



Gulf Classic
edition

BILGEWATER

March 2018



Cover photo:

Gulf Classic race

Team Resivor

Photo by: Paul Weaver



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2017-2018

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It has often been said that the sailing community is a very open and friendly one and we see that so often in our squadron – members helping each other, working on boats together, supplying a small part that is needed and so on. *Have a read...*

We got away for a while during January and sailed to the Mahurangi Harbour for a bit of exploring. The sun shone and the winds made for great sailing. One morning we sailed up to Kawau and as usual dropped sails somewhere near Mansion House before motoring into Bon Accord. Only difference this time was that the motor would not start. (Funny how last month I wrote in this Comment about being prepared for when the motor does not work!). We got the head sail unfurled and with the disaster temporarily averted and the boat now sailing merrily in the right direction, the motor then kindly coughed into life. Having anchored just off the RNZYS Clubhouse (under motor as it was crowded) we were pleased to see Acushla slide in next to us. Good thing too as next morning not only would the motor not start, but I found I did not have the all-important socket to get the carburettor off. No problem – just a gentle holler across the water and Jim came over not only with the socket, but also fully prepared to help out. Thanks Jim. (*See what I mean?*).

Part of the plan was to take the boat up to Warkworth so after a night in the Mahurangi again, we set off before sunrise on the trip upriver. If you have not done it, it is an interesting trip and worth the time. The tides meant that we had all day in town while waiting for the rising tide in the evening so I used the opportunity to get a new fuel line for the motor. While asking at Tackle and Outdoor (a great shop and near the highway) for the elusive fuel pipe it transpired that the most probable place was a couple of kilometres away. I was all set to walk over there (I had all day) but the kind couple who owned the shop would not hear of it and not only drove me to the right place but insisted on waiting and then drove me back to town! To them, my sincere thanks. (*See what I mean?*).

I could not return the favour at the time, but maybe that was 'their turn'. You may have heard the saying 'What goes around comes around' and we all get an opportunity to help someone from time to time – so when the opportunity presents itself, take your turn.

Meanwhile, take care

Dean

CONT.



Beach at Scott's Landing, Mahurangi Harbour



Jury's Rig, Warkworth Town Wharf, Low Tide

36th Annual Gulf Classic

On the first weekend of March our club held the Gulf Classic race, based at Maraetai boat club. This is our biggest event of the year. We had wind, beer, good food, plenty of boats and some great racing.

On the following pages we have a story from me aboard a competing boat with photo's from Paul Weaver, and some photo's of the weekend from Liz Moller.

Firstly though. On behalf of the club a HUGE thanks to our sponsors we are so grateful for all the support.



Also a big thanks to everyone who gave up their time to bring such an event together and run it all weekend long.

And let's not forget the skippers and crew that entered. Thanks to all the yachts that made their way over. Boats came from as far as Napier, New Plymouth and beyond, also a good bunch from our friendly neighbouring club BOPTYS.

We appreciate the effort put in by everyone and hope to have an even better event next year. We can't promise the same wind but we can promise it will be another weekend of great racing.

If you have any thoughts, suggestions or feedback please email me.

dustin@y7mail.com

Cheers

Dustin Wilson

Bilgewater editor

Gulf Classic 2018 on board Resivor

One week out from the 36th annual Gulf classic race, half of Team Resivor is excited with the Predictwind forecast of 3 knots. Whereas the other half, being myself were contemplating how many fishing rods to bring and which bay might have some scallops.

One day out from the 36th annual Gulf classic race, the other half of Team Resivor is now excited with the Predictwind forecast of 20 knots gusting 30. Whereas the other half, is having visions of broaches, broken gear and general mayhem on his boat.

Paul made himself available and put in a request to re-join Team Resivor, after much negotiations a deal was struck and Team Resivor was 3. The promise of donuts had clinched it. Unfortunately these donuts never eventuated. "You know I can't eat your ghost donuts Paul".

