

Bilgewater

February 2023



Dean and Nola Herrmann's Moody 419 'Masterplan' at Whangaroa Harbour on Boxing Day






DIRECTORY

COMMITTEE MEMBERS 2022/2023

Committee Member	Portfolio	Contact
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
Email: waikatoyachtsquadron@gmail.com
: 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

Welcome back to the second half of the season. I hope you have all had an enjoyable Christmas break. It certainly hasn't been an ideal summer for getting out on the water. Plenty of rain and those persistent northeasterlies have certainly put a damper on my summer's sailing plans. Since our last Bilgewater we have had the Ponui Island race, Christmas/New Years, and just last weekend the Motuihe race.

The Ponui race was another well attended event. The event was held in gloomy conditions with some variability in the wind. Flip on Escargot had Kelly from Yachting NZ on board and the effect was obvious. He was pointing high and sailing very well. We had a slightly awkward moment as we approached the stern of Suzie, Chris yelled that he was about to tack and we decided that it was a good time also. I pulled the tiller over only to find that a bucket was in the way and we struggled to turn. Luckily Chris delayed his tack slightly so there was no risk of a collision. The race ended in another raft up in Wreck Bay. Congratulations to Flip from Escargot and Greg from Young Gem for their wins in the Open and Handicap divisions respectively.

This past weekend we ran the Motuihe race. Driving up to Auckland on Friday night we were excitedly looking at the weather forecast. If the forecast held we could expect a lightish breeze on the beam for the entire race. These are ideal Ross 780 conditions and would have been a great opportunity to break out the Gennaker. So we get to the compound and start loading our gear, then as Sam is attaching the safety chain to the towbar he mentions "Hey Dad, what's that crack?". I look under the bow of the boat and sure enough there is a noticeable crack with some of the outer laminate peeling off. Certainly not a catastrophic failure and easily repairable, but it is race over for Ghost Train!!!!!!! Dejected, we load our gear back into the car and I get stuck into the damaged area to get a good idea of what needs to be done to fix it. Then we hit the road with the plan of collecting all of our fibreglass gear and coming back in the morning to repair the boat ready for the Hooks Bay race.

As we are driving home I have an idea and I mention it to the boys. "Why don't we grab the Wai-Ula and come back in the morning and do the race anyway". Sam isn't keen, but Nick likes the idea. So we get home and I send the boys to bed (it's 11pm by this point). I then load everything I think we'll need to fix the boat and hook up the Wai-Ula. Next morning bright and early we hit the road. The Wai-Ula is a Pelin Cherry 16 that I found for sale at the Coromandel rubbish dump and fixed up over the winter. She's a basic little boat and only takes about 15 minutes to rig. We know we are in for a big day. Being very basic, she is also a bit uncomfortable and since we have been using it for lake sailing, it didn't really have the basics for staying overnight. So the plan was to sail the race, then head straight back to work on Ghost Train. By 5pm we were back at the boat ramp. Next we need to fix Ghost Train. I grind back the damaged area and then notice that I had forgotten to bring the scales for measuring epoxy!!!! So it's back in the car, we'll come back tomorrow (another trip to Auckland). Next day we head back to Auckland (this time with the correct gear) and repair the damage. Next weekend we will need to head back to finish the fairing and get it all painted ready for the next race.

As for the race. A big thanks goes to Chris Martin on Suzie for running the race. Congratulations to Flip on Escargot for getting another bullet to his name (must have learnt something last time out). Also congratulations to Wayne on Falkor for picking up a win in the handicap division.

Next up for us is the next round of the BOPTYS summer series on the 12th followed by the Hooks Bay race on the 18th of February.

James

Upcoming Events

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 40 below.

Tuesday 28 February 2023

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

Expert Session – “The Basics of Sail Trimming and How to Best Set up Your Rig”

We originally proposed to have a session on outboard motors for February's Nog 'n Natter, but have moved that on a month as Yachting NZ have offered us an expert to speak to us on sail trimming.

Professional sailor, Daniel Fong, who sails the TP52 series in Europe and is also a sail designer for Doyle Sails will be coming from Auckland with YNZ's Kelly Mulcahy to speak to us on “The Basics of Sail Trimming and How to Best Set up Your Sails and Rig”. This promises to be a really good, informative evening, especially just before the Gulf Classic.

Weekend of 11 – 12 March 2023

Gulf Classic Open Endurance Race

This is our flagship event, it's big and it's getting closer, so book the date in your diary, and get your boat and crew ready! 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 and we do need your support. 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. This year all profits from the event will go the Mercury Bay Boat Club to help with their clubhouse rescue/relocation. Additional details can be found on page 4.

Welcome to New Members

We warmly welcome **Geoff Thompson** and **Marie Simpson** as new members. Geoff and Marie live at Tamahere near Hamilton. They have recently purchased a **Noelex 25** called '**Scimitar**' which will be in the compound at Kawakawa Bay. Geoff has already attended several of our events and we look forward to seeing them out on the water.

Gulf Classic Endurance Regatta 2023 – Our Flagship Event



This year, the 41st Gulf Classic is to be held on the weekend of 10th - 12th March and sailed out of the Maraetai Boating Club at Maraetai Beach in Auckland. Social gathering and race briefing is on the Friday night in the sports bar, race day is Saturday with division starts from 1000 hours, and prizegiving is on the Sunday morning in the clubhouse.

This year your committee has agreed to run this event as a fundraiser for the Mercury Bay Boating Club, to assist them in the repair and relocation of their clubhouse following damage from cyclone Hale in January. All profit from the regatta will be donated to Mercury Bay. In addition, we will run a fundraiser auction of sponsor products following the Friday night briefing. We encourage you to participate in this regatta to support the cause.

For those members not familiar with the format of this regatta, we run four divisions across three different course lengths:

1. **Course A** – sailed over a distance of 80 NM is for the keeler division and the TY (trailer yacht) 80 division. This TY80 division is restricted to yachts with an NZTYA rating of 0.850 or higher.
2. **Course B** – sailed over a distance of 60 NM for the TY60 division. Yachts entering this TY60 division must have an NZTYA rating of 0.810 or higher.
3. **Course C** – sailed over a distance of 40NM with yachts requiring an NZTYA rating of 0.700 or above.

The Notice of Race (NOR) and course charts, along with the on-line entry form can be found at the squadron website <http://www.waikatoyachtsquadron.org.nz/gulf-classic-2023.html>

The regatta information has been widely circulated to sailing clubs throughout the North Island and we anticipate a high level of support to assist the Mercury Bay Boating Club. On behalf of the organising committee, I seek your entry and support for the event to ensure a strong entry field of Waikato boats.

For any questions on the regatta, or if you can assist with sponsorship items for the charity auction, I can be contacted on 0274 951 223, or by email at gulfclassic100@gmail.com

Murray Pearce
For the Gulf Classic organising committee

Around the Fleet

Between Christmas and New Year the Sun Came Out – For a While!

Well, after weeks of unsettled weather we finally had a week of settled, sunny weather over the Christmas - New Year period before two tropical lows descended on us, bringing strong easterlies during the first two weeks of January. The prospect of 30+ knot easterlies with 3 metre+ swells postponed my planned sail to the Bay of Islands.

Thankfully, several members managed to make the most of the previous week-long fine spell.

