

Bilgewater

May 2022



Who Say's Guys Can't Multitask! Alan Macdonald – Catching a Fish During the Coromandel Race and He was also the Race Officer/Start Boat!





DIRECTORY

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Greg Reeve	Secretary and Handbook	
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*Our first and foremost objective is to encourage and support
safe family sailing – both cruising and racing*

COMMODORE'S COMMENT

The WYS season has finally ended. It was certainly an up and down season with lock downs and other disruptions causing headaches for the committee to navigate. Despite the interruptions and constantly changing schedule, it was great to see so many boats get out on the water and join in with club events. My season wasn't stellar and I only managed to compete in one event, which was hugely disappointing for me and my boys. For us it was like driving along Anglesea street in Hamilton and having every light turn red as you approach...

But it was awesome that the stars finally lined up and we were able to get out on the water to run the Round the Buoys racing. It was awesome to see so many boats take part. RTB sailing is one of the best ways to improve your sailing skill and from our perspective it looked like everyone had a good time. The day started with two short sprint races followed by two longer races. The winds were ideal with a number of boats flying their kites on the downwind legs. The day was won (rather convincingly) by Noelex 25 Suzie.

The season then finished with the Coromandel race. Unfortunately, this was another red light for us, but it was another well attended event. A massive thank you to Alan and Tracey-Lee for running the Coromandel race and fishing contest. For the Mercury Bay cruise, the weather didn't work out as hoped but I would like to thank Dean and Nola for managing this event. Another thank you goes out to Greg and Julie for running the night race. This is another event that we hope to continue growing and it was pleasing to see a good turn out.

For a change of scenery, I was able to get Kittiwake off the lawn (hasn't sold yet) and down to Ngaroto for the 6 hour race. This event always has a special place in my heart. The event started with some light patchy winds. Then, with two hours to go, the wind finally set in and we had a very enjoyable sail. I would also encourage any members who are able, to get over to Rotoiti for their winter series. They are super welcoming to visitors and the lake is a great place to go sailing. The next round is on Sunday the 12th of June. They also have the Brass Monkey fun trophy event on the 5th of June.

Prizegiving is coming up. This is always a really enjoyable evening and is a great opportunity to catch up with everybody. Even if you haven't been competing in the club events, it is still a great time to talk sailing and share some honest/factual stories... This year's prizegiving is at Smith and McKenzie. There is a slightly different format this year. Members need to pay for their meals directly to the club and we will then pay the venue. If you are coming we would really appreciate it if you could email the club to tell us, and deposit the appropriate amount in the club's account.

Finally, another reminder about the upcoming AGM. There are two major positions that need to be filled. These are Commodore and Vice-Commodore. Greg has agreed to stay on for another year as secretary, but he would appreciate someone joining the committee who can be an understudy and slowly prepare to take over this role for the following season. As a committee we have perfected the art of remote meetings via Microsoft Teams so this really opens up the options for members outside of Hamilton to join the committee and contribute to the running of the club (so no excuses).

James

TRAILER YACHT NIGHT RACE REPORT – 8 April 2022

The night race was sailed on Friday night 8 April. The course was from Kawakawa Bay out around the Sandspit light, to and around the west side of Passage Rock, then up the Waiheke Channel to finish at Sunday Rock. The wind was variable SW, ranging from next to nothing at the start up to a good 10 knots at times.

8 trailer yachts took part with some finishing after midnight and the fleet spending the night in Omaru (Little Muddy) Bay at Waiheke. That is except for Allan Geddes on Aquarius 22 ‘Wind’s Up’. Not only was he the last boat to finish the race after midnight, but he had to get to work the next morning. He arrived back at Kawakawa Bay “sometime before dawn” so just anchored ‘Wind’s Up’, rowed in and then drove to work in Auckland, coming back later on to collect ‘Wind’s Up’.

Great dedication there Allan – both to sailing and to work!

Photos and results below.



Hinrich and Kirstie's 'Jury's Rig'



On Board the Reeve Family's 'Aperitif'

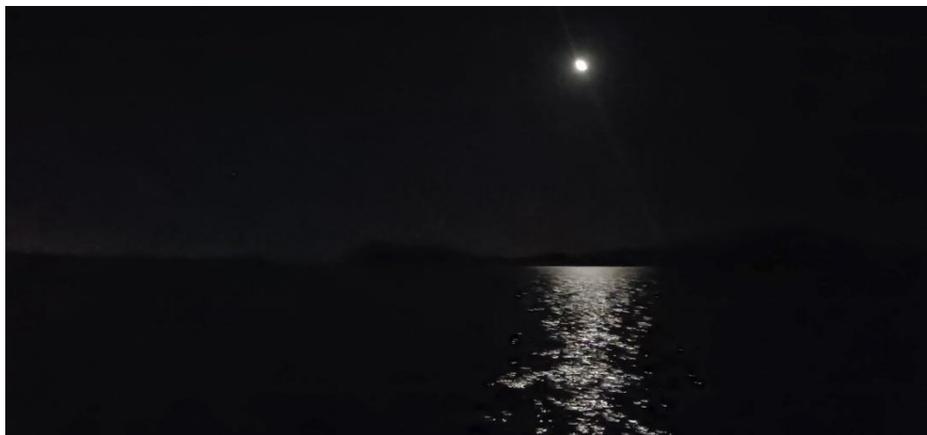


Spinnaker in the Dark – Chris and Ness Martin’s Noelex 25 ‘Suzie’

