



# BILGEWATER

October 2018



Channel Island, Corvina on the way  
to Gt Barrier Island 2017



### Committee Members

**2018-2019**

<u>Committee Member</u>	<u>Portfolio</u>	<u>Phone Number</u>
Paul Weaver	Commodore	021 490 415
Jim Pascoe	Treasurer	07 855 6679
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

Dustin Wilson	Bilgewater production	027 807 3504
Dean Hermann	Safety tuition	07 859 2259
Dave Whitburn	Compound Manager	09 292 2073
Nigel Lancaster	Social Convener Nog and Natter	07 868 8661

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# Commodore's comment

The start of daylight savings signals the changing season and you can feel the difference almost immediately. The mornings are getting brighter, the evenings longer and the excitement to get back out on the water is palpable.

The early formalities of the sailing season are behind us now, with the committee having completed the key exchange, publication of the handbook and the creation of the events calendar through to 2019.

In other news, Nigel Lancaster has decided to step down from the committee and we accept his decision and wish him well.

I've heard the compound is still relatively empty so I assume, like myself, a lot of you are finalizing the winter maintenance tasks and preparing to make the journey back to Kawakawa Bay.

We have quite a number of new members joining us so I would ask everyone to keep any eye out at the compound, on the ramp or indeed on the water. Introduce yourselves and offer your assistance as it can make all the difference to someone's day.

The Keelers will be kicking off the season with the Kawau Island Race on the 20<sup>th</sup> of October and the Trailer Yachts will have the Seamanship training day on the 27<sup>th</sup> of October.

You can find information on these events in the handbook, but also as an 'event' on the Waikato Yacht Squadron Facebook page and we will also send out a Notice of Race (NOR) email prior to each event.

Ramp payments have been sent to KBBC so keep an eye on your mailbox for this year's stickers and vehicle passes. Remember these must be clearly displayed on the yacht, the trailer and the dashboard of your vehicle.

I look forward to seeing you all out on the water.

Paul Weaver.



## Summer beach activities with the squadron

Firstly, whilst I have decided to leave the committee I have agreed to continue to take an active part in promoting our post event beach activities. The intention as always is to have the club bbq brought ashore for communal cooking and this will be delivered by a number of keeler crews but in addition we want to run a promotion to get you ashore and be part of the beach gathering.

To this end there will be a draw of boat names of all those who are in attendance on the beach for a bottle of mid-range wine. This will involve all club race events (7) plus three non race weekends; The seamanship training weekend, New Year's Eve and the Fishing weekend.

As indicated the draw is for only those who are in attendance on the beach!!! So there will be a final draw of those ten names at the club prize giving where a \$100 Gift voucher will be up for grabs.

Nigel Lancaster



## Gt Barrier Cruise - November 2018

The annual cruise to Gt Barrier Island will shortly be on us for which you will need the following information.

The cruise period will be from 10th November to 18th November 2018 although some will look to travel before and return later dependant on the weather.

For those wishing to travel as a group the plan is to launch and assemble at North Harbour on the Saturday in readiness to set sail to Gt Barrier at 0900 hrs on Sunday morning 11th Nov. There is no formal activity scheduled for Saturday night although a beer on the beach or any boat to boat socialising is always welcome.

Channel 77 VHF will be in use prior to boats getting underway on Sunday morning and for any messages to the fleet prior to departure. Thereafter, channels 60 and 64 will be used for the day to day traffic. Any fleet messages during the week away will be made on VHF 77 at 0900 hrs and 1500 hrs daily as required.

Our destination for Sunday 11th will be to Tryphena Harbour - Mulberry Grove weather permitting. As this Bay faces SW it is susceptible to the prevailing SW wind and chop and is not always a comfortable anchorage. However, this is the initial plan for the night with breakfast in the morning at the local Mulberry Grove Hotel complex. Failing Tryphena then we would sail to Whangaparapara for the night.

Our eventual destination on Barrier is Smokehouse Bay and this will normally be accessed via the Broken Islands route though Man-O- War Passage. A lot of work has been done to the Smokehouse Bay facility over the year so many changes will be evident including the addition of a Pizza Oven so I'm told. Perhaps one or two pizza bases will be needed this time.

Port Fitzroy Boat Club is open and operating so we will try to have a collective meal there prior to our return back home, I will advise later on this. The store will be open as usual at Fitzroy for anything you run out of while on Barrier

Don't forget to take your fishing gear and bait as there are plenty of fish to be had here before the Christmas rush starts.

You can contact me on ACUSHLA on VHF or mobile phone 0211431199 if any assistance is required.

Jim Pascoe



## Hats and Hypothermia

Hypothermia is a sneaky hazard. It creeps up on people without notice; and since the symptoms include lethargy, clumsiness, confusion, and lack of co-ordination, the consequences for decision making or on deck-activity can be serious.

And wind and water increase the risk of hypothermia by accelerating cooling. Wind chill, which is where the wind removes heat from a surface, can be estimated from formulae like  $WC = 35.74 + 0.6215 \times T - 35.75 \times V^{0.16} + 0.4275 \times T \times V^{0.16}$ .

Even with a spreadsheet, that sort of calculation is enough to cause clumsiness, lethargy and confusion without ever leaving the dock.

In practice, say on a balmy spring day, at 13 °C in a 15 knot wind, wind chill will drop the effective temperature to 10 °C.

Add in the effect of evaporative cooling from spray, and the effective temperature will drop another two or three degrees. You may have left the dock in shorts and T shirt, but it will only take a few minutes to drop your core temperature into hypothermia territory.

