

BILGEWATER


November 2023



COMMITTEE DIRECTORY 2023-2024

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

Commodore's Comment

Labour weekend saw the squadron sailing programme off to a strong start. A steady south to SW breeze on the Saturday saw the trailer fleet race to Owhanake Bay on Waiheke, and the Keeler fleet race to Kawau island. For the keelboat (and catamaran) fleet we had a good turnout, which was particularly satisfying, given that in previous seasons we have struggled with numbers.

On the following weekend we had a brilliant open day at Hamilton Lake, to promote the squadron. Special mention to Flip and Anton and the huge effort they put in to set this up. Also, thanks to the members from far and wide, who

came down and supported this, by manning the BBQ and talking to interested people. We have a number of new member enquiries to follow up on.

On the following weekend (jeez we have a busy programme!!), the TY fleet raced the first round of the RTB (Round The Buoys) series. A small fleet competed, in what was a very competitive days sailing. From all accounts reported to me, the launch and retrieve from the Public ramp at KK Bay was not a problem. Everyone helped each other, so nobody should feel put off launching from this ramp.

I can report that our KK Bay compound is fully let for the season, with 46 boats on berths. Some of you are yet to bring your boats up, and we encourage you to do so, so as to participate in our squadron events. Also, a final reminder to the 3 members who are yet to return their old, and uplift their new, compound key. Let's take the responsibility of distribution of these away from Hugh Beecroft, and close this work off for the season.

My final comment is on the next Nog n Natter evening. There is no meeting in November, due to many of us being away at Great Barrier cruise week (or two). Therefore, our next Nog n Natter gathering will be the Christmas party on Tuesday 12th December. We are very lucky to have Tracy-Lee Perry and her ladies committee organising this event.

Upcoming Events

- Week of 11th – 19th November – Squadron cruise to Great Barrier Island
- Saturday 25th November – Passage series Regatta 2 – destination TBA at briefing. Keelboats and TY will converge at the same beach gathering destination.
- Saturday 9th December – Passage series Regatta 3 - destination TBA at briefing. Keelboats and TY will converge at the same beach gathering destination.
- Sunday 10th December – RTB series 2 for TY yachts – this will be a short race programme to be completed by 1200hrs
- Tuesday 12th December – Squadron Xmas party at Hamilton Yacht club



Christmas

**AT THE YACHT CLUB
TUESDAY 12 DECEMBER
6PM**

Please bring:

A \$5 Secret Santa Gift or \$5 Regift
Meat for the BBQ
A Salad or Dessert to share

Lets get into the Christmas Spirit
and wear something Christmasy.
(check out ideas at your local \$2 shop)

Gt Barrier Cruise 2023

A note of advice from Jim Pasco on this cruise

Our Gt Barrier Cruise this year is due to get underway on Saturday 11 November with all boats, that is trailer yachts and keelers, that are participating, launching and gathering during the course of the day at Chamberlains Bay Ponui Island.

Your cruise co-ordinator is Jim on Acushla who will be available on Ch 77 or mobile 021 143 1199.

If you are participating this year, please message me on the above number to confirm your intent any time before, so we have a feel for numbers.

Weather permitting, we plan to get underway at 0930 hrs on Sunday morning heading for The Broken Islands and entry to Port Fitzroy Gt Barrier Island. This is approximately 36 nm and you should allow for a full eight hours sailing, motor sailing if necessary to get in before dark.

If you are unfamiliar with the entrance to the Broken Islands from the south let me know so that we can arrange for your guidance.

Remember to listen in to Channel 77 at 0900 hrs and 1600 hrs for any Squadron messages as to the any planned activities for the day/evening.

Smoke House Bay now has a Pizza oven so bring some Pizzas with you for eats in the evening. As well as this, the bay has a hot water bathing facility for use by all that is heated by the back boiler outside the hut. This boiler does not light and fuel itself so if you use it then be prepared to gather fuel and keep it alight for the use of all of us. The same goes for the Pizza oven with lighting and fueling.

There are four BBQ pits available at the Bay for everybody to use where you can cook your catch of the day, or steaks or snags as you wish.

