

BILGEWATER

October 2023




Go sailing with Anton and Flip and this will probably be your anchorage system – rafted up for a great social experience!!



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

Commodore's Comment

Well, the news of the month is the decision by Auckland Council requesting KawaKawa Bay Boating Club to close the pontoon launching ramps, for long overdue maintenance work. George Couldrey, Commodore KKBC, rang me with this news and expressed their disappointment that this has to happen at the start of the boating/sailing season. Apparently, this work has been in the planning pipeline for some time, could have been done in the winter off season, but unfortunately contractors are available now, so it is going ahead.

We will all need to use the public launching ramp, and I stress to you all that this is a manageable ramp for TY launching, albeit a little more tide dependant. For our club events we propose to organise group launching times, and for retrievals, ensure that we have groups of boats/skippers that can assist each other at the ramp. Flip and his team of race officers will be pro active in coordinating this with both Facebook post and direct text to your mobile phone. Remember, we are a squadron of helpers so don't be afraid to ask for assistance.

My final comment is the offer members who have paid KKBC for ramp launching fee and being offered a refund of \$50. You all have been contacted direct by KKBC, and I urge you to take up their offer of a cash refund or credit towards next season fee.

Upcoming Events

- 21st October – Labour weekend – Kawau passage race/cruise for Keeler fleet; Rocky Bay passage race/cruise for Trailer Yacht and 'have a go' event on the Sunday
- Tuesday 24th October - Nog n natter – Knots and Splice instruction

- Saturday 28th October – Open day at Hamilton lake to promote Trailer yachting and the Squadron
- Saturday 4th November – 1st round of the short course RTB race series
- Week of 11th – 19th November – Squadron cruise to Great Barrier Island

October NOG n NATTER

Date: Tuesday 24th, from 7.30 pm.

Venue: The usual place – Hamilton Yacht Club

Topics: A presentation/ instruction evening by Alan MacDonald on marine knots and splicing

Squadron Open day – Saturday 28th October 10.30am to 3.00pm

We are doing a public presentation on our Squadron and Trailer Yacht sailing at Hamilton Lake, next to the clubhouse. We will have 3 trailer yachts there with one moored at the Yacht Club jetty. Flip and Anton are the lead organiser's of this initiative, and we would like some wider membership assistance. At next weeks Nog n natter we would like volunteers to register to spend some time on the day manning the site. All you will need to assist with is the BBQ sausage sizzle, and talk to interested people.

NOTICE OF RACE

KAWAU ISLAND - Keeler Division

DATE: Saturday 21st October 2023.

START TIME: 1030 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing Instructions in the Squadron's publication entitled "Sailing with the Waikato Yacht Squadron" (i.e. the white handbook).

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 by VHF channel 77 by 1000 hours advising name of yacht and number of crew on board.

DIVISIONS: The race will consist of one keeler division.

RACE BRIEFING: Will be held at 1005 hours by VHF radio channel 77 where the Event Coordinator will advise of any changes to the course or racing instructions.

COURSE: From the start line at Pine Harbour - through Sergeants Channel – then through the Rakino Channel keeping Rakino Island to STARBOARD - to a finish line off Martello Rock, Kawau Island. The course is designated Course 1 in the Squadron's sailing programme and shown in the handbook.

START LINE: Will be off Pine Harbour, between the nominated start boat and the cardinal mark to the northwest of Motukaraka Island.

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 yachts finishing immediately in front and behind them. They should then advise the Event Coordinator of their finish time after the Event Coordinator has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

DINGHIES: No dinghy allowance will be made.

EVENT COORDINATOR: Jim Pasco - Acushla

There will be an evening get-together followed by dinner at the Kawau Boating Club for all skippers and crew, gathering from 1730 hours (subject to any Event Coordinator amended instructions).

Any yachts wanting to participate in the get-together, but not the race, are most welcome.

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.

Gybing That Main – Nigel provided this very good backup article to his excellent Nog n natter presentation on this subject.

To gybe or not to gybe.....that is so often the question.