TRAILER YACHT NIGHT RACE RESULTS

(based on NZTYA boat design rating – less an allowance if towing a dinghy)

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	Suzie	Noelex 25	C Martin	No	2:36:10	0.845	2:11:58
2	Fantasia	Joker 820	R Bonnett	No	2:52:04	0.855	2:27:07
3	Eggs Bene	Beneteau First 235	T Friedel	No	2:56:00	0.840	2:27:50
4	E Type 2	Elliott 7.4	H Beecroft	No	2:52:54	0.885	2:33:01
5	Aperitif	Joker 820	G Reeve	Yes	3:10:41	0.821	2:36:31
6	Jury’s Rig	Joker 820	H Voges	Yes	3:29:00	0.821	2:51:33
7	Escargot	Gazelle	F Rayner	No	4:03:35	0.820	3:19:44
8	Wind’s Up	Aquarius 22	A Geddes	Yes	4:52:00	0.707	3:26:26



There’s Nothing Quite Like a Night Sail

A CREW'S PERSPECTIVE

Contributed by "The Crew"

Spinnakers. It needs to be made very clear. Spinnakers are basically evil. Oh sure, they look pretty. They float nimbly, they tease and they entice. But, be aware, they are evil, they will lead you astray. They delight in wrapping themselves around the front stay gleefully. They revel in leaping into the water just as you are desperately trying to haul them in, and if they can entice you into running over them, well their work is done.

Crew and Skipper had successfully launched their boat and all was happy. Crew even hummed a little as they sailed along. Up to the start line before the race looking up and down to see which end to start. Nice flat run for most of the race says Skipper. Ok says Crew, umm does that mean the wind is behind us? Yep says Skipper might even break out the spinnaker today. Really! says Crew weakly. Or maybe not says Skipper, a bit windy. Crew noticed Skipper had his fingers crossed behind his back. Hmm says Crew, something to ponder.

Race start time and away we go. Good start says Skipper, not so windy, so I'll just go and get the spinnaker out. Crew is sure they heard a little chuckle from the spinnaker bag. Hmmm. More to ponder. Take helm, Skipper says to Crew. Crew does so nervously. Crew knows disaster is inevitable today. Is Crew the only one who realises how sneaky and devious spinnakers can be.

Spinnaker up and looking sweet but obviously dangerous. Skipper comes back and takes the helm. Crew had to prise fingers off the tiller and noticed their knuckles were white. Interesting. So all is going well, for now, and Crew and Skipper are making good speed and spinnaker is certainly behaving, for now. Nearing the last part of the race and Crew hears those magic words from Skipper. Time to get the spinnaker down as we round Ponui. Oh joy, oh bliss thinks Crew. Spinnaker obeys all instructions and is nestled into the boat. Crew is happy and hums a little tune.

Round the corner and the finish line is now in sight. Skipper says it's downwind again so think we'll put the kite up again for a last push to the line. You have got to be kidding me says Crew. No says Skipper, it could be the winning of the race. So up goes the kite and we sail across the line. Kite is down again and Crew breathes a sigh of relief. Well says Crew we did that all rather well don't you think Skipper. Skipper agrees. Crew is now completely exhausted and goes below for a cup of tea and a lie down.



ROUND-THE-BUOYS TRAILER YACHT RACE DAY REPORT

9 April 2022

Our trailer yacht short course round-the-buoys racing was held in Kawakawa Bay on Saturday 9 April, the day after the night race. Eight boats contested the series in a light to moderate southeasterly breeze that moved further to the east for the last couple of races.

Our Race Officer was James Hepburn who set a triangular course with his Ross 780 'Ghost Train' being the start line boat and recording finish times. Four races were sailed comprising the following courses:

- Race 1 – windward leeward.
- Race 2 – windward leeward.
- Race 3 – triangle, windward-leeward.
- Race 4 – triangle, windward-leeward, triangle, windward-leeward.

These short races provide a great opportunity to hone your skills with the need for quick tacks, well-executed buoy roundings plus, for those who use them, quick spinnaker hoists, gybes and drops. It is very easy to get a spinnaker tangled at some point as several boats did. You also get to do four race starts, which means in the next race you can try to remedy any pre-start manoeuvre you didn't get right with the previous start. Of course there is the minor detail that everyone else is also trying to do the same thing!

Sailing in close proximity to other boats also enables you to test out sail trim settings and angles to see whether adjustments make you speed up or slow down in relation to other boats. It is also a chance to exercise your mind on the rules for port-starboard and leeward-windward rights of way, buoy room rules and perhaps undertaking 720 degree turns for any infringements. With much of the fleet being in close proximity, any mistakes you make are quickly pounced on by the other boats who then sail past you with a great deal of glee!

There is also very little time (a matter of minutes) to rectify any issues between races, with spinnaker re-packing between races being about all you have time to do. However we're 'all in the same boat with that', so to speak.

If all of that sounds daunting, well it is a bit, but it is definitely fun and everyone goes about it with a good dose of humour and camaraderie.

