



# BILGEWATER

July 2018



Photo by: 50<sup>th</sup> Anniversary  
Photo: Alan Macdonald



### Committee Members

**2018-2019**

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Jim Pascoe	Treasurer	07 855 6679
Nigel McCarter	Secretary	07 856 8940
Murray Pearce	Qaurtermaster	
	Overall Sailing Programme & Handicaps	07 827 4203
Wayne Johnstone	Compound Convener	027 623 6366
Nigel Lancaster	Social Convener Nog and Natter	07 868 8661
Russell Osborne	Webmaster/Facebook	07 823 6377
Brett Goddard	Gulf classic liason	07 853 5233
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### Non-Committee

Dustin Wilson	Bilgewater production	027 807 3504
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# Commodore's comment

With the temperature dropping and a few trailer yachts heading home for winter maintenance you'd expect this to be a quiet time for the squadron however the opposite has been true.

In place of the Nog and Natter for June we had the AGM, Chaired by Dean Herrmann.

The end of year reports presented the squadron in a healthy position both financially and in terms of membership numbers.

The running of the AGM also signifies the election of the committee members for 2018/19 and this year we were very fortunate to have such a positive response for volunteers. Almost all of the positions have been filled and the first committee meeting has already taken place.

I'd like to thank the former committee members for all their time and effort over the last 12 months.

There is so much that goes on behind the scenes to keep this club running like clockwork and it's easy to overlook this when the team does such a fantastic job at making it look so easy.

Of course I cannot submit this report without mentioning the Waikato Yacht Squadron's 50<sup>th</sup> Anniversary. As soon as I arrived on Saturday it was obvious just how much thought and attention the 50<sup>th</sup> committee had channeled into this outstanding event. From the decorations, the memorabilia, the catering and the presentations it was a celebration worthy of such a milestone in the squadron's history.

Before I finish up I'd just like remind everyone that we have a very special guest coming to the next Nog and Natter on the 24<sup>th</sup> of July. John Welsford is a prolific small boat designer and builder who's very capable yachts can be found all over the world. Some of his most famous designs are the Houdini, Navigator and Pathfinder.

Looking forward to seeing you all there....

Kind Regards,

Paul Weaver.



## The Waikato Yacht Squadron 50<sup>th</sup> Anniversary Jubilee

A few years ago I was sailing to Fiji on "Tuatara" with Alan Ward and as is the norm we would spend time "chewing the fat" as it were and discussing amongst other things, the club that we both had belonged for many years. As a consequence to this discussion we came to realise that by mid-2018 the club would be 50 years old and there should be a considerable event organised to mark this occasion. So I returned and cajoled the club committee in to preparing an an action plan.

Christine & I have enjoyed other club reunions over the years and confirmed how important they are, we are sharing our lives together out on the briny, the race scene, heavy weather, beach parties, compound working bees and committee rooms. Many have moved on and this is an important time to catch up with old sailing friends and competitors.

So it was on the 30<sup>th</sup> June approx. 130 past and present members met at the club rooms of the Hamilton Yacht Club to mark this occasion. As happens on these occasions and not too dissimilar to the time on "Tuatara" the occasion is a time to chat, reminisce, chew the fat and listen to other past members speak with their tales of bygone years. Photo boards of past activities lined some wall space and a continuous digital slide show was showing on two TV sets. It was great to look back to past beach gatherings and in particular and at Christmas crowds of eager children awaiting Santa's arrival

The first hour was involved with a meet & greet of old friends (after some soul searching for face recognition) followed by an official welcome by the immediate past commodore Dean Herrmann who also asked all those present to remember our past members who are no longer with us.

This was followed by the club normal prize giving with a couple of members taking away the lion's share of the silverware but congrats to all trophy holders and indeed to all competitors. Participation in club racing events is important to keep the club progressing. It was the intention to have continuous finger food being brought round and we were all grateful for the sustenance, its hard going keeping up with the past. The HYC had agreed that our club install an honours board to include a list of past commodores and life members. This was unveiled by the current three life members: Cedric Ingerson, Joy Homewood and John Wolff. It certainly looks the part on the wall of the club rooms and includes the additional life member of John Klinkhamer, recently nominated at the AGM just 5 days previous. Congrats to John for your commitment to this club.

Cont.



