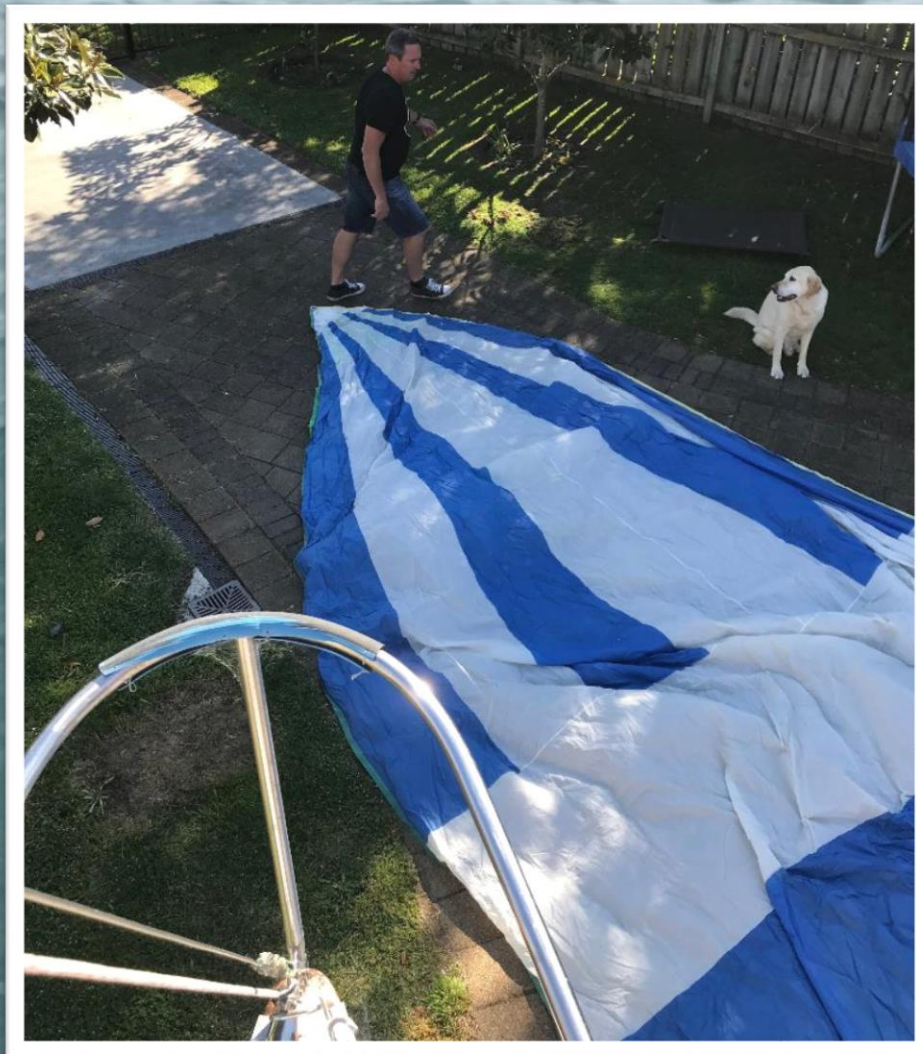




BILGEWATER

November 2018



Paul Weaver – Pulling out the big guns....



Committee Members

2018-2019

<u>Committee Member</u>	<u>Portfolio</u>	<u>Phone Number</u>
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Nigel McCarter	Secretary	07 856 8940
Murray Pearce	Qaurtermaster	
	Overall Sailing Programme & Handicaps	07 827 4203
Wayne Johnstone	Compound Convener	027 623 6366
Russell Osborne	Webmaster/Facebook	07 823 6377
Brett Goddard	Gulf classic liason	07 853 5233
Keith Paine		027 550 0037

Non-Committee

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Commodore's comment

My family and I have just returned from a week's holiday on Plantation Island, Fiji.

In our normally busy life, this was a fantastic opportunity to slow down and spend time together with no interruptions from work or cell phones.

We made the trip around to Musket Cove and visited the famous 'Trader market store' and 'Dicks place'.

More importantly, the resort had a small fleet of Hobie beach cats free to sail... And so I did, every day!!

I took my son (Luke) out with me and after a few tips and suggestions, watched as he sailed the little craft by himself. After half an hour of blasting around the reefs Luke says to me "When I have kids I'm going to teach them to sail too", proud father moment.

Onto other matters, please note that there will not be a Nog 'n Natter in November and the Waikato Yacht Squadron Xmas BBQ will be on the 11th of December from 6:15PM. This is a great chance for everyone to catch up and socialize over a steak and a beer or two. Please remember to bring a plate and I look forward to seeing you all there.

Paul Weaver



Different Drummer Offshore 2018

Newsletter 5 American Samoa

It was a three day passage from Niuatoputapu to Pago Pago, the capital and port of American Samoa on the main island of Tutuila. It started with good sailing wind on the beam and we put the gennaker up for a few hours but the wind was too far forward for it to be really effective. The wind went soft and forward on the third day and we finished up motoring. A highlight was a double strike of large yellowfin tuna to top up our dwindling fish stock.



We were required to dock at the commercial wharf, rather dirty and yacht unfriendly, and were met by the harbourmaster, very friendly, who guided us through the harbour, customs, agriculture and health clearances. Immigration was not open in the afternoon so we did that the next day. We anchored in the top of the harbour with many other yachts opposite a large diesel power station and near the infamous tuna cannery.

We spent over two weeks in Pago Pago - sightseeing, working on permission to get to Swains Island, doing yacht maintenance, and sampling a few restaurants and bars. At the risk of gross generalisation Pago Pago can be described as a southern USA town dropped into the South Pacific. The local people, predominately Samoan, are very friendly and easy to talk to as they speak English most of the time even when talking to one another. Most things that are not made, grown or caught on Tutuila come from the States via regular shipping and planes through Hawaii. Currency is the US dollar and the population of the island is around 60000. The standard of living is generally high and many families are able to afford and run a late model US utility vehicle.