The races are all sailed without dinghies (you can leave your dinghy tethered to the start boat) and there are no personal handicaps, just the NZTYA boat ratings. That means all boats of the same class have the same rating e.g. Noelex 25's are all rated at 0.845 and Elliott 7.4's at 0.885. The final placings in each race are calculated on 'corrected time' – your finish time just adjusted for your boat's class rating. Your worst result is then discarded (shown in brackets in the results).

On the day, Chris Martin sailing Noelex 25 'Suzie' dominated proceedings, winning 3 of the 4 races both across the line and on corrected time. An excellent performance there. The other race winner was Bruce Gordon on Noelex 25 'Indulgence' who also had two seconds. Flip Rayner's Gazelle 'Escargot' sailed consistently well to take third placing. Despite that leader board, there was good close racing in many of the races with several boats having great battles between themselves and some close finishes.

The day's overall results are set out below.

TRAILER YACHT ROUND-THE-BUOYS RACE RESULTS

Rank	Boat Name	Design	Helm	Rating	R1	R2	R3	R4	Pts
1	Suzie	Noelex 25	C Martin	0.845	1	(2)	1	1	3
2	Indulgence	Noelex 25	B Gordon	0.845	2	1	2	(4)	5
3	Escargot	Gazelle	F Rayner	0.820	3	(4)	3	2	8
4	Fantasia	Joker 820	R Bonnett	0.855	(5)	3	5	3	11
5	Eggs Bene	Beneteau First 235	T Friedel	0.840	4	7.5	(8) DNC	5	16.5
6	E Type 2	Elliott 7.4	H Beecroft	0.885	7	(7.5)	4	6	17
7	Aperitif	Joker 820	G Reeve	0.855	6	5	6	(8) DNC	17
8	Farr Farr Away	Farr 6000	A Jones	0.745	(8) DNC	6	7	7	20



Noelex 25 Indulgence Leading the Way in Race 2

LIFE AFLOAT

At the time of writing, Dean and Nola Herrmann had just sailed out of Auckland on 'Masterplan' heading for Northland. Nola has kindly agreed to write a monthly piece for Bilgewater on their "Life Afloat". It is likely to include insights on some of the things encountered in transitioning to living on a yacht, that the rest of us land-bound sailors perhaps have not even considered.

Plus there is more. We will have an upcoming interview of Nola in a future edition of Bilgewater. It will include how it came to be that someone who didn't initially like sailing in her earlier life has now ended up living on a yacht! Intriguing!

Here's Nola's first "Life Afloat" article.

Life Afloat - April 2022

As first mate aboard SV Masterplan, I've been asked to share a few impressions, thoughts and life lessons. I hope this month's offering will give you a glimpse into ... Life Afloat ...

Myth Buster: Cruising = Relaxing!

A few friends have asked "What will you do all day?!" As all 'boaties' know, the list of jobs to be done is endless and they all take longer than you think they should. The old adage is true; cruising really is about working on your boat in remote places (or heading for the nearest marina).

There's a First Time for Everything

An anchor chain wrap on the windlass at 7:30am on New Year's Day. In the blink of an eye I had bent a steel plate and 2 bolts! (Many thanks to Dean for staying calm while working for over an hour to get the anchor up, and to Waikato Stainless Steel for reversing the damage).

Hopefully that one will be a first and a last!

What's That Noise?!

It sounds like a church organist playing the sort of background melody they use while the congregation files in before a service. A conversation with Nigel and Linda McCarter's son, Tom, at Easter in Coromandel meant that when this happened we knew that it was generated by the wind in the mast furler.

Broken, Lost and Worn Out

One potato, dropped in the gap between boat and pontoon in Gulf Harbour Marina.
A grey blue dress, taken by a gust while hanging in the cockpit in Bayswater Marina.
The motor for the high pressure pump on the water-maker, burnt out when preparing to top up the tanks at Hautapu Point after Easter.
The throttle lever, worn splines causing alarming 'disobedience issues'.

'First World' Problems

Only one of the heads (toilets) has a holding tank and it's the one off the main cabin ... but then everyone on board would probably be roused by nocturnal ablutions no matter which head was being used!

Fair Exchange

Fantails (Pīwakawaka) for Little Blue Penguins (Kororā) – both of them so very appealing!

Land Longings

Lemons from the tree in our garden, the autumn feijoa and persimmon harvest.

Quotable Quote

No rain; no rainbows.

Farewell until next time, Nola Herrmann ☺



*'Masterplan' at the Start of Her Journey to the Unknown.
What Will Lie Beyond the Rainbow for Dean and Nola?*

UPCOMING EVENTS

With our sailing season having come to an end, it's now a matter of joining in another club's winter series if you wish to race over winter, undertaking boat maintenance, or quite possibly both. For me it's at least one race on a friend's Young 11 keeler in Auckland, plus some maintenance before we then head to Australia.

We do have two important events coming up though.

Annual Prizegiving Dinner and Celebration of our Sailing Season

Date: Tuesday 24 May 2022 – from 6pm onwards

**Venue: Smith and McKenzie Upstairs Lounge Bar,
13 Lynden Court, Chartwell**

Costs will be \$40 per head for shared breads to start, a main from a set menu which offers steak, chicken, fish and vegetarian options followed by a small desert. Even better it's a fun night out with your sailing friends. Please prepay to the Squadron account by 20th May so we have numbers attending (ASB 12-3171-0044255-00).



The Squadron's Silverware – I wonder who get's the wooden spoon and rock hopper trophies!