I like dry feet and with a bit of swell predicted I decided to find my racing gumboots for those green monsters that sneak onboard from time to time. Bugger me I had left them in the catamaran. Off to Burnsco for some back up race gumboots, because you can never have too many racing gumboots. While at Burnsco I thought I had better get some sailing gloves because the mainsheet/traveller would be getting a workout in those winds.

Resivor and crew turn up at home and we last minute fit the GPS and plot a course for Maraetai boat club. On arrival we find a bunch of trailer yachts being prepped for tomorrow's action. We backed into a spot in the trailer park with sea views, cracked open a beer or two and took in the surroundings.



Off to the club rooms for more beer, fish n chips and race briefing. Back to the carpark to setup Resivor in the dark, well Skipper did while we watched and sampled a few more cold beverages. Morning came around fast, we loaded the boat and did the final checks before launching. Mike noticed the forestay shackle had jammed on the mast attachment last night when raising it. No worries mast is down in seconds shackle sorted and the boats floating in no time.



The general consensus of the entrants present in the carpark was that it's best we all do the 40 mile race instead of having the 40 & 60 mile options. Fair call as the wind was as predicted and the swell promised to be present in the gulf.

And hey, according to Visions "40 is the new 60 anyway".

The start line was looking busy with a healthy amount of trailer yachts and keeler's manoeuvring about ready to be let free. Off we go to windward headed for the Waiheke channel in around 20 knots of wind.

We catch up and Pass Hugh on his Elliot 7.4 E type 2. The night before I had joked about us being a blur as we fly past. Hugh's facial expression was priceless as we just smiled and waved. The wind direction was near perfect and we made almost the whole channel on the one tack. Coming out into the Gulf the swell prediction was bang on and I was happy to have my Burnsco gummies on.



We round Waiheke, my turn on the tiller, out goes the reef for a full main and Res is unleashed on an 8 mile down wind blast. The cobwebs were blown out as we surfed our way down swell after swell. Hitting a top speed of 12.6 knots on the Garmin GPS.



I was busting for a pee but no one was brave enough to take the helm in the 22 knot tail wind, after 20 mins of begging and negotiating skip steps up and takes the helm, within 6 seconds we almost broach at pace. "I'll just hold it a bit longer shall I?". We slide past Ged & Gillian aboard Shangri la the Noelex 25 as we close in on the bottom mark.

Finally awash rock I'm busting, the reef goes back in, we make a close rounding and I'm allowed to go and pee. Shangri La soon regain their lead on us as we make our way towards the top end of Rakino Island. We take a wide rounding like the two boats in front of us but the fast little Far6000 behind us hugs the island and makes up a ton of time. With the lee shore we thought it a brave move. Afterwards the skipper commented "eh, it's only rocks". I thought Well played Phillip, well played.

Only Sergeants passage and a close reach across Tamaki strait to the finish line to go. As we come into the lee of Waiheke I get back on the tiller as skip readies to shake out the reef, it was lighter but gusty and beyond the point we could see white caps in the strait. The reef stays in and we aim to chase down Shangri La and try to get more distance on the Farr 6000.

We catch up to Shangri La with less than a mile to the line, Res briefly gets a nose in front with an opportunity to lock in the lead in this little battle. Shangri La digs deep and re takes the position and we cross the line just behind them.

Back on the trailer for a well-deserved beer or three, a burger and more beer in the club rooms. At about midnight John Klinkhammer motors in from the committee boat, I help tie up and we stand in the carpark and watch the last Keeler (Crew Cut) coming up to the finish line in a strong headwind. The green nav light creeping closer and closer to the line, she crosses the line and then the light changes to red as she accelerates off downwind towards her berth in Gulf harbour Marina quickly followed by Murray and crew in the committee boat.

