



BILGEWATER

February 2018



Cover photo:

Five Joker's

Owhanake bay.

Photo by: Lizzette Moller



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2017-2018

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Commodore's comment

Last month I wrote a bit about a sailing ship struggling to make headway against the wind (*Christmas at Sea* by R. L. Stevenson). Although in the days in which that ballad was set engine-driven ships already existed, not every boat had an engine. In more modern times, although almost every boat of any size does have an engine, there are a number of voyagers who have chosen not to have an engine aboard. Lin and Larry Pardey come immediately to mind, who have sailed around the world a number of times over several decades, and in both *Seraffyn* (about 24 ft) and *Taleisin* (about 29 ft) they opted to travel without an engine. Just thinking about bringing a boat into harbours or through island reef passes without an engine is enough to make some people shy away, but we can only marvel at the boat handling skills that these sailors must have.

It is interesting to think how often we simply fire up the 'Iron Sail' when we want to go somewhere where moving under (normal) sail would be difficult, time-consuming or hard work.

A year or so ago, we were motoring (yes, motoring!) into the breakwater at Kawakawa Bay, which does not leave much room for manoeuvring, when the engine died just as we passed through the entrance. Looking back it was not such a big deal, but at the time it seemed like a big problem! As it turned out we were able to glide up against the pontoon, assisted by a bit of wind, but had there been more boats there and less space, or had the wind been blowing in another direction, it may have been a different story. We were not ready for that eventuality, which if nothing else, prompted a few thoughts as to what we would do 'next time'! Paul's article in the December *Bilgewater* (about anchoring under sail amongst other things) made for entertaining reading but also made a point about the need to be able to handle your boat in unusual circumstances.

What would you do if your engine died at an inopportune moment? Give it some thought.

Take care.

Dean



Owhanake bay after race beach gathering. Photos from Liz Moller.



Where is this?



*If you want to answer this please do it on Facebook instead of email.

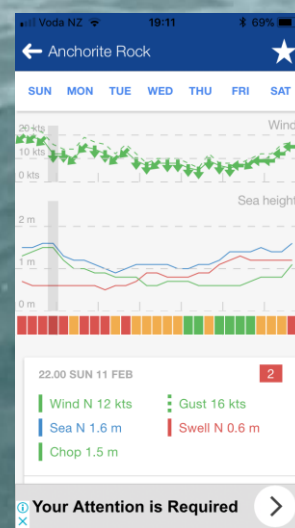
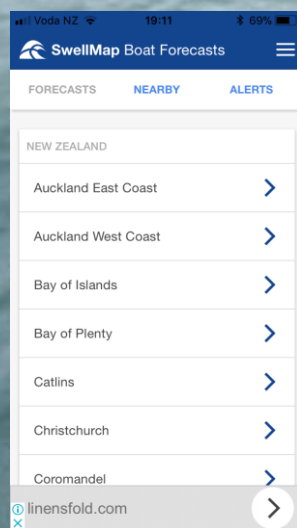
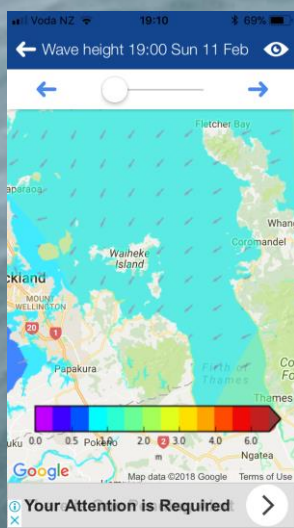
Last month's answer: Lake Tarawera



Do you have a smart phone or tablet? How to get more “sailing” from you smart device.

This month we look at: Swell Map boat

An easy app to use when you want to know what the swell is doing. Choose areas off the list or go to the map view and scroll around to your area of choice. As usual this app is free.



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

Email me: dustin@y7mail.com

Blast from the past-



BILGEWATER
June 2015

REEFING

There are many different ways to reef and each yacht has a different balance of sails, this is an overview of the basics of reefing.

The object is to reduce heeling and to make the sail size more suitable to the prevailing conditions. This makes the yacht more comfortable to sail. "Do this when you first think of it".

The way your sails are set for light winds/conditions ie: fuller, need to be changed to flatter as the wind gets stronger, so to do this you need to apply more cunningham and mainsheet and outhaul, then as it still heels, drop the mainsheet traveller down the track, this keeps the sail flat and still spills the wind.

If and when necessary you can reduce heeling more by reefing. First drop mainsheet pressure, let the main halyard go to the 1st reefing mark on the halyard and put the first reef cringle on the bullhorn or pull the sail to the reef with the cunningham line, then pull the appropriate reefing line which will tighten the foot of the sail to the reduced sail size, the surplus sail can then be tidied and the mainsheet reapplied. If necessary the 2nd and 3rd reefs can be done the same way, this can be done underway, carrying on under jib, or when you have 'Hove to', or even at anchor if you are expecting conditions to worsen. You can also furl or drop your headsail but you need to know the balance of the boat under different sail configurations, you will be pleasantly surprised how fast you will still go and be much more comfortable, the best thing you can do is practice, practice, practice, till you can put a reef in quickly and efficiently. It is very important to 'learn your yacht' and its capabilities, it will give you lots of confidence. J.K.

NOELEX 25 FOR SALE.

Galv. tandem trailer in good order, 15 Honda electric start with 12 amp alternator.
Electric fuel pump.

