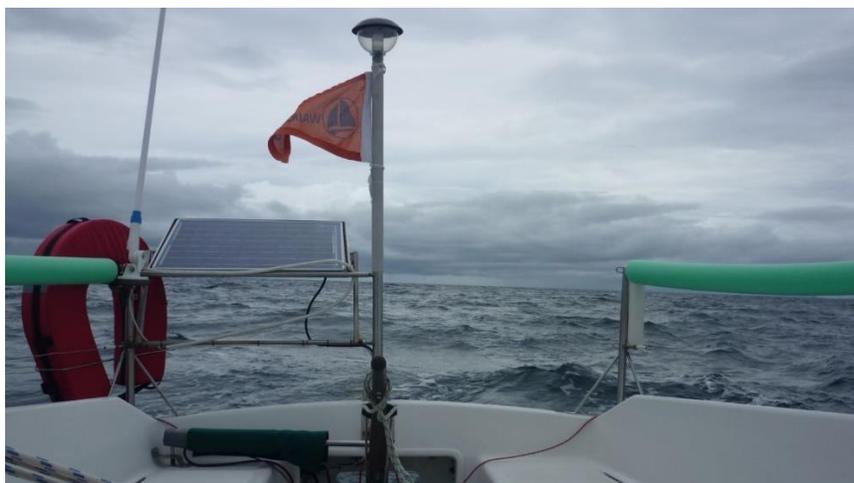




*Herrmann's Specialty Pizza - You Need to Move that Piece Over Mum!*



*After a Long Climb, the View from the Top of Mount Hobson was ..... aah ..... White!  
A Great Place for an Energy-boosting Fredo Bar (yes they brought one for me too)*



Sailing Back to Kawakawa Bay on 'Charley' – 35 Miles Down, Just 15 to Go

Bilgewater Ed.

## **Around the Fleet**

### **It's been a Rather Breezy Spring!**

Yes it's been a breezy spring start to the season, accompanied by a lot of rain. Alex and Jenny Ross on 'Amethyst' and Dean and Nola Herrmann on 'Masterplan' each spent an extra week out at Great Barrier Island after our cruise week. Apparently there were enough fine days to get out and about, but towards the end of that second week Dean and Nola wrote:

*"We got a pretty wild storm last night. We and 'Amethyst' were in Smokehouse Bay and were fine, gusts to 45 knots apparently but once it went from north to west it all calmed down as we were behind the hills. A boat with a 40kg anchor and 90m of chain dragged, but again all was ok".*

The week before the Barrier cruise, Greg Reeve was across at Coromandel on 'Aperitif' with a friend when more than 50 knots was being recorded at Channel Island. They wisely decided to shelter in Te Kouma harbour, but with gusts estimated at 45 knots during the night, in the morning they discovered they had dragged their anchor a fair distance.

Perhaps a good time for all of us to undertake a thorough check of our anchor, chain and rope combinations, plus all the connections.

### **Kawakawa Bay Ramp (KBBC) Update**

After a few disruptions to ramp use, it seems the middle pontoon piles are back in place and we presume the old, damaged pontoons have been reinstalled until new ones arrive sometime next year. The pontoons were originally damaged by a storm prior to winter. Apparently there were problems sourcing new ones for the work that was originally programmed to be undertaken during winter. We understand dredging is now being undertaken and that the asphalt hardstand area that is full of potholes is also to be concreted.



**Pizza Anyone?**

On our Great Barrier cruise pizza night, I have it on good authority that my pizza (not out of a packet mind you) was the worst example of a pizza there. Once I had managed to brush off some of the ashes from it being too far back in the pizza oven, I did actually manage to eat some of it. However, the rest of it received a big ‘paws up’ from Jim Pasco’s first mate Holly, who very quickly managed to consume the rest of the evidence.



*Can I Have Another Piece of Your Pizza Please?*

**Joker 820 ‘Aperitif’ Visiting Her Bigger Cousins**



Greg Reeve says “Every now and then we like to take ‘Aperitif’ for a visit with her cousins - in the hope that one day she may grow .....”