The privately owned buses are quaint, cute and colourful. They are built locally on a chassis from a retired light truck - 'F' series Fords were popular. All have a high end sound systems blasting music, and some had TV screens showing videos. Fares were \$1 for a local trip, and \$2 to the other end of the island.



The island is very steep and covered in rain forest with much of the population living on the small flat areas sandwiched between the coast and hills, and the only large flat area, on the southern coast, around the airport. Regular rain keeps the island green, and we had plenty of it while we were there. It kept our water tanks full and hampered our activities on some days.



There was an interesting experience with the antenna for the Iridium satellite phone system we use. I noticed when we got to Pago Pago that reception was very poor and put that down to the steep high hills that surround the harbour blocking the view of the satellites. I later got talking to an american cruiser who loaned (and later gifted) an old spare antenna of a different style he had. Reception immediately returned to normal from which I concluded I had a faulty antenna. I arranged for a

replacement to be flown out from the States using the US Postal Service - for a premium you can get things in two or three days with no Customs involvement (other than a parcel inspection at pickup) as it is a 'states to state' delivery. It actually took five days as hurricane Lane had disrupted service through Hawaii. When I installed it I was disappointed that reception was no better than the original one, and I put the gifted antenna back into service. But after we left Pago Pago I put the new one on again and it worked fine. It appears that the initial diagnosis was correct and the type of antenna I use, the recommended one, could not in fact cope with the enclosed harbour. So I suspect I now have three working antennas!

Pago Pago was a very important strategic naval base for the americans in WWII. Much evidence remains. There were good photographs and information at the National Park display centre. We went to Blunts Point to look at the guns preserved there overlooking the harbour entrance. They reminded me of Stoney Batter on Waiheke, except it was in the jungle. With four small boys who had somehow joined us as guides we then set off on the WWII Heritage Trail back to Pago Pago. Described as challenging



in the guide book it was always steep up or steep down along narrow ridges. We passed numerous concrete structures that you had to use your imagination about what they had been as there were no information signs. At the end there were another couple of large guns in wet pits full of large toads. The boys had fun throwing stones at them; you had to get a direct hit to get them to move. There were also the remains of a cable car that ran right across the harbour to a high peak opposite in the post war era. The cable once

downed an Orion aircraft which clipped it when showing off over the harbour on a 'Flag Day'.



One of the other islands that comprise American Samoa, Aunuu, is very small and very close. We took a bus out to a village called Anasi at the eastern end of the main island, and then a small ferry across to Aunuu



about a mile away. We found a single village, no shops, a school, and several churches. We walked around the island on roads that started as concrete and

finished as four wheel drive tracks. We were accompanied this time by a very friendly young dog that amused us by swimming to cool off everywhere it could find water and trying to catch butterflies. It did catch a fish in the shallow water of a lagoon. We appreciated the shade in the jungle and the breeze on the coast. At the end we met some young men gathering stone off the beach for a house build, and one climbed a coconut tree and got a nut each for us, and one for the dog which enjoyed both the water and meat.

There were tuna boats of various sizes moored alongside the wharf at the cannery, and alongside each other at one end. We walked down the industrial side of the harbour past the large diesel



fired power station and the 'Ronald Regan Marine Railway' (which turned out to be a 3000 tonne ship slipway). The tuna factory was spread over four large buildings. It was all behind fences and little could be seen, but a run down the wharf side in the dinghy one day when there were gaps in the boats allowed us to see

forklifts transferring tuna sticking out of skips from a boat to the factory.

Leone was the furthestest point on the bus route west. We did not realise there was no terminus and the bus came back a different way. We were part way back before we woke up! It was still a good look around that end of the island where it is generally flatter back from the airport with almost continuous villages. We picked one called Nu'uuli where there was a shopping mall and had lunch at Carls Junior. My first time. McDonalds with a different flavour.

Even though the supply routes for most goods to American Samoa are long prices are very reasonable due to few taxes. Fruit and vegetables were readily available although locally grown fruit in the market was largely limited to bananas, paw paw and taro. We enjoyed eating out on a number of nights and tried different styles of restaurants. Our favourite was a Mexican restaurant and bar where we got good food and Busch Ice 5.9% beer for \$4 a standard can. The same beer was available in shops at \$12 for a box of 12. We also found Coruba rum at \$8 a one litre bottle.

I had a minor leg infection from a cut that I wanted cleared up before we left. There are no GPs, but at the hospital it cost \$20 for a one-off registration, nothing to see the doctor, and \$20 for the prescribed antibiotic.

The telephone service was 4G if you had a 4G capable phone. I found some of our older 'throwaway' phones would not work. The internet was good if a bit flakey holding the connection at times which I put down to my router, the laptop I use, and the email programme not being fully compatible with the service.

We were at Pago Pago long enough to get to know many of the other cruisers there. Americans were dominant, it was sort of like being at home for them, but there were also several Canadians, Europeans, and the occasional Australian. We were the only Kiwi yacht. There was an american catamaran there that had a stay failure and had lost its mast. They had been there a long time getting that sorted and each Sunday evening they generously invited all the other cruisers over for a pot luck dinner. It was the social highlight of the cruisers week.

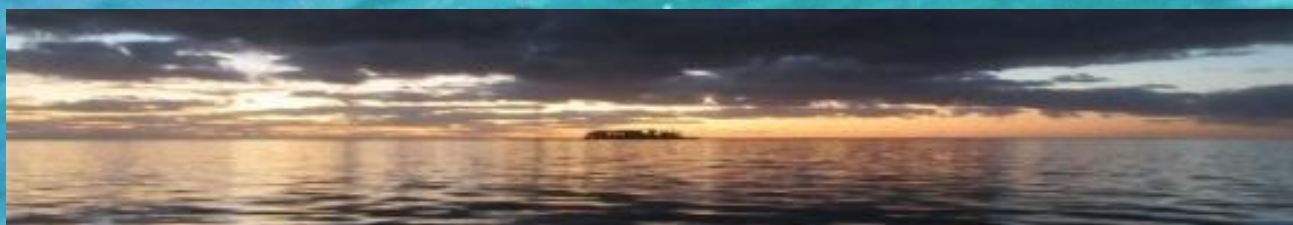
We wanted to go to Swains Island, a very small atoll which is part of American Samoa a couple of hundred miles to the north. It is a fascinating island with a fascinating history. Barely a mile round it is a donut with a fresh water lagoon in the middle. It was populated for centuries by Tokelau islanders, Solomon islanders, shipwrecked sailors, whalers and latterly supported a good economy

based on copra until the market failed. The last people left the island about 10 years ago. The coral reef is beautiful and has been the subject of a Cousteau video. We needed permission from the NOAA National Marine Sanctuary, obtained, and a member of the Jennings family who are the owners of the island, which we had in hand. But the island has no protected anchorage and we also needed a couple days of settled weather. It was there, but always remained a week out of reach. After two weeks we gave up and decided to move on to Futuna.

