



Looking
back edition

BILGEWATER

June 2019



Cover photo: by Dustin
Corvina.
June 2018 edition



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2018-2019

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Commodore's comment

On the weekend I was invited to crew on Afterguard for one of the Keeler winter series events.

This gave me a great opportunity to test out some new wet weather gear, in the form of Gil pants and boots. Even though we were blessed with a sunny winter's day the trip back to the Marina at dusk was very cool. Even though I had plenty of layers I was still cold and it made me think how I would have coped had I not dressed for the temperatures.

Even though it's winter many of us will still be out sailing and participating in the winter series events around the country. I think this is an appropriate time to remind everyone that hypothermia can sneak up on a sailor very quickly.

The early signs of hypothermia are:

- Shivering.
- Slurred speech or mumbling.
- Slow, shallow breathing.
- Weak pulse.
- Clumsiness or lack of coordination.
- Drowsiness or very low energy.
- Confusion or memory loss.
- Loss of consciousness.

If you or your crew are showing any of these signs you should:

- Be gentle. When you're helping a person with **hypothermia**, handle him or her gently.
- Move the person out of the cold.
- Remove wet clothing.
- Cover the person with blankets.
- Monitor breathing.
- Provide warm beverages.
- Use warm, dry compresses.

Be safe and look after each other.

Paul Weaver



Upcoming event

- 25th June Squadron AGM - Please note the AGM for the WYS will be held on Tuesday 25th June, at 7.30 pm, at the Hamilton Yacht Club.





Bilgewater

Paul mentioned in last month's commodores comments that after two years I am stepping down to let someone else have a go at producing the Bilgewater. What Paul didn't mention then was the exciting new project I have dreamed up for the club, more on that in this edition.

Firstly though I just want to thank the committee for allowing me creative license to make changes to our 40+ year old newsletter. Judging by the huge amount of positive feedback we have received I think we can all agree it's been a success. So thank you all for taking the time to provide great feedback!

Obviously the Bilgewater couldn't exist without all the contributions from you the members and readers, so thank you to everyone who has sent in pictures, articles, stories, news, results, event info etc.

Please keep the support going for my successor and keep all the content coming in. The new editor is welcome to use the format I have created or feel free to get creative and make it his own.

For my final edition I have added in some of my favourites from previous editions over the last two years. I hope you enjoy this Maxi edition I've put together.

Thanks again to all.

Dustin Wilson

Corvina





Gourmet sailing food:

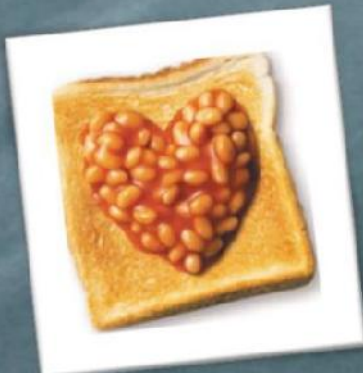
Baked Beans

How to add the gourmet touch to your yachting meals out on the briny. Got a recipe? Send it in!

What you need: Tin of beans

How to: Open the tin, pour into a pot, heat, stir and heat some more.

How to add Gourmet touch: Instead of eating straight from the pot with your hands, try putting in a bowl or plate and using a utensil.



Boat lift available

Need a lift? Trailer maintenance time? Keel issues? Whatever it might be we have a boat lift available and plenty of room for storage. Located in Taupiri, fee applies talk to Dustin or Paul.

Click the link above or the picture below to watch a short video of it in action.

<https://www.facebook.com/100006731626019/videos/2297904997110532/>



The following was sent in by Rodger Bonnett after the Great Mercury island club trip.

Count Von Luckner

Background

The commander of the German raider *Seeadler*, Count von Luckner, and his navigation officer Kircheiss, were interned here after their capture in Fiji in 1917.

In 1916 he was put in command of a sailing raider, the *Seeadler* (*Sea Eagle*), with orders to sink merchant shipping, but he became a legend because he managed to wage war while creating virtually no casualties and because of his other exploits.

After sinking several ships in the Atlantic, in April 1917 the *Seeadler* came around Cape Horn into the Pacific and sank 3 more ships.

In August the *Seeadler* anchored at the small island of Mopelia in the Society Islands, about 450km from Tahiti. Tradition has it that most of the crew, along with prisoners taken off ships that had been sunk, then went on a picnic.

While they were away disaster struck and the *Seeadler* was wrecked on a reef. The German crew maintained that this was the result of a tsunami, but the prisoners later said that it was just the combination of the wind and the tide (a situation that would probably have led to Von Luckner and other crew members being court martialled if they had returned to Germany).

Von Luckner took a 10m open boat from the *Seeadler* and, together with five of his crew, sailed 3,700 km to the Fijian island of Wakaya, where he was eventually captured and transferred to Motuihe.

Although he raided seventeen Allied ships, of which fourteen were sunk, and took 237 crew captive, he rarely resorted to force. Only one life was lost as a result of his endeavours, and even this was accidental.



Von Luckner on Motuihe with Lieutenant Kircheiss his navigation officer.

Escape from Motuihe

On the evening of 17 December 1917, von Luckner and Kircheiss escaped from Motuihe with nine others, including five of the cadets and a Telefunken engineer, who lived in tents and huts near the trees behind the barracks building. At a prearranged signal after the arrival of the Camp Commandant in his launch (he was accompanying his daughter, who was visiting the island), they all converged from various buildings (von Luckner was in the Governor's cottage) onto the old wharf at the bottom of the hill and stole the Commandant's launch, the *Pearl*, reaching the Mercury Islands by the following morning.