Having completed the Ponui race singlehanded on 10 December, Greg Reeve on Joker 820 'Aperitif' set his compass to the north and just kept going. Several days later he arrived at McLeod Bay, Whangarei where he collected Julie and the girls who had driven up after their school year had finished. They all sailed up to the Bay of Islands where they spent several days before sailing back after Christmas. Excellent timing as it turned out.

New Members Geoff and Marie on Noalex 25 'Scimitar' were also out between Christmas and New Year and I am told that 'Farr-out' and 'Indulgence' were at Ponui Island. Also on the water at New Year were Alan and Tracey-Lee who sailed up to Kawau Island on 'Signs of Life'.

Meanwhile 7 boats got together for New Years Eve drinks at Shark Bay, Ponui Island – 'Rakiura', 'Farr Farr Away', 'Aperitif' (still out on the water after three weeks and the Bay of Island's trip), 'Cortez', 'Jury's Rig', 'Manutai' and 'Escargot'.



New Year's Eve get together at Shark Bay



The sun setting on 2022 at Shark Bay – the sky suggesting that change is on the way

Alan, Tracey-Lee and Kellie on Young 77 'Signs of Life', after spending time at Kawau Island, decided to shelter from the first tropical depression in Mahurangi Harbour and up the Mahurangi River. They followed the river all the way to Warkworth which they say is a trip worth making.



Helmsperson Tracey Lee guiding 'Signs of Life' up to Warkworth

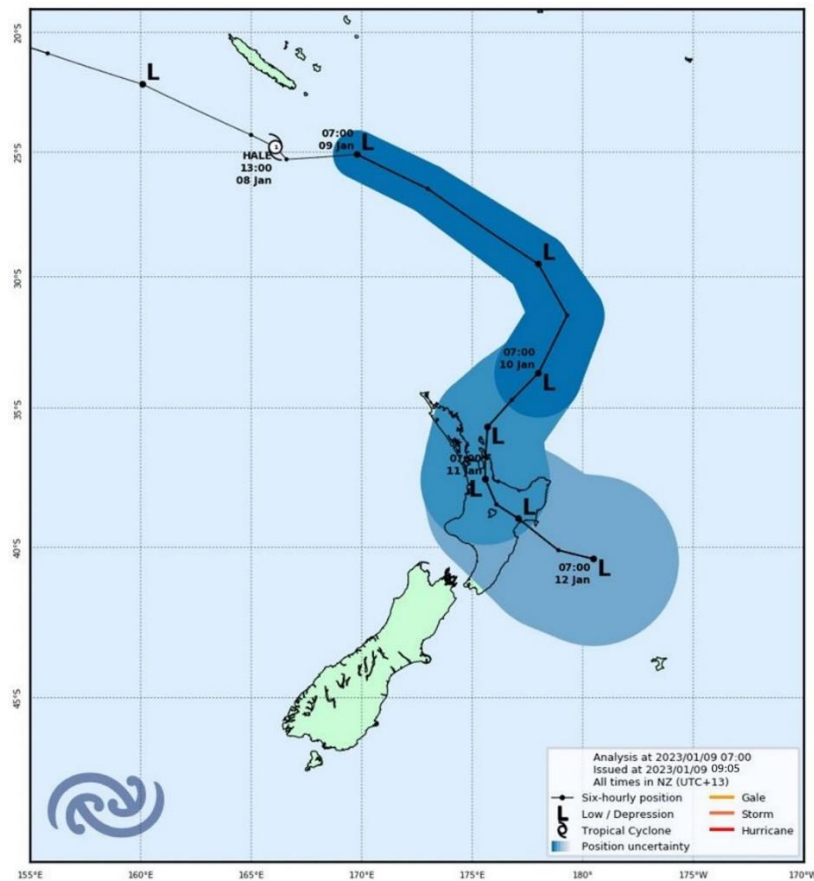


Tied up at the Warkworth Wharf and all set for some retail therapy in town

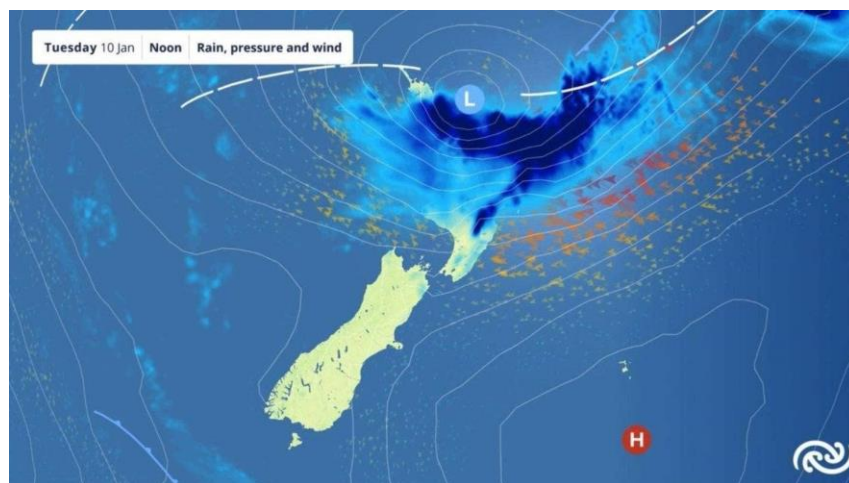
After the first tropical depression departed, we only had a couple of days 'respite' – of fine but still unsettled weather, before number two came on the radar – the remnant of Tropical Cyclone Hale.



Cirrus Clouds on 9 January – an indication of more stormy weather coming



Lining up for another direct hit!



Sure enough – true to form!

Who was it that said there's no bad weather – just different weather!

Once the aftermath of Tropical Cyclone Hale had departed in mid January, Hugh Beecroft headed over to Coromandel for a few days on 'E Type 2' where he was joined by Jim Pasco and his friend

John on Farr 1020 'Acushla'. Meanwhile I understand some of the other Squadron keelers headed for Kawau - the O'Brien's Hanse 370e 'Audrey', The Woolertons' Cookson 39 'Power Play' and Hanse 415 'Ocean Lure' where they were later joined by 'Acushla'.

Allan Geddes also sailed his Aquarius 22 'Winds Up' to Kawau while I headed for the Bay of Islands on 'Charley' (more on that on page 16). No doubt others were out and about before the next tropical depression arrived in late January resulting in the Auckland State of Emergency. Being our 3rd La Nina summer in a row, please let this be our last for a while!!

Stop Press

Having related the various happenings during my sailing trip north to the Bay of Islands this January, and with knowledge of last January's trip, one of our members sent me this email note:

"I was just thinking, every time you go away there is a cyclone, lockdown, tsunami or state of emergency. Maybe you could drop a message out next time you are planning a trip and I can get an emergency kit together".

I thought that's a really great idea. So I've decided to set up a warning service by subscription. There'll be a modest fee of course, but I'm sure you'll come out on top financially from having access to the warning advice. Applications can be made to *Bilgewater Ed C/- Waikato Yacht Squadron*.

Poor Knights Islands

Hats off to the Reeve Family on Joker 820 'Aperitif' who decided to stop in at the Poor Knights Islands on their way sailing back from the Bay of Islands after Christmas.