Top 3 : Shell fish

Number 3: Mussels

- Really good for you
- Versatile and delicious
- Easy to find (ask me for a spot)
- Or cheat and buy them on way



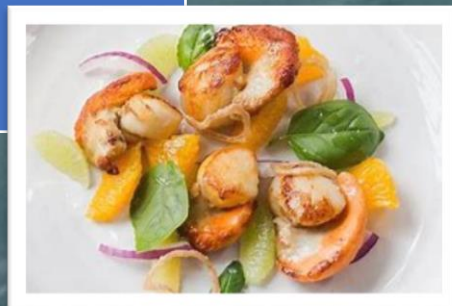
Number 2: Oysters

- Love them or hate them
- Easy to find
- Hard to get off the rocks
- Some say an aphrodisiac

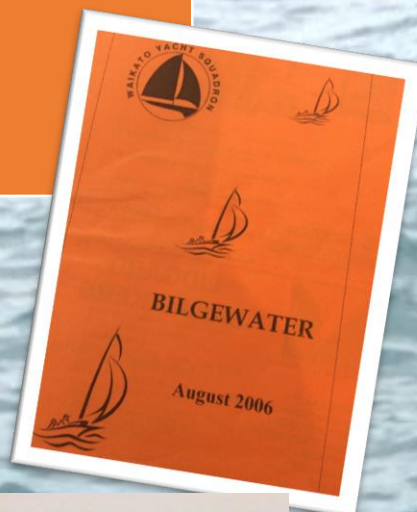


Number 1: Scallops

- Easily number 1
- Plentiful in Hauraki Gulf
- Easy to make friends with Scallops
- Don't often make it all the way home for some reason



Blast from the past-



National Boat Show.

After a long distance phone call to Terry and Rose Henry in the UK permission was given to use their yacht at the boat show.

Terry being the security minded person that he is decided to take the wheels off Yknot while overseas. From what I have heard the wheels were located quite easily but the whereabouts of the nuts was more of a challenge. Instructions were given from Yknot's caretaker to bring as many nuts of different shapes and sizes possible to try and fit to the bolts before being able to go on to Mystery Creek. As the pressure was mounting and the "wheels were literally falling off" things were starting to look a bit lonely at the squadron site when someone finally spotted them all neatly placed in a row on the axle! Nice one Terry!



Pam Armer and Carole Haigh chat to some potential sailors.

Maritime NZ

As I was wandering around the boat show I came across the Maritime NZ stand and whilst there I met the Small Craft Safety Advisor, Sue Tucker. Sue came across as being extremely passionate about her job and could not do enough to help me. As a follow on to my recent article about Sea Squirt Sue gave me a bundle of the glossy "Marine Pest Guide" inserted in your Bilgewater magazine. I would suggest keeping it on your boat so if you do come across sea squirt you can correctly identify it and contact Biosecurity with the necessary details. We now have a direct line of communication with Sue so we can look forward to some informative and interesting articles that she is going to make available to us.

Jan Pollock

Gulf Classic

Next month is the Gulf Classic race, There is still time to enter.

Last year Paul and I entered but unfortunately due to weather it was postponed and we were both unable to participate. So we decided to do our own version and went about doing an impromptu night time lap of Waiheke Island. Here is an excerpt from my blog:

<https://gulfwanderers.blog/tag/circumnavigation/>

"We closed in on the rock, as we discussed which side we should pass all of a sudden Paul's face changes as he stares into the darkness unable to speak. Shit I thought we are about to run into the bloody rock!

Turns out a pod of dolphins had come in at full speed all lit up by the luminescence! It looked amazing, they darted in and out completely illuminated from head to tail, and you could see the streaks of light from 10m out as they darted around the boat.

We had turns at going to the bow as they swam as close as possible to the hull in the bow wash. I layed on deck almost within touching distance, they would roll over on their side and look up at me as if they understood what they were looking at, I'm not sure they did but it felt good thinking that."

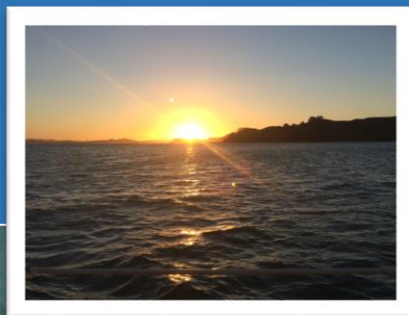
If you are 'kind' of wanting to do the Gulf Classic but feel you aren't into racing then have a read of my blog and then picture yourself doing the same but with a safety net of other yachts and organisers ready to help.

This is your best chance to be able to sail your own boat out around Waiheke and beyond while essentially being supervised. We had an absolute blast, we broke no records for speed but that wasn't the goal. You don't need a race boat, just one that floats.

So whatever boat you have, grab a mate or two and join in on an entire weekend of fun and adventure.

I'll see you all there.

Dustin Wilson





36th Annual Gulf Classic

Venue: Maraetai Beach Boating Club

Date: 2nd - 4th March 2018

TRAILER YACHTS

Division A - 60 Miles

Division B - 40 Miles

KEELERS

Division A - 85 Miles

Briefing: 20:00hrs Friday March 2nd

Start: 10:00hrs Saturday March 3rd

For all race details and information

Facebook: Gulf Classic Regatta 2018 - Waikato Yacht Squadron

Website: www.waikatoyachtsquadron.org.nz

Email: gulfclassic100@gmail.com

Auto Trail Ltd



MOUNT GAY RUM
BARBADOS



Alpha Electrical



"I hate storms, but calms
undermine my spirits."