This time 'Aperitif' was on a Dad and daughter's night out. Greg and Alyssa sailed from Kawakawa Bay up to the Orakei Marina so they could attend a Killer's concert in central Auckland. The trip also included a walk up Rangitoto.



### **Some People Have All the Luck - Or Not!**

I have a good friend who has worked extremely hard over the years and has been very successful in business. He decided to get a boat a couple of years ago, rather than just working every living hour as he had been. The family enjoyed the boat so much that they decided to upgrade to a much larger, new, very expensive, 32 foot long Gran Turismo planing launch which they bought earlier this year. *(Yes I know, it's the dark side, not my cup of tea at all, and we hate big powerboat wakes, but I haven't yet managed to get him to see the joys of sailing – just give me a bit more time).* Anyway, I asked him how he was lately and he said the family were all well, but they were having a couple of insurance hassles. I asked him what he had done, to which he said "I did nothing. Other people did it to me".

It transpired that he decided to get his pride and joy launch wrapped with clear vinyl boat wrap, so it would retain its shiny looks, which is the sort of thing some power boat owners do. This was all going to be completed in time to be out on the water for Labour weekend – and what a lovely fine and warm weekend it was. The boat which is less than a year old and weighs several tonnes, was duly hauled out to have the wrap applied, but they dropped it! Fortunately it wasn't very far above the ground when it happened so "it's nothing structural" he said, "just a few holes in the side and fibreglass dings all along". They hope to have the repairs completed by Christmas. Oh dear ..... but that's not all.

He also recently bought a very expensive European car. I won't mention the make as there are not many in NZ and I wouldn't want to risk identifying him. Anyway, he was driving down the Waikato Expressway when a piece of timber fell off a truck and stoved in the front of the car. It completely destroyed one of the mag wheels and the car doesn't have a spare wheel. Not only that, but with just in time warehousing, the wheel has to come from Europe. It is taking so long that he thinks they are having to make one! Aargh!

Time to buy a modest yacht I think.

### **A Very Enjoyable Christmas Party Barbecue**

Around 50 of our members shared a very enjoyable Christmas Party Barbecue on 6 December at the Hamilton Yacht Club. It was great to catch up with everyone, including a good number who travelled from outside the Waikato. Thanks to everyone who participated.

### Reefing Wisdom from Phil Plimmer

Phil Plimmer, who has many years experience sailing trailer yachts and keelers including offshore, offers this answer to the question of “When should you reef?” Phil says “The best time to reef is when you first think of it”. Phil says this maxim has served him well over the years. It’s much harder to put a reef in too late, but easy to shake it out later on if you find you don’t need it.

### Rockhoppers!!

Don’t tell anyone, but just a couple of months into our sailing season I hear we already have two very strong contenders for our annual Rockhopper’s Trophy! So you’ll have to make a really good job of it if you want to win the trophy this season.

### Note Regarding Hardcopy 2022/2023 Members’ Handbooks

Not all members have collected their handbooks yet, so please note that they will be available at the Nog ‘n Natter meetings and also at the Kawakawa Bay Compound.

They can also be mailed to you at a cost of \$10 for postage - just contact Secretary Greg Reeve.



### A Big Thanks to Burnsco!

A big thanks to Burnsco Hamilton who have provided yet another round of prizes for this season’s Squadron’s races and the fishing competition. Burnsco are also one of the sponsors of our Gulf Classic endurance race event. Thanks also to Murray Pearce who arranges our sponsorships.



### PLEASE NOTE

Please note that as January is **cruising holiday month**, we do not hold any formal events, and also do not publish Bilgewater, so this is a December 2022/January 2023 edition. And yes, your editor is hoping to be away cruising over January, the destination to be decided according to the weather. If you are out cruising, do keep some records of your trip, especially your best photos that we would all like to see in Bilgewater. Just email them to me at [tim.hayward@outlook.co.nz](mailto:tim.hayward@outlook.co.nz)

## **Life Afloat – November/December**

Here's Nola's next instalment of Life Afloat. Nola says "Including a recipe was Jenny's suggestion and I thought it tied in nicely with the bit about Masterplan's oven issues and the Smokehouse Bay kitchen. I included two of our favourites, one sweet and one savoury, neither of which requires an oven (which also makes them trailer yacht friendly)."