The Poor Knights Islands – just over 12 nautical miles off the Tutukaka Coast

Greg recounts how they sailed from Whangaruru to the Poor Knights which are off Tutukaka. Apparently there is a very small sheltered anchorage there which they entered, but the one catamaran already anchored made it clear in no uncertain terms that they were first and no other boat would be allowed to anchor. So they moved out along the cliffs where despite rock there

are apparently patches of sand where they found a few keelers anchored. They found a spot to anchor in what was calm conditions, until nightfall that is, when the wind swung and waves started coming in. Greg says the waves smashing against the cliffs sounded like thunder. He was up all night making sure the boat was OK while Julie was in her bunk gripping the edges so she didn't roll out. I asked Alyssa how she found the night and she said she had a good nights sleep! What a family – better them than me!

More Adventures

As we know Flip Rayner not only has his Gazelle 'Escargot' but he also has a Carpenter 29 keeler in Wellington called 'Acheron'. Given that our northern weather has been, lets say challenging, Flip decided to spend a couple of weeks during January on 'Acheron' in the Marlborough Sounds.



Flip's 'Carpenter 29 'Acheron' in the Marlborough Sounds – January 24 2023

Never being one to not have some kind of drama (think being holed and taking on a lot of water at Great Barrier Island), Flip says he encountered dense fog on the way back to Wellington. He was on the VHF talking to a Bluebridge ferry that was within a few hundred metres of him but completely out of sight in the whiteout. Fortunately, the ferry was able to pick up Acheron on radar, which is perhaps surprising and very fortuitous.

Having safely returned to Wellington, Flip then drove back to Hamilton. The following day, Friday 3 February he hitched 'Escargot' to his wagon and drove to Kawakawa Bay launching after midnight in readiness for the Motuihe Race, which he won on corrected time. A stunning effort!

Ponui Trailer Yacht Race Report – 10 December 2022

The weather forecast for the Ponui race didn't look particularly appealing - rain for most of the day, the breeze perhaps 6 - 12 knots, with thunderstorms late in the day; though one outlier forecast, the Metservice boating forecast showed 20 - 28 knots for the Waiheke Channel at 1600 hours (which proved to be completely wrong). The one constant was a northerly wind direction. Nevertheless, the forecast was sufficient to dis-enthuse my dear wife, so I would be sailing single-handed.

On a positive note, despite the gloomy outlook we had 12 yachts turn up at the start line, most having spent a damp Friday night at Green Bay, Ponui Island or at Wreck Bay, Pakihi Island. The morning produced very low, misty cloud but with good visibility below the cloud and a reasonably steady breeze of about 5 - 8 knots.



Alex and Jenny Ross' McGregor 26x 'Amethyst' at Green Bay on the morning of the Ponui race

The Ponui trailer yacht race is a circumnavigation of Ponui Island starting and finishing at the Sandspit beacon at the southern end of the island. It is usually sailed as a port course i.e. anti-clockwise, but James and Nick Hepburn on Ross 780 'Ghost Train' as start boat elected that we would sail a starboard course. That would mean a beat up the Waiheke Channel in flat water with the outgoing tide, and then a long spinnaker run back down the east side of the island.

Joining us for this race was Kelly Mulcahy who is our Yachting NZ Regional Development Manager. Over the past couple of months Kelly has been engaging with our committee on a variety of matters and she was keen to experience one of our races to see first hand what it is like to sail with the Squadron. Flip Rayner on Gazelle 'Escargot' was the first to put his hand up to have Kelly

as crew, perhaps sensing that he might have a secret weapon! Indeed, while Kelly has mainly been off the water in recent years while focusing on her two teenage daughters' dinghy racing, she does have a background of women's keelboat racing and her husband is a professional sailor who sails the TP52 circuit in Europe. A good move Flip!

The first leg of the course was from the Sandspit beacon up to Passage Rock, a distance of just under 4 miles. This would mainly be one long beat on starboard tack, giving little opportunity to tack away to break free from dirty air from boats just ahead of you, especially if it meant tacking into the wind shadow of Ponui Island. The tide was also a consideration as it can flow strongly in the vicinity of the Sandspit beacon. While the tide table showed high tide at 0934 hours for nearby Kawakawa Bay, the flow at the beacon indicated it was still rising when the race started at 1000 hours.

Most of the fleet had a respectable start, spaced along the line. However, Chris Martin's Noelex 25 'Suzie', starting at the southern end of the line beside the beacon, very quickly asserted dominance sailing fast and high in good breeze. 'Suzie' led almost to Passage Rock where she was just overtaken by the larger and quicker Ross 780 'Ghost Train' and Hugh Beecroft's Elliott 7.4 'E Type 2'.

The other boat to sail a blinder off the start line was Flip Rayner's 'Escargot'. Flip did admit later that his secret weapon, Kelly, was continuously sail trimming and to quote Flip "I never knew my boat could sail so high and fast. It was a revelation". Flip and Kelly certainly left me for dead, managing to sail not only higher but also a little faster.

Also very quick, particularly when the breeze went light, was Greg Morgan's Young 6 'Young Gem', with whom I had a cat and mouse battle during much of the first leg. They would creep up to me during the lulls, but when the breeze filled in again I would slowly pull away again, only to repeat the sequence soon after. Two boats who lost out on this leg were 'Signs of Life', who had been up with the leaders, and 'Aperitif' a little further back. They both tacked early to get upwind well before Passage Rock, but whether due to wind angle or tide, it didn't pay off and they fell behind.

As far as I could tell, the first seven boats around Passage Rock were 'Ghost Train', then 'E Type 2', 'Suzie', 'Escargot', Luke and Laura McGregor's Davidson 28 'Cortez', 'Charley' and 'Young Gem'.

The beat up the Waiheke Channel was very light and flukey, with several moments of being becalmed. At least the tide was running with us at up to 2 knots. Or so it seemed as I quickly drifted past Sunday Rock in a windless patch, just avoiding the isolated danger beacon while keeping a keen eye on my depth sounder. It did confirm to me that the rock is indeed 'isolated'.

As we approached the top of Ponui Island, 'Escargot' was holding her ground and continuing to sail extremely well, having passed 'Suzie' and staying close to 'E Type 2'. Once through the Ruthe Passage it was a pleasant spinnaker run down the east side of Ponui Island. At one stage it was great to see 7 spinnakers hoisted out of the fleet of 12 boats.

Up ahead it was 'Ghost Train' well out in front, with 'Escargot' and 'E Type 2' then clearly having a great battle under spinnaker, occasionally swapping positions. They were followed by 'Suzie' and then 'Charley'. Meanwhile, 'Signs of Life' was gradually working her way back through the fleet to where she should be.



The spinnaker run down the East of Ponui on 'Charley'

Given the wind direction, it seemed feasible to continue to fly spinnakers all the way around the bottom of Ponui and up to the finish line at the Sandspit beacon. However, there were surprises in store for every crew approaching the finish line, and despite some boats looking certain to cross the line with spinnakers up, it wasn't to be. Instead, there were some hasty spinnaker drops.

The first challenge was the predictable wind shadow due to being in the lee of the island. But what wind there was then seemed to be funneling around the island so it actually ended up a beat to the finish line. Some boats found they could just lay the line, while others had to tack. On top of this, the outgoing tide was raging, which meant just getting to the line proved to be a real mission for every crew. In the battle to get across the line, 'Escargot' managed to sneak past 'E Type 2' to achieve an amazing second placing over the line and a first place in the Open Championship, while Greg Morgan on a well-sailed 'Young Gem' took the Handicap win. Further back, one of the boats said the last half mile took them 90 minutes – yes that's a speed over ground of just 0.33 knots for 90 minutes! Well done also to Greg Reeve on Joker 820 'Aperitif' for his first time flying a spinnaker while sailing single-handed.

