



BILGEWATER

November 2016



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From the Helm

We went out for a sail on two weekends in October. Although the weather did not provide the gentle breezes we associate so often with summer (and after all it is not summer yet) there was a reasonable number of other boats out as well. It is strange how there can be a whole ocean out there in which to sail or a whole bay in which to anchor, but sometimes it seems that people just have to pass at close quarters or drop anchor right on top of you. Last summer at Rotoroa Island a large motor launch leaving the bay at high speed (yes, through a lot of anchored boats) missed us by no more than 10cm. I watched from the cockpit, staring, not believing what I had just seen.

The tables turn a bit when it comes to selecting a spot to drop anchor – I am notoriously bad at judging distance over the water and I often have to pull up the anchor and move the boat a bit when I find we are too close to another boat. That is where it is up to me to think safely and to take appropriate action.

Getting out on the water should be fun and safe – it does not take much to ruin the outing for you or for someone else, through not thinking, being lazy or letting your ego get the better of you. However, it also does not take much to make the outing a pleasure for you and other boaties – just think before you act, be respectful and keep in mind 'do what is right'.

On more domestic matters, in the last few months we have welcomed a number of new members, owners of both keelers and trailer boats, to the Squadron and our compound is now fully occupied. Welcome to you all. It is great to see a bit of a resurgence in sailing as an interest and pastime. There are so many beautiful places to visit that are so accessible in our boats and it is a shame not to be there. The picture below is Tryphena Harbour on a summer's day. I hope that the season brings good weather and look forward to seeing you all on the water.

Dean



Gulf Classic 11th - 12th March

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The Seamanship Weekend

On Friday was blowing pretty hard from the north west sending a bit of a roll into Ammo Bay, where Charis, Fantasia and Jury's Rig were anchored for the night. Honeysuckle was hiding in Chamberlain's Bay. The wind backed to west and then southwest during the early hours of the morning leaving Ammo Bay a good bit calmer by daylight when the three boats headed for Kawakawa Bay to meet the others. Meanwhile back on land, John K had arrived with Peter's new boat in tow and Windrush, Little Lisa, Corvina and Amoret were busy launching. The Bay was choppy with strong gusts of wind which made it hard sailing and especially so for those newer sailors. Not really ideal conditions to learn about your boat!

About the time that the fleet of six was departing for the Waiheke Channel, Windrush tore a sail and skipper Wayne had to head back to shore. Crew Andrew Jones hitched a ride on Jury's Rig and all boats had a superb sail around Sandspit light and up Ponui Island to anchor in Little Muddy Bay for a lunch break, where we were joined by High Time. Later that afternoon the fleet had a quick downwind ride to Chamberlain's Bay to meet up with Charis and Honeysuckle. After a superb day's sailing, the calm bay made it ideal for a few drinks on shore that evening.









Lady Penelope Man Over Board at Gulf Classic March 2015

Our team was comprised of David and Leslie Goddard and Shaun English. We would just like to share our MOB experience at the recent Gulf Classic sailed out of Maraetai, Auckland hosted by Waikato Yacht Squadron.

At the briefing, the weather forecast was given with gentle breezes at 10 knots during the day. This was to rise to 25 knots with gusts of over 40 with the rain squalls and then easing into the night.

Well, the weather prediction was spot on.

Before we set sail, we had a safety briefing on Lady Penelope so everyone knew where things were. We had a throw rope bag attached to the starboard stantion at the back of the boat and the horseshoe lifebuoy in the motor well. We also made sure that all knew where the flares, first aid kit and safety knife where stored.

We set off on the short haul 30 nautical mile course at 10-15 am in perfect sailing conditions of around 10 knots and sunshine. As we made our way through Sergeants Passage up to Rakino Island, the wind strength was gradually increasing and sea state getting bigger. All was well on Lady Penelope as we rounded Rakino Island to starboard and set off under spinnaker for a white-knuckle ride back to Sergeants Passage where we had to gybe. Playing safe, as the 2nd boat in the fleet was a long way behind, we dropped the kite into the cockpit and gybed well under control.

By this time the wind had picked up to around 25 Knots. We kept the kite down for the remainder of the downwind leg, instead using the whisper pole on the jib where we still hit 10.2 knots surfing the waves. We had a great ride down to Passage Rock, which we located easily on our new Lowrance Elite chart plotter GPS. We then rounded Passage Rock and headed back into the wind for the trip back up Tamaki Straight to the finish line.

By now the sea state was getting big for a small Noelex 22. David and Shaun were hiking out within the life lines and Leslie was working the traveller as we had waves crashing over us. Shaun was thinking big thoughts to keep us all dry! But all in all, we were well under control going upwind and powered home to finish at around 4.05pm. High fives all round on Lady Penelope! As we thought the trip was done and dusted back in time for tea and tiffin, I think everyone relaxed somewhat.

We dropped our sails and under motor, started heading back to the safety of Maraetai harbour. The breakwater was hard to spot, so we had to go sideways onto the waves. David was stood up steering when a large rogue wave came and threw him over the side. It was like in a slow-motion movie as he made a grab for the life lines and successfully missed!

David said to himself, "Ok, I'm in the sea, it's not cold at all. I don't feel in danger," The odd thing was I tried to shout for help but nothing came out – it was just silence! That was the scary bit. Not sure why I couldn't say anything.