- Bernard Motissier



WEATHER FORECASTING STONE

CONDITION	FORECAST
Stone is Wet	Rain
Stone is Dry	Not Raining
Shadow on Ground	Sunny
White on Top	Snowing
Can't See Stone	Foggy
Swinging Stone	Windy
Stone Jumping Up & Down	Earthquake
Stone Gone	Tornado

Life is like sailing.
You can use any wind
to go in any direction.

- Robert Brault



Northland 2018 on Passing Fancy

part one.

Feb 1: Ex tropical cyclone Fehi is tracking to cross the south island today, we on P/F are currently at anchor just off Lane Cove, Whangaroa Harbour, light rain and the occasional squall but otherwise calm prevails. Last night was a different story anchored on the North coast of Pekapeka inlet and 12 hours of intense squalls and calm patches.

Certainly its been a mixed bag of weather. After a couple of days at Kawau we set off north with a forecast of 10-15kt SE but motored for 7 of the 10 hours it took to get to Tutukaka. Again the following day the steady early morning SE breeze eventually died away by mid afternoon and another 1.5 hrs of motoring into the western end of Mimiwhangata Bay, a small cove with shelter behind a island. The motoring ensured we could run the fridge for long periods, the heatwave was setting in and was taxing on cooling systems. Tea that night on the beach out of the late setting sun was an attraction with Christine's mince Chou mein special and a glass of Pinot Gris.

Next stop Whangamumu Harbour, after a slow sail out of Whangaruru, we relented again and motored for another hour or so. In the company of 14 other boats that night. Those familiar with the harbour will know well the small stream behind the whaling station always a good spot for washing and or collecting washing water, only a short walk from the beach. We needed to get of the boat for some exercise so decided on a hike up the trail from behind the old whaling station. Marvellous views from the lookout cleared in recent years by the looks, then we dropped down the track towards Te Toroa bay for a break. Our return to the harbour in good time for swims, lunch and prepare for the sail round Cape Brett. A good SE breeze was building today.

We have a continuing problem with the water pressure pump in that the housing of pressure switch had cracked and was leaking badly so a replacement was in the plans when we got round to the bay involving a night in the marina and an opportunity for topping up the water tanks. But some more miles required.

Cape Brett on any day is a busy place, the wind is increasing, there are all types of tourist boats taking the punters to the rock, jetski operators tearing along, game fishing boats cruising, and other yachts coming and going. We sail on towards thru Albert channel and into calmer waters to anchor overnight in Omakiwi Cove with numerous craft, big and small, sail and motor. It's all rather crowded compared to Whangamumu.

Next morning is bread making morning, we run the motor for 20 minutes to have a nice warm place to rise the dough, breakfast complete & Christine ensures sufficient rising in the baking tin before the 30 minute bake. Very nice fresh bread for lunch at Russell with all the cruise boat traffic before we head for Opuia.

CONT.

Next morning into Burnsco to buy another pump and back to the boat to fit and that doesn't take long and we prepare to leave. There's still a fresh easterly blowing which presents it's own issues with leaving the berth. But we are soon on the way and motor down harbour to another quiet bay a bit south of Russell. Tomorrow we head for Whangaroa, if the weather is good.

A steady Easterly but a big sea greeted us as we round Tapeka point and head for Ninepin 5 odd miles away and bear away for the run to Waiiti Bay at the Cavalli Islands for a brief stop. Our time at Whangaroa was to be marked by a period of extreme SE winds rain and some good days, but generally some good anchorages to be found in the various bays and arms of the harbour. On our third day we returned to the village and hiked up the high point behind the village: St Paul or Titty as one American we met called it, he also lectured us both on the great things there president was doing so not wanting a lengthy discussion on the matter we bade farewell and headed out to P/F. On our departure next morning we hook up to the Coastguard water buoy in the eastern arm to take on about 100 litres, it's the easiest way to get water at Whangaroa although a donation to coastguard is required, one is reminded.....we are watching you!

A good sail back with the westerly up & down and later anchored in Pipi Bay, SE Moturua island. As we transited the channel east of Moturua island we noticed a large gathering on the exposed sand bank nearby. Appropriate seating provided and standing in front of the gathering, bride, groom and celebrant, an amazing place to wed. Our next day began at around 0530 with heavy rain and a brisk SE wind change making the anchorage most untenable, just follow the procession east to Paradise Bay, Urupukapuka island, passing the flooded wedding site enroute; the wind eases within an hour and we head out for a walk on the island. The long range forecast isn't too good, none the less enjoy the scenery whilst the sun shines and afternoon breezes prevail.

More next month

Nigel Lancaster

"Passing Fancy"



Note: For Sale Ads here in the Bilgewater will be limited to a few months.

DUSTIN

For sale:

Windrush

Farr 6000

For some info call 027 623 6366



For sale:

2.5 metre Aakron Inflatable Dinghy

3 compartments, plus inflatable keel, 2 oars.

Fitted with Dinghy Dolly wheels, 3 piece 12 mm.

Ply floor with extruded aluminium connectors.
Rolls up into a bag for easy transport.

Load capacity 3 adults, stable entry

Price \$750

Ph. Barry Johnston 853 7465 mob. 027 899 0805





Owhanake bay race

Because of light winds predicted it was decided to finish the race at Owhanake bay and there were no rounding marks. Thirteen boats started at the Ammo bay wharf with all boats getting a pretty even start and Fantasia the start boat 12 minutes behind.