Alan Ward presented a short overview of the clubs history, followed by various speakers asked to give a short account of their memories of the clubs past: Cedric Ingerson, John Wolff, Bill Konings, Merle Snell, Joy Homewood, Peter Langley, Doug Haigh, Kerry Snell and Nigel Lancaster.

Birthday parties usually include a birthday cake and the oldest two members present, Cedric & Alan Pearson were asked to carry out this ceremony with great acclaim, I have to say...a very tasty fruit cake baked by Nola Herrman and iced by Sheryl Pearce, thanks to you both.

So as the sun went down on Hamilton Lake the food continued to be brought around to accepting mouths, the beer, wine & OJ flowed and the yarns continued on until about 1930 hrs when the last stayers cleaned up a little and agreed the rest can wait until the morning.

These occasions must continue so we look forward to 2028 but in the meantime thanks to everyone who was involved in putting this all together.

Nigel Lancaster, 1977-2018

Hartley16 "Heather" Coronet20 "Sasha" Joker820 "Hydrous" Davidson35 "Passing Fancy"



## Life member achievement

During the 50th AGM the outgoing Commodore (Dean) tabled the idea of presenting John Klinkhamer with Lifetime membership to the Waikato Yacht Squadron.

This honour has only been bestowed on a handful of members throughout the clubs history and I'm sure it came as no surprise that the decision was voted unanimously by all.

John has been contributing his time and effort over the years fulfilling many roles including Safety & Tuition Quartermaster and Vice Commodore.

Like a lot of new members to the club, John was one of the first people I got know because I was encouraged to attend his safety briefings.

A group of us all huddled around the table with a map of the Hauraki Gulf spread out before us, while John tried desperately to answer question after question from the excitable novices.

"how long would it take to sail there?" "Well that depends on the wind, really"

"Is that a good anchorage?" "Not really... it's a channel"

"Can we sail through there?" "I wouldn't recommend it.... That's an island"

Even for the clubs premier event, The Gulf Classic, John has always taken a supportive role, assisting with race coordination and ferrying people from their yachts to the club house and back.

So congratulations John for a well-earned reward and thank you for everything you do for the club.

Kind Regards,

Paul Weaver

Acting Commodore





New members Jim and Wendy Oliver and 2 children Grace and Austin

They own the Joker 6.7 Hubble Bubble.



## **Our First Season and Solo Adventure on Hallelujah**

Written for WYS Bilgewater – July 2018

Firstly, Jo and I would like to thank everyone who has been so friendly and helpful during our first season at the Waikato Yacht Squadron, which we have thoroughly enjoyed. We have loved the sailing, the camaraderie and we now have a new group of friends.

After 20 years away from sailing (we used to be dinghy sailors at Napier) and now with reduced work commitments, we decided we had reached a stage in our lives where it might be time to go sailing again. Having lived in Raglan for the past 17 years, surfing has been the order of the day but the thought of cruising in the Hauraki Gulf had always held strong appeal. And so it was that last year we bought our Noelex 22, Hallelujah, jointly with a longstanding sailing friend from Napier.

There has been a lot to learn with a trailer yacht compared to a small sailing dinghy, like how to get it in and out of the water, but so far so good. And of course Jo particularly likes the way we aren't capsizing and ending up in the water all the time; which was once a regular event about which she has less fond memories than I do.

We didn't initially intend to race Hallelujah, but with the WYS races being to various destinations in the Gulf, we thought this would be a great way for us to become familiar with where to go, the beacons, the rocks and so on. Not only has it been all of that and more, but we have also found the racing and the after match BBQ's to be a whole lot of fun. Our Noelex was already named Hallelujah when we bought her, but this seemed very apt as we crossed the finish line of our first race after something like 6 hours sailing (2 being becalmed) at which point Jo exclaimed "Hallelujah we made it!"

When Dean mentioned the need for more Bilgewater articles, I thought that my first solo sail in Hallelujah might be of interest to some, so here goes.

It was back in January, after one of the big storms and floods, that I thought I should go and check on Hallelujah to make sure all was OK, which it was. I said to Jo that since I was going to Kawakawa Bay, maybe I should have a go at launching by myself, and if that succeeded I would then try a solo sail and perhaps stay somewhere overnight.