### ***There's a First Time for Everything***

The camp kitchen at Smokehouse Bay on Great Barrier is better than ever with the addition of a pizza oven! During the fortnight we spent there our son, Marc, treated us to crusty wholemeal bread, baked in a pot on the coals (the loaves never lasted long enough to make it back to the boat) and chapatis to go with his fish curry or barbequed steak. Yum! 😊



*Marc's Bread Baked in a Pot on the Coals at Smokehouse Bay, Great Barrier Island*

### ***Broken, Lost and Worn Out***

Dean has successfully tracked down and fixed small (but annoying) leaks in the engine coolant system and around the prop shaft.

However, the issue we've had with the oven and grill hasn't yet been resolved, despite the stove having two expensive (and inconvenient) visits to an expert in Whangarei over winter.

Being about seventeen years old, the oven probably needs replacing but the new models tend to be wider and the space we have available is restricted by the fridge on one side and the freezer on the other.

We are considering adding a BBQ to the pushpit this summer (any recommendations would be gratefully received) but in the meantime we eat pretty well using just the two gas burners in the galley.



### *Two Recipes that don't Require an Oven*

Here are two of our favourite recipes that don't require an oven or a camp fire:

#### **Recipe – P is for Pasta (and other things)**

**P**asta, boiled in salted water and drained.

**P**umpkin (or butternut squash or orange kumara), boiled until tender and mashed or whizzed with a stick blender.

**P**esto.

**P**armesan cheese, grated.

Optional extras:

**P**ork (bacon) chopped & fried.

**P**oultry (cooked chicken, smoked is nice).

**P**arsley (dried or fresh, chopped finely).

**P**ine-nuts or **P**umpkin seeds (lightly toasted in a dry pan).

Stir the pumpkin, a generous dollop of pesto and some parmesan through the pasta and heat through gently.

Add any of the optional extras and serve with a bit more parmesan and a grind of black pepper

**PS** No **p**rescribed quantities – **p**ersonalise the **p**roportions according to your **p**references 😊.

(For a creamier version add some evaporated milk or coconut milk/cream – that would have to be **p**ams♥)

### **Recipe - Boozy Boat Banoffee**

1 packet of gingernut biscuits.

½ cup of sherry, brandy or rum diluted with ½ cup water (or not!).

1 tin of caramelised condensed milk.

2 (or more) ripe bananas, sliced.

1 carton of custard (optional).

1 carton of long-life UHT cream (full fat), whipped (or shaken).

(I've found that it whips much better if chilled first and that the 'lite' version doesn't whip at all)

Topping options: ground cinnamon, grated chocolate, cocoa powder, instant coffee powder, chopped walnuts.

Dip each biscuit (but don't soak them) in the booze of your choice before placing them on the bottom and around the sides of a bowl, pot or loaf tin.

Spread some of the caramelised condensed milk over the biscuits on the bottom and cover with banana slices.

Spread custard (if using) over the banana before adding a layer of whipped cream. Add more layers if you like.

Serve plain or topped with something from the list above.



*Dean and Nola's 'Masterplan' at Great Barrier Island during the November cruise*

### ***Your Questions Answered***

*Question: What batteries (type and size) do you have and how do you charge them? How much solar power do you have and how much do you need to run the engine to charge the batteries? Do you have a wind generator?*

We have a Mastervolt lithium battery (320 amp hours) that we charge with solar panels (425W). It is also charged by the 90 amp alternator run off the engine when we're motoring. We don't run the engine purely to charge the batteries but if they are low we can run a 3kW built-in generator that has its own little diesel tank. When in the marina we used the shore power of course. Having an inverter allows us to use a few 240V appliances (like a stick blender or hair dryer ☺). We can charge our devices off the 12V system via USB or off the inverter. We don't have a wind generator.