For many people gybing will simply be slowly changing direction until the wind gets behind the main and “crash-bang” it’s all over rover. It is, but the consequences of getting that sequence wrong and not controlling things can be devastating, particularly in 25kts or more of wind. Gear damage, and personal injury are very likely if one does not keep control of the main boom and sail. Once the wind gets behind the sail as one gybes and the whole sail and boom starts the short travel across the boat it will be extremely hard to control things! “crash” is an apt word to describe the gybe. The most likely damage is the mainsheet attachment to the boom parting company, damage to the traveller and purchase system or the boom simply breaking or simply a massive roundup and your crew scrambles to hang on.

Many boats may in fact sail with a preventer to the boom on the leeward side of the boat, when sailing flat off for a long spell simply to prevent an accidental gybe, when running down a big sea and sailing by the lee inadvertently. When next on your boat stand in your cockpit and lift up your boom and consider the weight? And consider this boom and sail filled with wind sweeping across the cockpit unimpeded!

“So reefing your sails should become second nature, when it’s time you go and do it without any drama, because handling your boat will be so much easier and carrying out the next task will be much easier with smaller sails. My pet saying is less is more> you could well find less sail is more speed and a more controlled gybe”.

There are times in light to moderate winds when you may complete a controlled gybe where you haul in on the mainsheet so the boom is 2/3rds or more in and you can allow the boom to cross the boat and you absorb much of the inertia by allowing the mainsheet to run out. Don’t lock the mainsheet in the cleat, hold it & be ready to let the mainsheet run out. Still imperative to have a tight kicker.

So, the first question one might ask if the wind is getting strong and only the skipper can be that judge, should we not simply round up and tack. There may be a big swell running, have we room to round up, what are you rounding, an island or a race mark, what is around you that you should consider, other boats and where on the swell should I gybe? You may be conscious of the apparent wind blowing past you but what is the true wind speed? The big issue I find is this; as you round up you come broadside to the wind and the swell, still hauling

in on the mainsheet to keep up the momentum; up thru the eye of the wind and a bear away being careful of others around. Clearly speed is of the essence both from the issue of boat speed as well as the execution; you don't want to end up in irons due to a slow round up.

We have gybed in a controlled manner 100's of times safely on our Joker 820, (the 820 has a big main with a large roach & will need controlling) and continue to do so on our current and much bigger yacht.>>> *It is essential that the kicker is hauled in tight & the traveller is locked amidships, I begin to haul in on the main sheet, as we slowly bear away. End result finally? The main is centred & the mainsheet is tight and all the power has gone from the main, the wind is flowing down both sides of the flat sail and the boat continues its slow turn. You realise the change of wind on the sail & release the main sheet and out goes the sail on the other side and I "ease" the traveller down to the side. (Ease out, such a simple phrase)*<<<<< That whole process may only take a few minutes but in fact the final stage, a few seconds, just a pause but sufficient time to depower the main and take the inertia out of the whole setup. The only issue that can cause concern is the snag or tangle in the main sheet as I ease it thru the gybe but one will become accustomed to the fact that you are easing the main out, NOT trying to stop the sail & boom as it travels across, just consider that fact. So, what about single handed sailing, this effects a good number>>> sail either with tiller between your legs, this is difficult but doable and hauling in on mainsheet & then keeping control of direction. Or with a tiller pilot and let "Robert" do the steering. Consider this: you're almost at a committal stage, almost dead downwind and you hit the 10deg button once & then again and the boat slowly comes around. You might actually find the tiller pilot idea preferable with two up, one on mainsheet & one on controls.

Remember this is a theory lesson in gybing, each and every boat and crew will probably act differently but what we are trying avoid is the "crash bang" effect. So, what I recommend is to test the process on your yacht in lighter conditions, say 10-12 kts and get the "hang" of the procedure, and also to experience the feeling of the power coming off the sail when the boom is centred. You may in fact sail directly downwind with the main centred and you're simply sailing on the jib. Remember!!!! tight kicker & tight mainsheet. When you begin to ease the mainsheet there may be pressure but no inertia of the boom swinging through the arc.

To be quite frank.....I wouldn't have it any other way!!!

But I have to say!! That I am still very cautious every time I do it.

Nigel Lancaster..