The first obvious prevention is to wear windproof clothing. Cover up bare skin even you feel warm at first, as chilling may not be noticeable, especially if we are concentrating on sailing.

The cover up must include a hat, preferably a beanie or other design that covers the ears. A baseball cap might keep the sun out of your eyes, but leaves most of the head and face exposed.

Heat loss occurs from whatever part of the body is uncovered, so wearing a hat, will reduce the heat loss by up to 10%.

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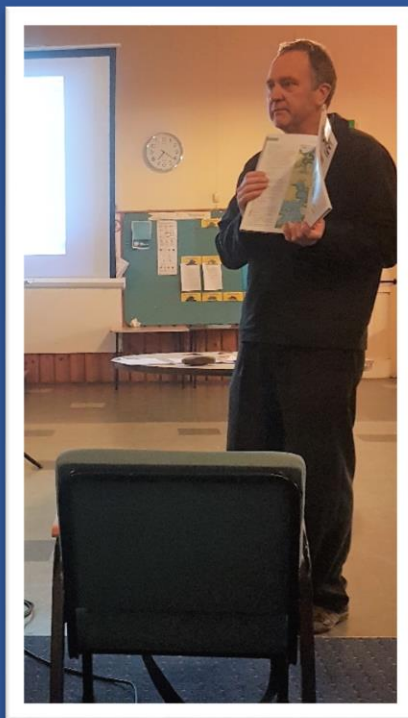
Nigel McCarter



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## Seamanship Safety Tuition

A big thank you to Dean for conducting the Seamanship Safety tuition for the new sailing season. It was a good refresher on safety and I'm sure we all learned something new.



**Some topics covered:**

**REMEMBER** – Before setting out for a sail, have a plan, check area charts, check weather - If in doubt, don't go out!!

### **1. Safety Checklist –**

#### **a. Check boat –**

Rigging and ropes, haul, engine (starting ok), batteries charged, petrol cans (clean and full), VHF and fixed aerial, anchor rope and chain - all in good working order.

**See checklist in Members Handbook**

**b. Useful equipment to have –**

Lifejackets – enough for all crew and passengers

Torch – with good batteries

Handheld VHF with waterproof pouch

First Aid Kit and Sunscreen lotion

Fire Extinguisher

Warm clothes – even in hot summer weather

Flares – Make sure you know how to use them before having to use them

Tools – Boltcutter, handsaw, shifting spanner, hammer.....

Knife – sharp

Bucket

Food and enough clean drinking water

Grab bag – A one bag to grab with all your mandatory safety and emergency gear in, in case of an emergency - **REMEMBER** to put bottle of water in as well.

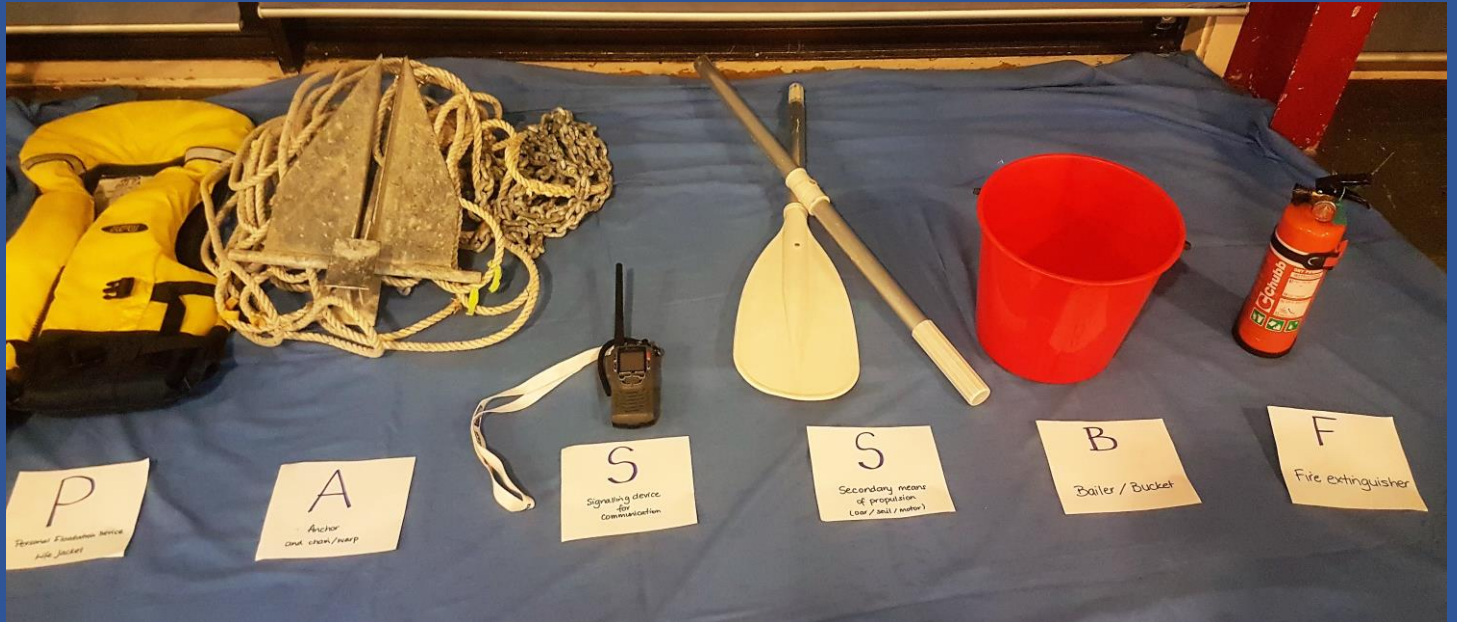
Rescue rope

Coastguard App and phone numbers



## REMEMBER – P A S S B F

<b>P</b> Personal Floating Device (lifejacket)	<b>A</b> Anchor and Chain	<b>S</b> Signalling Device (communication)	<b>S</b> Secondary means of propulsion (oar, sail, motor)	<b>B</b> Bailer/ Bucket	<b>F</b> Fire Extinguisher
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Thank you Nola

### 1. Update Charts

Charts gets updated from time to time and re-printed once a good number of updates where made.