### ***Quotable Quote***

"Procrastination is totally a good thing; you always have something to do tomorrow, plus you have nothing to do today!"      Anonymous



*Farewell until next time, Nola Herrmann ☺*

## **Welcome to New Members**

We warmly welcome **Mark Bang** and **Pip Edwards** as new members. Mark and Pip live at Raglan where Mark is also a volunteer with Raglan Coastguard. Mark has sailed a Paper Tiger catamaran for some time and they now look forward to getting into trailer yacht sailing with their **Bonito Aquarius** called 'Hold-on II'. Although they won't initially have the boat based in the Kawakawa Bay Compound, we look forward to meeting up with them at Nog 'n Natters and hopefully out on the Hauraki Gulf in the near future.

## **Upcoming Events**

### **First a Couple of Things to Note**

Note that if you are intending to participate in one of our sailing events, including if proposing to just attend the beach gathering when you are out cruising, **it is beneficial to let the Event Coordinator know of your likely/possible attendance a day or two in advance, by text or phone.** That way if there are any changes to the proposed race or the beach gathering, or even cancellation due to weather, you will be advised directly of the change. While any race changes and the beach gathering destination will usually be broadcast on VHF channel 77, that channel generally relies on line of sight, so depending on where you are located you may not hear it. However, if you have advised the Event Coordinator in advance you can be texted the details directly.

Note also that for the races where each boat takes its own finish time when passing through the nominated finish line, the committee has decided that the best way to convey your time will now be **by text to the nominated Event Coordinator.** If your phone battery goes dead or you lose it overboard, then VHF will be the backup method. Having all results texted will save the Coordinator having to search for the times on various media and will also have the benefit of providing a written record.

Our next upcoming events are:

### **31 December 2022**

#### **New Years Eve on the Water Gathering and BBQ**

For those out on the water on New Year's Eve there will be a New Years Eve gathering. The location will obviously be dependent on the wind direction. Make a note of the boats that are out when you leave the compound, so you have the options of connecting on VHF channel 77, your phone, or perhaps Facebook.

### **Waitangi Weekend, Saturday 4 February 2023**

#### **Motuihe Regatta for Trailer Yachts and Keelers**

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. Event Coordinators are trailer yachts – Chris Martin (phone 021-137 8205), keelers – to be advised. Further details and the Notice of Race are provided on page 27 below.

## **Waitangi Weekend, Sunday 5 February 2023**

### **'Have a Go Fun Social Race' for Trailer Yachts**

This is the second of our 'have a go, fun social races', following on from our successful first one at Labour weekend. These races have been designed to provide an opportunity for those new to racing to have a go on their own boat, but with a more experienced member helping them out. The idea is that these will very much be fun events and a learning opportunity rather than a serious race. There will be some fun exercises during the race. As with last time, we will organise the event on the Saturday afternoon/night at the Saturday beach event. Anyone who is interested can put themselves forward and crews will be assigned based on using the boats of the least experienced crews. The fun race will take place on Sunday morning with a course set to take about an hour and there will be prizes. The Event Coordinator is James Hepburn (phone 021-477 324). Hint - if the wind is light, you may like to practice sailing backwards before this event!

## **Saturday 18 February 2023**

### **Hooks Bay Regatta for Trailer Yachts and Keelers**

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 for trailer yachts will be at Hooks Bay, or at the Pakatoa wharf if there are heavy northerly conditions. The keeler finish line will be at the Pakatoa wharf. The beach gathering will be at a bay in the Waiheke Channel to be advised on the race day. The Event Coordinators are trailer yachts – Hugh Beecroft (phone 027-496 7033), keelers – to be advised. Further details are provided in the Notice of Race on page 26 below.

## **Tuesday 28 February 2023**

### **February Nog 'n Natter at Hamilton Yacht Club 7:30pm**

#### **Outboard Motors!!!**

We are proposing to run an evening of instruction on outboard motors (blessed things that are are!). This will focus on things that some members find straightforward to do, but are completely in la la land for non-tech people like me. We hope to have one or two motors there that can be worked on and/or used for demonstrations. The session is likely to include such things as replacing pull cords, impellers, spark plugs and so on. It will also be a chance to ask questions. The evening is being organised by Committee member Andrew Jones.