A couple of the boats had to head in as soon as they finished, including Hugh Beecroft who was technically working, having told the officials in Hamilton that he might be a bit late as one of counters of the votes in the Hamilton West byelection. The rest of us anchored in Wreck Bay, Pakihi Island with a boat gathering before the thunder and rain started. Altogether it was a fun day, especially for Flip! Full race results are posted below.

Bilgewater Ed.



Flip with his secret weapon, Kelly Mulcahy of YNZ. Several weeks later Flip was still smiling, while Kelly has had numerous offers to crew on other boats in our next race

PONU REGATTA TY HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Young Gem	Young 6	G Morgan	3:40:30	0.792	2:54:38	0.827
2	Escargot	Gazelle	F Rayner	3:27:37	0.845	2:55:26	0.882
3	Ghost Train	Ross 780	J Hepburn	3:03:04	1.016	3:06:00	1.046
4	Suzie	Noelex 25	C Martin	3:29:40	0.939	3:16:53	0.950
5	E Type 2	Elliott 7.4	H Beecroft	3:29:03	0.969	3:22:34	0.972
6	Aperitif	Joker 820	G Reeve	4:14:36	0.801	3:23:56	0.802
7	Signs of Life	Young 77	A MacDonald	3:40:40	0.928	3:24:47	0.927
8	Charley	Noelex 25	T Hayward	3:35:40	0.952	3:25:19	0.951
9	Cortez	Davidson 28	L McGregor	3:59:55	0.859	3:26:05	0.857
10	Farr Farr Away	Farr 6000	A Jones	4:51:50	0.725	3:31:35	0.718
11	Skywalker	Ross 780	P Klinkhamer	4:53:00	0.927	4:31:37	0.884
12	Amethyst	MacGregor 26X	A Ross	6:06:10	0.764	4:39:45	0.729

PONU 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	Escargot	Gazelle	F Rayner	No	3:27:37	0.820	2:50:15
2	Ghost Train	Ross 780	J Hepburn	No	3:03:04	0.933	2:50:48
3	Young Gem	Young 6	G Morgan	No	3:40:30	0.792	2:54:38
4	Suzie	Noelex 25	C Martin	No	3:29:40	0.845	2:57:10
5	Charley	Noelex 25	T Hayward	No	3:35:40	0.845	3:02:14
6	E Type 2	Elliott 7.4	H Beecroft	No	3:29:03	0.885	3:05:01
7	Signs of Life	Young 77	A MacDonald	No	3:40:40	0.880	3:14:11
8	Aperitif	Joker 820	G Reeve	Yes	4:14:36	0.816	3:27:45
9	Farr Farr Away	Farr 6000	A Jones	No	4:51:50	0.745	3:37:25
10	Skywalker	Ross 780	P Klinkhamer	No	4:53:00	0.933	4:33:22
11	Amethyst	MacGregor 26X	A Ross	No	6:06:10	0.820	5:00:15

Note: Being a keeler, Cortez is included in the Handicap result, but not the Open Championship.

Bay of Islands 2023 – Noelex 25 ‘Charley’

Having delayed sailing up to the Bay of Islands for two weeks from 1 January while two tropical depressions passed through, it seemed that Friday the 13th was a great day to leave. After all, I was born on the 13th, married on the 13th, we won the America’s Cup on the 13th, and NZ golfing sensation Lydia Ko won her first golf major on the 13th. So what better day could there be to set sail! This was to be another single-handed trip as two weeks on a trailer yacht exceeds my wife Jo’s happy-making zone.

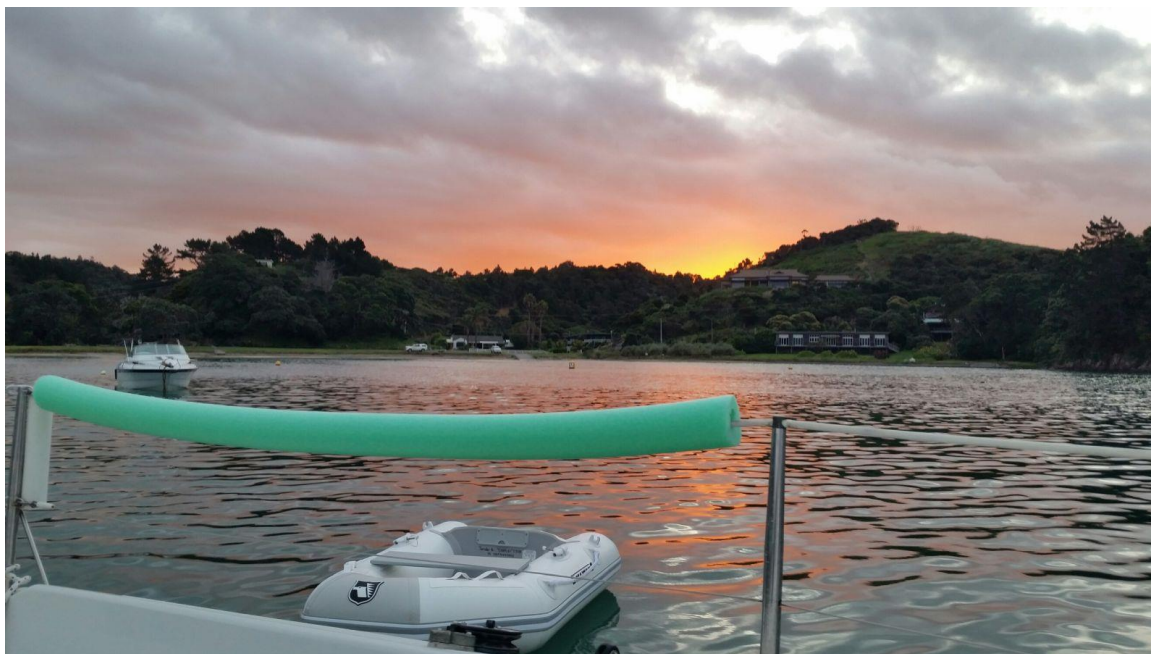
I overnighted at Owhanake Bay, Waiheke the first night and the following day had quite a good sail, though in a lumpy sea, up to Kawau Island where I stayed at North Cove. North Cove is a great little harbour but is somewhat overpopulated with moorings in its very sheltered inner reach. However, during the holiday season it is a lot less busy than most of the bays in Bon Accord Harbour.

I was completely surprised when an alloy runabout cruised up and someone on board yelled out “Hi Tim”. Who on earth could that be? It turned out it was Allan Geddes who had sailed from Kawakawa Bay to Kawau in his Aquarius 22 ‘Winds Up’. He was anchored in Stockyard Bay where family members had rented a bach and had their alloy runabout. I was pleased to see that he was just a passenger on the runabout and hadn’t moved over to ‘the dark side’.