Check your charts; make sure you have the newest version.

Visit [linz.govt.nz](http://linz.govt.nz)

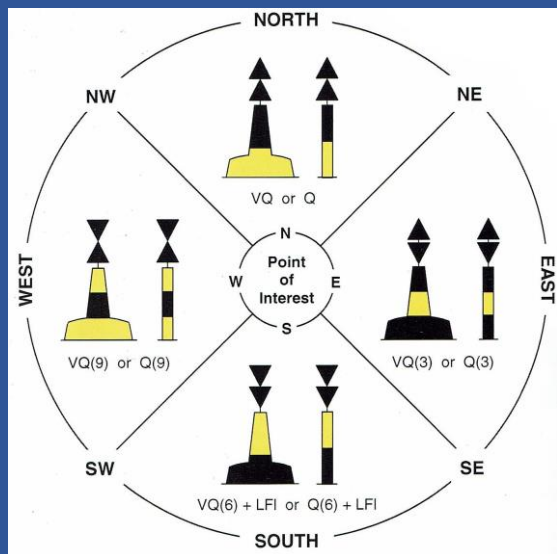
### 2. Chart Information

There are quite a lot of information given on a chart. Check it out and familiarised yourself with the information

#### a. Charted symbols

The position of all buoys and beacons are charted, the symbol on the chart being the same shape as the marker it presents. The chart will also indicate the marker's colour and, if fitted, its topmarks and characteristic light.

Below, example of some of the markers



**b. Other information**

Underwater cables are marked on the charts

Water depth on low tide and high tide

Way of current flow

Nature of seabed (mud, broken shell or sandy) – good to know when anchor

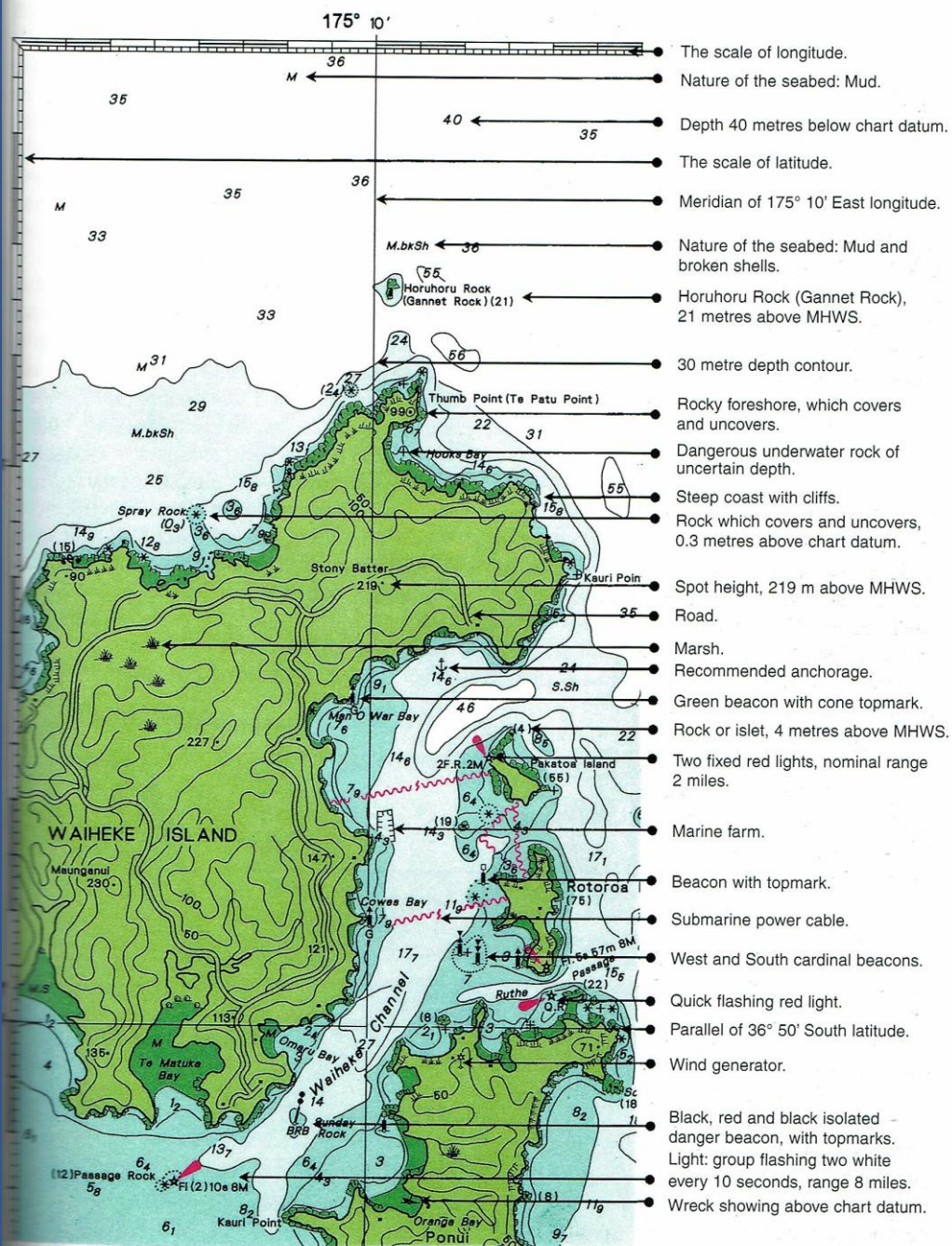
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## CHART SYMBOLS AND ABBREVIATIONS