There was an easterly gentle breeze which fizzled out at about midday. The fleet was becalmed for an hour or two and only the front boats not appearing to be drifting backwards. With air temperature of 32 deg (it felt much hotter) and water temp of 25 deg there was much swimming going on and six boats withdrew to concentrate on cooling down.

The breeze slowly returned but from a northerly direction and with the help of an outgoing tide the remaining boats got into the Sargent's Passage and coasted to the finish line. It was a challenging race but enjoyed by many with a lot of happy people at the beach gathering planning their strategies for the next outing.

Rodger Bonnett.



Events – Feb/march

24TH FEBRUARY ROUND WAIHEKE RACE
HOSTED BY WAIHEKE ISLAND YACHT CLUB
ENTRY FEE

27TH FEBRUARY THE 50TH ANNIVERSARY OF WAIKATO YACHT SQUADRON REUNION LATER IN THE YEAR

WE WOULD LIKE TO HAVE A SHORT BRAINSTORMING SESSION WITH ANYONE WHO WOULD LIKE TO CONTRIBUTE IDEAS OR WOULD BE PREPARED TO HELP WITH ORGANISING THE 50TH ANNIVERSARY REUNION. THIS SHORT MEETING WILL BE AT 6.45 PM ON TUESDAY 27 FEBRUARY AT THE HAMILTON YACHT CLUB, JUST BEFORE THE FEBRUARY NOG 'N NATTER. PLEASE COME ALONG WHETHER OR NOT YOU HAVE PREVIOUSLY INDICATED YOUR WILLINGNESS TO ASSIST.

LIZ GUEST SECRETARY

27TH FEBRUARY NOG'N'NATTER 730PM

GUEST SPEAKER – BRIAN O'BRIEN ON HIS SAILING ADVENTURES

2nd – 4th MARCH GULF CLASSIC REGATTA

TRAILER YACHTS DIVISION A – 60 MILES DIVISION B – 40 MILES

KEELERS – 85 MILES

17th March Tarahiki Regatta

Club championship points race

Cruising yachts to meet at beach

Gathering advised on CH77

Rodger Bonnet – TY

John Lundy - Keeler

Easter weekend 30th March Coromandel Regatta TY & Keeler

Club championship points race

Cruising yachts to meet at beach

Gathering advised on CH77

Alan Macdonald – TY

Murray Pearce - Keeler

Sunday 31st March Social gathering breakfast on the beach

Annual beach cricket match

Ged & Kay Arbuckle

Sunday night 31st March Night race TY & Keeler

Non championship points race

Coromandel harbour

Subject to sufficient interest

Murray Pearce

Jim Pasco

How to Use a Mainsheet Traveler

Better Sail Trim Means Faster Boat Speed

Centering the Boom Upwind

A primary use of the traveler is to keep the boom centered when sailing close-hauled. Because the mainsheet tackle covers a span between the boom and the boat attachment, the boom will move to leeward no matter how tight the mainsheet is sheeted in. Moving the traveler car slightly upwind when sailing close-hauled can bring the boom back over the centerline to gain the most power from the mainsail. Be careful not to bring the boom to windward of the centerline, however. This causes a loss of power.

Trimming With the Traveler

In many situations, the mainsail is trimmed further off the wind by letting the sheet out, allowing the boom and sail to swing farther to leeward. The force of the wind on the sail also causes the boom to rise making the mainsail less flat.

In certain situations on points of sail between close-hauled and a beam reach, it may be better to trim the main by moving the traveler down rather than letting out the mainsheet. With the traveler farther off center, the sail can be flattened by tightening the mainsheet and pulling down the boom, without pulling the boom back toward the centerline.

Experiment With Your Own Boat

Letting out the traveler reduces boat heel and weather helm, the tendency of most sailboats to turn toward the wind with a gust. This action of using the traveler position to pull the boom down is similar to using a boom vang to keep the boom from rising and putting more belly in the sail. While the vang is often a critical adjustment for downwind sailing when the boom is far out, and thus rises easily with wind gusts, the traveler works better upwind.

As with all matters of varying boat gear and sail trim, it's best to experiment with your own boat to see what configuration produces the most speed.



Owhanake Bay Regatta Weekend – 27th January

Keeler Division

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Terminator	Faire	Elliott 11	10:30:00	15:54:10	5:24:10	0.898	4:51:06	1	1.05	0.89	5:05:39	1
Sorrento	Lundy	Defour 40	10:30:00	16:52:03	6:22:03	0.815	5:11:22	2	1.02	0.84	5:17:36	2
Afterguard	Pearce	Dav 35	10:39:00	17:47:02	7:08:02	0.750	5:21:01	5	0.99	0.81	5:17:49	3
Audrey	O'Brien	Hanse 38	10:30:00	17:08:34	6:38:34	0.800	5:18:51	3	1.00	0.82	5:18:51	4
Ocean Lure	Woolerton	Hanse 40	10:30:00	17:01:36	6:31:36	0.815	5:19:09	4	1.03	0.82	5:28:44	5
Crewcut	McBride	Beale 9.5	10:30:00	DNF		0.740			0.97			
						Average	4:20:15					
		Start Time	10:30:00									

Trailer Yacht Division

[illegible]

John Pollard has a C-Map electronic chip covering NZ Chatham & Kermadec island. Free to someone who can make use of it.