The view looking out from North Cove, Kawau Island. 14 January 2023

With a southeasterly breeze forecast for the next day, conditions looked good to sail the 55 miles to Tutukaka. Indeed, after setting off at 0700 hours I was sailing on a reach at around 5 knots all the way to the Hen and Chicken Islands. The wind died a little in the lee of the islands, but once off Whangarei Harbour both the breeze and the swell came up considerably. It was then good sailing at around 7 knots in a 2 metre swell to be off Tutukaka at 1730 hours. All up a 10.5 hour trip from Kawau that was much better than my passage times of previous years. The Tutukaka Entrance is always interesting in a strong breeze and swell. It is quite narrow with the 'acclaimed' Red Rock to port and a rocky cliff-face to starboard. To make life easier, I lowered the jib while still outside, but coming in on a flat run I still had to gybe as I went around Red Rock. Despite the swells crashing over the rock not being particularly nervous-making, I was still well aware that any mistake could have significant consequences.



Anchored in Kowharewa Bay, Tutukaka – shallow but a good hideaway for a trailer yacht

The following day promised a 15 to 25 knot easterly and a 2 to 3 metre swell, just the conditions for a quick sail the 35 or so miles up the coast to the Bay of Islands. The two main challenges on that passage are getting out of Tutukaka and rounding Cape Brett. A much lesser challenge, but still requiring care is the Orerewainui Pass between Urupukapuka Island and the Rawhiti mainland (that can be avoided by taking a much longer route).

The first challenge was to get out of Tutukaka into a strong headwind and a 2 to 3 metre swell. I pre-reefed the mainsail but left all sails down to eliminate flogging and reduce windage to get out of Tutukaka. With my 8hp Yamaha struggling a little as I met the seas coming up to Red Rock, I had to wind the outboard up to high revs knowing that once out of the entrance I could hoist sails and sail nicely away on a reach up to Cape Brett around 30 miles away.

Passing Red Rock the outboard started doing the dreaded coughs – the outboard version of Covid! I shouted out loud “Don’t you dare conk out on me here!” I managed to get perhaps 100 metres past the rocks when it was all over – no outboard. Controlled panic reigned as I hoisted the pre-

reefed mainsail and bore away. By the time the sail was up and set, I estimate I was about 5 minutes from washing up on the cliff-face. My dear wife Jo, had she been with me, would not have liked that. Let me say I do not like the Tutukaka Entrance. I don't like outboard motors either.

The outboard problem is that these 2 stroke engines are designed for high revolution, fast or heavy load running, not as trailer yacht auxiliaries. Long discussions with the Yamaha agents have revealed that at low revs the spark plugs get oiled as the 2 stroke engine is not running hot enough to burn the oil off. Then when you do wind it up to high revs and heat, the oil can carbonise and in technical terms the spark plugs say "that's it pal – we're outta here". The first options the agent gave me were to add a couple of tonnes to Charley's weight or to motor around everywhere with the motor screaming while rapidly chewing up fuel. We settled on a more pragmatic option of running hotter spark plugs. There is then some risk of overheating the engine, but that's unlikely with the heat associated with use as an auxiliary (so I'm told).

Now I do have some Irish in me (probably good) and apparently some Scottish (perhaps not so good). The Scottish part meant that I didn't want to throw away brand new spark plugs before I put the hotter ones in. Solution – use the standard ones for the start of the season until I get to the Bay of Islands, then put the hotter ones in up there. A perfect solution – except it wasn't!

As I sailed up the coast towards Cape Brett the wind and swell steadily increased, with an increasing number of waves breaking. I was aware there was a lot of load on the rudder when making sure I didn't broach while unavoidably surfing the swells. I had a nagging worry that if I broke the rudder or stock (not the tiller as I have a spare thanks to Nigel McCarter), or if the rig came down, I no longer had an engine as plan B. There was no way I was going to willingly play around changing spark plugs in that sea state and I didn't need the engine anyway. After all, Joshua Slocum and many others have circumnavigated without an engine. I did consider going into Whangaruru to see if it was just a matter of changing the plugs, but with that harbour facing southeast into the swell I thought it best to just press on and get past Cape Brett and into the lee of the Brett Peninsula that would have much less swell.



This swell behind me was pretty benign.

But each time I heard one break I decided it was best to not look back

A keeler, that I estimate would have been 40 – 50 feet long (twice my size) passed nearby as I closed on Cape Brett and the photos below give an indication of the swell.



My neighbouring keeler – now you see me now you don't



Of course a Noelex 25 is a bit of a cork compared to larger keelers, but is a really good seaworthy boat and 'Charley' handled the conditions well. I'm pleased to say I only had two bad broaches, rounding up when surfing a swell with the windows underwater and water rushing over into the cockpit. With a hull speed of 6 knots, and just sailing with one reefed main (no jib) I still managed to hit a top speed of 12.6 knots. I would normally really enjoy this dinghy-type sailing in swells, but the nagging concern of rudder/rig in this remote location with no backup outboard took the edge off it just a little.



He took this breaking wave on the nose

Rounding Cape Brett, the keeler went outside Piercy Island. I considered doing that as I knew the sea would be quite nasty between Piercy Island and the Cape due to the effect of currents and especially as there was also a bit of opposing northerly swell. However I thought that for me it would be safer as I would be running flat off and under relative control, whereas rounding Piercy I would be sailing fast on a reach and sideways to the larger swells so at much greater risk of broaching.

So I decided to go through the gap. Once past the point of no return, I looked up at the towering cliffs and thought “well this is it, no turning back, time to just buckle down and go for it”. As it turned out, it was the right decision as ‘Charley’ handled the conditions beautifully.

Once around Cape Brett, the southeast swell moderated as I expected. However there was a new challenge – williwaws coming down from the lee side of the Brett Peninsula range. One minute the breeze was 10 knots, then all of a sudden it was 30 – 40 knots, but we were pretty much there, just a few miles to go.

As an aside, the keeler didn’t catch up until we reached the Orerewainui Pass some 5 miles further on. But then of course this was not a race – oh wait a minute, there were two yachts, so perhaps it was!

The following week in the Bay of Islands was marvellous - windy but nice in the shelter of the islands. Jim Pasco and John arrived a couple of days later on Farr 1020 ‘Acushla’, having stopped in Whangaruru to clear problems with diesel bug in their fuel lines. We all met up with Dean and Nola Herrmann on their Moody 419 ‘Masterplan’ and had a lovely meal that Nola (and possibly

Dean) prepared. Given my exceptional culinary skills I even contributed to dessert with a homegrown can of fresh Watties peaches.



My contribution to dessert – lovely fresh peaches



Jim Pasco and friend John from the UK. Their smiles show just how much they enjoyed the peaches

The Bay of Islands is truly a wonderful place, so many bays, anchorages, and islands to explore. This time I overnighted at Te Hue Bay (two nights), Entico Bay, Pareanui Bay, Omakiwi Cove and

on the way back south at Deep Water Cove. I would like to have stayed much longer but another tropical depression was on its way so it was soon time to head south again.



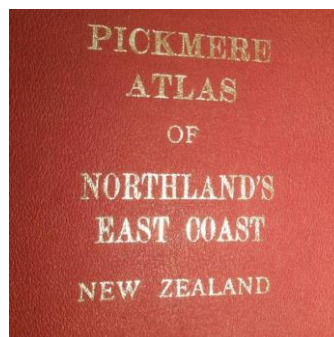
The owners of this Marauder called 'Absconder' invited me over for a cup of tea one evening. Several hours later we all realised the clock had somehow snuck around to 2300 hours



Anchored as close as I dared at Deep Water Cove and still in 7 Metres of water with the water so clear the bottom was visible. I even saw a huge manta ray in here

A couple of other highlights were seeing legend Sydney to Hobart race boat 'Starlight Express', and 'Rainbow II' formerly Chris Bouzaid's One Ton Cup and Sydney Hobart winner.