NOT TO BE USED FOR NAVIGATION

## 2. Anchorage

A few things to take in account when selecting an anchorage

### a. Check weather forecast

Check the wind directions for anchor period

### b. Tide times

### c. Check charts

Type of seabed (muddy, broken shells, sandy)

Water depth on high and low tide

Check if not prohibited anchor spot.

Check for underwater cables

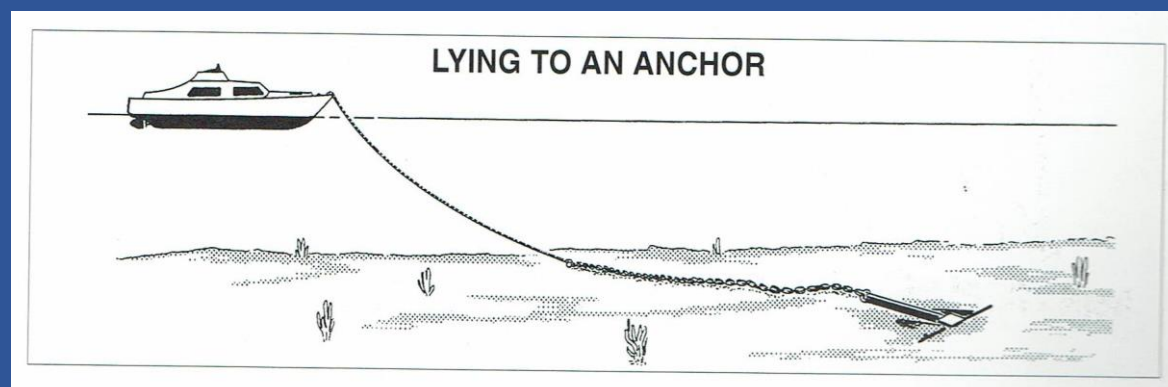
### d. Have a plan in case conditions change

**REMEMBER** - When anchored, make sure there is enough space between your boat and surrounding boats.

## 3. Lying To An Anchor

An anchor will dig itself into the seabed as long as the pull on the anchor line is kept as close to the horizontal as possible. Any vertical pull may lift the shank and break the anchor out.

A length of chain is essential. It is important to have the correct length chain and rope.



### Suggested chain and rope length to boat length

Boat length	Chain pennant		Anchor rope	
	Size	Length	Size*	Length
Up to 5 metres	6 mm	3 m	8 mm	50 - 75 m
5 - 8 metres	6 mm	6 m	10 mm	75 - 100 m
8 - 14 metres	9 mm	10m	12 mm	100 - 125 m
Over 14 metres	12 mm	Equal to the boat's length	16 mm	100 - 125 m