In order to divert attention from the escape bid, von Luckner requested permission to put on a Christmas play so any preparations for the play could be a disguise as preparations for the escape. The sails for the boat were made from a stage curtain, hand grenades were manufactured out of tin cans and gunpowder obtained by the farmer to blast tree roots, chickens were killed and preserved (the increase in deaths being blamed on disease), and the German naval flag was made out of a sheet.

The telephone wire was earthed to cut off contact with Auckland, the dingy was destroyed to stall any pursuit, the *Pearl* was packed with provisions and the motor was prepared for the long journey. A cart was then taken down from the northwest headland as a signal for everyone to board the boat and they left in the early evening without a hitch.

Their goal was to get as far away from Auckland as possible, then commandeer a suitable vessel to get them to the Kermadec Islands, where they would raid the New Zealand government's stores for provisions, then sail back to Germany via South America.

Von Luckner's escape from Motuihe created headlines in New Zealand and around the world because of its audacity and established von Luckner as a folk hero in New Zealand.

Boaties in Auckland volunteered to help with the search, and the official New Zealand patrol consisted of 29 craft (Bade, 2006).

From the Mercury Islands, Von Luckner and his fellow internees commandeered the scow *Moa* and made it as far as the Kermadec Islands, some 1000 kilometres northeast of New Zealand, before they were captured by the New Zealand Government vessel, the *Iris*, on 21 December 1917.

Von Luckner and Kircheiss were then interned on Ripapa Island in Lyttelton Harbour, before being returned to the Motuihe barracks in May 1918, where they remained until the November armistice that ended World War I.

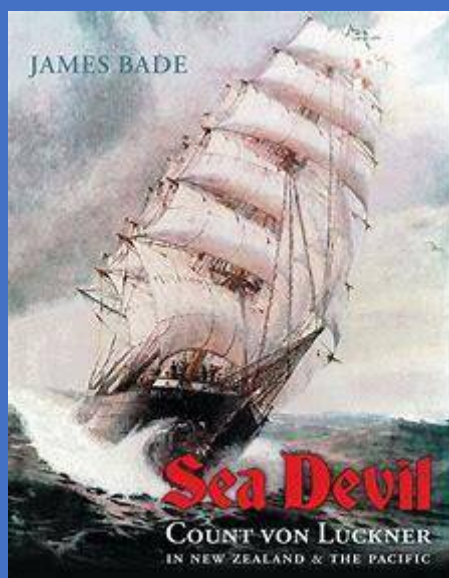
There is another story of a second planned escape attempt, although it is doubtful whether it was actually going to be carried out. The plan was to place enough supplies in a cave on the island so that several internees could hide there for a couple of weeks and pretend they had escaped. Once the search for them had been scaled down they would capture another vessel and escape. However, the armistice came and an escape plan was not needed. It is believed that some of these supplies may still be in the cave, but rock has collapsed over the entrance and the cave is now filled with sediment.

Camp Commandant

Lieutenant Colonel Charles Harcourt Turner was the commandant of the internment camp for most of the war. The escape by Von Luckner changed everything for him.

On the 13th December he returned from Auckland at 6 pm in his launch "Pearl" with his daughter. The launch should have been put on a mooring but was left tied to the wharf. The escape took place at 6.15 pm in daylight. Turner was immediately suspended for culpable negligence due to the inadequate arrangements for ensuring the security of his launch. There was a court martial. His defence said that Von Luckner exploited Turner's good nature. His friendly, relaxed methods at the internment camp had been adequate for the years he had been the commandant. Also he was under staffed and the army had actually reduced the number of personnel on the island not long before the escape. Turner was dismissed from the NZ Defence Force.

His successor was Major Samuel Charles Schofield. He ran a much stricter regime. He had no launch, the supply ship was armed and internees were not allowed out of the camp without a guard. Von Luckner and Kircheiss his navigation officer, returned to Motuihe in May 1918 and remained there until armistice on 11 November 1918. They were moved to Narrow Neck in 1919 until they were repatriated to Germany in May 1919.



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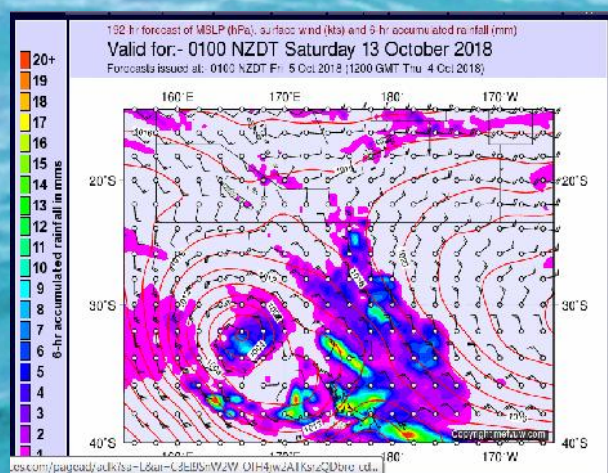
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Different Drummer Offshore 2018

Newsletter 10 Port Vila to Opua

Planning and departure for ocean passages, particularly ones to more southern latitudes, is dominated by the weather. The trip to New Zealand has a justified reputation, more so with non New Zealanders who will often not consider the trip until they come into contact with Kiwis who go forwards and backwards each year with less concern. Kiwis are assisted in this respect by New Zealand's very stringent safety requirements which ensure that yachts are sound, well equipped, and adequately crewed before departure. Having made the trip one way coming back is less daunting, notwithstanding it is moving to latitude with less stable weather. Kiwis (and Aussies) also tend to better understand the weather patterns likely in sub tropic latitudes and the resulting sea conditions. It's a given that you try and pick a 'good window'.