## **Weekend of 11 – 12 March 2023**

### **Gulf Classic Open Endurance Race**

This is our flagship event and it's getting closer, so book the date in your diary! Four race divisions ensure everyone is catered for. 40/60/80 mile divisions for trailer yachts and an 80 mile keeler division. While this event is open to and has a good following of boats from other clubs, we like to see as many of our Squadron boats participating as possible. So if you haven't sailed in this great event before, then why not this one! The 40 mile race is a good entry point for first timers, that aims to finish before nightfall.

## **Water, Water, Everywhere, But Not a Drop to Drink!** **Or perhaps there is - you just have to find it and store it**

*Contributed by Nigel Lancaster*

It is so important to gauge your own water use and this I believe is largely based on three considerations:

- Available volume for storage on board
- Availability on a voyage, and
- Your own lifestyle on board

Your own on board mini lifestyle will determine your water consumption and generation of waste. Rubbish in all its forms takes up space and space is in limited supply on a boat. Talk about this with family and have an understanding about the subject of water conservation and waste management. We all have a limited supply on board and we need to consider where we could waste water. I know of someone who did dishes three times a day after every meal and was always looking for more water. But here are some experienced thoughts ....

In our Hartley 16 days we had all water in one 10 litre plastic bottle. We had to find water every second day and we lived on board for a couple of weeks.

On the Coronet I had installed a 20 litre butynol water tank in the bow under the berth to a small tap on the sink. This in itself controlled use and we still had a couple of 10 litre bottles.

On Hydrous (Joker 820) I had installed a 40 litre tank in the ballast tank area which accounted for approximately 10% of total weight on one side. We used approximately 8 to 10 litres a day for all fresh water, plus we had a couple of small 10 litre bags/bottles, a collapsible water bag and the same 10 litre bottle from the Hartley 16 days.



We usually used a boom tent especially during rain and would collect water off this. It is amazing how much you can collect in a few hours of steady rain. So today on 'Passing Fancy' we have 260 litres in two tanks. We are now using approximately 20 litres a day simply because we are more relaxed about our usage and availability on a coastal trip. But I've been on offshore voyages where water conservation is vital. On the 6 week tour through the Louisiade Islands and the Solomon Islands we ran out even with a watermaker going, the three of us were drinking so much water throughout the day. I think a hand operated rocker pump (Fynspray) is good to control how much one uses as against a pressure pump as we have now.

So the next issue for us all as Gulf sailors ..... have a good idea of where the water taps are around the Gulf, where they aren't, and whether you might be asked for a donation for the supply. Life aboard a small yacht is about the simple activities for living, particularly for us as a family of four including two young girls. Replenishing water supplies does become a regular activity and part of other activities will lessen the impact of that regular chore! "So this morning before we head to the beach for a bit of R&R, we have to pick up more water supplies and everyone can be involved".

There is a water tap on the bank of the river up the Coromandel creek on the western side, or on the Coromandel wharf. At Waiheke Island, Matiatia wharf has very good facilities and Orapiu Wharf, but I'm not sure of availability at both. Great Barrier Island supply is good at the wharves (donation required) and the river water is probably reasonably clean. I wouldn't generally drink Smokehouse Bay water, but it is good for dishes and we are always looking to top up the solar showers. But also consider where it's not available e.g. Kawau Island, so maybe a voyage up the Mahurangi River to Warkworth to replenish water as well as the beer supplies - that's a good journey. Collecting water on 'Passing Fancy' is easy in the rain if needed, as the inlet is on the side deck and a small towel is all that is required to create a dam. We've taken on board 130 litres in a couple of hours of steady rain.