\* Rope sizes are for nylon line

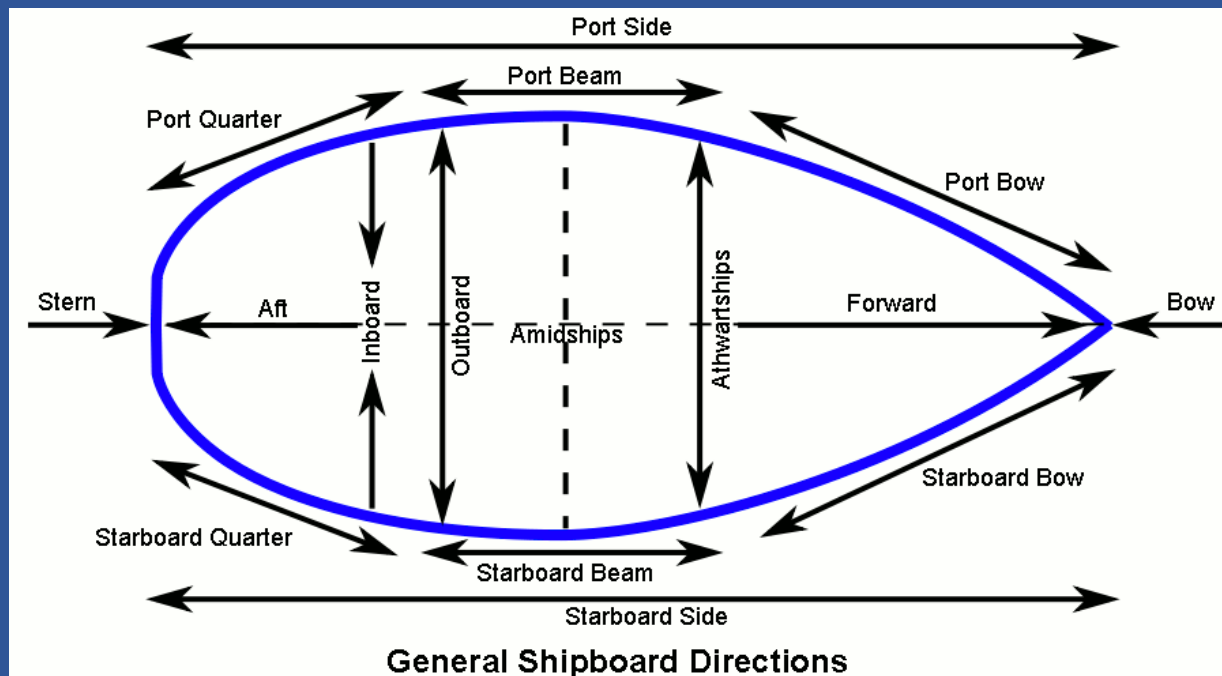
#### 4. General shipboard Directions

**Port** (left) **red**

**Starboard** (right) **green**.

##### **REMEMBER -**

The phrase is a reminder in two basic ways: Side: When on deck and facing the front of the ship, the "port" side is always to the left, just as after dinner port wine is always traditionally passed around the table to the left.



#### 5. Give Way Rules

**REMEMBER – Be early, Be bold, Be wise**

**a. REMEMBER – P O W - Give way when :**

**P**

**Wind comes over port side**

**O**

**Overtaking another boat**

**W**

**Windward**

**The Stand-on Vessel**

It is your duty to stand on, you must maintain your course and speed. This is to allow the other vessel to properly assess the situation and decide on the best action to take to keep clear of you. It cannot do this if you alter your own course or speed.

If the other vessel does not appear to be taking sufficient avoiding action, you must immediately indicate your doubt and concern by sounding at least five short and rapid blasts on the horn.

As soon as it becomes apparent that the other vessel is not complying with the Rules, you may then take avoiding action yourself.

**b. How to determine if you on a collision course**

Keep an eye on a part of your boat, aligned with the a part on the other boat. If the part on your boat stays aligned with the part on the other boat you may possibly collide.

**c. In case of a possible head-on, turn your boat to the right side.**

## 6. VHF Channels

Emergency channel - 16

General call channels – 60, 64

On the day race event channel, only for duration of race - 77

For boat to boat chat/conversation - 6, 8

(Call other boat on 60, 64 and suggest channel 6 or 8)

### REMEMBER –

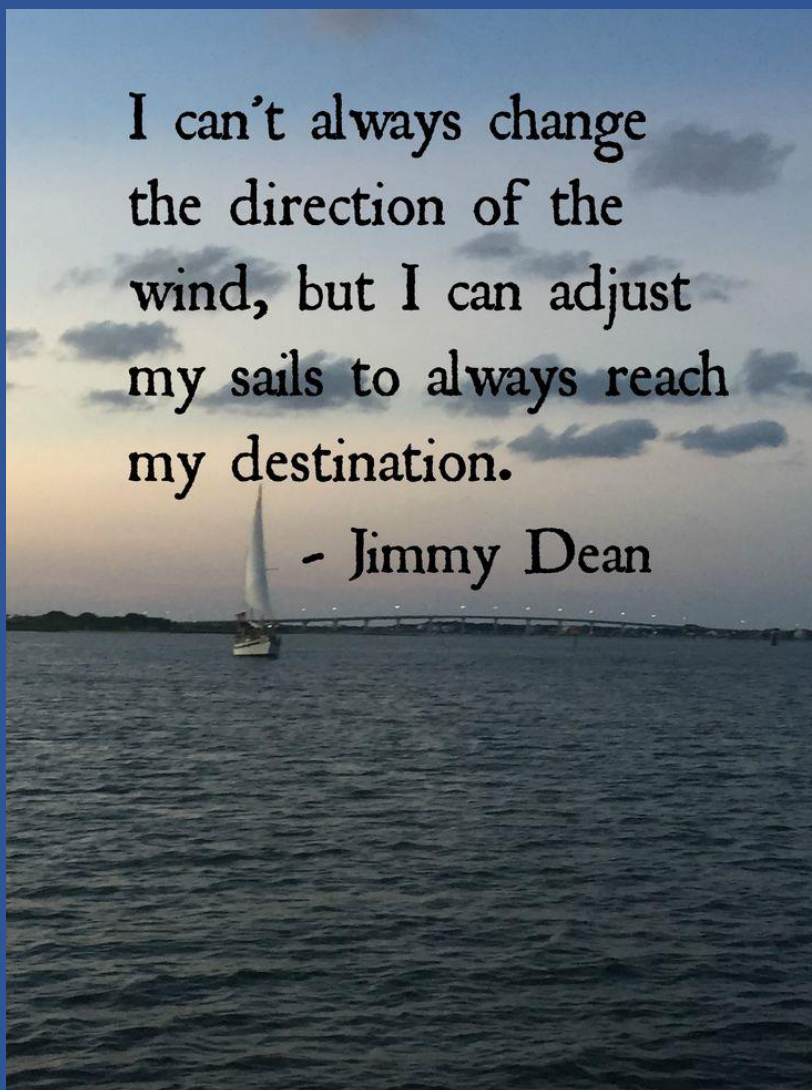
If possible, set your VHF to scan between channel 16 and 60 and/or 64

May you all have a fantastic safe sailing season.

Lizette Moller

I can't always change  
the direction of the  
wind, but I can adjust  
my sails to always reach  
my destination.

- Jimmy Dean





Where is this?