A weather site I have found reliable in the past is the VUW Met site and I downloaded their forecast maps from the internet for the full 10 days available before leaving. They showed a slow trip in head but generally light wind, south-east trades initially and then south-east again on the approach to NZ. The exception was a low passing over NZ in the latter part of the trip that was expected to have 20 knot north-west wind associated with it. No problem in that. 'PredictWind', the application I use that provides up to date weather and routing information during the passage

through a satellite connection (there are no cell phone towers in the ocean!) has four weather models that were not consistent beyond the first few days. That is the nature of weather.

When you leave Vanuatu in the trade wind you can not go west of south until clear of New Caledonia. When the wind is coming from the south-east that is 'hard on' in a yacht. I remember well one year when we pinched our way inside New Caledonia's Loyalty Islands. This year we were able to keep outside Walpole Island, the most southerly of the chain. We had a good view as it slid down our starboard side about four nm away on the second day. At night we could see the loom of lights from the New Caledonia mainland, probably Noumea even though it is on the other side. We were travelling on a similar course to another yacht and I talked to the skipper on the vhf before he peeled off the next morning on a more direct route to Noumea.

The winds were light as forecast for the first week and we had to motor-sail, and heaven forbid, motor for much of the time. As is typical with small yachts we do not carry enough fuel to motor all the way. That would be unheard of. We have enough to motor for two-thirds of the trip if necessary, and to avoid an attack of 'fuel anxiety' at the end of the trip I motored at a fuel conserving 4.5 knots. That's a burn of about 1.5 litres an hour and compares with over 5 flat out. Conditions were very pleasant.



With Norfolk Island about 150nm to the west the oncoming storm heralded itself with traditional sailors warnings in the clouds. Dark clouds with mares tails streaming from them were visible on the north-west horizon. But there was also "red sky at night, sailors delight". Later we could see a misty halo around the moon and the barometer was dropping.



The north-west wind started to fill in a little and just after dawn I could see active dark black clouds forming on the horizon to the south-west. In just the time it took to put a good reef in the main the wind switched to 20 knot south-west. Shortly after the rain started. But the sea remained relatively flat and the motion was initially comfortable. The wind and sea gradually came up through the day until we were beating well reefed into a lumpy sea with 20+kts.



PredictWind was forecasting 30+ knots for all the following day and we discussed, and dismissed, running off or heaving to. In the morning we had only 20-25 knots. Although we had 5m swells the sea state was much better than I expected too. All that changed in the afternoon. The wind went up to 35kts, gusting 50 plus and also went forward so we were hard on again.

The sea was very rough with a cross swell attenuating the wave peaks and throwing us around. The staysail was doing all the work, the main was that far down, 4 slabs, it was barely contributing, but the yacht remained well balanced. It was very uncomfortable but at no stage did I have any real concern. Pictures never show a rough sea well, the motion and noise are missing for a start, but note the angle of the horizon and the white water in the background.



Once it passed the next day we started taking out the four reefs as conditions eased very quickly. We were too slow doing that, didn't pick the wind shifts well, and were on the wrong tack most of the time. We made less progress to Opua that day than during the storm.

The high wind was caused by a low pressure system that was caught between two highs, the oncoming one very slow moving and at 1036 HPa very high. Weather Guru Bob McDavitt said in his weekly weathergram "A BFH (big fat high) has formed in the Tasman Sea and is a

slow-mover with a squash zone of enhanced SE/E winds and larger swells on its northern side". We noticed!

I checked out the accuracy of the VUW Met forecast I had downloaded before we left. It had the low passing across the north of NZ rather than the centre of the North Island with a consequential difference in the wind direction, only showed 20 knot winds, and was a day out in timing. While this might not sound very good I consider it excellent for a forecast made over a week in advance.

The rule of thumb for temperature is to expect a one degree drop in temperature for each two degrees of latitude travelled. It works pretty well although not always uniformly. We were able to enjoy the drop from Port Vila's 28 degrees initially but by the time we were off Norfolk Island we were finding extra clothes and using covers at night. Later in the trip the temperature went to 16 degrees in the saloon with the engine running and we had many layers on for the night watches.

We tried a different watch system this trip. The weather download updates are available twice a day morning and evening and I put myself on fixed watches at those times, and another one at midnight to break up the night watches for the crew who filled in the gaps on a roster that changed the times on alternate days. It worked well and I was able to work my routine around regular hours.

I am convinced there are hardly any good fish left in the ocean - gone with commercial over fishing. We put more effort into fishing this year than usual, trailing three lines until we got despondent, and only caught a few modest size tuna. No mahimahi, no wahoo, etc.



A wind shift two days out allowed us to motor-sail directly to Opuia. We passed an albatross on the water; very unusual. It was unconcernedly eating a squid it had somehow caught or found.



We arrived at Opuia after lunch to give a trip time of exactly 11 days. It is certainly the slowest trip I have ever done from the islands in Different Drummer by a good day. We transferred the last of our external diesel supplies to the main tank and treated ourselves to hot showers as we motored in through the Bay of Islands. Customs etc clearance was quick and efficient. The Biosecurity officers looked at the hull underwater with a camera and commented on the earth plate for the hf radio. As it is a sintered copper alloy it does not get antifouled, and folklore is a bit of weed on the ribs adds to the surface area.

Total distance travelled for the trip was 1250nm, and for our season away 4000nm. We arrived with our main tank half full after transferring our deck cans and most of the diesel in the auxiliary tanks, the batteries well charged, and almost full of water as the little watermaker has no trouble keeping up with our consumption when we are motoring for hours on end. There were no failures of equipment or electronics during the passage.