However, perhaps the greatest highlight of my boat spotting was a little old launch called Winsome. Some of you will be familiar with Pickmere's Atlas of the Northland East Coast that is hand-drawn and was published in the 1972. I have a copy that I use. It is excellent, you just have to remember that the depths are in fathoms. Arthur Pickmere was a surveyor who charted the whole Northland East Coast by 'hand' from Winsome. I rowed over to meet the owners and found the boat has been owned by his grandson since the 1970's.



After the night in Deep Water Cove, I rushed back down the coast stopping at Tutukaka (yes I know, but it's very conveniently located), Kawau, and Awaawaroa Bay before hauling out on 26 January, not long before the Auckland State of Emergency was declared. 320 miles had been sailed (592km).

Of course no trip of mine would seemingly be complete without another drama on the way home. Last year it was the Tongan tsunami. This year on 24 January I was humming along on a reach at a speed of 7 knots about a mile off Cape Rodney, around 10 miles north of Kawau. All of a sudden there was an almighty bang, the whole boat lurched as the bow went down about half a metre, while the stern flicked up at the same time (of course it did – they're joined together). 'Charley' then shook it off and carried on. It seems I had hit an underwater object with my centreboard. My immediate concern was to check I wasn't taking on water. Reasonably satisfied that was the case, I decided I needed to get to Kawau as quickly as I could. Once there I pulled up the carpet and floorboards and everything internally seemed OK (a bit of water but not from that). Back on the trailer I checked under the hull and the only visible damage was to the bottom leading edge of the centreboard. What did I hit 1.4 metres below the surface? I have no idea but most yachties I talk to expect it was a whale or sunfish.

Tim Hayward, Noalex 25 Charley

Motuihe Trailer Yacht Race Report – 4 February 2023

We had a good fleet of 14 for the Motuihe Trailer Yacht Race on 4 February plus around 8 other boats, both trailer yachts and keelers, who joined us socially over the weekend, so 22 boats in all.

Chris Martin was the Race Officer of the Day (ROD) and he did a sterling job – which is always a relief when it is your first time as ROD. Well done Chris! Conditions were somewhat grey and gloomy after rain during the night, with a light north-easterly breeze as the fleet crossed the start line near the Ammunition Bay wharf. The entire race down to Islington Bay, Rangitoto Island was sailed on a reach that was too tight to fly spinnakers.



Just after the start – at least it was better than much of our ‘Summer’ weather to date

Jed Vallings and Gillian Kearns on Noelex 25 ‘Shangri La’ initially led the way but were eventually overhauled by Tim and Jo Hayward on Noelex 25 ‘Charley’. The race then gradually sorted itself out into those in a leading group, those in the middle and those battling each other towards the rear. Everyone seemed to really enjoy the race, with good competition no matter where they were positioned.

The wind gradually filled in and it was with great excitement that we even had some sunshine! Up front there were around 6 boats in pretty close contact. With just over 7 minutes separating

these 6 boats crossing the finish line, it was a matter of intense sail trimming all the way to make sure your boat speed never dropped as the wind swung back and forth.

In the end it was Noelex 25 'Charley' who narrowly crossed the finish line first. The top three Open Championship placings on corrected time went to Gazelle 'Escargot' (1), 'Charley' (2) and then Noelex 25 'Shangri La' (3). Well done Flip on achieving another win on corrected time, and now moving into close contention for the season's Open Championship (which is based on NZTYA ratings). No pressure there Flip!

The Handicap (Halsail) win went to Wayne Johnstone on Joker 820 'Falkor'. A great result for Wayne, especially sailing singlehanded, so much so that we hear murmurs that his regular crew might now be given the sack! Second on handicap was Jed Vallings and Gillian Kearns' Noelex 25 'Shangri La' with Luke and Laura McGregor's Davidson 28 'Cortez' taking third place. Full results can be found below.

Islington Bay is a great anchorage in the right conditions. It is situated where Rangitoto and Motutapu Islands meet each other, just joined by a causeway. I understand you can row a dinghy or paddleboard through the gap at high tide. There are numerous walks available on both islands and several crews enjoyed the walk to the top of Rangitoto Island .

A very enjoyable beach gathering was held on a pleasant grassy spot on Motutapu.



Chris announcing the race results at the beach gathering

We also had some additional entertainment as per the photos below.



Entertainment #1 - "Hallelujah, they've found my runaway dinghy"



Entertainment #2 - This nice young couple with baby in arms were cruising the entire anchorage calling out "Anyone lost a dinghy. Anyone lost A dinghy". A head popped up on 'Charis' and said "What a coincidence! It's the same brand as ours", and then called below "Ged where did you put our dinghy?"



Entertainment #3 – Stu Tyler, master sailing tactician and sail trimmer on ‘Suzie’ is all dressed up in his light green tuxedo, ready for a dinner party over on catamaran ‘Royle Flush’. Carefully stepping into the dinghy next thing there is a loud splash and I hear someone call out “That doesn’t look good (dinghy is upside down at that point) ooh look, someone’s in the water!!!!”



“Of course I meant to do that” says Stu as he straightens his dripping glasses!

MOTUIHE REGATTA TY HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Falkor	Joker 820	W Johnstone	3:07:45	0.760	2:22:41	0.796
2	Shangri La	Noelex 25	J Vallings	2:52:04	0.844	2:25:13	0.879
3	Cortez	Davidson 28	L McGregor	2:53:18	0.857	2:28:31	0.886
4	Escargot	Gazelle Mk1	F Rayner	2:50:07	0.882	2:30:03	0.909
5	Aperitif	Joker 820	G Reeve	3:08:01	0.802	2:30:47	0.825
6	Charis	Noelex 25	G Arbuckle	3:24:00	0.774	2:37:54	0.785
7	Charley	Noelex 25	T Hayward	2:47:47	0.951	2:39:34	0.962
8	Bird of Paradise	Noelex 25	D Mac	3:11:00	0.845	2:41:24	0.851
9	Suzie	Noelex 25	C Martin	2:54:08	0.950	2:45:26	0.950
10	E Type 2	Elliott 7.4	H Beecroft	2:55:07	0.972	2:50:13	0.964
11	Amethyst	MacGregor 26X	A Ross	3:56:45	0.729	2:52:35	0.720
12	Skywalker	Ross 780	P Klinkhamer	3:57:45	0.884	3:30:10	0.841
13	Manutai	Nova 28	A Post	4:25:02	0.820	3:37:20	0.780
14	Rakiura	H28	I Ings	4:36:07	0.826	3:48:04	0.786

MOTUIHE 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	Escargot	Gazelle Mk1	F Rayner	N	2:50:07	0.820	2:19:30
2	Charley	Noelex 25	T Hayward	N	2:47:47	0.845	2:21:47
3	Shangri La	Noelex 25	J Vallings	N	2:52:04	0.845	2:25:24
4	Suzie	Noelex 25	C Martin	N	2:54:08	0.845	2:27:09
5	Falkor	Joker 820	W Johnstone	Y	3:07:45	0.816	2:33:12
6	Aperitif	Joker 820	G Reeve	Y	3:08:01	0.816	2:33:25
7	E Type 2	Elliott 7.4	H Beecroft	N	2:55:07	0.885	2:34:59
8	Bird of Paradise	Noelex 25	D Mac	N	3:11:00	0.845	2:41:24
9	Charis	Noelex 25	G Arbuckle	Y	3:24:00	0.811	2:45:27
10	Amethyst	MacGregor 26X	A Ross	N	3:56:45	0.820	3:14:08
11	Skywalker	Ross 780	P Klinkhamer	Y	3:57:45	0.896	3:33:01

Note: Being keelers, Cortez, Manutai and Rakiura are included in the Handicap result, but not the Open Championship.