There was another interesting experience after clearing when we went to lift the anchor. We were very stuck - not unexpected given the number of times we had changed direction in wind shifts while we were there and the reputation of the harbour - it has a lot of debris on the bottom from after the 2009 Samoan cyclone. All our normal tricks did not work so it was out with the Hookah dive unit. I found the chain wrapped several times around a room sized irregular boulder. In an hour on the bottom, shared in rather poor visibility with tyres and ropes, I got all the wraps and tangles out except one. Craig took over but his ears prevented him from getting to the bottom, then Jimmy had a go and even though he struggled to get air (we were working at 10m and the dive gear is rated at 7m) he was able to get the last loop off when we motored forward a little. We finally got away late afternoon. We dodged a small fleet of optimist dinghies as we left the harbour, but were less successful with squalls off the southern coast of the island. Then there was a fishing vessel in our path after dark, quite large, that was not on the AIS and was reluctant to talk to us on the vhf. I turned the spotlight on it and suddenly it all lit up!

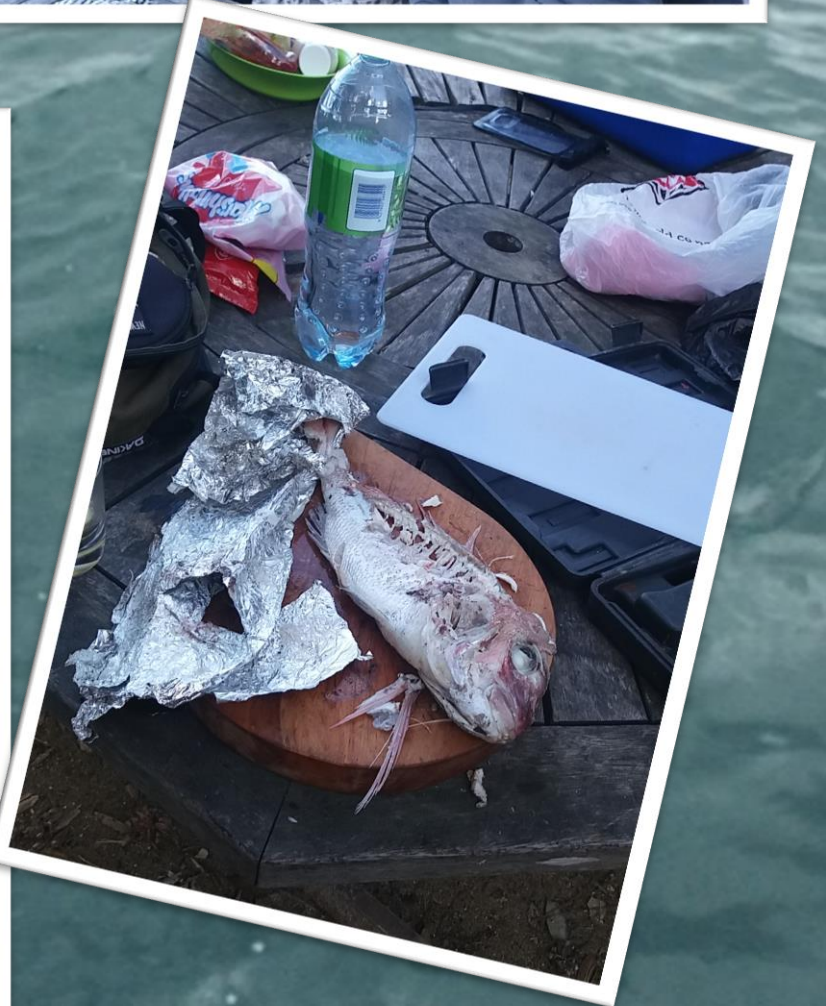
By midnight we were well clear of the island and running with a 20 kt easterly behind us in 2.5m swells.