*Above: The water tap up the creek at Coromandel is in line with the large campervan window*

*Left: Hydrous Picking up water at Coromandel Wharf*

To conclude, here's a story about getting water. We were anchored in Mercury Cove with many boats and had been for a walk on the island from the eastern wharf. On returning we noticed the tap on the wharf; down low and unavailable to most if not all water bottle filling apertures. So I returned to the boat to uplift all the collapsible bottles and in addition my short length of garden hose and my trusty fitting that screws to the tap that one attaches one's hose to. On my return to the wharf, while setting myself up to fill the bottles, I was surprised how many people there were on the beach enjoying the sunshine and unable to fill their bottles..... "Can we use your hose? But don't forget the little black fitting for the tap".

*Nigel Lancaster*

## **Tarahiki Trailer Yacht Race Report – 26 November 2022**

After yet another wet and windy spring week, we managed to hold the Tarahiki Race on Saturday 26 November, before another bout of wind and rain was forecast for the Sunday. We had 8 trailer yachts, which was a reasonable turnout given the unsettled weather forecast.

The day started with misty rain as I awoke to find that 'Escargot' had crept in, apparently at around 0200 hours, to join me at Wreck Bay, Pakihi Island for the Friday night, or should I say early Saturday morning. A breeze started building from the west which cleared the rain and hinted at the prospect of good race conditions.

The Race started at 1000 hours (1005 actually – not sure why), which was just after high tide, and being a spring tide we could expect strong tidal flows. That meant we would be sailing upwind against an outgoing tide from the Sandspit beacon to Kauri Point (though not long after slack water). We would also have to contend with a strong outgoing tide when rounding Tarahiki Island. The outgoing tide at Tarahiki runs really fast and can cause all sorts of issues in light to medium wind. We have even had boats have to withdraw from racing as they kept going backwards and simply could not round the Island. Food for thought for the tacticians amongst us.

James and Nick Hepburn were the start boat on Ross 780 'Ghost Train' and a line was set just off the breakwater at Kawakawa Bay, but far enough out so 'E Type 2' wouldn't run aground as has happened previously at race starts there!

Most of the fleet had commendable starts spread along the line, all sailing on port. Except for Hugh Beecroft on 'E Type 2' who had a cunning plan to start on starboard tack part way down the line. That would mean he could call starboard on the entire fleet sailing on port tack. A great plan that would have had hilarious outcomes, except for the fact that Hugh was late to the line which completely stymied his plan.

It was a fairly tight reach down to the Sandspit beacon in what was around 10 knots of breeze. 'Noelx 25 'Suzie' initially led the way with 'Charley' close behind. But then the big rig powerhouses came through with Alan MacDonald's Young 77 'Signs of Life' first around Sandspit, followed by Elliott 7.4 'E Type 2' and then 'Charley'. As Hugh mentioned later, it was interesting to see that the first three boats around were all sailing single-handed. Perhaps we can put it down to less crew weight!

Wayne Johnstone's Joker 820 'Falkor' and Flip Rayner's Gazelle 'Escargot' also both sailed a fast first leg. Meanwhile the ultimate powerhouse in these conditions, start line boat Ross 780 'Ghost Train' had weighed anchor and was rapidly closing in on the fleet.

Once around the beacon it was a beat up to Kauri Point at the entry to the Waiheke Channel, against a sloppy chop, with the tide also to consider, and the breeze perhaps a bit lighter than on the first leg. In a Noelx 25 these are quite challenging conditions as we are little underpowered compared to the bigger boats and it takes a lot of concentration to keep boat speed up. The tide didn't seem to impair boats that tacked across the channel, while a couple of us sailed more up the shoreline of Ponui. 'Ghost Train' powered through the entire fleet to be first around Kauri

Point. However I should point out it is not just the boat; James is a very accomplished racer who knows how to make a boat go fast.



*James Hepburn's Ross 780 'Ghost Train'*

Following 'Ghost Train' around Kauri Point were 'E Type 2', 'Signs of Life', 'Charley', 'Suzie' and then ..... I had no time to see who was next.

The sailing angle looked marginal for a spinnaker but 'Suzie' was the first to hoist and was just holding her spinnaker. I had headed further upwind to get a better angle, and of course I had to follow suit with my spinnaker immediately or I would be passed. Then one by one the three boats ahead of us also raised theirs. So all was going good for as long as ..... five minutes.