Launching fairly late in the day was pretty easy as the tide was high - the first challenge successfully completed. There was a moderate offshore breeze, so having motored out of the breakwater I then hoisted the mainsail and headed towards Ponui on a broad reach at a good speed. There was no need for the genoa and it would be one less thing for me to deal with when I tried to anchor.

It wasn't long before I was around Sandspit Island and heading up the Waiheke Channel looking for a suitable spot to anchor for the night. I settled on North Harbour/Chamberlin Bay though I had never been in there before. But with around 50 other boats at anchor, I figured everyone else must be thinking it is a good place to spend the night. Having dropped the mainsail, I motored in past the larger yachts and launches to successfully anchor close to the front row. That's one great thing about a trailer yacht - being able to anchor closer in than most others can.

I have to admit that my cooking skills are nothing short of terrible, but I celebrated my day's sailing success by heating up some casserole for tea that Jo had pre-cooked for me. I only burnt some of it on the bottom of the saucepan, but there was enough to ensure that I didn't need the burnt bits anyway.

Sitting in an anchorage full of boats watching people doing all sorts of crazy things can be quite enjoyable. As perhaps the smallest boat and most probably the least costly by a significant margin, I did wonder whether the people on boats that were clearly worth upwards of a quarter of a million dollars were having any more fun than I was. Sure you can get wherever you want to very

quickly on a large fast launch, but what a sense of satisfaction and achievement there is in just using the wind and your wits to sail there. Sailing is also a welcome change from our fast-paced world and a much needed, forced slowdown for someone like me who has been a frenetic workaholic all my working life.

After a good night's sleep at anchor, the forecast was for a light to moderate south-westerly, so I phoned Jo and said I would poke my head around the top of Waiheke and would most likely be away for another night.



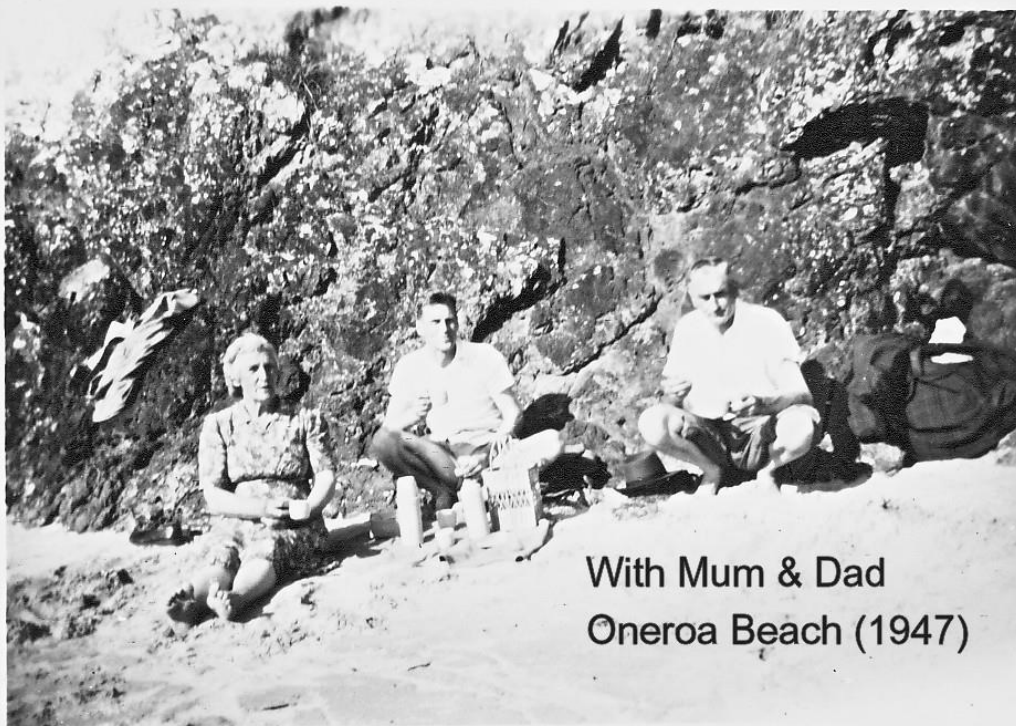
**North Harbour, Ponui, 11 January 2018. It's going to be a good day**

I weighed anchor and sailed up past Hook's Bay. Both sails up this time. I figured I should be able to get to Oneroa which held a lot of appeal as a destination as I will point out later on. So, for most of the day I had a really pleasant sail down the north side of Waiheke. I was checking all the headlands, Spray Rock and the various bays against the chart so I would have some idea of what they looked like when I next ventured down this coast. I arrived at Oneroa at about 4pm and anchored at the westward end of the beach about as close in as I dared to go. I counted 70 other boats there – lots more yachts and fewer launches here than at North Harbour, Ponui.