Phil, with Craig and Jimmy



Barrier trip 2018

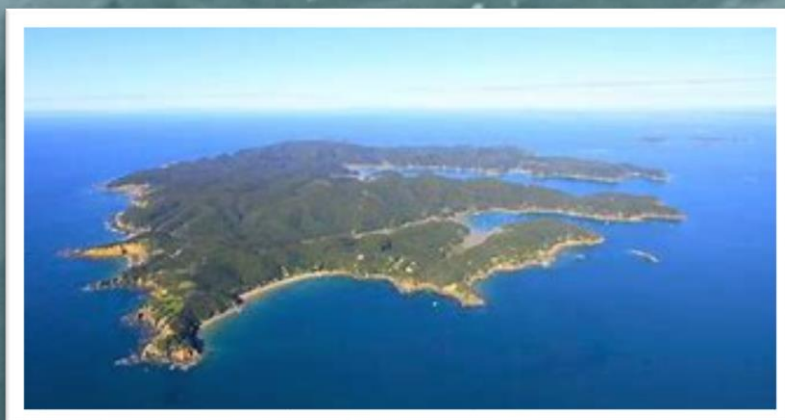
Jim Pasco sent in some pics





Keeler Race to Kawau Island– 20th October 2018

Boat Name	Owner	Design	Start	Finish	Elaps'd	Rate	Correct time	Place	H'cap	As sailed	H'cap Time	Place
Passing Fancy	Lancaster	Davidson 35	12:46:00	15:43:44	2:57:44	0.736	2:10:49	1	1.00	1.09	2:10:49	1
Afterguard	Pearce	Davidson 35	12:46:00	15:50:49	3:04:49	0.736	2:16:02	3	1.00	1.04	2:16:02	2
Sorrento	Lundy	Dufour 40	12:46:00	15:38:23	2:52:23	0.794	2:16:52	4	1.00	1.04	2:16:52	3
Acushla	Pasco	Farr 1020	12:46:00	15:47:15	3:01:15	0.742	2:14:29	2	1.03	1.06	2:18:31	4
Ocean Lure	Woolerton	Hanse 415	12:46:00	15:39:10	2:53:10	0.805	2:19:24	5	1.01	1.02	2:20:48	5
Audrey	O'Brien	Hanse 38	12:46:00	15:52:13	3:06:13	0.780	2:25:15	6	1.00	0.98	2:25:15	6
Crewcut	McBride	Beale 9.5	12:46:00	16:40:15	3:54:15	0.730	2:51:00	7	0.98	0.83	2:47:35	7



Sailing Programme and Handicap Ratings

You all will have seen the sailing programme for the upcoming season, so here is an overview, more for our new members, than members whom are very familiar with our sailing series.

First, it is a cruising and racing programme. If you don't feel into competitive racing it is okay to cruise up to the anchorage point in your own time, and join the beach gathering for a social occasion on the beach. Stay tuned to VHF 77 to find where the fleet is gathering.

If you have a more competitive streak and want to test your sailing skills against other squadron boats, then this programme will suit you. All but one race is a point to point sail, usually within the confines of the Tamaki strait, Waiheke Channel or to Coromandel Harbour. As in most competitions, we are trying to aggregate points towards our 2 Squadron championship trophies – the open championship (results calculated on the boat rating), and the Handicap Championship (boat rating adjusted by personal handicap). There are also individual trophies for each race event.

We race in 3 divisions – keeler; TY Division 1 (boats rated over 0.820); and TY Division 2 (boats rated 0.820 or less). To recognise different sailing skill and experience we also run a personal handicap system that gives some rating advantage to the less experienced skipper, but challenges the top skippers to be right on their game. The handicap system works by giving you a personal rating between 0.95 and 1.05, with 1.00 meaning you are sailing on your boat rating alone. The squadron handicapping team sets your personal handicap at the start of the season based on what we know about your sailing history. We don't get it right all the time, so you will be reassessed after sailing in 2 events.

For clarification, the boat rating for TY are the national design rating as reviewed annually by NZTYA. For the keeler fleet we use the PHRF rating for your boat design, rig, and sail wardrobe, as calculated by Yachting NZ. Where there is no PHRF rating on record for your boat design, we have made an estimation of where it should be. If anyone is unhappy with their PHRF rating, then we suggest you apply to YNZ for an updated rating that we will then use. The charge of \$85 to apply for a PHRF through YNZ has been waived for first application WYS members.

The Squadron holds 2 open sailing events (open to boats from other clubs) – the Gulf Classic 100 mile endurance race on 9th March, and the Saltwater Series on 27th April, a windward leeward race course for Waikato/Thames Valley sailing clubs. We will give further information on these events as the season progresses.

Don't forget our 2 dedicated cruising weeks to Great Barrier on 11th November, and Mercury Bay on 24th March. These are great trips with a lot of fishing, tramping, beach BBQ and social gatherings each day. Our last point is to highlight the easiest way to fill your trophy cabinet – sail in the events.

You have more chance of being on the podium by simply sailing and finishing every event, then only sailing in one or two and getting a place finish. There is a great story of a boat named Falkor in the 2017 season who raced every event, coming from a distant last initially, to winning his final race, but taking out the Handicap championship, by accumulating points for simply being there.

All the best for the sailing season,

Murray Pearce and Keith Paine

Your Club Handicappers.



WYS - Keeler Handicaps - 2018 Sailing Season

Boat Name	Design	Owner	Boat Rate	Personal Handicap	Division
Acushla	Farr 1020	Pasco	0.742	1.03	K
Afterguard	Dav 35	Pearce	0.736	1.00	K
Audrey	Hanse 38	O'Brien	0.780	1.00	K
BB King	Birdsall 37	Scott-Knight	0.780	1.00	K
Bellatrix	Beale 33	Homewood	0.738	0.96	K
Benbow	Noelex 30	Morgan	0.705	0.95	K
Brittany	Jeuneau 42	Giles	0.780	0.98	K
Crewcut	Beale 9.5	McBride	0.730	0.98	K
Farr Out II	Farr 1020	MacPherson	0.742	1.00	K
Kashan	Beale 12.5	Little	0.820	1.00	K
Ngatoro	Pelorus	Rolfe	TBR		K
Ocean Lure	Hanse 40	Woolerton	0.805	1.01	K
Passing Fancy	Dav 35	Lancaster	0.736	1.00	K
Passport	Dav 45	Stewart	0.845	1.00	K
Pott Black	Townson 32	Welsby	0.725	1.00	K
Remittance	Nol 30	Haigh	0.705	0.96	K
Royale Flush	Ron Given Cat	Woolerton	TBR		K
Sorrento	Defour 40	Lundy	0.794	1.00	K
Tamure	Townson 35	Spirig	0.745	1.00	K
Terminator	Elliott 11	Faire	0.898	1.05	K

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WYS - Trailer Boat Handicaps - 2018 Sailing Season