Dustin Wilson



36th Annual Gulf Classic Results

Waikato Yacht Squadron

36th Gulf Classic

Race Date: Saturday 3rd and Sunday 4th March 2018

KEELER DIVISION - 80 NM

Start : 2/03/2018 10:00:00

						Finish				
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
La Camargue	8979	Jeanneau 11.75	Pine Harbour CC	0.760	2/03/2018 10:00:00	2/03/2018 20:27	10:27:37	3	07:56:59	1
Acushla	6590	Farr 1020	Waikato YS	0.742	2/03/2018 10:00:00	2/03/2018 20:52	10:52:45	4	08:04:20	2
Audrey	9898	Hanse 370E	Waikato YS	0.780	2/03/2018 10:00:00	2/03/2018 20:25	10:25:02	1	08:07:32	3
Sorrento	8963	Dufour 40	Waikato YS	0.805	2/03/2018 10:00:00	2/03/2018 20:26	10:26:36	2	08:24:25	4
Winedown	6971	Humphries MG38	Pine Harbour CC	0.760	2/03/2018 10:00:00	2/03/2018 21:22	11:22:08	5	08:38:25	5
Crewcut	6591	Beale 9.5	Waikato YS	0.740	2/03/2018 10:00:00	2/03/2018 23:54	13:54:25	6	10:17:28	6
Brittany	8607	Jeanneau Sun Odyssey	Waikato YS	0.760	2/03/2018 10:00:00	DNF				

TRAILER YACHT DIVISION - 40 NM

Start : 2/03/2018 10:05:00

						Finish				
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Email	T3981	Elliot 7.4	BOPTYS	0.895	2/03/2018 10:05:00	2/03/2018 16:01	05:56:00	2	05:18:37	1
Fine Entry	T3358	Ross 780	Napier YC	0.933	2/03/2018 10:05:00	2/03/2018 15:49	05:44:00	1	05:20:57	2
Tanifarr	T743	Farr 6000	Taupo YC	0.765	2/03/2018 10:05:00	2/03/2018 17:11	07:06:15	8	05:26:05	3
Pure Magic II	T3100	Noelex 22	MYMBC	0.811	2/03/2018 10:05:00	2/03/2018 17:02	06:57:10	5	05:38:19	4
Resivor	T3239	Joker 6.7	BOPTYS	0.812	2/03/2018 10:05:00	2/03/2018 17:04	06:59:24	7	05:40:33	5
Sweet Surrender	T3279	Noelex 25	BOPTYS	0.845	2/03/2018 10:05:00	2/03/2018 16:56	06:51:12	4	05:47:28	6
Shangri La	T4036	Noelex 25	Waikato YS	0.845	2/03/2018 10:05:00	2/03/2018 17:04	06:59:16	6	05:54:17	7
E Type 2	T3702	Elliot 7.4	Waikato YS	0.890	2/03/2018 10:05:00	2/03/2018 16:50	06:45:48	3	06:01:10	8
Visions	T3675	Noelex 25	BoPTYS	0.845	2/03/2018 10:05:00	2/03/2018 17:22	07:17:17	9	06:09:30	9
Aquaflite	T861	Noelex 22	MYMBC	0.811	2/03/2018 10:05:00	DNF				
Falkor	T820	Joker 820	Waikato YS	0.855	2/03/2018 10:05:00	DNF				
Fantasia	T3682	Joker 820	Waikato YS	0.855	2/03/2018 10:05:00	DNF				



36th Annual Gulf Classic











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')



This month's where is this?



Last month's answer: Sandspit
Island (Pakihi)



The organising committee for the 50th Anniversary Reunion met recently. Its members are Alan Ward (Chair), Jean Ward, Keith Paine, Roy Woolerton, Tania McNeil, Nigel Lancaster, Fran Stewart and Nola Herrmann. Watch this space for further details!

There will of course be a display of club memorabilia; photographs, models of club boats and other information about the club and its history. If you have anything you would like to contribute please contact Nola on noladean@xtra.co.nz. To keep original photos safe it may be best to submit good quality photocopies or scan them and email the file. Please include dates and the names of people, places and boats depicted in the photos wherever possible (and if not, others may be able to fill in the blanks on the day!)

In addition, the committee is looking for the names and contact details of all past members –please email Wys50reg@gmail.com if you can supply any (email addresses or phone numbers are preferable to physical addresses)."