John 021 107 2941





36th WAIKATO YACHT SQUADRON GULF CLASSIC

2nd - 4th March 2018

The Organising Authority is The Waikato Yacht Squadron,
P.O. box 4263, Hamilton East, New Zealand

NOTICE OF RACE

1 RULES

- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017-2020*. The rules of individual yacht classes shall apply, except as any of these are altered by the Notice of Race or Sailing Instructions.

- 1.2** **Yachting New Zealand Safety Regulations shall apply as follows**

Trailer Yachts

All Trailer Yacht Designs as approved by the New Zealand Trailer Yacht Association (NZTYA) and shall comply with the Yachting New Zealand Safety Regulations Part V - Trailer Yachts - Category C. These regulations take precedence over individual class rules.

Keelboats

All Keelboats shall comply with Category 4 of the Yachting New Zealand Safety Regulations Part II — Offshore & Coastal Racing & Cruising with the exception that a life raft or dinghy is not required.

All Yachts

All yachts shall carry an operating and functional marine VHF transceiver, fitted with channels 16, 77, 64 & 60, which shall remain switched on and tuned to the appropriate channel, monitored by the crew on board and available for use at all

times. All yachts shall carry an up to date version of Chart NZ 532 (Approaches to Auckland) and Chart NZ 5324 (Tamaki Strait).

A yacht sailing two-handed shall be fitted with jackstays pursuant to Clause 17.23 (e) of the YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising) and two safety harnesses pursuant to SR Appendix 4 of YNZ Safety Regulations Part II (Offshore & Coastal Racing & Cruising).

Racing Rule 52 is amended to permit the use of self-steering devices.

All yachts shall, upon request, make themselves available for inspection for compliance with safety regulations. A yacht may also be inspected after the race.

1.3 Equipment Rules / Ratings

Corrected times for trailer yachts shall be calculated from current ratings published by the NZTYA. For designs where rating information has not been supplied during the past two seasons, the Race Committee reserves the right to assign a rating and Race Division for these entrants. The Race Committee also reserves the right to refuse any entry and to amend the rating of any yacht whose hull, spars or sails have been altered from class rules or, where class rules are non-existent, from approved designs.

Waikato Yacht Squadron will assign Keelboat ratings for this event. They require recent club racing handicap history and PHRF ratings (where applicable) to be supplied on the entry form.

The Race Committee's decision on ratings shall be final and no discussion will be entered into.

1.4 Appendix T will apply.

2 ADVERTISING

2.1 Competitor advertising will be restricted as follows:

Competitor advertising shall not conflict with advertising by the race sponsors or the Club sponsors.

2.2 Boats may be required to display advertising chosen and supplied by the organising authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [Discretionary Penalty].



3 ELIGIBILITY AND ENTRY

- 3.1** The regatta is open to Keelboats and Trailer Yachts. The minimum crew on board at all times during the race shall be two persons (including the skipper) over the age of 16 years.

Please submit entries on the Official Entry Form supplied with this Notice of Race (or available on the website www.waikatoyachtsquadron.org.nz) **please complete in full.**

Please send entries to the following address and make payment at the same time. Alternatively, if you prefer send a scanned copy or “good” picture to gulfclassic100@gmail.com

The Closing date for receipt of Entries is Friday 23rd February 2018.

Address: Gulf Classic Committee
Waikato Yacht Squadron
P O Box 4263
Hamilton East or by email to: gulfclassic100@gmail.com

The entry fee is \$55.00. Cheques made payable to Waikato Yacht Squadron.
We prefer electronic payments made to ASB account number:
12-3171-0044255-000

Include the Boat Name and sail number as reference.

Entrants note that the Waikato Yacht Squadron reserves the right to cancel the event if insufficient paid entries are received on or before Friday 23rd February 2018. If the event is cancelled for this reason all entry fees will be refunded. Notification of cancellation will be sent to those who have entered by the date of cancellation.

An entrant who has paid the entry fee and withdraws from the event will be refunded the full entry fee, provided the Waikato Yacht Squadron, on or before Friday 23rd February 2018, receive such notice of withdrawal. No refund will be given for any withdrawal received after that time.

3.2 Confirmation of Compliance

The person signing an entry form thereby confirms that the vessel entered into the event fully complies with the requirements of clause 1.2 of this Notice of Race. For the avoidance of doubt, it is the sole responsibility of the skipper to ensure that his or her yacht and crew meets the requirements of these clauses.



- 3.3** Each competitor, entrant and crew members shall be a member of a club affiliated to Yachting New Zealand. Indication of affiliated club membership is to be submitted with entry.

4 **SCHEDULE**

4.1 **Registration**

A registration desk will be located in the upstairs lounge at the Maraetai Beach Boating Club on the evening of Friday 2nd March 2018. All skippers (or a skipper's representative) are required to sign the register and confirm entry details with the Race Committee Secretary at the Registration Desk. This can be between 1830hrs and 2030hrs Friday 2nd March 2018. Attendance at the briefing is strongly recommended for all skippers and crew. Race entrants that do not attend the briefing are still required to sign the register and any disclaimer and confirm your entry details with the Race Committee Secretary at the Registration Desk between 0800hrs and 0830hrs on Saturday 3rd March 2018.

Should any boat attempt to participate in the race without completing this formality its result will be recorded as DNS (Did Not Start).

4.2 **Briefing**

The pre-race briefing will be held in the upstairs lounge at the Maraetai Beach Boating Club commencing at 2030 hrs. NZDT Friday 2nd March 2018.