This was a very special time for me as I was anchored just below where my grandparents lived for 30 years, and where I had spent most of my school holidays. As a young child in the mid-1960's I was spellbound by all the yachts that sailed into this bay back then. At that age I had never even been on a yacht but I dreamt of one day sailing in here on my own boat, and today I was finally doing that – just 50 or so years later and solo! In fact the last time I had seen my grandparents' place was way back in the late 1970's. I had never returned to see what their house looked like after they had left. Sitting in the cockpit I tried to work out which house on the hillside it was. This was a bit difficult with all the new houses, trees, and as I later discovered because the house had a few subsequent alterations.

My grandfather had been a dairy company engineer but, at the age of 60, something happened to his health and his doctor told him he had to quit his

job and get some sea air or else he would be dead before long. So he and my grandmother rented a friend's bach at Oneroa to help him recuperate.



With Mum & Dad  
Oneroa Beach (1947)

### **My Grandparents aged in their early sixties with my uncle (centre)**

They liked Oneroa so much that they bought a section to build on. This was in 1947 and it was a steeply sloping site on the hill up above the north-western end of the beach. My grandfather was very handy with tools and he built the house himself without electricity or running water. Being not long after World War 2, building materials were very limited and he even made/turned his own bolts from steel rods.

It took him two years to build the house and for the first year he and my grandmother lived on the site in a tent until they moved into the first stage of the building that became a sleepout and which we later called "the cabin". It was no surprise that my grandfather had been a dairy company engineer when you looked at the roofwater tank system that was on multiple levels with all manner of intricate pipes, valves and pumps in the basement of the house. It looked like a dairy factory down there. Initially they generated electricity with a wind turbine, but a few years later an electricity cable was laid to Waiheke and everyone with wind turbines was required to remove them. How times have changed!

Oh and my grandparents continued to live there in good health until they were in their nineties. There was even a photo in the NZ Herald of my grandmother (a rather feisty but caring woman) at the age of 88 riding her pushbike down the red scoria road to the Oneroa Red Cross Hall where she spent much of her time.

As I say, I spent all my school holidays there for weeks at a time, even as a teenager studying for school exams, looking out over the boats in the bay. Now in January 2018 I had finally sailed in on our own little yacht and anchored at Oneroa. Pity I didn't yet have a dinghy but I suppose I could swim ashore in the morning to go and find my grandparents' former home.

As I was sitting in the cockpit in the evening light, having eaten another of my "scintillating heated up meals", a guy came over in an inflatable dinghy from a nearby yacht. Seeing I was by myself, he and his partner had decided to invite me over for a drink. So a very pleasant evening was spent with Geoff and his partner on board their Allan Wright Marauder that was called Sidewinder. Geoff told me that as a child he had great memories sailing with his family in the Gulf in a Hartley 16, and he wanted his children to have the same experience, so after looking at lots of boats they had recently purchased Sidewinder. This was one of their first sailing trips and the kids were asleep in the for'ard cabin. I told Geoff about my grandparents' home on the hill "just up there" and he said "well let's go ashore in the morning and we can walk up to see it".



**My neighbour Sidewinder (left) at dawn, Oneroa, 12 January 2018**

And so we did in the morning, going ashore in Geoff's inflatable dinghy. This was the first time I had walked up the track at the northwest end of the beach since the 1970's. The track was the same but also different. We went past the baches/houses that used to let us walk through their backyards as a short cut to the beach. And finally we reached 4 Karu Street, which my grandfather built. It was also the same but different. It now has a double garage, the malthoid roof replaced by colorsteel and the old asbestos duroc cladding has also been replaced. Otherwise it was pretty much the same. It is also now worth a lot more than when my family sold it for \$49,000 soon after my grandparents died (the current rating valuation is \$2.1 million).