Sent in By Dustin.

Send in your "where is" picture



Last months: The bays at Hautapu point.

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## Upcoming events

- Saturday/Sunday 20<sup>th</sup>-21<sup>st</sup> October: Kawau Island Regatta - Keeler division. Pine harbour to Mansion house bay. Club championship points. Don Woolerton.
- Saturday/Sunday 27<sup>th</sup>-28<sup>th</sup> October: Seamanship & safety training day – Trailer yachts. Be in the water off Kawakawa bay ramp @ 1100 and listen to CH77 for Dean's instruction. Dean Hermann.
- Saturday/Sunday 3<sup>rd</sup>-4<sup>th</sup> November: Ladies sail training weekend aboard big boat keelers. Joe Homewood, Sheryl Pearce.
- Sunday 11<sup>th</sup> November: Great Barrier Cruise for TY and Keeler. Jim Pascoe.



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# Water Safety Community Forum

5.30pm – 7pm  
25-31 October 2018



Hamilton, Te Kuiti, Taupo, Ngaaruawahia, Thames

You are invited to attend an evening water safety community forum hosted by Water Safety New Zealand and Sport Waikato. Water Safety New Zealand is currently partnering with Sport Waikato to facilitate the development of a Waikato Regional Water Safety Strategy.

Reducing preventable drownings in the Waikato is a key objective of Water Safety New Zealand. Growing participation in all forms of sport, recreation and physical activity, including aquatic sports like swimming, is a priority for Sport Waikato. Because of your interest in water-based recreation or water safety activity, we would like you to contribute to the discussion about drowning prevention in the region.

This strategy needs your support and involvement, because local people know best what needs to happen to help reduce drowning injuries and fatalities in the Waikato. Five similar events will be held across the region. Each will take approximately two to two and a half hours, with light refreshments provided. You are invited to attend any one of these complimentary events.

## Hamilton

Thursday 25 October, 5pm to 7.30pm

Sport Waikato, Brian Perry Sports House, Akoranga Drive, Hamilton

## Te Kuiti

Friday 26 October, 5pm to 7.30pm

Te Kuiti High School Pavilion, 21 Hospital Road, Te Kuiti

## Taupo

Monday 29 October, 5pm – 7.30pm

Taupo Events Centre, 26 AC Baths Avenue, Taupo

## Ngaaruawahia

Tuesday 30 October, 5pm – 7.30pm

Waikato District Council, Ngaaruawahia Office, 15 Galileo Street, Ngaaruawahia

## Thames

Wednesday 31 October, 5pm – 7.30pm

Jack McLean Events Centre, Thames High School, 707-799 Rolleston Street, Thames



## Ladies Sail Training Weekend

Saturday 3rd – Sunday 4th November

Interested in a ladies only weekend sailing – on big boat keelers ??

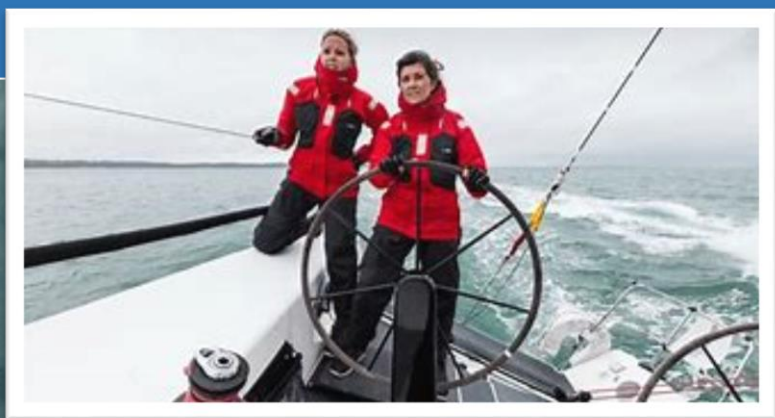
Throw in a bevy of YachtingNZ supplied lady coaches/Olympic sailors and your confidence on the water may be unstoppable. New boats may need to be ordered!!

The plan is to gather at Pine Harbour on the Saturday for a weekend sailing on some of our keeler fleet based there. You will go out Saturday and with your coach, learn or practice some sailing tactics and skills. Overnight may be on the marina for an evening of food, wine, and good company or maybe find an anchorage over Waiheke way for the same.

On Sunday you may go out sailing to practice what was learnt on Saturday.

Can we have expressions of interest from our lady member's so we know numbers for weekend planning.

Please contact Joy Homewood on phone/txt 021 165 3566; email [bellatrix057@gmail.com](mailto:bellatrix057@gmail.com) ; or Sheryl Pearce on phone/txt 0274 951 223; email [mpearce613@gmail.com](mailto:mpearce613@gmail.com) or click the "interested" button on the squadron Facebook site.



## Nog and Natter

Tuesday 23<sup>rd</sup> October 730PM

Club member Rowland Spirig, who has had many years lecturing in Engineering and Coastguard courses at Waikato Tech will talk about the various Coastguard education courses. Day Skipper, Boatmaster, Diesel Engine maintenance, VHF, Yacht master coastal and ocean are all part of the list of courses available. So depending on your own boating expectations some of these could be an essential part of our sea going learning and you need to be there.