Suddenly, the lead boats' spinnakers were collapsing which meant a northerly was coming in and it would now become a beat all the way up the Waiheke Channel to Pakatoa Island. With the angle of heel of the boats up ahead it was clearly going to be a reasonably strong northerly.

So, sailing singlehanded with a spinnaker up, with the wind about to become a strong headwind, I had a mad dash to get the spinnaker down, the pole away and so on. I just managed it in time, so averted disaster (i.e. 'Suzie' passing me), but the rush meant the spinnaker was a mess and would have to be repacked if I was to have any chance of hoisting it again.

The wind came in at about 15 to 18 knots and so the beat up the channel began. 'Suzie' got ahead but with split tacks I managed to catch and then just pass her at the top of Pakatoa. At this stage we had both passed 'Signs of Life' who had put a big tack in across to Man 'O War Bay and had lost ground. Up ahead, 'Ghost Train', who was first to get the new wind, made big gains being well upwind when the wind shift came.

'Signs of Life' passed both of us on the fast reach from Pakatoa out to Tarahiki, and the steady breeze largely negated the strong opposing tide that was running at the Island.

As we rounded Tarahiki the inevitable happened as Suzie hoisted her spinnaker again while mine was still a mess down below. There was nothing I could do about that, but relax a bit and at least take a couple of photos and finally break out my chocolate bars.



*'Suzie' ..... Going, Going, .....*



*And ..... Gone*

So, a quick run down to the Ruthe Passage, a bit of a battle with the tide in the Passage to get over the finish line and we had made it. Meanwhile, James and Nick on 'Ghost Train' were into their third round of drinks at Bryants Bay, which was the venue for the beach gathering.

It was a great race and 'Charley' and I do love our battles with 'Suzie'. However, I did have to console 'Charley' when I explained that, despite her thinking we had sailed well, on Handicap we had come ..... dead last! However, she perked up when I explained that our handicap rating of 0.962 was much higher than a Ross 780's NZTYA rating, and that we had come third in the Open Championship result behind 'Ghost Train' and 'Suzie'.

Congratulations to James and Nick for achieving both the Handicap and Open Championship wins. Also congratulations to Hinrich and Kirstie on Joker 820 'Jury's Rig'. As new sailors it was the first race they had finished and they sailed well with a 5<sup>th</sup> placing on Handicap.

After the race we had a very enjoyable boat gathering (rather than a beach gathering) at Bryants Bay on rafted up 'Escargot' and 'Suzie', where all manner of race lies were told as drinks were consumed. We even had Belgian chocolates provided by Flip's Belgian crew Inge. Alex and Jenny Ross on 'Amethyst' then joined us after a 9 hour sail back from Great Barrier Island, having spent an additional week there after the Squadron's Great Barrier cruise. A great effort from another of our relatively new to sailing couples.



The Beach/Boat Gathering at Bryants Bay.  
 (Photo compliments of Flip swimming with his 'underwater' phone)

Full race results are below.

*Bilgewater Ed.*

**TARAHIKI REGATTA TY HANDICAP RESULTS (Halsail handicap system)**

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Ghost Train	Ross 780	J Hepburn	2:52:47	1.011	2:54:41	1.019
2	Signs of Life	Young 77	A MacDonald	3:13:45	0.923	2:58:50	0.930
3	Falkor	Joker 820	W Johnstone	3:58:52	0.761	3:01:47	0.763
4	Suzie	Noalex 25	C Martin	3:14:30	0.941	3:03:01	0.942
5	Jury's Rig	Joker 820	H Voges	3:41:30	0.831	3:04:04	0.830
6	Escargot	Gazelle	F Rayner	3:39:04	0.851	3:06:26	0.847
7	E Type 2	Elliott 7.4	H Beecroft	3:11:30	0.978	3:07:17	0.972
8	Charley	Noalex 25	T Hayward	3:17:54	0.962	3:10:23	0.955