<u>Boat Name</u>	<u>Design</u>	<u>Owner</u>	<u>Rate</u>	<u>Handicap</u>	<u>Division</u>
Floydy Boy	Ross 780	Kirby	0.933	1.00	1
Skywalker	Ross 780	Pollard	0.933	0.98	1
Against The Flow	Elliot 7.4 (WK)	Henderson	0.885	1.00	1
E Type 2	Elliot 7.4 (WK)	Beecroft	0.885	1.02	1
No Problem	Elliot 7.4 (WK)	Goddard	0.885	1.01	1
Barometer Soup	Young 77	Reffin	0.885	1.04	1
Signs Of Life	Young 77	MacDonald	0.885	0.98	1
Falkor	Joker 820	Johnstone	0.855	1.00	1
Fantasia	Joker 820	Bonnett	0.855	0.98	1
Foxy Lace	Joker 820	Perrin-Shaw	0.855	0.95	1
Hydrous	Joker 820	Evans	0.855	0.98	1
Judys Mist	Joker 820	Whitburn	0.855	0.97	1
Jury's Rig	Joker 820	Herrmann	0.855	1.02	1
Charis	Noelex 25	Arbuckle	0.845	0.97	1
Estilo	Noelex 25	Paine-Tasker	0.845	1.00	1
Gingerbread Man	Noelex 25	Plimmer	0.845	1.02	1
High Time	Noelex 25	McCarter	0.845	1.00	1
Indulgence	Noelex 25	Stewart	0.845	1.04	1
Shangri-la	Noelex 25	Valling	0.845	1.04	1
Soolaimon	Noelex 25	Managh	0.845	0.95	1
Suzie	Noelex 25	Chester	0.845	0.95	1
Innisfree	Farr 750	Schumann	0.825	0.95	1
Mistique	Farr 750	Newington	0.825	0.95	1

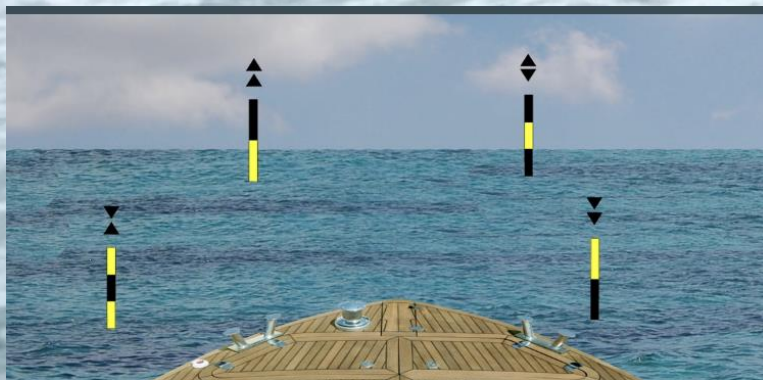
Continued.

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Orinoco	Gazelle Mk 1	Thomas	0.820	0.95	2
Wind Hunter	Gazelle Mk 1	Cochrane	0.820	0.95	2
Bella Rose	MacGregor 26	Johnson	0.820	1.00	2
Meander	MacGregor 26	Bonham	0.820	0.97	2
Midnight Rambler	Trojan 750	Williams	0.815	0.98	2
Testa Rosa	Trojan 750	Klinkhamer P	0.815	0.98	2
Espresso	Joker 6.7	Wood	0.812	0.95	2
Hubble Bubble	Joker 6.7	Oliver	0.812	0.95	2
Joker	Joker 6.7	Guest	0.812	0.95	2
Kittiwake	Joker 6.7	Hepburn	0.812	0.95	2
Resivor	Joker 6.7	Allison	0.812	1.00	2
Hallelujah	Noelx 22	Hayward	0.811	1.04	2
Moana Reo	Moonraker 23	Weaver	0.798	0.97	2
Corvina	Catalina 7	Wilson	0.795	0.98	2
Winsome II	Young 6	Ebert	0.792	0.95	2
Honeysuckle	Aquarius 22	Moller	0.760	0.95	2
Te Kaha	Aquarius 22	McNeil	0.760	0.95	2
Waitoki	Aquarius 22	Berends	0.760	0.95	2
Farr Farr Away	Farr 6000	Jones	0.745	0.95	2
Sam II	Tasman 20	Osborne	0.737	0.95	2
Vellela	Tasman 20	Healy	0.737	0.95	2
Troubadour	Beachcomber 23	Kirby	0.733	0.95	2
Time Waster	Coronet 20	Kerr	0.723	0.95	2
Roger That	Hartley 21	Sarcich	0.723	0.95	2
Sangita	Minetun 6.8	Turner	0.722	0.95	2
Little Lisa	Sabre 20	Connor	0.700	0.95	2
Sea Star	Sabre 20	Sargent	0.700	0.95	2



Spot quiz



Question 12 out of 47

E21: Determine type of buoys

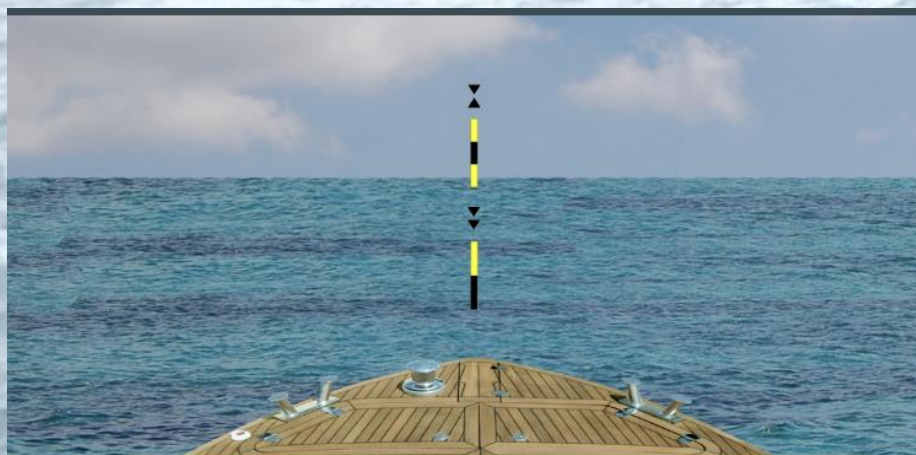
- 1 Lateral
- 2 Cardinal
- 3 Special marks



Question 2 out of 47

E11: You are on a course of 90 degrees. Straight ahead you see this buoy. What actions you should take do to avoid danger?

- 1 Steer to starboard
- 2 Steer to port
- 3 Steer to starboard or port
- 4 Steer to starboard or port and change the course for at least 45 degrees.
- 5 Reduce speed! Steer to starboard or port and change the course for at least 90 degrees.