At the end of our stay, we want to be able to say that we left all the facilities in as good or better condition than when we arrived.

There are now no rubbish collection sites on Gt Barrier, so you are required to take away with you everything that you bring to the Island.

NOTICE OF RACE

Passage Series – Regatta 2 - Keeler and Trailer Yacht Divisions

DATE: Saturday 25 November 2023.

START TIME: 1000 hours for trailer yachts, 1030 hours for keelers.

RACING INSTRUCTIONS: Shall be in accordance with the “standard instructions for non-regatta races” except for those that are altered by these sailing instructions.

ENTRIES: To the Event Coordinator/race officer via VHF Channel 77 by 0930 hours for trailer yachts and 1000 hours for keelers, advising name of yacht and number of crew on board.

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

RACE BRIEFING: 0935 hours for trailer yachts and 1005 hours for keelers, by VHF radio channel 77 where the respective Event Coordinator/race officer will advise of any changes to the course or racing instructions.

COURSE: **Trailer Yachts** – To be advised via text and Facebook by Wednesday 22nd November, once weather outlook is known.

Note: refer to course descriptions in handbook for final details once advised.

Keelers – To be advised via text and Facebook by Wednesday 22nd November. Note: destination for beach gathering will be the same as the TY fleet.

START LINE: **Trailer Yachts** - Between the start boat and a position (i.e. moored boat or other marker) to be advised by the race officer.

Keelers - Will be off Pine Harbour, between the nominated start boat and the Dennis Rock cardinal mark to the northwest of Motukaraka Island.

FINISH LINE: **Trailer Yachts and Keelers** – To be advised at race briefing. Please record your own finish times in GPS time hrs/min/sec.

All skippers, to advise their respective race officer of their finish time at the completion of the race by Text (with VHF as a backup if your phone battery is dead).

DINGHIES: Allowance will be made for towing dinghies (trailer yacht open championship only.)

RACE OFFICERS: Trailer Yachts – Flip Rayner (021-354-773); Keelers – Murray Pearce (0274-951-223)

A beach gathering location will be advised on VHF Channel 77 at the race briefing and/or after the race.

Yachts wanting to cruise to the beach gathering, but not race, are most welcome to participate.

Race Report - Labour Weekend – TY Passage Race One

Most of the Squadron boats spent the Friday night on the west side of Pakihi Island with several boats showing up after dark. It was a still and peaceful evening.

We woke up with around 9 boats filling the bay. Suzie “burned” some data and watched the Rugby (Argentina v the All Blacks).

The race start was delayed to 11am “for an undetermined issue”. Luckily, these concerns were suddenly resolved when the Rugby finished.

It was decided that Course 4 was to be sailed. This was from Kawakawa Bay, up the Tamaki Strait, through Sergeants Chanel, to finish between the headlands of Owhanake Bay.

Anton Post, on Perpetual Motion, was the Race Officer of the day and did a sterling job!

On the start line we faced a light South Easterly, a cloudy sky and 4-6 knots of patchy breeze. 12 boats started the race, which is a solid turnout.

Suzie and Young Gem started first, and Young Gem took an early lead favoring the light conditions. Escargot was not far behind. I lost track of where everyone else started but it looked reasonably well timed by most.

With a steady but light wind gently encouraging us along from behind, spinnakers were quickly deployed. Peter Klinkhamer and Nicole Hancock (his crew for the weekend) flew Skywalker’s spinnaker for the first time. A great moment to do so with ideal conditions and club support.

As the boats started to clear Kawakawa Bay the wind began to shift to a reach. Spinnakers were very difficult to hold in these conditions and much of the fleet started to head down wind and away from our ideal course.

On Suzie we managed to carry out some inventive trimming adjustments to make our spinnaker work and Young Gem, who were 4 or 5 boat lengths ahead of us, dropped their symmetric sail, swopping it for an asymmetric. During the changeover we managed to overtake them and continued to make gains for the next hour or so while just managing to point in the right direction.

The fleet started to spread out with Young Gem being followed by Escargot and then the remaining boats.

In very light changeable conditions, several wind-shifts ensued. We changed from white sails to a spinnaker and back 5-6 times.