The Squadron AGM

Tuesday 28 June 2022 – 7:30pm at Hamilton Yacht Club

Have you considered being nominated for the Squadron Committee? Much as the thought of being on a committee is often viewed as “red rag to a bull” for many of us, our Squadron Committee has a very positive vibe. It is also a great way to give back to the organisation that is the catalyst for so much of our sailing fun and camaraderie. We do have some vacancies. It would be great to have at least one or two of our ladies on the Committee and you don't have to live in the Waikato as we have Zoom/Microsoft Teams facilities for remote attendance as necessary. Food for thought!

SUMMER CRUISING 2022 - ON DAVIDSON 35 'PASSING FANCY'

Contributed by Nigel Lancaster

Just a few weeks of cruising the anchorages and bays of Great Barrier Island; been there before and done that, but it's such a stunning location to revisit.

This cruise began and continued to be a cruise of changing winds and constant easterlies. Although it has to be said that most changes came with good warning.

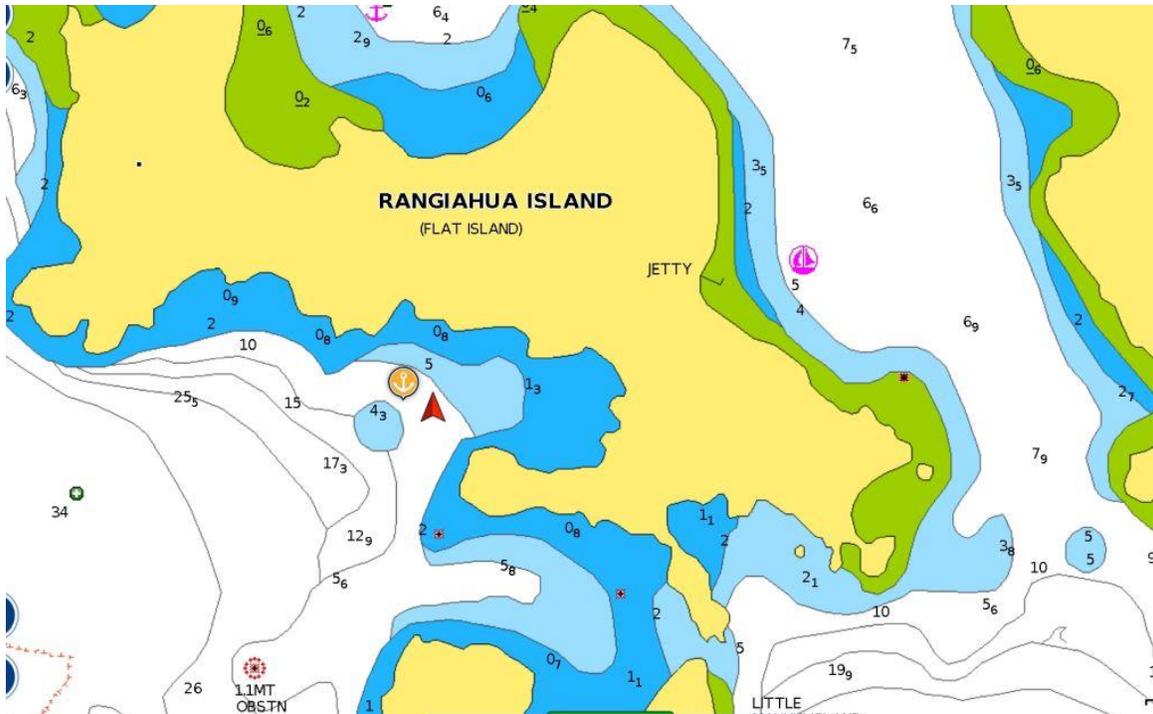
Our opening stanza on the first night is in Te Wharau Bay, in the larger Huruhi Bay, Waiheke. A pleasant evening with fresh NW winds but an added prospect of a change early morning to SW – South by early morning. By 0300 we sensed the change and by 0430 the decision was made to leave. Head sail only to North Harbour in a 12 - 15knot SW. A restful day with a book and another stanza, change to NE late evening and freshening.

By late afternoon the SW was easing and we headed over to Rotoroa Island with a half dozen other boats, the wind was dropping away and it was comfortable bow on to the SW. Numbers continued to grow but leaving many in North Harbour and Te Kawau Bay. By about 2200 the NE change quickly came, moderate at first but by midnight fresh and coming over the low island. Our pick now set the wrong way pulled out during a severe gust and we are on the move! I sense these things happening. We quickly get into awake mode and with numerous other boats arriving and nav lights and search lights beaming round the anchorage, we reset the anchor and retired for the remainder of the night. The wind did ease after a few hours and by morning there was some order in the anchorage.

Next day we departed at a respectable hour (for a retired cruising couple) and enjoyed a good sail across the Gulf to a very pleasant anchorage near Hautapu Point, Coromandel; a good sandy beach and very little wind. There are numerous other cruising boats like us in the bay; it's a great place in an easterly. A beer on the beach and a hamburger for tea.

We made plans for an early start north to Great Barrier Island bearing in mind the wind as forecast would be fresher north of Cape Colville. For the early part of the trip we had to keep a good lookout for boats anchored and fishing as we had set "Robert" the tiller pilot the task of steering until the sea built up again.