Phil, with Craig and Mark





How To: Whip Braid

All you need is whipping twine (usually a waxed synthetic) and large needle to get started.

1. Step one is use a needle to pull the free end of the whipping twine through a bit of the line's outer braid toward the free end of the line being whipped.
2. Form a loop in the whipping twine away from the free end of the line
3. While holding the twine loop in place with your thumb, make the first wrap of the whipping twine around the line.
4. Make the second wrap of the whipping twine alongside the first wrap, just to the left.
5. Continue wrapping the whipping twine. Pull each wrap tight, positioning each wrap alongside the one before it, moving farther to the left.
6. Wrap the whipping twine until it has covered a distance 1 to 1½ times the diameter of the line being whipped.
7. Now cut the twine a couple inches from the last wrap, and bring its cut end through the loop.
8. While holding the cut end with one hand (on the left), pull the original end (on the right). Pulling makes the loop smaller until the loop begins to pull beneath the wrappings.
9. Continue pulling the twine (from the right) as you watch the loop being pulled along beneath the wrappings. Pull until you see it about halfway through the coil of wrappings.
10. Carefully cut off both ends of the whipping twine flush with the coil of wrappings. Then trim the line end about ¼ inch from the coil.



Promoting Waikato Yacht Squadron

I mentioned earlier the exciting new project I have dreamed up for the club, “what’s Dustin up to this time?” I hear you say.....

Before we get into details, cast your mind back to the previous version of the Bilgewater newsletter. Now look at the new refreshed version. I’m sure you can agree that our newsletter has been brought into the millennium. Well to be fair the new millennium was over 19 years ago. So how can we build on the success of the modern Bilgewater? How else can we promote our great club?

Our tag line “Our first and foremost objective is to encourage and support safe family sailing”. As a club I think we are really good at the support part, possibly room for improvement in the encourage part of our first and foremost objective. So what can we do to encourage safe family sailing?

I think we need to promote our clubs unique qualities, benefits and sailing environment to encourage more and more people to join us. How do we promote and encourage more people to get into sailing?

Look at what is happening today, social media such as Facebook, Twitter, Instagram, You tube, Pinterest etc etc. This is where todays eyes are, 3.2 Billion pairs of eyes! That equates to about 42% of the current population. We have Facebook, that’s excellent. What else can we do? Twitter & Instagram aren’t much different than Facebook, Pinterest is pretty pictures so that leaves YouTube.

This is where my exciting new project comes in. We will create a YouTube channel. Our very own Waikato Yacht Squadron YouTube channel!



The total number of people who use YouTube – 1,300,000,000. That number is One Billion Three Hundred Million. In an average month 8 out of 10 18-49 year olds watch YouTube. This is clearly what the majority of people are doing today, this is how we can encourage safe family sailing.

CONT.

Have you seen this video on YouTube: The Gulf Classic 1994 <https://youtu.be/w4q3IJ6UGTA>

Have a watch by clicking on that link or this picture:



Isn't it great looking back and recognising the faces, boats and places. How many words are needed to capture and preserve those memories? If at all possible. Have you tried explaining what fun we have to non-sailors? With our YouTube channel we will be able to show everyone what sailing Waikato Yacht Squadron style is all about!

Paul and I will be gathering video over the next season. We want to capture bits of all our activities so we can show what a typical year looks like for us.

For Example:

- General sailing
- Beach events
- Club trips such as the Barrier
- Racing
- Fishing
- Local sailing locations
- Swimming
- Exploring ashore
- Anchorages
- Compound/marina
- Prize giving
- Nog 'n' natter

If you would like to be involved please let me or Paul know. We welcome any video footage you can gather yourself of any of the above plus anything else you think of. Like the new Bilgewater we aim to have a modern fresh look to the video so please don't offer old grainy footage like the 1994 video above.

We can't be at every event so grab out your phone or Go pro and get recording! We will edit and assemble an excellent promotional video designed to encourage sailing and promote our great club.

That's just stage one! Stage two will be a series of shorter vids on sailing related how to's and also vids show casing the different makes and models of yachts available.

Dustin Wilson

Spot quiz




Question 1 out of 20

F18: Time is 14:00 at the moment. Calculate log reading for 17:00

- 1 7635.5NM
- 2 7587.1NM
- 3 7647.6NM
- 4 7611.3NM
- 5 7550.8NM




Question 2 out of 20

F25: Time is 19:00 at the moment. The harbor is 150 miles away. Determine the estimated arrival time (ETA)

- 1 21:07
- 2 18:45
- 3 21:35
- 4 01:11
- 5 17:34

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Question 3 out of 20

F12: Time is 10:00 at the moment. Calculate log reading for 18:00

- 1 7804.9NM
- 2 7635.5NM
- 3 7853.3NM
- 4 7708.1NM
- 5 7754.7NM



Question 4 out of 20

F29: Time is 00:00 at the moment. The harbor is 80 miles away. Determine the estimated arrival time (ETA)

- 1 03:22
- 2 15:42
- 3 18:09
- 4 17:34
- 5 18:45

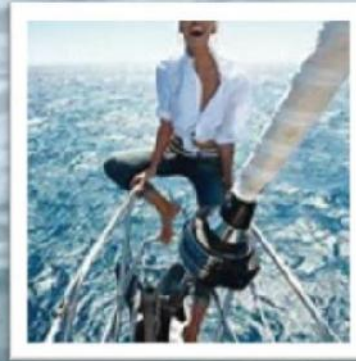
Answers:

1. 2
2. 4
3. 4
4. 1

Top 3 : Sailing footwear

Number 3: Bare feet

- Never lose them (hopefully)
- All natural
- Perfect fitting every time
- Potential for injuring yourself-and painting the deck red!