Within a mile from Park Point, except for Young Gem, we could hardly make out the trailing Squadron.



Looking back at the Fleet from Suzie



Andrew Jones Enjoying the Sunshine

Just when we felt we were masters of our own destiny we fell into a massive wind hole.

I was quietly frustrated. Should I sacrifice the extra weight of crew member Andrew Jones, who was on the Helm? He was looking relaxed, now basking in the sun with his, owner operated, fancy chair “contraption”.

I felt like I had run a marathon with all the sail changes. Perhaps I had just worn out my sails and myself for no benefit? Andrew commented that it was good practice after I put a spinnaker on sideways over the Winter Racing Series.

Gut wrenchingly the fleet slowly started to catch-up the leaders. A game of snakes and ladders was on! The rich were not getting richer. This added to fun of the race for the fleet. Greg and Julie were met with excitement from their 2 girls as Aperitif came within boat lengths of Escargot. Many others suddenly had hope and sailing battles commenced.

Fascinatingly, with no wind Suzie started to pick up speed to around a knot with the tide sucking us towards Sergeants Channel. Meanwhile, Young Gem

looked to be sailing angles, searching for boat speed, and potentially finding slightly more wind and tide.

And then... the tell-tails started fluttering. The bubble of water started to gurgle ever so slightly. Unexpectedly, the wind did not stop picking-up. 10 minutes later it was 15-20 knots and Suzie was getting her little “hum” that signifies 8 knots of boat speed (is she supposed to do that?). The sea state in the Channel suddenly became a mixture of a roiling swell with choppy waves mixed in. We were having fun!

From our perspective, the fleet disappeared behind Waiheke. Despite flirting with an attractive colored sail, it stayed in the bag.

Young Gem kept flying their “Kite”, bravely biting into our lead, and being seduced by speed. It looked like they had 2 quite hairy moments before a “flailing” drop. How terrible I thought... Suzie crossed the Line first, but we felt sure we would be overtaken on Handicap (by Young Gem at least).

Finishing the race was exciting with the dominating rock faces of Owhanake and the roar of a rolling swell surging against them.

Our fleet’s destination for the night was Oneroa Bay. Tucking our boats into the bay negated the swell, which I was highly skeptical about during the approach. Its slow rising and falling nature was comfortable.

Raft-ups then ensued. The largest consisted of Spyker a 40-footer and Perpetual Motion (a Farr 1020) along with most of the Waikato boats. This floating raft then formed the “Beach Gathering”.



The Beach Gathering Raft-Up in Oneroa Bay

PASSAGE RACE 1 TY HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time
1	Hold-On II	Bonito Aquarius	Mark Bang – Pip Edwards	3:53:00	07.60	2:57:05
2	Hue and Cry	Catalina 7	Luke and Phoebe Feldman	3:52:45	0.795	3:05:02
3	Young Gem	Young 6.0	Greg Morgan	3:36:50	0.860	3:06:29
4	Fantasia	Joker 820	Roger Bonnett	3:51:30	0.815	3:08:40
5	Taipan	Noelex 22	Glen & Karen McIntosh	3:54:00	0.811	3:09:46
6	Aperitif	Joker 820	Greg & Julie Reeve	3:51:40	0.824	3:10:54
7	Skywalker	Ross 780	Peter Klinkhamer	3:48:00	0.839	3:11:18
8	Suzie	Noelex 25	Chris Martin	3:31:05	0.933	3:16:56
9	Cortez	Davidson 2	Luke McGregor	4:01:00	0.845	3:23:39
10	Escargot	Gazelle Mk 2	Flip Rayner	3:44:33	0.907	3:23:40
11	Perpetual Motion	Farr 1020	Anton Post	3:49:13	0.945	3:36:37
12	Sugar Shack	Joker 6.7	Ian Scoltock	4:30:00	0.812	3:39:14



Hold-On II Powering Along

Hold-On II, a Bonito Aquarius, had an amazing first race and took out first place. What a result for them! Pip Edwards commented that the last part of the race had lived up to their boats name! Their second place in the Open category showing they could be a boat to watch this season.

Palpable excitement erupted from Luke and Phoebe Feldman on Hue and Cry with their 2nd place, also relatively new members. Young Gem showed some blistering pace and came in 3rd on Handicap and 1st in the open.