## TARAHIKI REGATTA TY OPEN CHAMPIONSHIP RESULTS

(based on NZTYA boat design rating – less an allowance if towing a dinghy)

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	Ghost Train	Ross 780	J Hepburn	No	2:52:47	0.933	2:41:12
2	Suzie	Noelex 25	C Martin	No	3:14:30	0.845	2:44:21
3	Charley	Noelex 25	T Hayward	No	3:17:54	0.845	2:47:14
4	E Type 2	Elliott 7.4	H Beecroft	No	3:11:30	0.885	2:49:29
5	Signs of Life	Young 77	A Macdonald	No	3:13:45	0.880	2:50:30
6	Escargot	Gazelle	F Rayner	No	3:39:04	0.820	2:59:38
7	Jury's Rig	Joker 820	H Voges	Yes	3:41:30	0.816	3:00:45
8	Falkor	Joker 820	W Johnstone	Yes	3:58:52	0.816	3:14:55

### 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



*Alpha Electrical*  
WHEN QUALITY COUNTS

**35**  
YEARS  
STRONG

**Celebrating 35 years  
Serving the Waikato**

alphaelectrical.co.nz



# Auto Trail Ltd

Automotive, Trailer & Tractor Spares, Accessories and Tools,  
Oil & Lubricants

## **NOTICE OF RACE**

### **HOOKS BAY – Keeler and Trailer Yacht Divisions**

**DATE:** Saturday 18 February 2023.

**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 to and through the Ruthe Passage keeping Ponui Island to PORT – through the Waiheke Channel keeping Waiheke Island to PORT and Pakatoa Island to STARBOARD – to the finish line at Hooks Bay. Alternative finish line in heavy northerly conditions will be the Pakatoa Wharf in the Waiheke Channel.

**Keelers** – From the start line at Pine Harbour to the Motuihe Channel keeping Motuihe Island to STARBOARD and Browns Island to PORT – out through the Motuihe Channel keeping Waiheke Island to STARBOARD – to the finish line at Pakatoa Wharf in the Waiheke Channel.

Refer to **course 6** in the handbook.

**START LINE:** **Trailer Yachts** - Between the start boat 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** - The first boat in should establish the finish line in Hooks Bay and advise the TY fleet on Ch 77, and record the finish times in GPS hrs/min/sec. The line will be between the anchored finish boat and the Hooks Bay northern headland.

**Keelers** – The finish will be a line directly off the end of the Pakatoa Wharf. Skippers should record their own finish times in GPS hrs/min/sec.

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

**EVENT COORDINATORS:** Trailer Yachts – Hugh Beecroft (phone 027-496 7033). Keelers – To be advised.

**A beach gathering location in the Waiheke Channel will be advised at the race briefing. Yachts wanting to participate in the gathering, but not the race, are most welcome.**

## NOTICE OF RACE

### MOTUIHE – Keeler and Trailer Yacht Divisions

**DATE:** Saturday 4 February 2023.

**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 in Ammunition Bay south of the wharf – through the Tamaki Strait keeping Motuihe Island to STARBOARD and Browns Island to PORT – to the finish line at Islington Bay, Rangitoto Island.

**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 STARBOARD – to the finish line at Owhanake Bay, Waiheke Island.

**Keelers** – From the start line at Pine Harbour through the Sergeants Channel to Rakino Island, keeping Rakino Island to PORT – through the Rakino Channel keeping Motutapu Island to STARBOARD – to the finish line at Islington Bay, Rangitoto Island. (Alternative finish line for keelers – after passing through the Rakino Channel will be at Owhanake Bay, Waiheke Island, if this is the trailer yacht destination).

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 (so the start boat doesn't risk anchoring on the underwater cables closer to the 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:** **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.

**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.

Any change to the course will be advised at the briefing prior to the start of the race.

All skippers, to advise their respective Event Coordinator of their finish time at the completion of the race by Text (with VHF as a backup if your phone battery is dead).

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

**EVENT COORDINATORS:** Trailer Yachts – Chris Martin (phone 021-137 8205). Keelers – To be advised.

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