4 Karu Street  
Oneroa  
Waiheke Island



4 Karu Street, Oneroa – 1948 and 2018



And the view down to the bay where Hallelujah was anchored was much the same. There were the boatsheds we looked down onto, though one had now gone. And Hallelujah looked to be the smallest speck of a yacht compared to all the other much larger ones. But a very special yacht to me.



**Yep, Hallelujah is the smallest one – just right of centre. Oneroa, 12 January 2018**

On the way back in Geoff's inflatable I took some photos of Hallelujah from out on the water – otherwise hard to do when you don't yet have a dinghy!



**Hallelujah, Oneroa, 12 January 2018**

I bade farewell to Geoff and his family and sailed off around the headland, past Owhanake Bay, Matiatia and all the other places that now have mansions of houses on lifestyle blocks.

With just a light breeze, it was a full day's sail back to Kawakawa Bay along the south side of Waiheke. Then successfully up the ramp and safely into the compound.

What started out as just a post-storm check of Hallelujah ended up being a great solo sailing expedition for me; a circumnavigation of Waiheke, a nostalgic first sail into Oneroa and a big adventure that I will never forget.

**Tim Hayward**

Hallelujah, T1010. ZMX 4251

## Membership fees

Membership fees for the 2018-2019 season are now due. Please pay by July 31st or a late payment fee of \$50 will apply.

Please use the form to update your details. If there were any mistakes in last year's handbook, or if any information, for example call signs, telephone numbers, have changed, please tell me.

When you return the form, use a .doc, pdf, or jpg format. I can't read unusual document formats like WordPerfect or Ubuntu formats.

If you pay by internet banking *please* make sure you add your name as a reference and the key word Fees.

We will forward the compound application form after July 31st. You will have to complete and return these before August 31st.

Nigel McCarter

Secretary

## Trailer maintenance

*Now is the winter of our discontent,  
Destitution by rotting tyres and rusty links.  
Make now your Durotorques swing,  
Light bars glimmer and winches sing.  
Bring peace of mind when boats behind,  
And smooth launching in due time.*



You can spend more on trailer maintenance than on your boat, and that includes broken masts and snapped halyards. But a safe trailer is essential ... In New Zealand, on average, eight people a year are killed and 50 injured in accidents involving a light trailer.

The basic rules are set out in a NZ Transport agency Factsheet 13D, which you can download from the [nzta.govt.nz](http://nzta.govt.nz) web site.

Some of the rules for a trailer with gross vehicle mass less than 3,500 kg (a Noelex 25 laden weight is about 1,800 kg) are:

- Width, including load, but excluding side marker lights and bulge at the bottom of the tyre < 2.55 metres; Height < 4.3 metres. (*No travelling down the motorway with your mast up*);
- Rear overhang from the rear axis < 4 metres;
- Speed limit is 90 km/hour. (*How many of us always stick to that*);
- Any load overhang by more than 1 m to the front or rear, for example a transom mounted outboard, must carry a special warning device, e.g. a fluorescent red, orange, or yellow flag at least 400 mm x 300 mm wide;
- At night, the overhanging load must be have a red light visible from at lest 200 metres;
- Trailer can be braked or unbraked, but braked is advisable;

Most vehicles have a manufacturers tow rating specifying the gross trailer weight for braked and unbraked. You don't have to follow those ratings, but if you exceed the rating, you may invalidate your warranty. Intriguingly, Japanese models tend to have lower ratings than European vehicles. For example, the Subaru Forester has a rating of 500/1400 kg unbraked/braked compared with Volkswagen Tiguan 750/ 2200 kg.

However, you are required to be capable of stopping the vehicle and trailer within a distance of seven metres from a speed of 30km/h. I suspect there are very few people who have tested their vehicle and trailer-yacht; I have; it is terrifying!

Cont.

The Transport Agency recommends, as a guide, that the laden weight of an unbraked trailer should not exceed three quarters of the unladen weight of the towing vehicle, and then only if the towing vehicle's brakes and tyres are in excellent condition. A trailer heavier than this may prevent the vehicle combination from meeting the seven metre from 30km/h brake performance requirement.

The details for the Warrant of Fitness for the trailer are listed in the Land Transport Rule 2002, which you can find on the NZTA web site. The rules specify the tow coupling must be fit for purpose and in sound condition. Trailers with GMV < 2000 kg must have a securely attached safety chain or cable, of sufficient strength to hold the trailer secure under all conditions of road use, and that includes if the coupling fails.