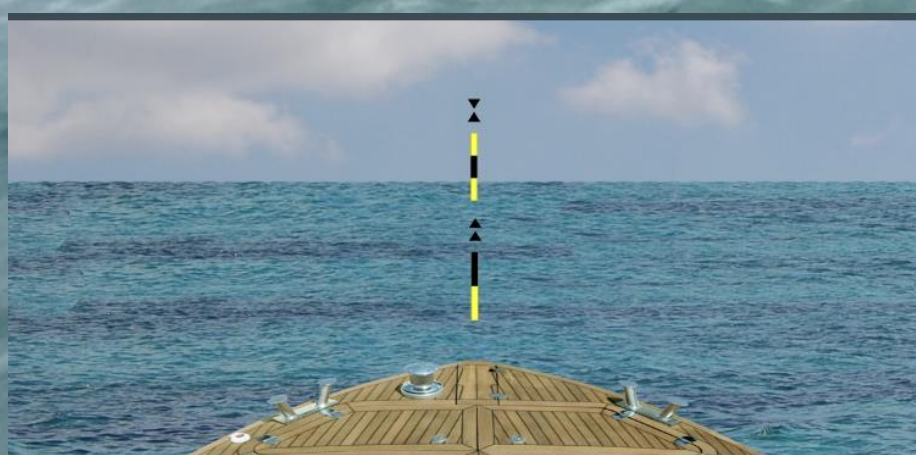


Question 7 out of 47

E47: You have to change the course to:

1 Starboard

2 Port



Question 3 out of 47

E40: You have to change the course to:

1 Starboard

2 Port

Answers:

1. Cardinal
2. Steer to port
3. Port
4. Starboard

Allan Civil memorial Rotoiti Classic

On Saturday the 10th of November Mike Allison and myself had an epic days racing out on lake Rotoiti on board ResiVor. The day started with a bbq breakfast and race briefing. With near perfect conditions the large fleet of 18 boats headed out towards the start line preparing for battle.

ResiVor and Hubble Bubble were the only Jokers in the race which was largely made up of Noelex 25's. The downwind start was an amazing sight with all Spinnakers flying soon after crossing the line. The racing was close and the 2 laps seemed to go by very quickly despite being out there for over 6 hours. We got to enjoy the benefit of a near 180 degree wind shift which allowed us to fly the spinnaker for over ¾ of the 2nd lap!!

Afterwards it was back to base for the BBQ, beers, Prize giving and usual exaggerations that follow.

I made a little video of the day's race, well at least what I could manage whilst sometimes helming with spinnaker up in close quarters to other boats....

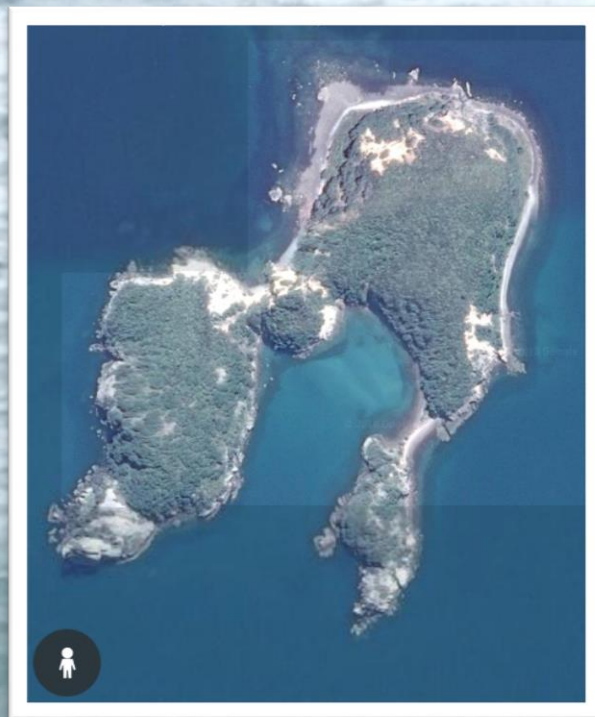
Pay particular attention to my prediction when we were at the start line waiting for the start sequence to begin.

Click the link below or the picture to go to You tube.

<https://youtu.be/6rnEOHpsuuY>

Dustin Wilson





Where is this?

Sent in By Dustin.

Send in your “where is” picture or don’t....



Last months: Port Fitzroy, Great Barrier Island

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Upcoming events

- Reminder no Nog 'n' Natter this month...
- 1st December – Hooks Bay Regatta. Championship points race, cruising yachts to meet at beach gathering advised on CH77. Jed Valling-TY, Nigel Lancaster-Keeler.
- Tuesday 11th December Xmas party, BBQ, Pot luck salad or desert, bring your own main. From 6.15 pm till late at Hamilton Yacht Club.
- 31st December – New Year's Eve on the water gathering and BBQ – Venue to be advised.