After an uneventful 6 hour sail with predicted beam winds north of the Cape we set the pick down in that pleasant cove as shown in a recent Bilgewater West Cove on Flat Island or Rangiahua Island near Mahuki Island in the Broken Islands. We are in the company of some larger craft than us, 8 in total, but plenty of room.



Rangiahua Island West Cove Anchorage, with Mahuki and Little Mahuki Islands Below

Next morning we cruise slowly through the Mahuki Channel east of Mahuki Island, observing the small cottage perched on the smaller junior Mahuki Island and continue northward through the Broken Islands, stopping occasionally to drift and put a line down into the fish desert, or in some cases the nursery as one might call it.



Cottage on Little (junior) Mahuki Island

By evening we had traversed the waters of Port Fitzroy Harbour and are anchored just off Bush's Beach in Kaiaraara Bay. The track up the river valley starts here, one end does anyway.

The hike to the old dam site is along a well formed track, or should I say a metalled path with many dozens of steps, but given its popularity, development such as this is required to protect the environment. We well recall climbing to the Mount Hobson summit 40 odd years ago hauling ourselves up the steeper parts with ropes and ladders.



Some of the Stunning Scenery on the Kauri Dam Track

The big flood of July 2014 took away the massive structure that was the Main Dam and all that remains now is the two massive cross beams forming the sill or base of the dam. The bush in the valley is in a healthy state with many groves of kauri and some big ones as well, untouched by the logging of yesteryear.

Further on a little way we cross the three huge slips that caused much of the damage in the valley and the dam, all three many hundreds of metres high.



Kauri Dam Before and After the 2014 Flood

The easterly winds persisted for all of our 10 day stay and we visited many pleasant anchorages in and around Port Fitzroy Harbour. Karaka Bay, Port Abercrombie up near the Outdoor school, Forestry Bay, Kotuku Cove and later a few nights in Kiwiriki as conditions became more unsettled with another night of fresh conditions and a major turn in the wind. Whilst Kiwiriki is normally a good anchorage, the wind is either NE or SE.

On one day we went on another good tramp up the Kiwiriki Valley giving us good views either side of the ridge. Another valley with good healthy bush to tramp through; Kauri, Tanekaha, Rimu and a sole big Rata tree. The Northern Rata is a vine that grows on its host and will eventually take over the tree and this one was an old man Rata. Our last night here in a bay on the western or outside of Oneura Bay we suffered from a small roll coming in from the NW, but not too bad.

We were headed for Kawau Island and once the SE kicked in we had a good sail with wind on our quarter. A 26 nautical mile sail in 5 hours to the south side of Kawau where we anchored in the very calm waters of Dispute Cove. Thursday evening we are in Stockyard Bay (first bay to port in Bon Accord Harbour) and have nephew Tim Clissold on board for dinner and a catch up. He is a master of rafting up and slips along our starboard side as agreed and without any fuss we make fast stern and bow lines and two springs, and all is secure. Time for a cold one!

By this time we are also getting news of the approaching Tropical Cyclone Dovi due by the weekend. Nephew Tim departs back to Sandspit during the evening and has a pleasant sail back home in a moderate easterly and we make preparations for an early morning departure south. We well recall leaving Nagles Cove at Great Barrier many moons ago in Joker 820 'Hydrous' with two young girls and news of the next tropical cyclone within two weeks ringing in our heads. We left with plans for Coromandel, changed to Shark Bay or thereabouts, but by halfway with the Coastguard updates getting decidedly ugly we hoisted the reacher and headed for Kawakawa Bay and home to a solid mooring.

Anyway this is 2022, but tied to the berth with five stout lines seemed a good plan so we took advantage of the steady mid teens NE and we were back on our berth by 1500 hours. The irony was that in 1996 all we got was strong winds and no rain and this year was very similar and was in many respects a non event but better to be secure any way.

Nigel Lancaster

Davidson 35 'Passing Fancy'

AROUND THE FLEET

Congratulations and commiserations to **Phil Plimmer**. Congratulations on having successfully completed a wiring makeover and other maintenance to his **Noelx 25 'Gingerbread Man'** – all ready to go for the Coromandel and Mercury Bay events. Commiserations that while away on a trip in his motorhome in March, Phil crashed off his bike in Taranaki which resulted in his confinement to home for 6 weeks with a broken leg – and no sailing over Easter!

While on the subject of boat maintenance, it was great to see **Alan Macdonald** and **Tracey-Lee Perry** back out on the water in their **Young 77 'Signs of Life'**. This followed a spring and summer of trailer re-galvanising and hull repairs. At least they made it to the Squadron's last event, which was quite important for us as Alan was the Race Officer while Tracey-Lee was the chief Easter Bunny and fishing competition official. The good news about only making it to the final event of the season is that Alan mentioned there is further work to do on 'Signs of Life', so now he can take her back home and has all of winter to complete the remaining tasks!

It was also good to see **Moonraker 23 'Moana Reo'** back out on the water at Easter with new owner **Phil Ellison**. Unfortunately he had to take a sick crew member back to Kawakawa Bay so finished the Coromandel race a day late. Good also to see **Joker 6.7 'Joker'** with new owners **Jacob Spence** and **Jess** in the Coromandel event. Unfortunately a broken tiller impacted their holiday plans but they made it to Coromandel and were planning to get the boat back home by trailer.