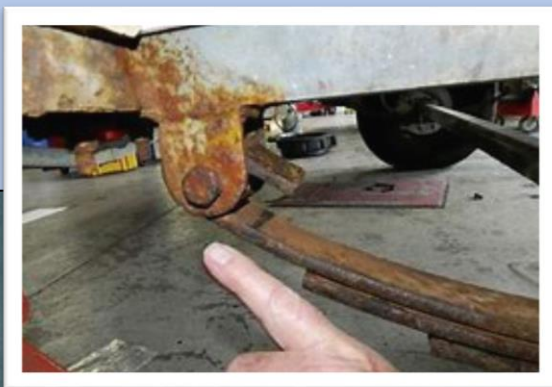
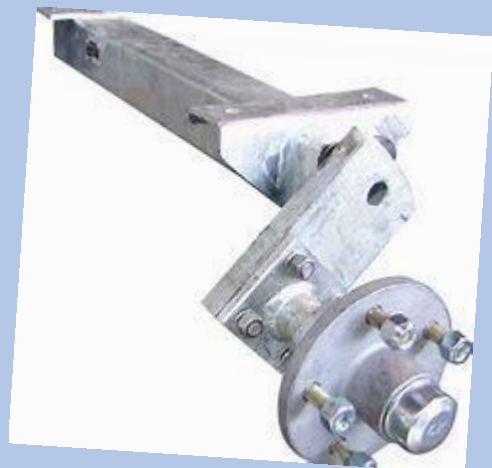
In practice, you should fit a substantial shackle; have a look at the ones in Autotrail ... a halyard shackle simple won't do.

Other requirements cover the condition and type of tyres ... the tread on many of trailer tyres may fool you into thinking the tyre is ok, whereas the wall is UV damaged and may fail. The size and carcass type should be the same on each axle; there should be no cuts, lumps, or cracks in the sidewall.

And the list goes on.

The penalty for breaching the WOF rules can be substantial, up \$10,000. Besides, who wants their trailer to be entered on to the NZTA Crash Analysis System?

Paice Engineering over at Ruakura have just done an excellent job on my trailer. If you want further details, contact [Nigel.McCarter@gmail.com](mailto:Nigel.McCarter@gmail.com)