Life Afloat – January/February

Here's Nola's next instalment of Life Afloat on board 'Masterplan'.

There's a First Time for Everything

In my excitement at the prospect of an impromptu sunset cruise from Army Bay with the Reeve family ('Aperitif'), I missed the fact that the anchor's swivel was jammed and in bringing it up I managed to get the anchor to jump right off its roller! We all got quite a fright but thankfully the damage was way less than I had imagined and we repaired the gel coat the next day. (I have since improved my technique considerably!)

Broken, Lost and Worn Out

One of the two rugs from the saloon went overboard when I shook out what I thought was only one of them! Being a heavy cotton weave it should make a cosy habitat for seafloor-abiding creatures in Rangihoua Bay (but I was very sad to see it sink below the waves). A pod of very playful dolphins soon appeared to cheer us up, as they often seem to on such occasions.

After a trip to re-provision in Paihia the dinghy motor wouldn't start at the dock. With groceries getting warm in the sun, we tried to row back to the boat but once out of the marina, with both wind and tide against us, progress across the mooring field was painfully slow. We ended up phoning a friend who quickly came to our assistance. Fortunately there was a bottle of wine in the shopping bags to be exchanged for the favour!

On Christmas Eve the valve to the holding tank started leaking into the cockpit locker. We caught it early and had a spare on board but there is something about that particular smell that lingers long after the clean-up. It seems to get seared into the brain and the effect of the trauma takes time to wear off – like a bruise, I reckon!

The oldest of our three solar panels has been struggling lately and needs replacing.

Wonderful Catch Ups

Catch ups with WYS members venturing up to the Bay of Islands have been wonderful – first with the Reeve family of 'Aperitif' just before Christmas, then a surprise visit from Stuart Giles of 'Brittany', and more recently an evening with Tim of 'Charley' and Jim, John and canine first mate, Holly, of 'Acushla'.

Fair Exchange

I love the way possessions are exchanged at marinas – everything from books and clothes to galley items and boat bits get donated and rehomed at various designated spots in the lounges, laundries and recycling cages. (Sadly, sometimes things like dinghies, outboard motors and even cars seem to change hands, without their owner's consent, from wherever they happen to be ☹)

Walks With a View

Marsden Cross – Rangihoua Bay

Duke's nose – Whangaroa Harbour
Deep Water Cove - Cape Brett Lookout



View out to Cape Brett on the walk from Deep Water Cove

Your Questions Answered

Question: Are you thinking of getting a wind vane steering system or just relying on two people plus electric tiller pilots or some other system?

Masterplan has an Aries wind vane steering system that we haven't tried out yet but we know will be invaluable on the offshore passages we hope to experience. For now the space at the stern is needed for the dinghy davits. On longer coastal passages we have found the electric Furuno autopilot very handy to have on occasion.

Quotable Quote

You can tell a lot about a person by the way they handle these three things:

- A rainy day
- Lost luggage
- Tangled Christmas tree lights

Maya Angelou

Farewell until next time, Nola Herrmann ☺



Laundry and recycling day in the rain at Opua (and still smiling – Bilgewater Ed)

Have a Go Fun Race Report – 5 February 2023

Thanks to committee member Flip Rayner for organising our second “Have a Go Fun Race” for the season. This was held the day after the Motuihe Race, out of Islington Bay. The aim of these events is to help crews who are new to racing - to teach them skills and to pair them up with a more experienced member who can give them advice on sail trimming, safety, race skills and the myriad of other things that make up a competent sailing repertoire.



Islington Bay where we spent the night before the “Have a Go Fun Race”. I can just see our boat – it’s the white Noelex on the left with the green trim

The format of these events has tended to be dictated by the weather conditions on the day. At our last “Have a Go” event the wind was very light so we focused on undertaking safety activities – sailing a short course with man overboard drills (both under sail and under motor), sail reefing, undertaking 720° turns, light weather sail trimming and the like. Much more is often learnt through an on the water practical hands-on session than through reading a book.

This time it was obviously going to be pretty breezy, which very much set the scene for what we could realistically do. We decided the best idea would be to have a clockwise race around Motuihe Island. We would then be sailing on all points of sail so be tested upwind, reaching and downwind in reasonably strong conditions.

We divided up those wanting to participate so we had 5 boats, each with around 3 – 4 crew plus the ‘sailing adviser’, so just over 20 participants. With 3 crew there would be one on the helm, one on the mainsheet and one trimming the jib/genoa. At various pre-set locations around Motuihe the crew had to rotate around their positions so everyone had a go. As we motored out to the nominated start line, it was indeed quite breezy and choppy so this would not only be fun but perhaps a challenge for the crews.

I was on Hinrich Voges’ Joker 820 ‘Jury’s Rig’ (Kirstie preferred to climb Rangitoto) and I must confess to having never sailed on a Joker 820 before. However, I was just there to provide sailing advice and Hinrich obviously knew how all the systems worked. We had a great diverse crew, two very young (compared to the rest of us) and very keen girls, Hinrich, Mark Sargent, and me. Along the way someone mentioned how much fun it was sailing with completely different people to what we normally do, and what a great opportunity it was to get to know them better.

Hinrich decided to reef the mainsail given the conditions, which proved to be a wise decision even though we would be a bit slower on the reaches.

I did wonder if it was a coincidence that Flip started the 5 minute countdown when we were just finishing reefing and were a good 5 minutes from the start line. As it turned out we had just managed to get back behind the line when the start signal went, at which time we turned 180 degrees through a tack and set off. Not the ideal start since this was a training exercise and we were facing the wrong way at the start signal! Aargh – my reputation in tatters! However, we weren't over the line and were well positioned along the line so it was a good lesson in making the absolute best out of the cards you have been dealt. We then set off at a good pace.

It was a pretty bouncy ride upwind to the first mark which we rounded just ahead of Noelex 25 'Suzie'.



Close quarters racing with Suzie at the top mark – just how we wanted it to be. Anton Post on the helm of Suzie

Once around the top mark it was time for a change of crew positions and a new helmsperson. As we were the lead boat it was now a matter of defending the lead which we managed to do on the reach. Alyssa Reeve took over the helm on two occasions and when it was too heavy in the gusts, she had to rely on 'Jury's Rig's' power steering system to stop from rounding up. Power steering

in the form of Mark Sargent that is, who lent a little grunt when Alyssa required it. Great crew work and teams-manship (is that even a word?).

We managed to hold the lead over 'Suzie' down to the east end of Motuihe and again to the southern headland.