A big thanks to **Allan Geddes** for conquering (via a successful spray job) the invasive weed that was recently threatening to take over the Kawakawa Bay compound. Allan and **Darren Johnson** have been marvellous 'one-man working bees' keeping the weeds at bay. We really appreciate your efforts.

There was a good turnout to the April Nog 'n Natter on 26 April with several members coming from Auckland, Thames, Waihi and Taranaki. This was an open 'question and answer night' ably led by **Jim Pasco**, with a couple of speakers briefly assigned topics to get discussions underway. **Nigel Lancaster** was first up with a helpful talk on setting sails in heavy weather and practical issues with reefing, followed by a bevy of questions on sail setting and the practicalities of using the various sail controls in windy conditions. Jim Pasco then moved onto outboard motors, which have been troubling several members. The discussion mainly centred on 2 stroke outboards having problems with fouled spark plugs due to them not running hot enough as auxiliary motors, and ways to remedy the issue. Other questions ranged from the need for protective breathing gear when using some fiberglass products through to the bane of trailer yacht owners' lives – obtaining trailer warrants of fitness. I think everyone found it an informative and useful night whether they were asking questions or contributing advice to others. Thanks to Jim for organising and to everyone for their collective contributions.

Unfortunately the Mercury Bay cruise was called off on the Saturday night before its departure from Coromandel due to very strong easterlies battering the Colville Channel – not the place to be in a blow. And did I mention the rain! Having sailed to the Bay of Islands for my January cruise this year, I just might see if I can get over to the Mercury Islands for my next January cruise.

COROMANDEL TRAILER YACHT RACE REPORT

A fleet of 11 trailer yachts anchored in Ammunition Bay on the Thursday night and were joined by two more on race day, Good Friday, for the Easter sail over to Coromandel.

The wind was a very light northwesterly at the race start and was forecast to only be a couple of knots at mid-afternoon, which suggested this was going to be a long, slow race. With a port end/committee boat ('Signs of Life') favoured start line, next to no wind, and an outgoing tide, a multi-boat pre-start log jam soon began to form at the port end of the line. However we all got away safely even if one boat (not us!) had to fend itself off from the start boat due to being carried by the current. Free tip - it's generally not a good idea to collide with a start/committee boat!

With the start boat, Alan and Tracey-Lee's 'Signs of Life', having to wait until all the fleet were over the line and then hoist sails and weigh anchor, it is usually around 10 minutes before the start boat's start time is recorded. I expected the fleet would only have made 100 metres during those ten minutes, so thought this would be a good day to be the start boat. However weather and sailing hardly ever turn out the way you expect, and this day was to prove to be no exception.

Young 77 'Barometer Soup' led the way, followed by Noelex 25's 'Suzie' and 'Charley' all heading straight towards Ponui, while the rest of the fleet tended to be sailing lower and further to the east. Elliott 7.4 'E Type 2' revelled in the light conditions and calm sea, sailing slightly low, free and very fast to quickly overtake the Noelex 25's through several tacks. That's how it was until we were clear of Kawakawa Bay at which point we encountered a very annoying chop that was coming up the Firth of Thames. 'Charley' did well in the chop pulling away from 'E Type 2' and closing up to 'Barometer Soup'. Meantime, much of the fleet was creeping along the shore heading more towards Orere Point, perhaps in flatter water. So that is a summary of the first hour or so of the race, and then the wind died and we just rolled wildly in the chop.

But then we spotted a breeze on the water out in the Firth of Thames. As the breeze line slowly crept closer we could make out whitecaps. Not only that, but as we wallowed in the by now non-existent northwesterly, it was apparent that the new breeze was coming from the east.

'Barometer Soup' who was just around 100 metres to the east of us got a flicker of breeze first, just enough to get moving out into the main wind line. Next thing they were fully powered up, heeled right over and sailing at speed, while we continued to wallow for at least the next 5 minutes, waiting for the breeze. Finally it was our turn and we were off, followed several minutes later by 'E Type 2' and then 'Suzie'. While this was happening, the rest of the fleet over by the shore had a long and difficult waiting game for the wind. Even worse was start boat 'Signs of Life' who made little progress, trapped in a windless hole back near the start line. However Alan did land a good-sized fish during the race!

The new wind stayed until the end of the race which meant it then became a reaching drag race to the finish line between the Cow and Calf Islands at Coromandel. 'Barometer Soup' was first to finish by a country mile (or should that be a nautical mile). Special mention to 'Suzie' who managed to briefly catch 'E Type 2' at one stage before being reeled back in, also to Roger Bonnett in Joker 820 'Fantasia' who took out the handicap win. 'High Time' and 'Aperitif' had a good battle

with 'High Time' eventually pipping 'Aperitif' by 20 seconds at the finish line and being ahead in the Open result, but with 'Aperitif' just ahead on handicap.

Commiserations to Phil Ellison on Moonraker 23 'Moana Reo' and Jacob Spence on Joker 6.7 'Joker', both sailing their first races, but who were unable to finish. 'Moana Reo' had to return a seasick crew member to Kawakawa Bay while 'Joker' suffered a broken tiller. However they both made it to Coromandel (eventually).

We all anchored in 'Name Bay' at Te Kouma for the night where we were joined by the keelers. The Easter Bunnies supplied Easter eggs at a well-attended beach gathering, with the annual Fishing Contest on the agenda for the next day. Full race results are below.