Many thanks

Nola

Northland 2018 on Passing Fancy

part two

Feb 9: As predicted today is a wet day, time to do some serious reading and some serious water collecting. A small towel is in place on the port toe rail near the water inlet and we are estimating the flow and how long to take up 120 litres

So back to blue skies and light winds. Paradise Bay on Urupukapuka, On returning to the beach we noted the dolphin pod (of 3) continued their antics cruising amongst most of the boats in the bay entertaining everyone, quite a special hour or so for all concerned. The Moturua island track is a good stroll next morning. A circuitous route visiting four different beaches and in part pleasant bush to tramp through, a couple of hours and we were back at our starting point, although many good spots along the way for a picnic. Settled weather ensures the anchorages are not crowded and after a night up near Opunga cove we made our way to Pomare Bay south of Russell passing the treaty house late in the day after festivities had concluded. RNZ navy vessels Canterbury & Otago were on station guarding the bay. A visit to Waitangi in the morning to restock and refill the LPG bottle didn't pass without a hitch. The first service station we spied was unmanned so no help with LPG & the second didn't have anyone who could fill said bottle for an hour or so but eventually he obliged and we continued with our shopping. We had anchored just off the Waitangi River mouth with 1.5m under the keel at low so a convenient place. For the record a large Countdown 5 minutes from the beach opposite the Caltex.

The outlook for the next few days was not good! South easterlies and rain, days of it. We headed up into Te Puna inlet and found a good bay with suitable shelter for the next blow! Water tanks filled on day one, over 100 litres in an hour of steady rain and as the days passed more boats gathered in our bay. The wind backed east....n/east.....north and by day four a clearance sufficient for a move. Firstly retrieve the anchor in the deep TePuna mud then to fuel up at Doves Bay marina and make for Russell for a final night before heading south. The weather map didn't look good, a stationary area of rain cloud and fronts delivering more rain to the North Island, although next day we had reasonable conditions for the trip round Cape Brett to Whangamumu under motor in four hours. Thunderstorms and heavy rain all that night and by morning the little stream running into the bay at the whaling station was clearly visible from the boat, dirty brown water cascading down the hill side.

CONT.

We joined other yachts for the sail south, a good 12kt Northerly was encouraging and had a good sail down the coast to Tutukaka, although the North island remaining under that long wet cloud.

Another move next day by yachts to head south and after an hour the northerly breeze was building nicely and clouds clearing. So here's a thought to ponder; I always have a dilemma on this leg, the rhumb line passes west of Taranga Island more or less down wind, 50nm to Bon Accord. Generally in lightish conditions as on this & on many light days, we would choose to sail more with the wind on our quarter or beam (and tack downwind) so sailed through the islands just west of Lady Alice Island and on east of Taranga Island. Through the afternoon we had great sailing in 12-15kts, *Robert* our tiller pilot doing the helming and clear blue skies. Westward heavy rain clouds over the mainland. Later we gybed to take us in towards Leigh and after another hour or so anchored in Bon Accord by about 1800. That was 60nm, at an average of 6kts, that's 10hrs and by my guess the direct route at an average of 5kts....10hrs. But! by all accounts the course nearer the land was with much less wind.

Bon Accord was reasonably busy for a Wednesday night but we slept well on the calm waters of the harbour. By late Thursday, nephew Tim Clissold had arrived and rafted up with us and we enjoyed a BBQ tea on board "*Pulse*" and caught up with family matters and other sailing news.

To end our journey we had a night in the Mahurangi harbour, in the Northern arm or Lagoon Bay. Another good northerly breeze and a good sail to Tiri Tiri island for brief stop amongst an increasing crowd and on to our usual haunt in Huruhi Bay before returning to Pine Harbour on Sunday morning. A journey of 420nm and although we did endure some foul weather we did have many good days that enabled some great walks ashore and some good sailing days albeit there were many times we needed more wind and we used a lot more fuel on this trip than on previous expeditions north. We had numerous days with the forecast for four different winds in one day. That said, certainly not like summers of old where we would enjoy one big high pressure system for two weeks on end and pretty much predict the winds each day.