Out in front, so it's time for our great crew to celebrate and relax. Alyssa Reeve on the helm

However, now there was a new threat with Gazelle 'Escargot' steaming down on us with that big genoa she has, and I might say has been using to extremely good effect lately. Is that thing even legal?! Nevertheless, as in all good stories the good guys win, and so Team Hinrich did, but just by a few seconds from 'Escargot'!



Concentration while the enemy lurks behind us

One highlight during the race was Hinrich saying his windows had never been under water. 10 minutes later, Alyssa in the cabin calls out "Hinrich the windows are under water!" However, the most fun for me was the smiles on the faces of our great crew, especially those who had never been in the lead of a race before, let alone defending it to the finish line and finishing first. Not that it's all about winning of course – unless you're a born racer. High 5s all around!

Bilgewater Ed.

A Note Re Shipping Lanes

Contributed by Greg Reeve

A wise sailor (Dean Herrmann) once told me, before our first excursion to Whangarei, "don't sail in the middle of the channel. It's very surprising how fast ships can 'sneak' up on you. And it could prove difficult to get out of the way." Bear in mind large ships are often travelling a good deal faster than a trailer yacht. E.g. twice as fast at least.

In December, on my second trip into Whangarei harbour I had a timely reminder. Not that I was taken unawares, but I thought it worth passing this on as it's not something that naturally occurred to me before Dean mentioned it.



'Aperitif' Entering Whangarei Harbour in Mid-December, with this Ship as an Escort

It's pretty exciting to see such a big vessel up close. I definitely recommend getting up to Whangarei Harbour. A good sail, and just enough of a challenge for trailer yachties that like to get a bit further afield. I can now say with confidence it is very achievable solo, and equally enjoyable with friends or whānau in tow.



The ship definitely has the size advantage over Aperitif

Update on the Kawakawa Bay Ramps and Pontoons



Our committee keeps in contact with the Kawakawa Bay Boat Club (KKBC) regarding the long awaited upgrading of the ramps and pontoons at the Kawakawa Bay facility. As most of you will be aware, some of the pontoons and piles were extensively damaged in a storm in 2022 and were removed for replacement over winter. That work was unable to be completed during winter, however replacement piles were driven in and the old pontoons were reinstalled as a temporary measure.

Please note that some of the old pontoons are a bit rough and are not well padded. One of our trailer yachts was recently damaged due to scraping against a bare portion of one of the pontoons, so we recommend that you are vigilant as to where and how you tie up and that you also use fenders.

KKBC have also advised us that the concrete and tarseal apron and ramp will be redone next winter when all the new pontoons are installed.

We have also raised with them that the ramp lighting has not been working. They advise they are working on this but it seems to be linked to more extensive electrical issues they have – hopefully to be remedied soon.

We have also requested that they have a camera focussed on the ramp area (not just on the bay) so that when we are coming in and there are no ramp staff (if we have internet access) we will be able to see how full the pontoons are, rather than it just being pot luck. Having to back out when the ramp is full is obviously a tricky exercise. KKBC have advised they are looking into this.

Deep South Sailing – The Lake Aviemore Classic

The Lake Aviemore Classic, which is sailed every Labour weekend, is perhaps the premier trailer yacht race series held in the South Island. Rob Ebert and Greg Morgan decided to sail in the most recent event, so they towed their Young 6 metre trailer yachts south to participate. Here's their story as told by Rob.

I have owned 'Winsome II', a water ballasted Young 6 for 25 or so years. Locally, she was joined by another Young 6, 'Young Gem', owned by Greg Morgan – who also has 'Freewave', another Young 6.

We have been restoring, refurbishing and re-rigging the boats over the last year. Young 6's are notorious for their weather helm and for being a handful in a breeze. We elected to reduce the size of the mainsail – shorten the boom (now carbon!) so it fitted in the cabin and switching to a fat top profile. The result has been a better mannered, more convenient boat, but we may have sacrificed a bit of light weather performance with the reduction in mainsail area.

Along the way we hatched a plan to sail the Lake Aviemore Classic – a bucket list item for me. We elected to take both boats, rounded up some willing crew, up for a road trip and some sailing, and off we went. There were no major dramas on the road trip, but I do have to confess that, with a wide trailer, some road cones were injured along the way!

The Lake Aviemore Classic is something of a South Island Labour Weekend sailing classic and this was its 34th year. Getting there was a two day road trip, so the journey was part of the adventure. Lake Aviemore on the Waitaki River is a seriously scenic location – blue water, hills and mountains in the background.



Lake Aviemore (a Hydro Lake)

The breeze is typically down the lake in the morning from a generally westerly direction, and up the lake in the afternoon from whatever sea breeze penetrates inland, but this is New Zealand so on any one day it could be anything but!

The event is based at the Otematata Boat Harbour which has a generous ramp and large camping/rigging area. The event is run by the Timaru Yacht Club and the setup was very similar to the old days of the WYS Gulf Classic at Kawakawa Bay.

The Boat Harbour is upstream from the main racing area and is a 20 minute motor downriver to the race area. Our first journey was complicated by an outboard hiccup. The tiller casting on my trusty Johnson 7.5hp motor broke on leaving the dock first thing, leaving me holding the throttle control, no longer attached firmly to the motor! Directional control was a feat of leaning over the stern to turn the body of the motor, a Health and Safety breach.

The Classic has dished up some pretty wild weather over the years, but we were pretty lucky this time. The racing schedule was for round the buoys racing on Friday and Saturday, with the round the lake Classic on the Sunday. The first day was three drifters, reminiscent of Hamilton Lake. The Race Committee pulled the plug just before a nice sea breeze made its way down the lake. Having drifted all day, we had a great spinnaker run back to the boat harbour!



Saturday saw a 10-15 knot westerly, a bit shifty, but good for three races. The courses were windward/leeward with a separator mark at the top to try and keep the faster boats running down out of the way of the windward leg. That was not entirely effective and there was a bit of dodgems with the faster sports boats. The short course, with a time of around 45 minutes, placed a premium on boat and sail handling.

Sunday was the Classic, essentially a couple of laps around the lake and again held in a brisk breeze that meant everyone got through the course pretty swiftly. The expanse of the lake meant the sports boats could really stretch out on the reaches. The westerly breeze really kicked in at the end of the race, but fortunately the event was over.



To fill out the rest of the week, my daughter and I did the Alps to Ocean cycle trail, cycling from Twizel back to Kurow over three days.

The trip home was marred by Covid, contracted somewhere along the way and forcing a 7-day isolation with family in Christchurch, where I kindly infected my sister and elderly father!

Good news on the way home. There is an outboard motor wrecking place in Blenheim and I was able to pick up a replacement casting for the outboard, so it may live again.

All in all, a good trip.

Next year is the 35th running of the event combined with the NZTYA Champs. I am tempted to do it again, but I would head through the Danseys Pass at the end of the trip and access the cycle trails based around Clyde and Cromwell.

Rob Ebert

Winsome II

Hooks Bay Race NOR is on the next page

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 (as per the keeler finish line).

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 at Kawakawa Bay and a position (i.e. moored boat or other marker) to be advised by the Event Coordinator.

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

FINISH LINE: **Trailer Yachts** - 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, to be advised to the Event Coordinator by Text (SMS), or VHF if your phone battery is dead.

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

EVENT COORDINATORS: Trailer Yachts – 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.

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