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EDUCATION



## Nog and Natter

Tuesday 27<sup>th</sup> November 730PM

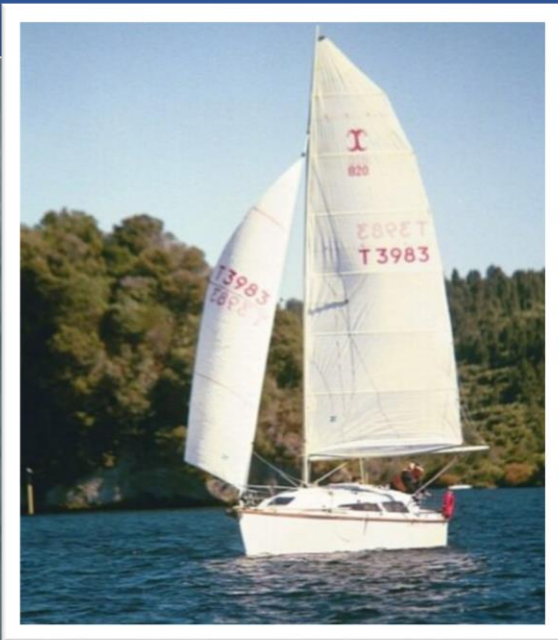
No information available on Novembers Nog and Natter. Let's say it's a mystery to keep it exciting...



## 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.



# Waikato Yacht Squadron

## Seamanship and Safety Training Day – Trailer Yachts

27 October 2018

### **Purpose**

The purpose of the day is to provide an opportunity for members to practice some sailing and safety techniques and to share knowledge and experiences. This document is intended only as a guide for anyone who may be uncertain of ways to undertake the exercises planned for the day. Each skipper should try out various ways to safely undertake manoeuvres. Contact me (Dean Herrmann) on Ch77 or 0274 374 001 with any queries.

### **Preparation**

We will start off at 11h00 in the bay just off the boat ramp at Kawakawa Bay. This large area is relatively shallow making anchoring easy, yet providing adequate depth for trailer boats to manoeuvre safely.

Set your VHF to Low Power and Ch77 and keep a listen-out on that channel. I will make a call at 10h30 to see who is intending to participate.

Check that all on board have a lifejacket.

### **Anchoring Under Sail**

After making sure that you are well clear of other vessels select which sails will be used for the exercise (possibly the mainsail to keep the foredeck clear to handle the anchor). Select the position where you want to drop the anchor.

Approach the position close hauled, as you reach the spot turn head to wind and when the boat stops, release the mainsheet (so the sail does not fill with wind), lower the anchor and pay out the rode to the required length, letting the boat slide backwards. Steer in a straight line if possible, noting the response to the rudder. Once anchored, lower your mainsail.

### **Sailing off the Anchor**

Raise the mainsail with the mainsheet released. It is much easier if the boat remains head to wind. Raise the anchor, as it comes free (or is stowed) turn the boat on to the preferred tack (backing the sail if required) and sail away.

### **Sail Under Mainsail Only**

Note how the boat handles under mainsail only, try tacking, reaching and running before the wind, feel how much control you have.

We will sail off together towards the Tamaki Straight (use both sails) – destination to be announced on the day (on Ch77) and will depend on weather conditions. On the way we will practice the following.

## Heaving - To

Heaving-to is the practice of putting your boat in such a position relative to the wind that it stops moving forward and sits facing some 45-55 degrees from the wind, without any further inputs from the crew. When hove-to even in rough water the boat sits quietly which allows the crew to undertake tasks other than sailing the boat.

Most boats will heave-to in some manner, although with some high performance boats it can be a struggle. Boats with long thin keels in particular don't heave-to well, whereas full keel yachts tend to heave-to easily. There is no one configuration of sails and rudder that works for all boats, but if you don't have a particular method the following may work.

- Make sure the mainsail and headsail are reefed appropriately for the conditions. Have your keel fully down.
- Sail close hauled on one tack with the headsail sheeted in hard and the sheet cleated.
- Pull the mainsheet in tightly with the traveller centred. Cleat the mainsheet.
- Move the tiller to tack the boat so the bow goes through the wind. Don't adjust the sheets.
- Using the tiller hold the boat about 30 degrees to the wind on the new tack until the boat loses all forward speed.
- The cleated headsail will fill with wind from the 'wrong' side and will push the bow further in the downwind direction. Counteract this with the rudder.
- You will soon find the rudder position that balances the force of the backed headsail and the boat will lie relatively calmly about 50 degrees to the wind. Tie off the tiller in this position. You will have the headsail turning the boat downwind and the rudder trying to turn the boat towards the wind.

Experiment with different combinations of tiller, traveller and sail. Some boats heave-to better under mainsail only. A true 'heave-to' has the boat making no forward speed, while sliding sideways downwind, leaving a slick in the water upwind of the hull. Many boats will however creep forward slowly which is known as 'fore-reaching'.

To start sailing again, simply release the headsail sheet and pull it in on the other (correct) side, ease the mainsheet and centralise the rudder.

## Man Overboard

This is probably the most important exercise and it is important to be confident in the actions you will take in the event that someone falls overboard from your boat or you are assisting in the rescue of someone in the water. A person in the water is very hard to see, particularly when the sea is rough and it is vital to take action immediately. To simulate a person in the water use a fender with its rope tied in a loop to each end or a horseshoe buoy with its retaining strap closed to form a loop. Have a boat hook ready.

Throw the fender overboard. The first action on seeing a person go overboard must be to shout 'Man Overboard' and to assign someone (if you have crew) to point at the person (fender) and never take their eyes from that person. Press the MOB button on your GPS if you have one.