4.3 **Date of racing:** 3rd, and 4th March 2018

Division starting 3rd March:

Keelers - 1000 hrs

TY60 – 1005 hrs

TY40 – 1010 Hrs

- 4.4** The scheduled time of the first division warning signal is 0955 hours.

- 4.5** A boat shall comply with RRS 78.1 (Compliance with class rules.)

5 **SAILING INSTRUCTIONS**

A draft copy of the Sailing Instructions will be provided upon receipt of entry. A final version will be made available at the briefing. This document provides important information for all participants. Please read it carefully before starting. The sailing instructions will be on the official notice board located at Maraetai Beach Boating Club, 188 Maraetai Drive. Auckland



6 **VENUE**

The event will be based out of the Maraetai Beach Boating Club situated at 188 Maraetai Drive Maraetai Beach Auckland.

There will be catering available for the Friday night briefing and Sunday morning prizegiving.

Trailer yachts may park and launch from the MBBC boat ramp.

7 **RACING AREA**

The racing area will be within the inner gulf (see attached course charts) and are shown on this NOR as attachment 1

8 **THE COURSES**

The courses to be sailed will be as follows:

The courses described herein shall be sailed in either an anti-clockwise direction (Port Course) or a clockwise direction (Starboard Course), depending on wind direction. The direction to be sailed shall be identified by the Committee Boat flying a red flag (Port Course) or a green flag (Starboard Course).

The descriptions below indicate the Port Course for each.

Port Course A — approximately 80 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage
Thumb Point (Waiheke Is) to PORT.

To Shearer Rock general-purpose buoy to PORT.

To Whangaparoa Navy Buoy to PORT

To the Rakino Channel, Rakino Island to PORT, Motutapu Island to STBD.

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rangitoto Island and Motutapu Island to STBD.

To and rounding Rakino Island to STBD.

Through Sergeant Channel

To FINISH.

Port Course B — approximately 60 nautical miles

From START, leave Passage Rock to PORT

Through Waiheke Channel and through the Ruthe Passage
Thumb Point (Waiheke Is) to PORT.

To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through the Motuihe Channel, Motuihe Island to Port, Motutapu Island to STBD.

Rounding Rangitoto Island and Motutapu Island to STBD.

Through Rakino Channel with Rakino Island to PORT.

Through Sergeant Channel

To FINISH.

Port Course C — approximately 40 nautical miles.

From START, leave Passage Rock to PORT



Through the Waiheke Channel, Waiheke Island to PORT, Ponui Island Rotoroa Island and Pakatoa Island to STB.

Leave Waiheke Island to PORT, To Rakino channel leaving Motutapu to PORT and Awash rock to STBD

Around Rakino Island to STB,

Through Sergeant Channel, Motuihe Island to STB, Papakohatu (Crusoe) Island to PORT.

To FINISH.

9 PENALTY SYSTEM

- 9.1** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.

10 SCORING

- 10.1** The Low Point Scoring system will be used.
- 10.2** Handicaps for calculating corrected times will be based on the boat rating assigned by NZTYA (trailer yachts) and WYS Race Committee from PHRF ratings advised on the entry form for keel boats.

11 RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones. [DP]

12 POSITION REPORTING

- 12.1 COASTGUARD** - All yachts shall identify their position to Coastguard using VHF channel 64 (inner gulf) or 60 (outer gulf) on passing designated waypoints identified in the Sailing Instructions. All such reports shall be in the manner described in the Sailing Instruction
- 12.2 PredictWind TRACKER** – For safety reason, increased interest in online viewing, and developing race organization practice, each entrant is required to use the PredictWind tracking service. To use the service, you will need two smartphones (one as a backup) that use either ios9 and above, or Android 6.0 and above operating system. The PredictWind GPS tracking service is being made available at no cost to each competitor.

Full instructions on how to install and use the app will be detailed in the sailing instructions that will be sent out on receipt of entry.



13 PRIZES

Prizes will be given as follows: Race prizes shall be awarded for line honours and the first place on corrected time in each division. Where 3 or more class boats race each other in any division, then a class prize will be awarded. The Gulf Classic Trophy to be awarded to the winning Trailer Yacht in the Long Haul Division B, and will be based on corrected time.

13.1 Club Challenge Trophies

There are two Challenge Trophies for interclub competition, one for keeler and one for trailer yacht. These trophies are open to any club affiliated to yachting New Zealand. The winning club will have the best four results from any boat in their club as declared on the entry form.

13.2 All skippers and crew members participating in the race and present at prize-giving will be entered in a draw for spot prizes. Only one spot prize per person please.

14 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance to minimum cover of \$500K

15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16 FURTHER INFORMATION

For further information please contact:

The Gulf Classic Committee, Waikato Yacht Squadron
Email: gulfclassic100@gmail.com