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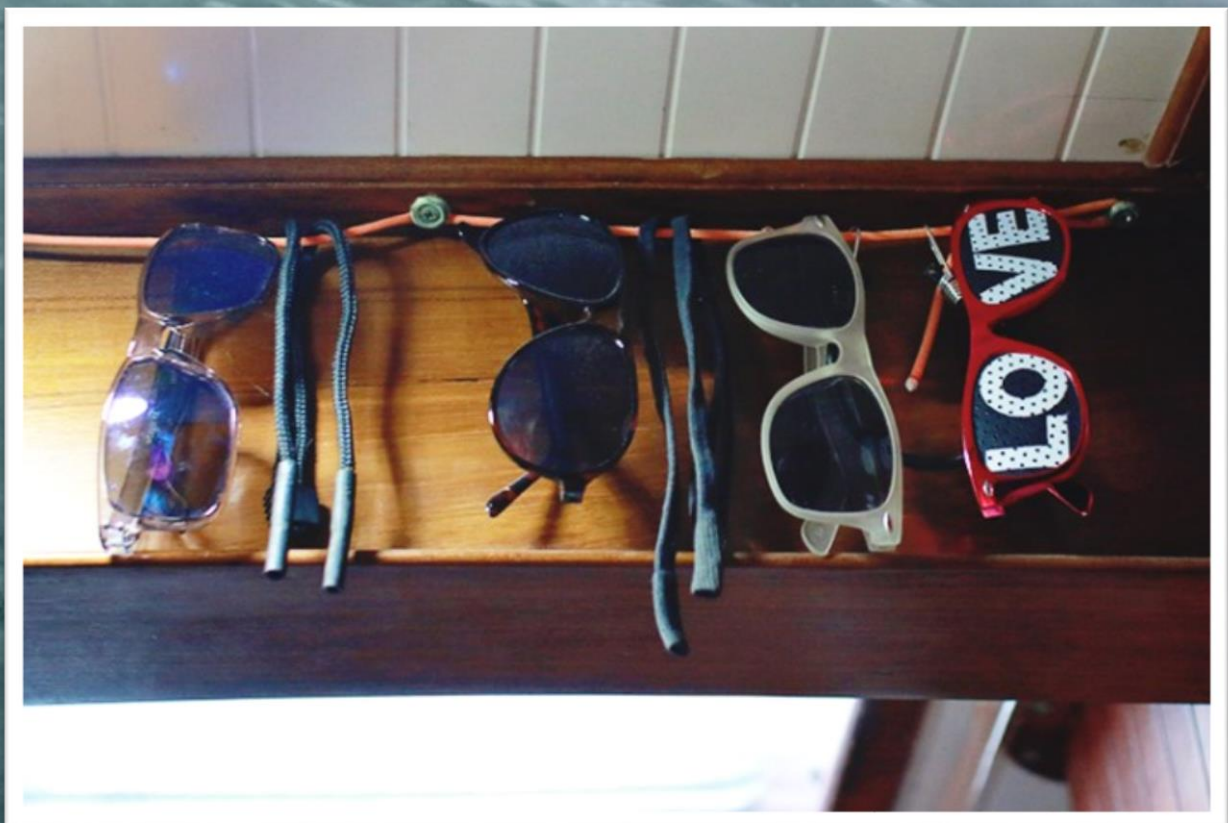
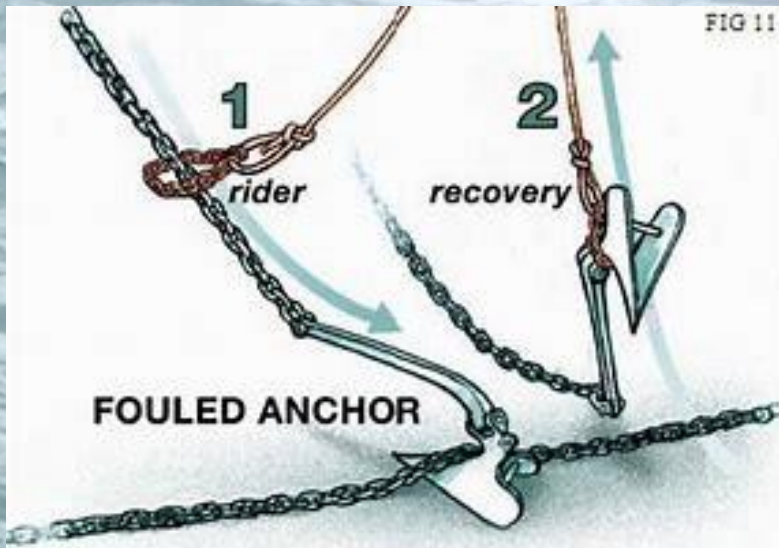
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18-11-2018

We have received the news that Ward Fischer, who was a member of the Waikato Yacht Squadron for many years, passed away today, in Waikato Hospital. Please check the local paper for an obituary and details of any service.

From Jim Pasco, WYS Treasurer.

Compound parking

This is a general reminder for everybody to be mindful of the importance of parking boats between the posts, to avoid encroachment onto other spaces. Also, when you return from the ramp with an empty trailer, please park as close to the fence as you can, and withdraw trailer extension bar (if you have one) to keep the trailer and vehicle clear of the free area.

Happy sailing ⚓

Cheers

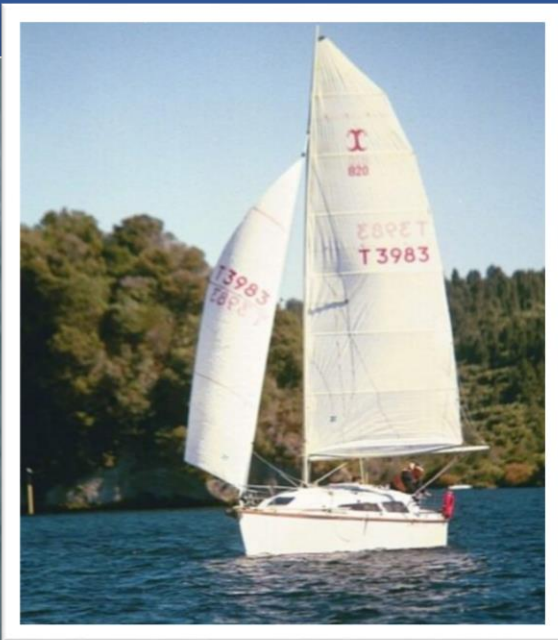
Wayne Johnstone
Compound Convenor



For Sale

Joker 820, lovely family cruising boat, easy to sail and to tow, has everything you need to enjoy the summer and go sailing. the trailer was overhauled 18 months ago, spacious on the inside. Sleeps 5, good sails with front furling jib, spinnaker and pole, 15 hp Yamaha 4 stroke outboard, depth sounder, vhf, brand new solar panel, deep storage batteries, cd player, and much more. Selling on behalf of my brother who recently passed away. all offers will be considered.

Any questions give me a ring or a txt, Peter on 0212591294.