Leslie and Shaun on board spotted David leaving the boat, so no problems there. David had on a manual inflatable life jacket so once he came up from the wave he deployed the tag and the jacket only partly inflated, maybe 20%. This wasn't too bad as he could swim towards the boat, which by now was turning around. It's amazing

how big a boat looks in the water when it's coming towards you. As the boat went past Shaun threw the throw rope to David which he got hold of first time and was pulled to the safety of Lady Penelope.

Back on dry land we talked about what had happened, the good and the bad.

The good was we had a safety briefing prior to leaving the dock so we all knew where the safety equipment was. The bad was that David's life jacket didn't inflate properly due to poor maintenance. He found out later that the gas bottle was very loose, so most of the gas escaped once deployed.

In the future, we will now make sure for longer lake/sea races the throw rope bag is attached and ready to be used along with the horseshoe lifebuoy. We have also now bought new self-inflating life jackets each, which we will check regularly.

We will also move the safety knife out into the cockpit area.

Hope this experience helps others as things could have gone pear shaped very quickly if we weren't prepared.

Kind Regards and Safe sailing,

David and Leslie Goddard.

Lady Penelope T3095.

Noelex 22 For Sale Lady Penelope

Lady Penelope is a Mk3 factory design and professionally manufactured boat by Noelex Industries

She is a great boat for Racing no:1 on race track as well as cruising will sleep 4 adults easy.

\$11,750



FROM THE COMPOUND



Dear fellow Compound Members

We are planning have a working bee on Saturday 19 November 2016.

We plan to clean the hardened mud from the fence in the corner where the slip occurred

and ask members that's buzzing in to help to bring along some pickaxes, shovels and wheelbarrows.

The weed also needs spraying around the boats and a couple extra sprayers will make life easy.

Any assistance on the day will be appreciated and we hope to see a big turnout of compound members to help us buzz through the list of tasks.

Big thanks to the people who will buzz in on the day to support the effort, your hard work is appreciated.

Compound Convener

Kobus Moller





THE ENGINE REPOWER CENTRE

ENGINE INSTALLATIONS (INBOARD & OUTBOARD)

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- Spare part sales • Servicing all brands of motors and sternlegs • Outboard servicing
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UNIT 4 PINE HARBOUR MARINA

P 536 6252 | F 536 6926 | M 0274 593 073

PHONE JIM OR PAUL

NOTICE OF RACE

PONUI ISLAND CIRCUMNAVIGATION

DATE: 3 December 2016.

START TIME: 1000 hours.

RACING INSTRUCTIONS:

Shall be in accordance to the "Standard Instructions for Non-Regatta Races" except as those that are altered by these sailing instructions.

ENTRIES: To the Race Co-ordinator by VHF Channel 77 by 0930 hrs advising the name of yacht.

COURSE:

GREEN COURSE: From the start, Ponui Island to starboard, to the finish.

RED COURSE: From the start line, Ponui Island to port, to the finish.

DIVISIONS: The race will consist of two trailer yacht divisions and one keeler division.

START LINES:

TRAILER YACHTS: Between the start boat and the Sandspit Beacon located off the south end of Ponui Island.

KEELERS: From a line between the start boat and the Western Cardinal Marker NW of Motukaraka Island.

FINISH LINE: All yachts, the finish line will be adjacent to the Sandspit Beacon. All yachts will record their own finish time according to GPS time in hrs/min/sec and record the yachts finish immediately in front and behind them. They should, then, advise the Race Officer of their finish time after the Race Officer has completed the course.

DINGHIES: Allowance will be made for towing dinghies (trailer yachts only.)

RACE OFFICERS:

Hugh Beecroft – Trailer Yachts

Jim Pascoe – Keelers

A BEACH GET TOGETHER WILL BE ANNOUNCED AT THE BEGINNING OF THE EVENT BUT MAY BE ALTERED AT THE END TO ALLOW FOR THE WEATHER. Any yacht wanting to participate in the gathering but not the race will be welcome.

Gulf Classic 2017

10th & 11th March

This is The Waikato Yacht Squadron's Premier Race. The race organisers are doing a fantastic job of rounding up sponsors and competitor's from around the country. However, to really make this an event, we need you, as a competitor or as a helper during the event.

This year's event will consist of 3 classes;

A 40nm course for the smaller trailer yachts (with a handicap up to 0.82)

A 60nm course for all trailer yachts.

And an 80nm course for the keelers.

Check out the Gulf Classic Facebook page for course descriptions and charts.

<https://www.facebook.com/gulfclassicregatta/>

We would like to see a larger turnout of club boats, so start rounding up your crew now.

New to the club? Not sure if you can go the distance? Crew for someone else. Sailing is a lot more fun with likeminded people.



Pine Harbour Berth Holders Association Inc.

The PHBHA was established in October 2016. As a member you will:

- Join a growing collective of berth holders who have formed an Association through which to better communicate with Marina Management and each other;
- Have the ability to participate in an open forum through which information can be shared and requested;
- Receive a quarterly bulletin that will keep you updated with Marina operations, items of interest, and a few tall tales.
- Be part of an initiative focussed on developing unity and accord with the Marina community.

We welcome all berth holders, whether you rent or own your berth, to join us.

If you would like to learn more, please email

phbertholders@gmail.com

We welcome your interest.

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- Be part of an initiative focussed on improving communication and developing unity and accord with the Marina community.

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