Entry forms are available at www.waikatoyachtsquadron.org.nz

Facebook: Gulf Classic Regatta 2018-Waikato Yacht Squadron



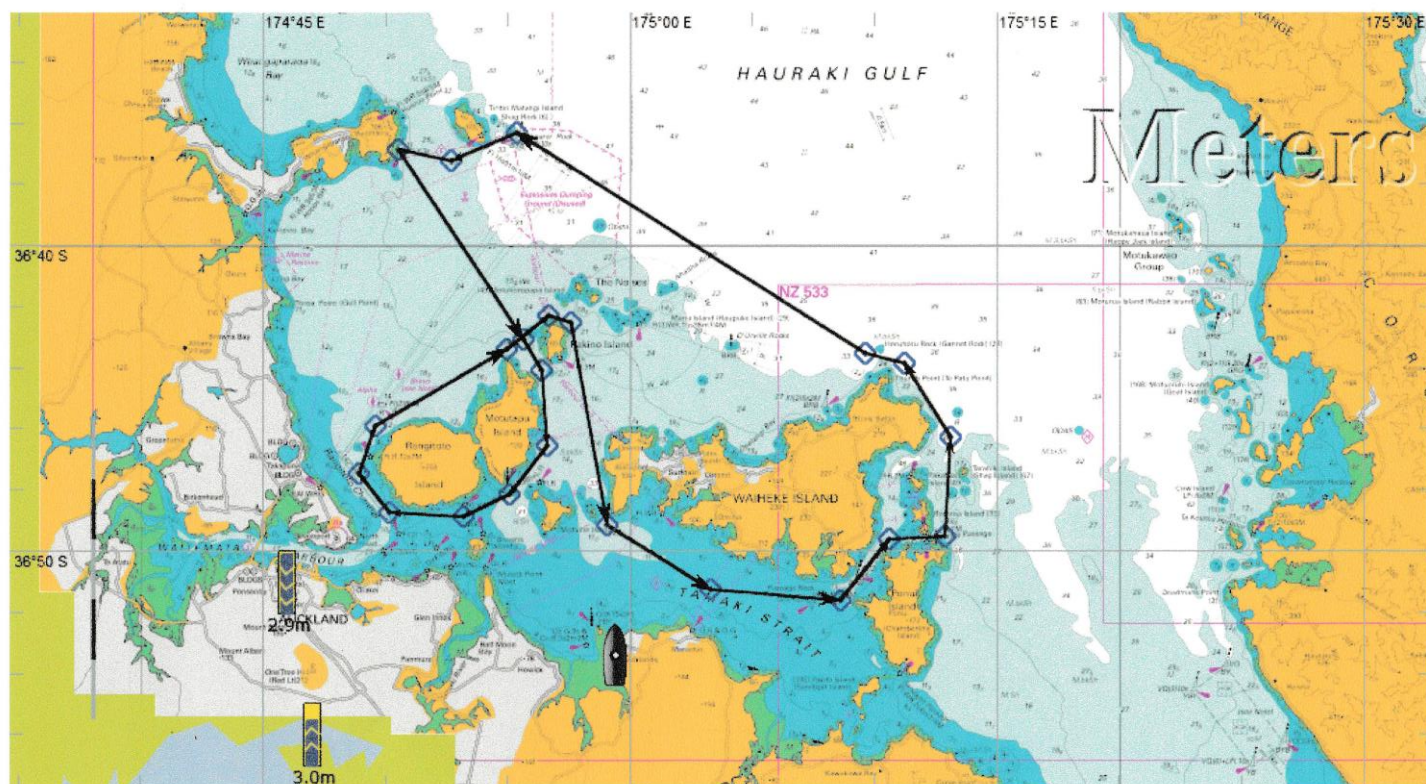
36th WAIKATO YACHT SQUADRON GULF CLASSIC 2nd to 4th March 2018