For sale

Coronet 20 for sale

Includes Mainsail and Storm Main, Jib and 2 X Genoas. Also Yamaha 9hp longshaft 2 stroke motor. Starts easily and runs quietly. On trailer which has brakes and is in good order. Boat itself has spent much of its life in a shed. Everything including fibreglass is in good order. Boat has been recently anti-fouled. Has compass, EPIRB, VHF radio, gas cooker, portable toilet, inbuilt stainless steel water and fuel tanks. Very good boat but personal circumstances mean it's got to go. We've had wonderful adventures on this boat. You could too.

Asking \$6500 but am open to offers. It's a lot of boat and gear for the money. Currently situated on the hard in Matakana area. Enquiries to David 027 233 1542

Noelex 25

"On Site" ... presently in the compound. WYS is selling on behalf of Fred Gooder. asking price \$24,000. The boat is in good general condition. Both registration and wof were up to date last year. The trailer is in good condition. the frame is galvanised and sound. The hull needs a wash. A couple of the ropes need replacement. The motor is an 8hp Yamaha two stroke. The dinghy needs a hose and a clean, but is still holding air. No dinghy motor

Contact Nigel McCarter or Dave Reffin to view.





Blast from the Past

Distress Call From a Sailor's Point of View

Is there anyone out there????????????

The 12 of January 2005 started out looking promising for sailing, light wind, sunshine, you could not ask for more. So we sailed from Rocky Bay to Home Bay Motutapu to have lunch. At two o'clock my wife started to feel unwell so I decided to sail back to Pine Harbour. After we were out for just a mile or so she told me to get a Doctor fast—I said I was working on it! Call the Coastguard she said, well it was only our second time out at sea and although I done the day skipper course and radio course it is something else when you have to go "on air".

Anyway I do our call sign etc. and ask the Coastguard for suggestions. To my surprise there is a Doctor just around the corner on Koanui II who happens to be nearby. By now we are 2 miles from Home Bay under sail. We are sent back to Home Bay by Coastguard. While being sort of on the radio, making a tack (we where under sail) to sail back to Home Bay, and answering questions to the Coastguard it is getting quite stressing to say the least. It is also only the first time that we were at Home Bay and it shows on the map that there are a few truckloads of rocks and it is low tide. Then I have to lower the sails so I keep thinking keep your cool old boy or else you may end up on these rocks. We can already see the Koanui in Home Bay looking for us and it takes not long to get them alongside of us.

The whole episode may have taken 15 minutes and all the while we are directed by the Coastguard. In the meantime the helicopter is on standby and all sorts is organized. Behind me I hear Coastguard calling out for me but I have no time to answer the radio - Koanui II has done this for me. Some time later the Coastguard turns up to help Hilda to the Koanui II who is taking

Cont.

her to Mechanics Bay where an ambulance is waiting to take her to Hospital.

Five and half hours later I join her at the hospital where she looked much better and following a brief stay she returned home.

We would like to thank Coastguard and the crew of the Koanui II for their help

It is so good to know,

THERE IS SOMEONE OUT THERE!

Thanks from Hilda and Frans Van Schie

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JOKER NEWS

Never in the history of Joker 6.7 racing has the final result not been-known until the prizegiving. It was so close. After drizzle in the first two races the weather cleared with the wind fluctuating from 1 knot to 15 making the racing very tricky but also enthralling. In one of the stronger gusts Barry Kemp got "boomed" , went over the side but landed in the mainsheets - how he did exactly that is a mystery but apart from that he was relatively unhurt. Aperitif got a new crew next day. The original Joker 6.7 built 1979 was sailed by Don & Roy Woolerton & Jim Pascoe but their all up weight was not compensated by knowledge & their ages were not taken into consideration - pity!

Sugar Shack won the 6.7 trophy by an extremely slender margin from- Columbine & ResiVor while in the 820s, Dilution improved in the last few races(8 in all) with Keith Snell as crew to win from Aperitif.

The Ngaroto club did a great job both in hospitality & organising - it was a weekend to remember. C

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NOTICE OF RACE

HOOKS BAY REGATTA

DATE: Saturday 1st December 2018

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 0900 hrs advising the name of yacht and number of crew

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

COURSE: (refer to course 2 in the club handbook)

- Trailer Yachts – from the start line at Kawakawa Bay to Ruthe passage keeping Ponui Island to PORT-through the Waiheke Channel keeping Waiheke to PORT and Pakatoa to STB – to the finish line at Hooks Bay
- Keelers – From the start line at Pine Harbour - to the Motuihe Channel keeping Motuihe Island to STB and Browns Island to PORT – to the Rakino channel rounding Rakino Island to STB – to the finish line at Hooks Bay

RACE BRIEFING: Will be held at 0930 hours by VHF radio channel 77 where the race officer will advise of any changes to the course or racing instructions

START LINES:

TRAILER YACHTS: Between the start boat and a buoy outside the Kawakawa breakwater

KEELERS: Will be between the nominated start boat and the first starboard channel marker if you were entering the Pine Harbour marina entrance channel

FINISH LINE: KEELERS - the finish will be a line between Thumb Point and Gannet Rock and boats should record their own GPS time in hrs:mins:secs

TRAILER YACHTS - The first boat in should establish the finish line in Hooks Bay and advise the TY fleet on Ch 77, and record times of finishing yachts in hrs/mins/secs.

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

RACE OFFICERS:

Trailer Yacht: Jed Valling

Keelers: Nigel Lancaster

A BEACH GET TOGETHER WILL BE ANNOUNCED AT THE BEGINNING OF THE EVENT BUT MAY BE ALTERED FOLLOWING THE FINISH AFTER ALLOWANCE FOR TIDE AND WEATHER CONDITIONS.

THE CLUB BBQ WILL BE IN ATTENDANCE

Any yacht wanting to participate in the gathering but not the race is always welcome.





Skippers

A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Yacht Crew Available" Since they are without their crews, they decide to go in. The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, for crew, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor. The sign on the second floor reads, "All the crew here are experienced, smart but weak." Still, this isn't good enough, so the Skippers continue on up.

They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong." They still want to do better, and so, knowing there are still two floors left, they kept going. On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers get excited and are about to go in when they realize that there is still one floor left.

Wondering what they are missing, they head up to the fifth floor. There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"