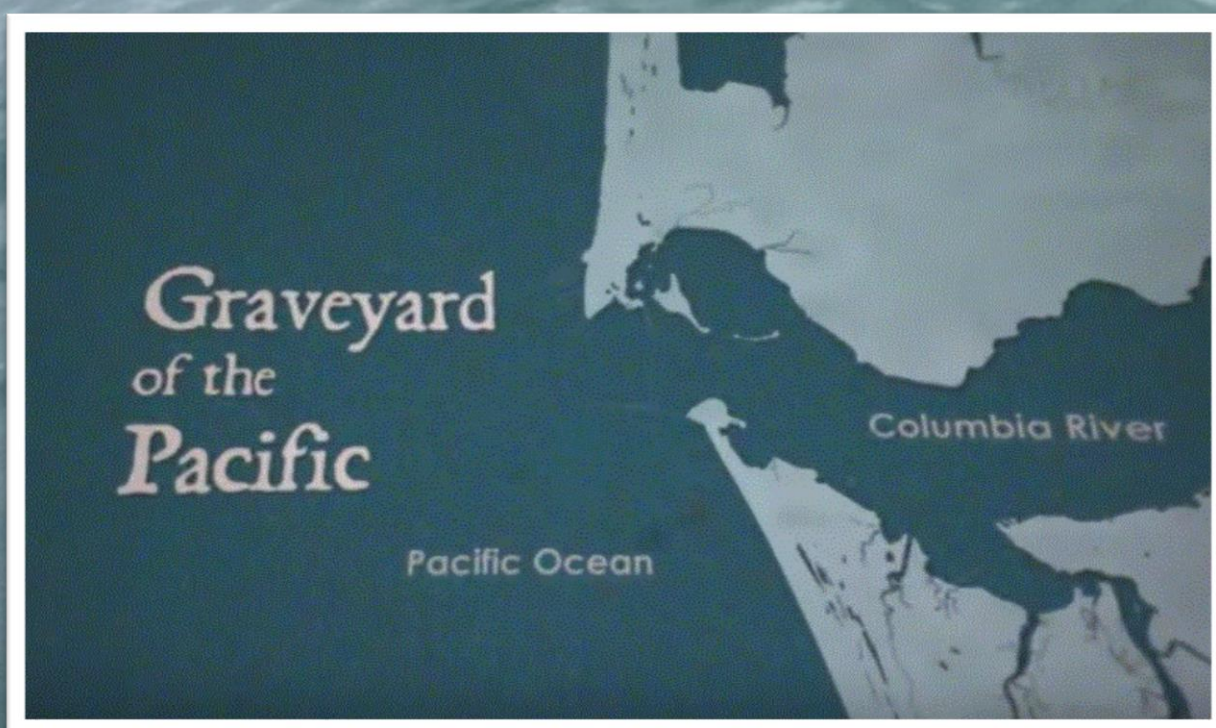


Dean has shared a YouTube video to watch. Just click on the link or the picture and it'll take you there.

[https://www.youtube.com/watch?time\\_continue=3&v=XWE11a-NCCE](https://www.youtube.com/watch?time_continue=3&v=XWE11a-NCCE)

If you come across a video you would like to share, send it in and Ill put it into the Bilgewater.

Dustin



## July Nog and Natter

Tuesday 24<sup>th</sup> July 730PM

Special guest speaker John Welsford is coming to speak about his designs and small boat building. John's designs range from 6ft dinghies to 5m steam boats and include many many very capable small sailing craft.

Very interesting boats like the Ocean going Sundowner 2.8 ton 6.5m yacht and the quick build and fast sailing Saturday night special!

Check out John's website and his new Blog.

Dustin

<http://jwboatdesigns.co.nz/>

<http://jwboatdesigns.blogspot.com/>



## Different Drummer Offshore 2018

### Newsletter 1 Preparations and Passage to Tonga

Our departure from Auckland was delayed a couple of days. We were not really ready to go the day we planned, and as it happened the weather was not suitable. But our real problem was we had been mucked around badly by the provider of our satellite phone service - their website kept failing and they rarely responded to emails. And also I could not get our PredictWind programme (this is the one that gives us our weather information via the sat phone) running on either laptop. For one laptop this turned out to be a simple settings issue in a menu I could not initially access. The other was most interesting. PredictWind touts it is optimised for Windows 10. After trying a raft of suggestions over several days from the PW helpdesk (who I am full of praise for) it was suggested we start again with the Windows 7 download. Bingo!

Craig stayed with me for the week in Auckland prior to departure, doing much of the preparation and stowing while I ferried 2 loads a day to him and sorted the other issues. Andrew, one of our passage crew gave him some help over the last couple of days, and was also very helpful dealing with the laptop problems. Murray, a sailing friend of many years who has been offshore on Different Drummer before made up the passage crew.

Clearance was straightforward, Customs came to the yacht at the nominated time, and we were away on 28 May with a brisk south-easterly on our stern quarter.

For the first three days the wind stayed mostly behind and we covered over 450 nm. Remarkably we ran the same reef and staysail combo we put up at Auckland. Although there was a 3m swell it was very long and we had a very comfortable sail after a rather bumpy ride the first night out. One of the crew remarked (from inside his thermals) what a cruisy trip it was.

The wind died and we motored for a couple of days before getting a really good pasting from 30 - 40 knot wind from the NE which raised a very short sea with breaking 5 m waves and came with heavy rain. Fortunately we were able to hold our course, and sail well with a heavily reefed main, but it was one of the more unpleasant sailing experiences I have had. That was our 'Queens Birthday storm' - it was the Saturday of Queens birthday. We had minor damage, the wind indicator blew away and a bit of water came into the yacht. It all blew through quickly and a day later we were motoring again.



We had planned on stopping at one of the Minerva Reefs; North Minerva was the one that came up in daylight. For those not familiar with the Minerva Reefs they are coral atolls in the middle of the ocean, the reefs cover at high tide, but there is always a degree of shelter, and it is a surreal experience to drop the anchor in the

lagoon after entering through a narrow passage. It was very calm inside while we were there, along with 20 other yachts on passage from NZ to Tonga or Fiji.