OFFICIAL ENTRY FORM

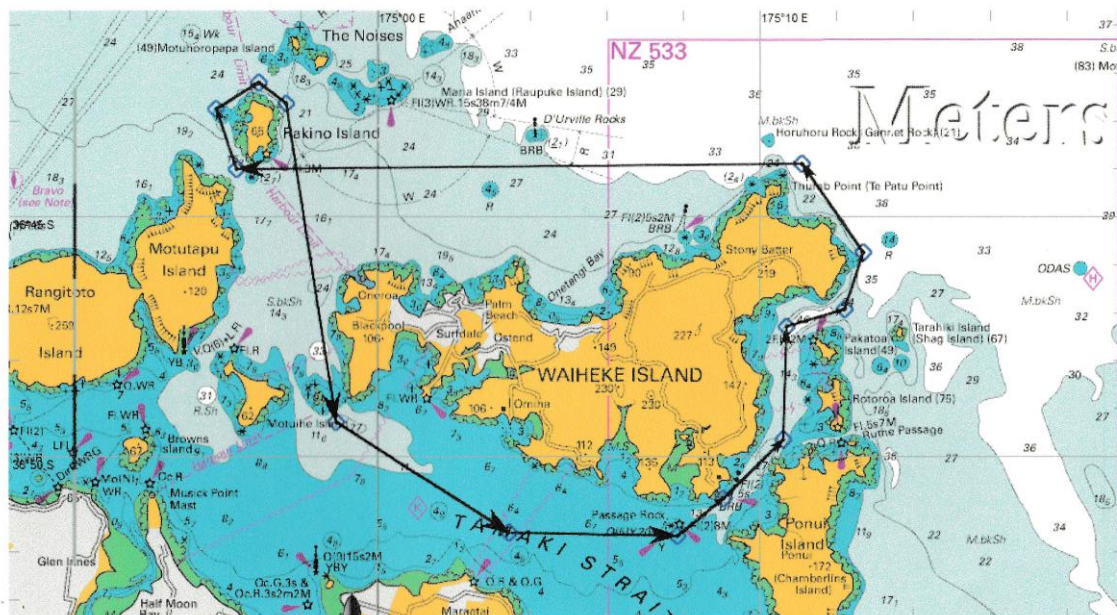
Division: <input type="checkbox"/> Keelboat Long Haul -Division A		<input type="checkbox"/> Trailer Yachts Long Haul – Division B	
		<input type="checkbox"/> Trailer Yachts Short Haul – Division C	
Boat Name:		Sail Number:	
Design:		Length Overall:	
Hull Colour:		VHF Call Sign:	
<input type="checkbox"/> TRAILER YACHT NZTYA Rating: _____ Motor (hp): _____		<input type="checkbox"/> KEELBOAT PHRF: _____ Club Rating: _____	
Owner's Name:		Skipper's Name:	
Address: _____		Address: _____	
		(Only where different from owner)	
Phone No			
Mobile for use in the race:		Yacht Club:	
Email:			
Crew Names (excluding skipper):		(MINIMUM OF SKIPPER AND ONE CREW MEMBER MUST BE OVER THE AGE OF 16 YEARS)	
1. _____	4. _____		
2. _____	5. _____		
3. _____	6. _____		
Note: Crew names not available at the time of entry must be supplied to Race Headquarters at the <u>Maraetai Beach</u> Boating Club before 0800 hours on Saturday 3rd March 2018			
• All trailer yachts must be of a design approved by NZ Trailer Yacht Association • Any alterations from the original design or from Class Rules to any yacht's hull, spars or sails (including the use of exotics such as Mylar, <u>Pentex</u> or Kevlar), unless expressly permitted by Class Rules, must be listed below. The Race Committee prior to the race may make an adjustment of the rating for such yachts.			
Design Modifications: _____			
Declaration: I agree to be bound by the racing rules of the IYRU, by the prescriptions of Yachting New Zealand, by the Notice of Race and Sailing Instructions issued for this event, and by Class Rules (except as listed above). I hereby declare that the skipper is a member of a Yachting New Zealand affiliated club and that the yacht complies with Cat 4 requirements (<u>keeler</u>) or Cat C requirements (trailer yachts). Any decision to start or continue to race is my own responsibility and I understand that there may be no refund in the event of cancellation.			
Signed: _____		Date: _____	
Owner or Skipper as Owner's Representative			
ENTRIES CLOSE: 2nd March 2018 Entry Fee \$55.00 to be paid by 2nd March 2018. Entry fee to be paid with entry form.		POST TO: Gulf Classic Committee c/o Waikato Yacht Squadron P.O. Box 4263, Hamilton East Gulfclassic100@gmail.com	
Bank Account: ASB 12-3171-0044255-000			
WYS USE: Date	Amount Paid	DirDep/Cash/Chq	Date
Received:	\$		Acknowledged:



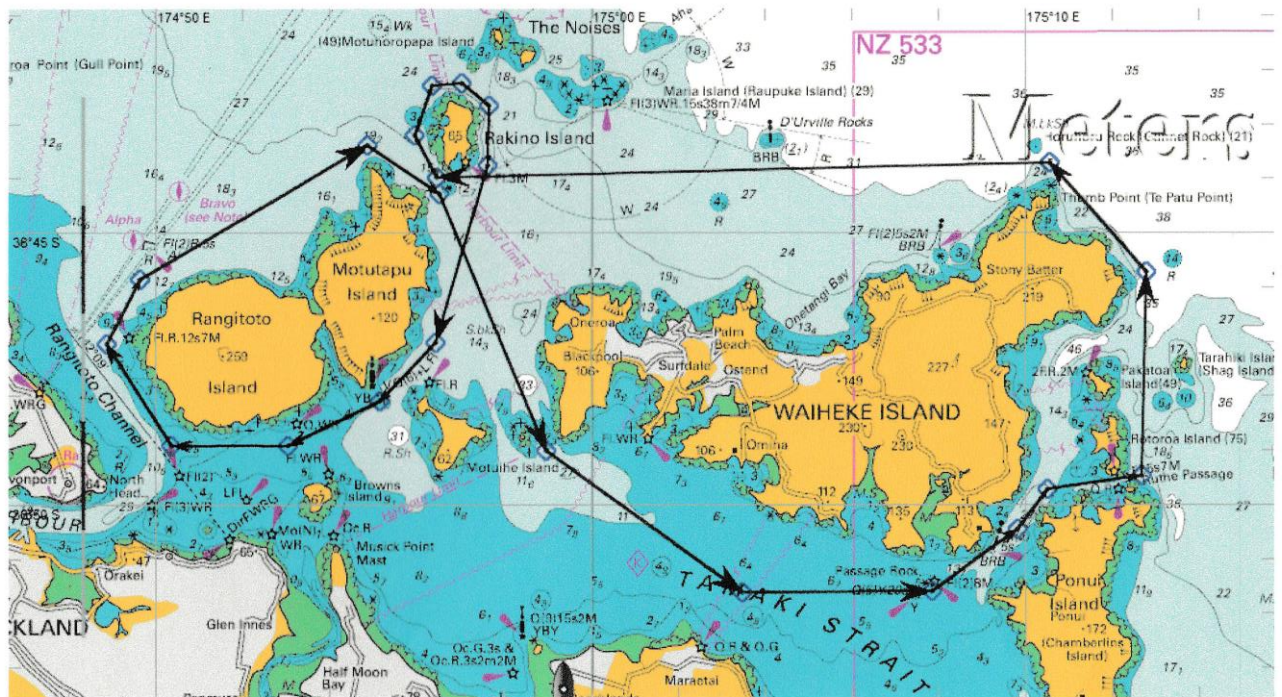
2018 Gulf Classic Keeler Course



2018 Gulf Classic TY 40 Course



2018 Gulf Classic TY 60 Course



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