Nigel Lancaster

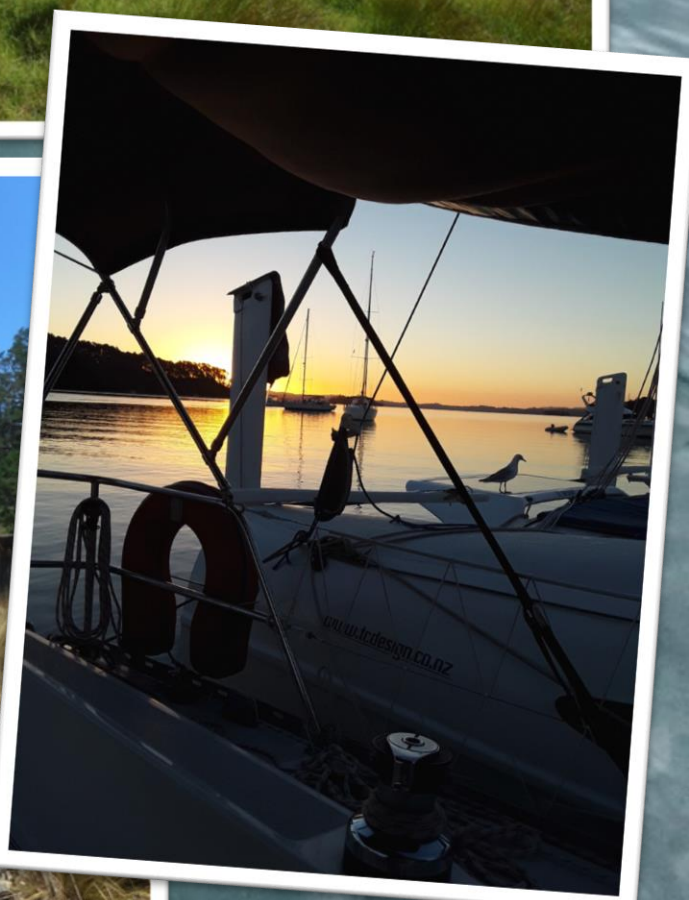
"Passing Fancy"

CONT.

To close some thoughts on an idea that is gelling: a flotilla cruise north to the Bay Of Islands is something that you might consider. Trailer yachts may either sail up or tow to the bay. There are some great cruising areas in places on the way such as Whangaruru. Anyway much water to flow between now and 2019.

Email us if you had a thought that you could be interested [..lancasta50@gmail.com](mailto:lancasta50@gmail.com)

Passing Fancy Northland 2018



Events – March/April

Easter weekend 30th March Coromandel Regatta TY & Keeler

Club championship points race

Cruising yachts to meet at beach

Gathering advised on CH77

Alan Macdonald – TY

Murray Pearce - Keeler

Sunday 31st March Social gathering breakfast on the beach

Annual beach cricket match

Ged & Kay Arbuckle.

Sunday night 31st March Night race TY & Keeler

Non championship points race

Coromandel harbour

Subject to sufficient interest

Murray Pearce

14th April Tamaki Strait Regatta

TY and keelers

Round-the-bouy-racing

Club championship points

John Klinkhamer

Murray Pearce

NOTICE OF RACE
COROMANDEL REGATTA
EASTER WEEKEND 2018

Date Friday 30th March 2018

Sailing instructions. Shall be in accordance with the “Standard racing instructions for non-regatta races” except as those that are altered by these sailing instructions.

Entries. To the race co-ordinators by VHF radio channel 77 by 0930hrs advising name of boat and if towing a dinghy. (Trailer Yachts).

Briefing: The race officer will give a briefing at 1000 hrs advising any changes to this NOR.

Start time. Mark Foy start from 1030 hours. You will be advised of your individual start time by the race officer.

For those unfamiliar with the Mark Foy start – you will all be given an individual start time based on boat and personal handicap. The fleet will start with slowest boats first and fastest last so that in theory we should all finish in a close finish. First over the line wins!