INNER HAURAKI SHAKEDOWN CRUISE – 4-8 OCTOBER 2023

The first cruise of the season was a low-key opportunity to spend a few days on the water together, and to ensure that, after a long winter, everything on-board is ready and working.

After a frosty start in Hamilton, *Perpetual Motion* loaded up at Panmure on Wednesday. Aided by a midday high tide, we soon embarked on the hour-long motor up the estuary, towing Flip's sailing dinghy *Bloodshot*, as well as a regular inflatable runabout. The entire family was out for this trip, including grandad visiting from Christchurch.

Almost like clockwork, we met up with Ian sailing *Sugar Shack* out of Half Moon Bay, then in tandem we cruised in a nice light south-westerly breeze down towards Passage Rock. Once or twice we unexpectedly lost wind, but no motor was required. We entered the Channel and to our Chamberlain's Bay rendezvous.



Beautiful day at Men's Bay



For the first night we were joined by Roger on *Fantasia*, Harry, Tim, Mackie and Hadley on *Melody*, and after bed, a quiet entry by Flip on *Escargot*.

Thursday morning, we ducked round the corner to Men's Bay, where some of us enjoyed the beach and crystal clear waters, and others went on a walk to the sculpture, encountering takahe, pukeko and other birdlife.



Lion New Zealand

After enjoying some lunch and a beer, we just in time rescued *Melody* from being stranded by the falling tide, and pushed on to Hook's Bay for the night, aided again by a nice steady breeze. *Lion New Zealand* came sailing past in the opposite direction, looking good.

At Hook's Bay we were joined by Andrew and Anne on *Portfolio*. Despite the south westerly, Hook's Bay had a slight roll overnight, but nothing to prevent us having another good night's sleep.

We awoke to overcast conditions, with some drizzly showers evident in the distance. Sea state was very calm for the north side of Waiheke, and it seemed like a perfect day to head round to Oneroa. *Perpetual Motion* motored well round Thumb Point, then, close-hauled we were able to get almost to the outskirts of Oneroa Bay on a single tack. It was an easy 5.5-6.5 kts most of the way, although the wind seemed to have died off a little for those behind us.

The afternoon in Oneroa turned into a stunner. With Luke, Laura, Sophia and Josh joining us on *Cortez*, our 7-yacht fleet was finally complete.

Although the water was a borderline 16 degrees, many decided that today was the day for a first swim of the season. Some learned to row, and others tried their hand at sailing *Bloodshot*. The less energetic sat and



Swims, beer and sunshine

socialised over a beer on our six-vessel raft. Overall a fantastic vibe with three young families and everybody having a good time.

Later some of us changed it up a little, and wandered up to one of Oneroa's pubs, where we could socialise over a beer, looking down on our boats instead!

Tucked up on the far west of the bay, we were well prepared for the forecast overnight shift to a north-westerly, and enjoyed a lovely calm night's sleep. On Saturday morning there was just a slight roll coming in, for all except Portfolio, wisely tucked right into the corner of the bay.



At this point the numbers started to diminish slightly, with *Fantasia* and *Sugar Shack* returning to the ramp. *Cortez* went off to spend a relaxing day exploring Motuihe, whereas *Escargot* had already left first thing to meet up with friends on their rental boat *Liberté* in Home Bay on Motutapu, where he was served a delicious hot breakfast.

Mackie tries his hand at rowing, assisted by Harry and Hadley

After a later start, *Perpetual Motion* met up with *Escargot* and *Liberté* in Home Bay, then we walked up to the Motutapu gun emplacements for lunch. Drizzle started on the way back down, and we sailed off looking for *Cortez*, pondering where we would spend our final night, given multiple predicted wind shifts between north and south.



Caleb has a first dinghy sail, in light conditions



Motutapu Gun Emplacements

With confused swells around Motuihe, we eventually sailed round to Islington Bay to join *Cortez*, *Escargot* and *Liberté* for a last night on the water. *Perpetual Motion* passed a completely still night after a delicious steak and chip dinner. Sunday morning all that remained was a very quiet sail back across to Half Moon Bay. Motor down to Panmure, then

pack up and on the road, easily avoiding the afternoon thunderstorms, hail and waterspout.

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