There are a number of suggested ways to turn your boat to track back to the person in the water. You will find a guide if you click [here](#) or I recommend that you have a look at pages 98, 99 and 100 in 'Safety in Small Craft' by Mike Scanlan. Although there are methods such as the Williamson Turn and the Scharnow Turn to help a skipper turn his boat and get it travelling back along the same path as it came, for the exercise we will use the Single Turn method which is used for immediate action after a person falls in the water.

To do this, put the rudder hard over to turn to the downwind side of the boat (beware of the gybe, so control the boom with the mainsheet as you do so). To help remember this, think of it as turning towards the side your mainsail is on. After turning through more than 180 degrees centralise the rudder and then turn as necessary to bring the boat head to wind alongside the fender. The most important thing is to turn your boat back to the person in the water and approach them in an upwind direction so that the vessel loses its speed, allowing recovery by throwing a rope or bringing the boat alongside the person so they can get on board. For the purpose of the exercise, bring the boat up to the fender and bring it aboard with the boathook. This may be more difficult than expected.

On completion of this exercise we will sail to a selected bay (will be announced on Ch77) and anchor for the night. Once the last boat is anchored we will monitor VHF Ch16. The intention is to have a social gathering on the beach in the late afternoon with a debrief of the day's exercises. The barbeque will not be used on this event. Please note that while we will use Ch77 for the event, if you want to talk in any detail (before we are anchored), call the other boat on Ch77 (low power) and ask them to go to Ch06 or Ch08.

If anyone has any concerns or would like specific help with any aspect, please contact me.

Dean

0274 374 001



# NOTICE OF RACE

## KAWAU ISLAND - Keeler Division

**DATE:** Saturday 20th October 2018

**START TIME:** 1000 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing instructions in the club handbook.

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

**ENTRIES:** To the race co-ordinator by VHF channel 77 by 0900 hours advising name of yacht and number of person on board.

**DIVISIONS:** The race will consist of one keeler division.

**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

**COURSE:** From the start line outside Pine Harbour, to a finish line off Martello Rock, Kawau Island. There are no fairway marks. The course is designated Course 1 in the club sailing programme and shown in the handbook.

**START LINE:** 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:** A line between Martello Rock and the Haystack outcrop before the west end of Mansion House Bay, Kawau Island. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yacht finishing 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:** No dinghy allowance will be made

**RACE OFFICER:** Don Woolerton - Ocean Lure

**An evening get together followed by dinner at the Kawau Island Boat Club for all skipper and crew, gathering from 1800hrs (subject to any race officer amended instruction)**

**Any yacht wanting to participate in the gathering but not the race are welcome.**

## Different Drummer Offshore 2018

Newsletter 4    New Potatoes



Tonga is sometimes described as three island groups, sometimes four. The fourth group is the Niua, comprising Niuatoputapu, Niuafuou, and some small islands. Cruisers call Niuatoputapu 'New Potatoes' as a rather rough and lazy effort at the pronunciation.

We arrived from the Vavaus mid afternoon. Sailing was initially good with a SW wind but it went S and got soft in behind us giving that frustrating sailing with sails flapping as we rolled. We polled out the Yankee for a while until the wind dropped more and we needed to motorsail the last six hours to arrive in good light.

As we came round the top of Niuatoputapu we caught a giant trevally, the first fish since the Haapais. Then the highlight of our trip. Immediately in front there were two whales moving slowly directly in our path. I did not change course, and neither did they. In the end I blinked first when they were only a boat length away. Then we noticed the third whale, a tiny calf swimming alongside its mother.



walk in the heat.

Entry into the lagoon was well marked and there were three other yachts, all French, in the anchorage. I went ashore the next day with the fold up bike and cycled down to the customs office at Vaipoa for the internal clearance - about 10 mins on a 'sealed' road saving a 1 hour return



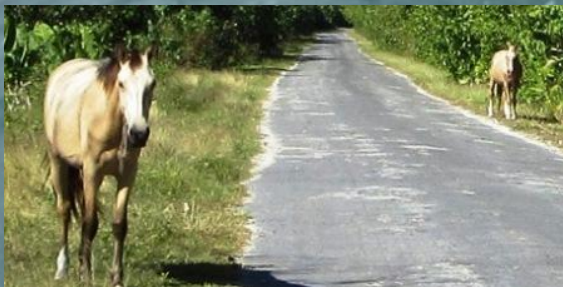
more, all dressed up in traditional costume including paint and oil and did their dancing. No sooner had each group started dancing than the mothers rushed out and showered the kids with \$2 notes, and often danced with them.

We were invited by one of the French boats who had in turn been invited by someone ashore to come to the primary school children's traditional island dancing displays in the local hall. We waited an hour while multiple problems with the very untraditional sound system were overcome, and then the children came out in groups of one to ten or

The women were all dressed up, make up and all, and most were enjoying it more than the kids. The men arrived late, in their working clothes, sat in a group at the back of the hall, drank kava and smoked weed! It seemed the whole point of the day was a fund raiser for the school.



There is some good coral on the outer reef and we took the dinghy put to a spot we had selected near the entrance for snorkelling. There were some vibrant corals and plenty of fish around.



I took the bike ashore again and did a cycle around the island. The road around the weather side was not much more than a four wheel drive track and the football size boulders, the odd coconut, horse droppings and fallen branches presented some challenges to the little bike's 12 inch wheels. Being Sunday there were few people around and I saw more horses than people.

We had stayed five days and left early the following day for Pago Pago.

Phil, with Craig and Jimmy