Course:

Trailer yacht: From Start line in Kawakawa Bay to finish line at Coromandel Harbour.

Keeler: From the start line at Pine Harbour to the finish at Coromandel Harbour via the Waiheke Channel and the Ruthe Passage

Divisions. Two trailer yacht divisions and one keel yacht division

Start lines.

Trailer yacht: Between start boat and prominent marker boat in Kawakawa Bay as advised by VHF channel 77.

Keelers: From a line between the start boat and the starboard Pine Harbour entrance markers.

Finish line. All yachts between the Cow and Calf Islands. The first boat arriving should establish the finish line and take times of boats crossing this finish line. The line will be between Cow Island and the finish boat.

Race co-ordinators:

Trailer Yacht: Nigel McCarter

Keelers: Murray Pearce



NOTE: Following the race a beach gathering will happen at Woolshed Bay. If this bay is an unsuitable anchorage, please listen on CH 77 for alternate bay.

Anyone not wishing to race across is welcome to cruise and join the squadron activities.

The club BBQ will be in attendance.



Saturday 31st March

Social Gathering to replace the cancelled Ladies day cruise

- Time – from 1030 hrs
- Theme:
 - Ladies - “1920’S THE GREAT GADSBY
 - Men – 1920’s Ship stewards
 - Dress code
 - Waist down = beach wear
 - Waist up = 1920’s theme wear
- Morning Cocktail Party
 - For those participating, YOUR steward must prepare a cocktail named after their BOAT/PARTNER/WIFE/BOYFRIEND/GIRLFRIEND, and this cocktail is to be prepared on the beach.
 - Sampling to be generous
- Rules
 - don’t name your cocktail after the boat if wife present
 - Cocktails containing Caribbean spirits receive extra points
 - Poetry and singing allowed
- Prizes will be awarded for the BEST DRESSED and BEST COCKTAIL
- Pot Luck lunch – to be shared on the beach following judging
 - Bring your own salads and snax
 - Squadron will supply snags, bread and tommy sauce
 - BBQ cooking
- Note: Everybody welcome and if you come at the last minute, no problem, just use your imagination (and bring some food).

Owhanake race results- Re published with a correction made

Keelers

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

Trailer Yachts

Boat Name	Div	Owner	Dinghy	Design	Start	Finish	Elaps'd	Rate	Correct time	PL	H'cap	As sailed	H'cap Time	PL	Std Rate	Dinghy Rate
Indulgence	1	Stewart	yes	Noelex 25	10:30:00	17:16:44	6:46:44	0.794	5:23:04	2	1.02	1.06	5:29:32	1	0.845	0.794
Shangri-La	1	Valling		Noelex 25	10:30:00	16:46:12	6:16:12	0.845	5:17:53	1	1.04	1.07	5:30:36	2	0.845	0.794
E Type 2	1	Beecroft	yes	Elliot 7.4	10:30:00	16:56:00	6:26:00	0.841	5:24:45	3	1.03	1.05	5:34:29	3	0.895	0.841
Gingerbread Man	1	Plimmer	yes	Noelex 25	10:30:00	17:30:00	7:00:00	0.794	5:33:36	4	1.01	1.02	5:36:57	4	0.845	0.794
Falkor	1	Wagon	yes	Joker 820	10:30:00	18:20:00	7:50:00	0.804	6:17:44	6	0.95	0.90	5:58:51	5	0.855	0.804
Fantasia	1	Bonnett	yes	Joker 820	10:42:00	18:20:00	7:38:00	0.804	6:08:06	5	0.98	0.93	6:00:44	6	0.855	0.804
Hallelujah	2	Hayward		Noelex 22	10:30:00	17:09:15	6:39:15	0.811	5:23:48	1	1.02	1.00	5:30:16	1	0.811	0.762
					>>> .799	94%		Average	5:40:51							
					.701>.798	91%										
					<<< .700	88%		Average	5:23:48							
					Start Time	10:30:00										

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