Tim and Jo-Ann Hayward, Noelex 25, 'Charley'



Post Race Coromandel Beach Gathering

(The beach got decidedly smaller as both the tide and spirits rose!)

TRAILER YACHT COROMANDEL HANDICAP RESULTS (Halsail handicap)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Fantasia	Joker 870	R Bonnett	3:03:16	0.829	2:31:56	0.844
2	Barometer Soup	Young 77	D Reffin	2:38:10	0.963	2:32:19	0.980
3	Suzie	Noelex 25	C Martin	2:54:45	0.873	2:32:33	0.889
4	Charley	Noelex 25	T Hayward	2:50:03	0.925	2:37:18	0.933
5	Aperitif	Joker 820	G Reeve	3:15:10	0.810	2:38:05	0.815
6	High Time	Noelex 25	N McCarter	3:14:50	0.819	2:39:34	0.822
7	Falkor	Joker 820	W Johnstone	3:22:10	0.802	2:42:08	0.801
8	E Type 2	Elliott 7.4	H Beecroft	2:53:47	0.959	2:46:39	0.950
9	Jury's Rig	Joker 820	H Voges	3:19:28	0.840	2:47:33	0.831
10	Charis	Noelex 25	G Arbuckle	3:50:00	0.787	3:01:01	0.771
11	Signs of Life	Young 77	A Macdonald	3:11:28	0.960	3:03:48	0.940
DNF	Moana Reo	Moonraker 23	P Ellison	DNF	0.798	DNF	0.798
DNF	Joker	Joker 6.7	J Spence	DNF	0.812	DNF	0.812

TRAILER YACHT COROMANDEL OPEN CHAMPIONSHIP RESULTS

(based on NZTYA boat design rating – less an allowance if towing a dinghy)

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	Barometer Soup	Young 77	D Reffin	Yes	2:38:10	0.850	2:14:26
2	Charley	Noelex 25	T Hayward	No	2:50:03	0.845	2:23:42
3	Suzie	Noelex 25	C Martin	No	2:54:45	0.845	2:27:40
4	Fantasia	Joker 820	R Bonnett	Yes	3:03:16	0.821	2:30:28
5	E Type 2	Elliott 7.4	H Beecroft	No	2:53:47	0.885	2:33:48
6	High Time	Noelex 25	N McCarter	Yes	3:14:50	0.811	2:38:01
7	Aperitif	Joker 820	G Reeve	Yes	3:15:10	0.821	2:40:14
8	Signs of Life	Young 77	A Macdonald	Yes	3:11:28	0.850	2:42:45
9	Jury's Rig	Joker 820	H Voges	Yes	3:19:28	0.821	2:43:46
10	Falkor	Joker 820	W Johnstone	Yes	3:22:10	0.821	2:45:59
11	Charis	Noelex 25	G Arbuckle	Yes	3:50:00	0.811	3:06:32
DNF	Moana Reo	Moonraker 23	P Ellison	Yes	DNF	0.798	DNF
DNF	Joker	Joker 6.7	J Spence	No	DNF	0.812	DNF



Three Pink Easter Bunnies Handing Out Their Bounty of Eggs – aka Chocolate!

Sylvie's Story of the Coromandel Race

Contributed by Sylvie Reeve (9 years old)

At five minutes to go we were all ready and our sails were set. The wind whispered gently to our sails. Hoot goes the horn disturbing the wind's quiet conversation. Off we go like a group of snails past 'Signs of Life' (*the start line boat*) and the Turanga boat (*the launch Turanga marking the pin end of the line*). Everyone slowly and confidently sails past the start line with hope flowing through them.

Suddenly we passed the edge of the peninsula, I took one step out of the cabin and red, white, orange, yellow, colours flashed past my eyes. The spinnaker stands still like a soldier to attention. "Where's the wind?" Dad yelled. "Over there, where we're not!" Mum replied in a rush.

The spinnaker wasn't the best idea. We kept going round and round and didn't move anywhere. Hauling the rope Dad bellowed loud words at us but I had no idea what he yelled because I was sitting inside the cabin looking pale and sick. We turned around and shot out of the tricky hole we were stuck in.

Once we were out of the hole we flew across the Thames Firth.

It was great apart from when I got seasick and the spinnaker, and the batteries but they got sorted out.

The reason I wrote about this race is because it was the last one of the season and I wanted to remember it.

Sylvie Reeve, Joker 820 'Aperitif'



The Fleet at Name Bay, Te Kouma Harbour, Coromandel

Coromandel Keeler Results

Just two keelers completed the Coromandel race, both Hanse's. Bryan and June O'Brien on Hanse 370E 'Audrey' took both the handicap and open honours over Don Woolerton on Hanse 415 'Ocean Lure'. Dean and Nola Herrmann also arrived on Moody 419 'Masterplan' as did Roy Woolerton on his Given 14.5m catamaran 'Royle Flush'. We also enjoyed catching up with the

rest of the crew on 'Royle Flush' – Peter and Fran Stewart (formerly of Noelex 25 'Indulgence') and Joy Homewood (formerly of Beale 33 'Bellatrix').