Number 2: Boots

- Super fashionable
- Keeps ya feet dry
- Tons of grip on deck
- Essential winter kit
- Hot & Smelly in summer



Number 1: boat shoes

- Google says its number 1 for yachts!
- A touch of class
- Nothing says "I own a boat" like boat shoes



Top 3 : Shell fish

Number 3: Mussels

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



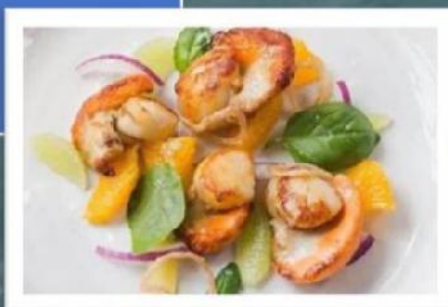
Number 2: Oysters

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



Number 1: Scallops

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



Top 3 : Yacht races

Number 3: Sydney to Hobart

- Eclectic mix of yachts
- Going for 72 years
- Heaps of Kiwis in it
- Attracts some awesome boats



Number 2: America's Cup

- Oldest international sporting trophy
- Founded 1851
- Exciting racing
- Cool tech
- We have the cup



Number 1: Gulf Classic

- It's ours
- 36 years of racing
- Trailer yachts and keelers
- As seen on TV (back in 94')



Top 3 : Water monsters

Number 3: Giant squid

- Seems to really hate yachts
- Squid rings anyone?
- Thankfully not very common in our waters



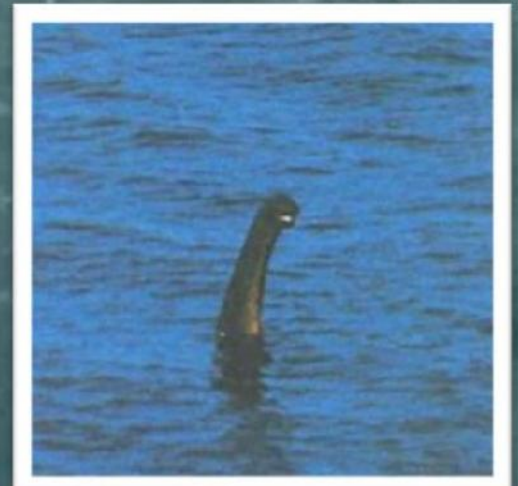
Number 2: Creature from the black lagoon

- Possibly the ugliest
- Tears men apart, but treats the ladies right
- Probably the best scallop diver ever



Number 1: Loch Ness monster

- Least scary monster
- Hard to get a good photo
- Most popular, attracts the tourist dollars



Little Lisa



“Little Lisa - Sabre20 1978”

And that was about all Tyree and I knew about boats, yachts and or anything to do with Sailing.

June 2016, we brought Little Lisa – having never sailed or never been on a yacht. YES we were a little concerned about what we were doing but Tyree being Tyree, well she insisted that we buy a yacht and give sailing a go.

Joining the WYS we sat in on our first tactical evening and then progressed to the October weekend of seamanship. When putting the mast up we managed to lose our mainsail cord (don't know the technical name) up through the mast, BUGGER, John K to the rescue, cord out completely-sinker attached and 20mins of shaking the mast and sinker down the centre we were in business with mast up and sails attached. We were extremely lucky to have John K join us for the day and his help and guidance was immeasurable and absolutely appreciated and much much needed.

Many Thanks John.

We have now sailed several times with nights away to Chamberlin's Bay, Omaru Bay, Man O War Bay, Hooks Bay, Oneroa Bay, Rocky Bay, Anzac Bay.

Some days have been damn hard work having spent four hours sailing to only go 500 meters in a straight line with kids being sick and not happy, other days have been plain sailing in great sunshine and smooth waters, Pure Bliss.

Although we are still learning we have had thoughts of selling Little Lisa and buying bigger, but learning we are!! So, it's now decided to keep learning with Little Lisa and to tidy her up a bit.

Oh My God – that's been expensive, new exterior woodwork, new upholstery, toilet, anchor fittings, naming graphics, Hull polish, trailer up grades and many little jobs that just add up along the way.

Money well spent I tell Tyree!!

Can't Wait until we get back out on the water for summer 2017/2018.

Rob and Tyree – Little Lisa



Sailing the internet

Forget surfing the net, Sail it!

I'll share some websites to help you get your sailing fix over the colder months. If you have a good one let me know and I'll share it here...



The \$tingy Sailor

TheStingySailor.com

Tons of practical tips, solutions and how to's for your yacht. Always with an aim to save money on all projects, its not called Stingy for nothing...

Although the site is made for the American Catalina 22 trailer yacht, most of it applies equally to all yachts.

I will be following a few of the maintenance tips this winter, I may even attempt the cushion recover project.

Dustin.



Whitsunday Reunion September 2017

If I remember correctly it was four years ago that having watched our neighbour Roy lovingly restore Joker I suggested to Steve it would be a great plan to buy her and then learn to sail (probably not the correct order!) and this would prepare us for all that free time associated with retirement. We joined WYS with encouragement from Roy and so our affiliation with this fabulous club began.

Some life changing events including turning 50 a year ago put life very much in perspective . We needed some further direction!