Some great prizes were on offer from Burnsco with a Waterproof Torch, Shackle Breaking Tool and a Head-Torch being selected.

PASSAGE RACE 1 TY 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	Young Gem	Young 6.0	Greg Morgan	N	3:36:50	0.792	2:51:44
2	Hold-On II	Bonito Aquarius	Mark Bang Pip Edwards	N	3:53:00	0.760	2:57:05
3	Suzie	Noalex 25	Chris Martin	N	3:31:05	0.845	2:58:22
4	Escargot	Gazelle MK	Flip Rayner	N	3:44:33	0.820	3:04:08

5	Hue and Cry	Catalina 7	Luke and Phoebe Feldman	N	3:52:45	0.795	3:05:02
6	Fantasia	Joker 820	Roger Bonnett	N	3:51:30	0.816	3:08:54
7	Aperitif	Joker 820	Greg & Julie Reeve	N	3:51:40	0.816	3:09:02
8	Taipan	Noelex 22	Glen & Karen McIntosh	N	3:54:00	0.811	3:09:46
9	Skywalker	Ross 780	Peter Klinkhamer	Y	3:48:00	0.896	3:24:17
10	Sugar Shack	Joker 6.7	Ian Scoltock	N	4:30:00	0.780	3:30:36

Note: Being a keeler, Cortez and Perpetual Motion are included in the Handicap result, but not the Open Championship.

As the sun was setting. Chris, Flip Rayner's brother, offered those that were interested a sunset sail on Spyker, the 40-footer. I went back to Suzie to cook dinner.

Much later Andrew Jones, who had taken this opportunity, emerged out of the darkness with a smile so big he was glowing in the dark. The experience left him exhilarated. So much so, that at first, I thought maybe they had forgone the sailing for rum drinking. The day was all about getting exposure to these kinds of experiences.

Ramping up Into the New Season

As I am sure we all know the Kawakawa Bay Boat Club ramp is closed temporarily so the pontoons at the site can be replaced with improved versions. The three existing pontoons have been well used by boaties over the years and are now at the end of their useful life span. The Boat Ramp closed on Monday 9 October. Auckland Council has now started the process of taking out the existing pontoons and installing the new ones.

This project is estimated to take approximately three months and it is expected to have the facility back open by mid-December, dependent on factors like the weather.

Once the new pontoons have been installed, they are expected to have a lifespan of at least 30 years. So, while an inconvenience, we will have a top facility for seasons to come.

During Labour Day Weekend the Squadron used the Public Boat Ramp. Launching on Friday night was very successful with the Ramp almost unused by other members of the Public. The ideal launching and retrieving times for bigger boats are at the higher part of each tide. I managed to launch Suzie with difficulty at mid tide but managed it – just. There is a jetty that can be used to tie up yachts at higher tide and this worked very well when retrieving. Gravel at the top of the Ramp can cause a loss of traction; however, several club members pulled their boats out with two-wheel drive by applying steady power. Some speed boat users did not adopt this approach and struggled.

Monday of Labour Day weekend was extremely busy, however 4 of our boats arrived at once and helped each other with great success.

So, pick your launch and retrieval windows to avoid the busy periods when possible. The Public Ramp is very usable and was the cornerstone of the Club for many years.

If the Public Ramp is holding you back, remember that Ramp is more scared of you than you are of it!



Retrieving after Labour Weekend



Flip Having No Problem with Escargot

Labour Weekend Sunday, Funday

The Sunday Fun Race was a real highlight. A group breakfast was held in the Oneroa Township while watching the Rugby followed by a gentle cruise down to Garden Cove for Lunch and then a short trip to the “Bottom End”.

We started the event with a hove two which was a great experience.



Hold on II and Escargot “playfully” Racing Down the Northern Coastline of Waiheke with Perpetual Motion Looking Good Under Sail

Garden Cove was very much a highlight with Anton Post breaking his rafting record with 8 boats! There was very much a feeling of togetherness, and a great deal of fun was had by all in an idyllic location.