The winds remained light and the two days from Minerva to Tonga was all motoring.

We arrived at Nukualofa early morning and eventually found out the Customs, Immigration, and Health officials were all at Pangaimotu Is, a resort two miles away, clearing Island Cruising yachts. We were invited to join them. It only took a few minutes to clear, and probably saved us the best part of a day walking around Nukualofa finding offices and completing the documentation.

We had some electronic gremlins aboard with us on the passage. One was the AIS (automatic identification system - which receives a signal from other boats giving their position etc) that had a range issue that degraded its usefulness considerably. The second was intermittent failures by 'Robert' the autopilot. Fortunately these only occurred in light conditions and we quickly learnt how to reset the pilot before any problems occurred. And the third was failures from our charging regulator. We were able to keep it going by twiddling wires, but it was more than connection issues and I later condemned the unit and replaced it with the spare.

Better news was fishing success on the trip. We, mostly Craig, caught several mahi-mahi and tuna - a sufficiently high number that I lost count.

We spent most of the time at Tongatapu at Pangaimotu, catching the resort ferry across the channel to Nukualofa where we could get supplies, some parts, and sim cards to get us back online. The resort on Pangaimotu is known as 'Big Mamas' (after the proprietor) and is well known to cruisers for the range of services provided with a minimum of hassles.



There was mayhem in the anchorage the first night. The wind went up to 35 plus and around to the SE where all the protection of the island is lost. Half the 30 plus yachts there dragged, some fouling other chains. The VHF went crazy, people were on deck in the atrocious weather trying to communicate with adjacent boats, yachts were motoring on anchors, fenders were going out for protection ...

In the morning most of those that dragged had reanchored without damage at Pangaimotu, and some had gone over to the Nukualofa side. We were not affected other than one yacht dragged by disturbingly close. Bob McDavitt, the weather guru commented "There was a squally front over the Lau group of Fiji and southern Tonga last Thursday night. It occurred in an area well east of the main convergence zone and its sudden onset, and six hours duration, and ferocious content was downright dangerous and, in some cases, damaging. Computer models don't have enough incoming data to be able to get a good enough 'grip' of the atmosphere to resolve such squall lines, and all they were showing was a zone of light winds."



I noted significant improvements in the infrastructure around Nukualofa since my last visit several years ago. Roads in particular, power, water, new government offices, etc. And two new wharves, neither yet in use. Acknowledgement of the assistance of the funders for these projects was also clearly



visible.

There is no diesel pump anywhere on the wharves at Nukualofa- surprising when you consider the various tourist launches and fishing boats that operate from there. The initial idea was to arrange a tanker to come to the wharf and fuel all yachts in sequence. But is got very complicated. Two lots of forms to fill in, upfront cash payment, queue for the tanker, potentially difficult docking and most of the financial benefit lost in expenses and taxes. We joined some others in simply taking cans ashore and getting our modest diesel requirements from a service station down the road. Those requiring larger quantities had to go through the hoops - a motor launch required 2000 litres.

We moved the yacht over to the Nukualofa side for this. When we went to lift the anchor we found the windlass on strike! Three hours later we had traced the problem to a faulty fuse holder. The fact the fuse was OK was very misleading.

Two Australian warships were at Nukualofa while we were there. HMAS Adelaide looked rather like a large car carrier with a runway on the top of the box. We ran into some of the Australians at the bar and asked them about it. It was built in Spain to fly fix wing aircraft but is used by them as a 'Landing Helicopter Dock'.



Murray and Craig left for home while we were at Tongatapu and after a week there we did an overnighter to Nomuka Iki, one on the more southerly islands in the Haapai group of islands.

### A Sad Day

Woody Greg Schultz contacted me to say he had a good mate die and now has the sad task of finding new owners for his fleet one of which is a wooden 18ft John Welsford Pilgrim, decked in cutter, photo below. Looks in excellent condition and only about 4 years old. Includes a brand new galvanised trailer, outboard and very reasonably priced at \$9999. These are great yachts & at this price it won't hang around long. Wouldn't surprise me given John W's international following if an Aussie / American doesn't buy it & ship it off shore.

More photo's & details ex Greg via email. [itzgreg@xtra.co.nz](mailto:itzgreg@xtra.co.nz)



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