Steve and I decided a list of holidays (a wish list) was a good place to start and so began the planning for the sailing holiday of a life time. Steve completed Boatmasters (I did not, but was happy to hear all about it!) and I suggested we asked a couple of my school friends plus husbands who now live in Aussie if they were interested and so the adventure began. We decided to take the plunge and hire a 38ft Catamaran for a week to sail the Whitsunday Islands off Airlie Beach Australia.(a big change from little Joker!)

We left NZ on a very early Sunday morning flight to Brisbane followed by a connecting flight to Proserpine (1.5 hours). We were picked up by a shuttle and within 30 mins were relaxing in an apartment at Airlie Beach. A cup of tea and a packet of Choco-ades from NZ fuelled the troops. I was happy to stay put for the week but supermarket shopping was on the cards so off we walked to purchase our supplies. We managed surprisingly well to cater for all needs including gluten free, dairy free and vegetarian .

Day 1 Nara Inslet

An 8.30 start at the Marina, we boarded Mary Anne a 38ft Leopard Catamaran owned by Cumberland Charters - our home for 5 nights. Tony showed us the ropes for 4 hours and then took us out of the Marina so that we could demonstrate we knew how to sail. (that was down to Steve and I as the others were not sailors.) The wind was up and I was rather worried (as usual!) but Tony left us to take off into the blue yonder .(I think the winds were 20knot).

All was going well ,we were heading for Nara Inslet on Hook Island the winds Easterly ,time frame 2 hours. Suddenly there was a yell from the wheel ,a humpback whale had appeared plus calf 20m ahead of us. I was relieved I was down below! Initially panic set in but the whale graciously avoided us at the relevant point and disappeared below-not a great start but we were all rather secretly thrilled by the near miss.



The rest of the sail went well, anchoring successfully in a beautiful tree lined inlet reassuringly surrounded by other yachts. We cooked our first meal together and planned for the next day.

Day 2 Tuesday- Sawmill Bay

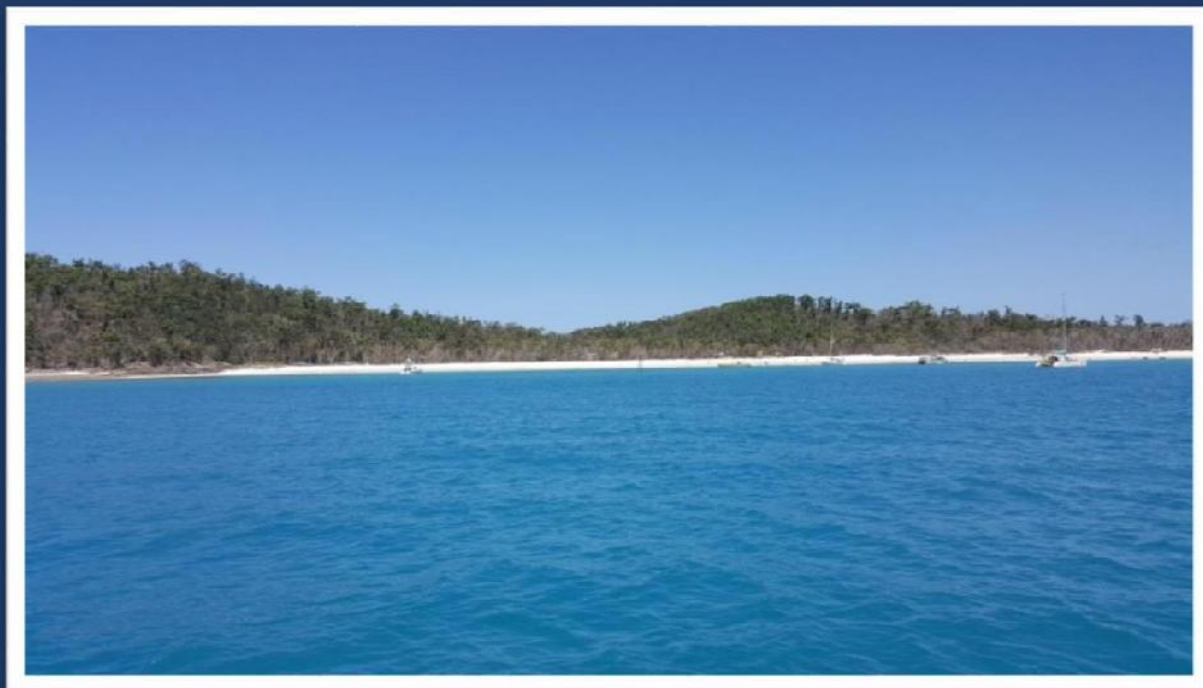


Easterly winds 20 knots ,fabulous sailing to Sawmill Bay on Whitsunday Island. Whales breaching and calves playing - very magical. We swam, kayaked and paddle boarded and then walked to Dugong Bay where we saw turtles but not a dugong in sight.



We booked into Hamilton Island Marina and had access from 11am .We tried to sail to Gulnare Inlet to see dugong but when the depth gauge read < 1m we changed our minds! (I think there may have been a bit of shrieking on my part!)

We radioed the marina and they came out to guide us into our berth . Straight off the boat, we headed to the resort pool for a swim and then headed up the hill to watch the sun go down at a cocktail bar up on One Tree Point.



We sailed around Whitsunday Island and headed to Whitehaven Beach-very hot and very busy so we continued around to Tongue Bay for a swim and lunch. We saw turtles again and managed to secure a buoy rather than anchor. Winds were supposed to pick up and the swell was side on so we decided not to stay the night. We had a small window of opportunity to get through the narrow passage between Hook and Whitsunday islands due to the strong currents. Surrounded on either side by speeding tourist launches we headed through and anchored overnight in Macona Inslet off Hook Island.