A Moment of Magic as the Squadron Rafts up for Lunch in Garden Cove

Some Questions Worth Considering

Do you know how to heave to so that your boat is hove to?
Which side of the “rock” should you travel when entering Garden Cove?
Have you practiced a Man Overboard this season? A drill that is!

Death of a Spinnaker

Where do spinnakers go to die? They whisper to the hardened racer begging for deployment. They are beautiful but can suddenly be snarling, angry with a flapping roar. Sometimes they tangle unintelligibly around a forestay and drag a boat uncontrollably into the Firth of Thames. Spinnaker petulantly thinks Coromandel is a good idea. Naughty spinnaker – no! Too high to cut away and low enough to keep catching the wind with the remaining hourglass of material. Starting an engine and managing a broaching turn to windward leads the spinnaker to sacrifice itself into confetti. Did you know you can take a mast down at sea on Trailer Yacht to untangle these kinds on events? Just don’t drop your shackles into the water and ask for plenty of help.



Flip Rayner Being Assisted by Anton Post, as They Consider a Snarled Mess of a Spinnaker

Race Report – Keel boat fleet to Kawau Island

Briefing started at Pepperjacks at 0730 hrs watching the All Blacks v Pumas in the Rugby World Cup semi-final. That went well.

Four keelboats and one catamaran lined up at Dennis rock for an 1100hr start, in a light SW breeze. Audry and Ocean Lure got away well on PORT tack out to Motuihe, with Acushla going the other side on STB towards Waiheke, looking for more wind and better sailing angle to the Rakino passage. Southern Oracle and Royle Flush were the back markers up through the Sergeants Strait.

When we got to the Rakino passage it was a 2 fleet race with Audrey and Ocean Lure making the best decisions and clearing out from Acushla and

Royle Flush, who had a close race all the way to Kawau. Audrey pipped Ocean Lure for line honours by 10 secs, with Royle Flush taking third by 40 secs from Acushla. Acushla took out the handicap win.

A Note from the Commodore

We received this very eloquent letter of resignation from Barry and Jeanette Johnston, long time squadron members, past Commodores, and both very active administrators in their time. I want to share this with you and thank Barry and Jeanette for their long and active service.

Hello Greg,

I see our membership has come up while we were in Australia.

I think it is time for Jeanette and I to resign from the Squadron as it has been years since we were active sailors.

We joined in 1983, Jim Pasco was the Commodore and we had a 16ft Quicksilver, the fiberglass version of a Hartley 16. Three hours to get to Coromandel in a good breeze.

It was soon followed by a Farr 6000. and with 2 teenage sons we quickly grew out of Wizard.

In 1988 we launched a Joker 8.3, Trendsetter, and we sailed her for the next 15 years. To the Bay of Islands and back, we sailed around Great Barrier a couple of times and one time in January we weathered a cyclone at Port Fitzroy.

Both Jeanette and I served as Commodore, Jeanette has been one of the few women in the squadron in that position, and during my time I had the bad luck to have a major break in of the compound at KK Bay. The result was a considerable upgrade of security to the compound.

We have great memories of the get-togethers and BBQs on the beach after races to the Coromandel and Kawau Island and other closer anchorage.

Thanks to Joy Homewood, we did sail a bit more for the next 10 years on Bellatrix, and we enjoyed the extra space and not having to launch and retrieve Trendsetter.

We also had the opportunity to charter a 42ft keeler and sail the Whitsunday Islands, with our sons Craig and Miles. We sailed it out to Border Island and had some of the best snorkelling we have had anywhere.

We also spent 6 weeks in the Tongan Islands when Jeanette and I sailed Pied a Mer, Dave Booker's 15m Beneteau up through the islands from

Nuku'alofa to Vava'u. It was a challenge at times with just the two of us, as we had to helm the boat all the time.

It's now almost 10 years since we last sailed, and the memories are great, and I try to skip over the scary times as part of learning.

My thanks to the Squadron for the many great times we have had on the water.

Kind Regards

Barry and Jeanette

Our Squadron and Gulf Classic Sponsors



Also Sponsors of our 2023 Gulf Classic Auction

All proceeds went to the Mercury Bay Boating Club clubhouse relocation (cyclone recovery)

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