Easter Saturday Fishing Competition at Coromandel

Huge thanks to Tracey-Lee Perry for running the social side at Coromandel over Easter, including the fishing competition, which the keen fisher-people contested on the Saturday in pleasant conditions, with a prize pool provided by our main sponsor, Burnsco Hamilton. Overall winner with the biggest snapper went to Alyssa Reeve from 'Aperitif' with a snapper measuring 48 cm. The next best snapper was only a couple of centimetres shorter (yes I know fish go by weight rather than length – but hey your editor is a sailor not a fisherman).

Overall not a lot of fish were caught this year, just several more snapper, kahawai and trevally, so just catching a legal-size fish was worthy of a prize in itself. Thanks also to Roger Bonnett for smoking the catch. There's no delicacy quite as good as Roger's freshly smoked fish! This was complemented with a spread of marinated raw fish, feijoas and Easter eggs (what a combination!) at an enjoyable after-contest event held at the sandy, first bay on the north of side of Te Kouma Harbour.



*The Dinghy that Nigel McCarter Recently Built was Christened at the Coromandel Event
And Yes, It Sails Too!*

SMALLEST DINGHY COMPETITION

In a recent Bilgewater I mentioned that I had “the smallest dinghy known to man”, which was very difficult to row in much of a breeze or a chop. It is a 2 metre long Maxxon that can carry two modest-sized people, as long as one kneels on the floor to row.

Well, not to be outdone, Phil Plimmer provided these photos of even smaller dinghies from some years ago that he used as tenders for his Noelex 25 ‘Gingerbread Man’. And yes I have to concede they are much smaller, and I certainly won’t be getting one! Although on second thoughts, they just might be useful in our Open Championship races where our trailer yachts get an extra handicap allowance for towing a dinghy. Now there’s a thought!



I’m also presuming Phil didn’t use either of these as tenders when he used to sail to the Pacific Islands each winter in the Lotus 10.6 keeler ‘Different Drummer’ that he also used to own.

But wait there’s more! The smallest dinghy award might yet go to Flip Rayner, although it’s somewhat questionable whether it really fits the definition of a dinghy. After the Hooks Bay trailer yacht race, Flip was seen at Chamberlain Bay with a very small ‘dinghy’ that he used to transport drinks quite a long distance from the beach out to Greg and Julie’s ‘Aperitif’, which was anchored in the middle of the bay.

The power source was Flip swimming behind in the water, pushing. The drink transporter (aka dinghy) consisted of a bucket around which a lifejacket was firmly strapped. The lifejacket kept the bucket of drinks afloat and stopped it from tipping over. By all accounts the operation was completely successful – as was the subsequent consumption of the drinks.

Any advances on these entries?

Bilgewater Ed.

CEDRIC INGERSON AND JOKER 820 'SAKA'

Contributed by Murray Pearce

On a recent bike ride down the Alps to Ocean trail in the South Island, upon reaching Lake Benmore, I rode up to this Joker 820 trailer yacht just being retrieved from the lake ramp. On exclaiming to the couple working on the boat that "that's a Waikato boat", Keith and Gwenda exclaimed that yes it was and how was Cedric? Sadly, I had to inform them that Cedric had passed away the previous week, at the great age of 95, but would have been delighted to see the boat he built still being sailed by the people that he sold to over 25 years ago.

A long conversation ensued where they told me all about their life with 'Saka' and the delight they had when originally purchasing from Cedric. They recalled how he had gone out of his way to show them all the ways and means of sailing and maintaining her, alongside good stories of his sailing life and the challenges he had in building 'Saka'.



Murray and Sheryl Came Across Joker 820 'Saka' When Biking Past Lake Benmore in April

Keith and Gwenda are Dunedin people who trailer sail regularly on the southern lakes. Their favourite lake for cruising is Lake Benmore, although they have spent many sailing adventures on Te Anau, Wakatipu, and in the Marlborough Sounds area. They have plans to bring her to the North Island, perhaps next year, so I was quick to invite them to base themselves out of Kawakawa Bay.

Keith also recalled running into one, Nigel Lancaster, in the days when Nigel was active in NZTYA committee circles, and then crewing for him on Hydrous in the Gulf Classic, I think around 2007.

On yarning with Alan Ward, I found a bit more out about Cedric and his boat building endeavours. He built the first Joker 6.7 named 'Joker' in the late 70's early 80's, alongside the other original Joker 6.7 being built at the same time by Brian Wing named 'Jester'. Following that, he built 'Saka' in the late 80's and sailed her with the Squadron through the 90's before selling to Keith and Gwenda in 1998. In the 90's he also built his second Joker 820 named 'Dilution', that he on sold to son-in-law and daughter, Peter and Dale.



*The Original Joker 6.7 Called 'Joker' - Also Built by Cedric Ingerson
Pictured Here at Coromandel with the WYS Fleet this Easter*

Although I never knew Cedric in his active sailing days, he was always a highly respected member in our Squadron throughout his lifetime. Awarded life membership with Topsy in 2005, he continued to attend Nog 'n Natter and offered advice and assistance where he could to anybody who asked.

Rest In Peace Cedric.

Murray Pearce (and Alan Ward)

WHERE WAS THIS? – in Last Month’s Bilgewater

The anchor that Ged Arbuckle was standing next to in last month’s photo is across from the Parua Bay tavern carpark in Whangarei Harbour. The photo was taken on Ged and Kay’s recent cruise up to Whangarei on Noelex 25 ‘Charis’.

Ged points out that it may have been on a bit of private property (but unfenced!)



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