We arrived later than planned and anchored before dusk. However at 3am we awoke concerned that we might be dragging our anchor in the high winds. The wind kept swinging us around so most of the time we were ok but a couple of times we scraped the muddy bottom and we pulled the anchor in a little. We saw the sun rise and went back to bed, for a while. One of the crew donned his snorkelling gear and checked the bottom of the boat later and all was well.

Day5-Sawmill Bay

We all wanted to head South to Sawmill Bay again to explore more of Whitsunday island . The winds were southerly 15-20 knots and with one of the crew feeling a little seasick we decided to motor into the wind instead of tacking repeatedly. Once anchored, we relaxed and later spent the afternoon climbing to the trig Point(x2 hour return walk).

Day 6

Sailed back to Airlie Beach for 10am and home in NZ at 1.30.amSunday.

It really was a great trip, I would never have believed when we bought Joker 4 years ago with no experience we would manage to do this trip. Thanks must go to Cumberland Charters who were in contact morning and night to check we were ok and to assist with forward trip planning. A big thanks to our friends who took it all in their stride and put up with me barking instructions when I got worried.



LIZ GUEST

Tech. corner

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

This month we look at: CrewWatcher

From their website: CrewWatcher is an app-based crew overboard alarm system that is the fastest way to rescue a person who is overboard. The system works like a virtual lifeline and is made up of two components: a smartphone application and a small beacon that can be comfortably worn by each crew. The beacon does not require complex manual activation. The alarm will trigger automatically in a Man Overboard (MOB) event. Should someone go overboard, after sounding the alarm, the app will automatically provide lat/long coordinates of the MOB event, the time of the event, and will visually guide the rescuer using the virtual MOB compass.



I haven't used it or seen it personally but I think it is going to be very popular! I don't know if it's available in NZ yet, so if you get one from overseas let me know more and I'll share it on here. \$150 US for 2 units. See more at <https://crewwatcher.com/> never lose a dinghy or even crew again. It can even be used as a wireless bilge alarm!

Tech. corner

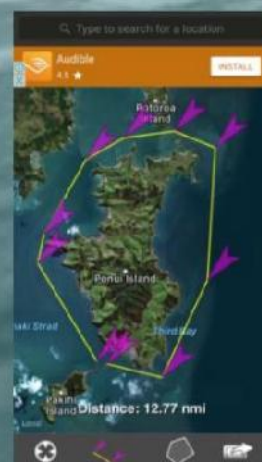
Do you have a smart phone or tablet? How to get more “sailing” from you smart device.

This month we look at: Distance measure

An app that can measure distance using an overlay from google earth. Sound complicated? It's not.

Place the arrows where you want and it tells you the distance. You can do a simple A – B measurement i.e Waiheke to Coromandel, or you can measure a route such as a circumnavigation of Ponui Island.

Wondering which way home is shorter? Now you can measure it.



The app works in Miles, Kilometres and Nautical Miles. Map view, Satellite view or both. Best thing of all its free!

Dustin Wilson

Moana Reo – Hooks Bay regatta

The plan was to arrive at Kawakawa bay early, prepare the boat, launch, then win the regatta. Delusional would be a fair estimate of my plan. Upon arriving at the yard I backed up my new (to me) Toyota Landcruiser to the boat trailer and attempted an unholy union. No matter how hard I jumped up and down on the draw bar the trailer coupling would not drop onto the ball. Apparently 50mm is not even close to 7/8ths not matter how hard you try.

Wayne came to my rescue with an offer of a swap, 50mm for 7/8ths and I was back in the game... I could taste the victory champagne already. Finally launching Moana Reo at 09:30am I watched the clock with some concern as to how I would make the start line with only 30 mins to spare. Even though Wayne and Russell did their best to hold me up by blocking the ramp with Falkor (and a slightly damaged tender) I plotted my escape. Admittedly it did require Moana Reo to slightly run over Falkors (already damaged) dinghy.

I made the start and only crossed the line with nearly everyone else in front... good a challenge I thought, as I watched the remaining fleet speed off into the distance. With visions of Americas cup foiling speed machines in my head I sheeted in the jib and made chase.... Ever so slowly. I had the last of the Noelexs in sight when it was time to tack away and head for the Thames channel, at last, big water, my chance to throw off the shackles and power ahead... or so I thought. The wind dropped and with it my hopes and dreams of a short blast to victory dissipated.

I watched the fleet disperse in every direction and wondered where they were all going and why I wasn't following. With little to do but contemplate my lack of yachting skills I set the tiller pilot and rehydrated with some cool beverages kindly supplied by Russell earlier. (before I ran over their dinghy) All was not lost..... The wind picked up and the sails filled, we were moving again... and fast... a steady sequence of carefully calculated tacks brought Ruthes passage into view. I followed two other competitors through the narrow gap (because I wasn't sure which gap to take) and began the final leg towards the top end of Waiheke channel.

With an increasing northerly and a lumpy sea I knew this was not the time for crochet, Moana rocked around and spat pots and pans onto the floor with reckless abandon... I didn't care.... The finish line was in sight. I announced my arrival (expecting more fanfare to be honest) to the finish line boat in Hooks Bay and crossed the line with a grin so wide I think they thought I was slightly demented. I waited patiently for the arrival of Falkor (it may have been minutes, it may have been hours) before we decided to relocate for the night at a more sheltered bay.

Upon checking my fuel supply I realised I had sailed to the top of Waiheke with enough fuel to sail to the yacht anchored next to me.... Damn. Some may have witnessed my sailing off anchor as a sign of excellent seamanship.... It was not... it was an exercise in resource management. With the anchor set (or so I thought) in Waiti Bay I opened the reserve food cupboard and weighed up my options... Noodles or Dynamite Chilli? I eyed my facilities cautiously and settled in with two minute noodles.

At 21:00 I climbed into the Vee birth and fell sleep to the dulcet tones of water gently caressing Moana's hull....I awoke to the concerning sounds of water slapping the hull at 01:00am and peered out of the forward hatch... funny... where's everyone gone?

I had not left enough rode for the rising tide and gently slipped anchor out into the Waiheke channel. Nav lights on, anchor light off, anchor up and engine started.... I slipped back into the comfort of Waiti bay but far enough out so as not to hit any anchored vessels. After downloading an anchor watch APP to my smart phone I slept soundly through to morning. The next day I quietly sailed off anchor before anyone else was awake to avoid the embarrassing questions like "why are you anchored over there? , have you moved?

Paul Weaver



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.



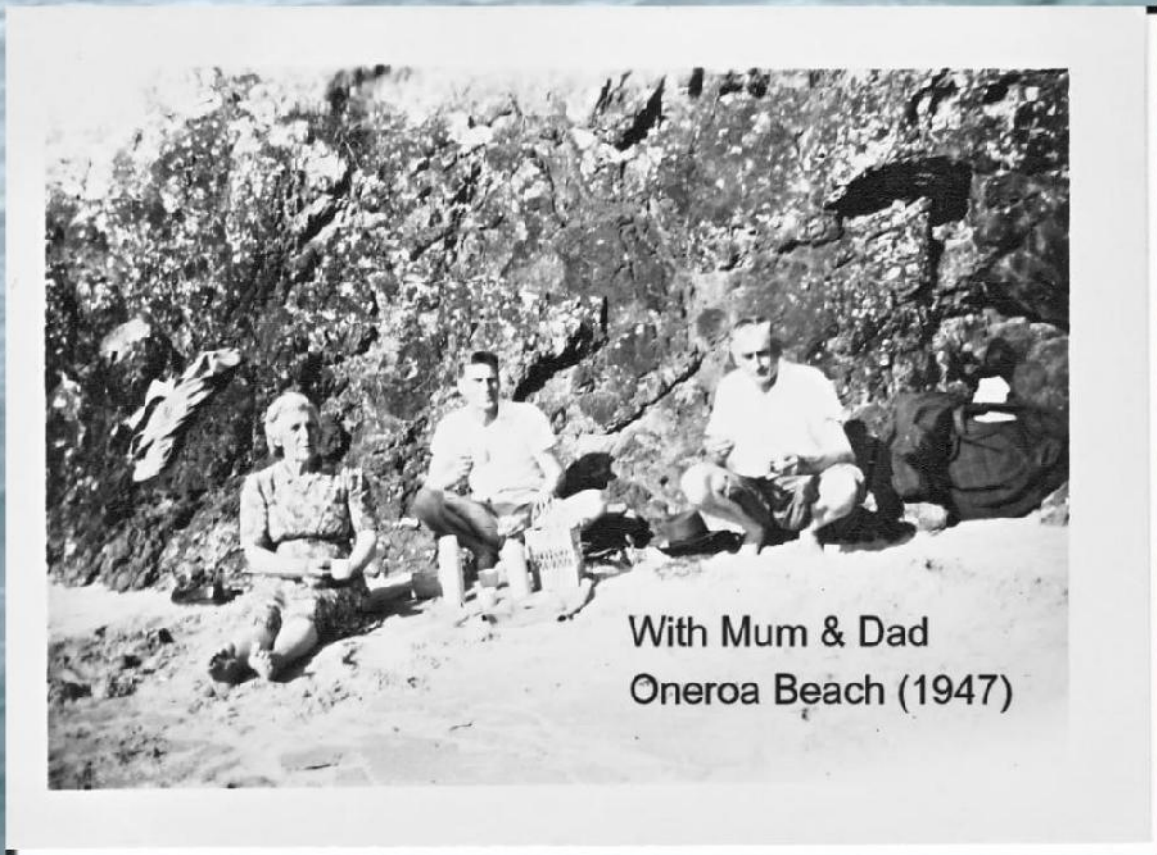
North Harbour, Ponui, 11 January 2018. It's going to be a good day

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.



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).

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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

**"PEOPLE WHO ARE
CRAZY ENOUGH TO
THINK THEY CAN
CHANGE THE
WORLD, ARE THE
ONES WHO DO."**

-APPLE

"Change will not come if we wait for some other person or some other time. We are the ones we've been waiting for. We are the change that we seek." **Barack Obama**

"Your life does not get better by chance, it gets better by change." **Jim Rohn**

"Human beings, by changing the inner attitudes of their minds, can change the outer aspects of their lives." **William James**

"For the past 33 years, I have looked in the mirror every morning and asked myself: 'If today were the last day of my life, would I want to do what I am about to do today?' And whenever the answer has been 'No' for too many days in a row, I know I need to change something." **Steve Jobs**



"If we don't change, we don't grow. If we don't grow, we aren't really living." **Gail Sheehy**

"All great changes are preceded by chaos." **Deepak Chopra**

"Very often a change of self is needed more than a change of scene." **A. C. Benson**

"I can't change the direction of the wind, but I can adjust my sails to always reach my destination." **Jimmy Dean**

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has." **Margaret Mead**

"You must be the change you wish to see in the world." **Mahatma Gandhi**

It is not the strongest or the most intelligent who will survive but those who can best manage change.

~ Charles Darwin