



# BILGEWATER

**September 2018**



Kahuku coming in hot



### Committee Members

**2018-2019**

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## Commodore's comment

At this time of the year, when I stop and consider – what is sailing to me? – all the while spending more time painting, mending, cutting, mixing resin, cutting holes and laying out fiberglass than actually sailing anywhere.

It's not that these things aren't fun, an afternoon with an angle grinder is time well spent but it's not what most people think of when you tell them that you sail as a hobby.

The reality is that unless you have an endless budget you will find yourself doing most, if not all, of your own maintenance. The underlying benefit of this requirement is you're forced to learn new skills, to teach yourself some unusual talent. We're somewhat blessed in our modern age that with a little help from Google it's likely you will find exact instructions and even a step by step video to assist you along the way.

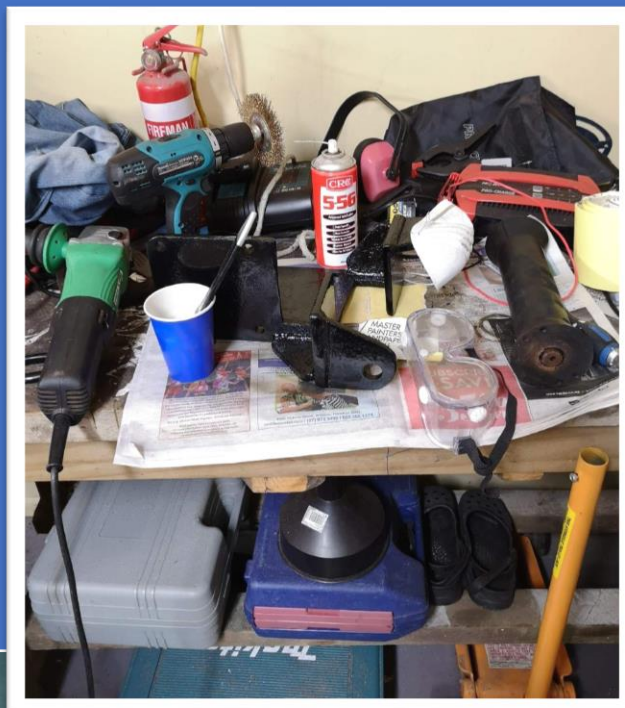
So the next time you approach your yacht and find yourself running through the list of jobs that need to be done, try not to look at them as chores, but instead an opportunity to maintain your vessel and improve yourself.

Don't forget that during the September Nog and Natter there will also be the compound key swap taking place. Remember to bring your old key along and be patient with our new compound convener.

Looking forward to seeing everyone there.

Kind regards,

Paul.



## **“SHIPS FEAR FIRE MORE THAN WATER”**

“Ships fear fire more than water” is the sub-heading of the fire module of the Coastguard Boatmaster Course that I have been working my way through while based in Australia during our winter.

In fact reading about the danger of fire on boats and the things that can and often do go wrong has almost led me to believe that a boat would be better off without an engine and a galley; as those two areas present the greatest risk of fire on board.

As I was studying the fire module I had a very vivid illustration of the fire danger just 30 nautical miles up the coast from where we are currently based. Not only that, but it involved a cousin of mine.

My cousin, John, had recently relocated with his family from the Gold Coast up to Agnes Water which is north of Bundaberg. He has for more than a decade owned a steel-hulled 36 foot Adams motorsailer, that he had even lived on board for several years.

His Adams 36 has a central pilothouse with one set of steps down to a for’ard cabin and another set down to an aft cabin. As well as the ketch rig, the boat has a 44 hp Lister diesel engine which is located in a compartment beneath the pilothouse floor. So all in all it is a very versatile motorsailer. The photos below illustrate the setup.



**ON HER GOLD COAST MOORING**





**INSIDE THE PILOTHOUSE**



**AFT CABIN**

During July this year, John decided the conditions were right to sail the boat up the coast to its new home. It would be a leisurely solo trip of perhaps a week's duration, with stops in various anchorages along the way.

Before leaving the Gold Coast he changed the diesel filters, filled up with new fuel and made sure everything was ship shape.

The first few days were pleasant sailing and motoring; overnighing at Moreton Island off Brisbane. John then headed north from Moreton Bay up the Sunshine Coast, past where we are at the moment. He was about 5 miles offshore from Peregrine Beach, just south of Noosa, when the Lister engine started surging. That surprised him given that he had run the engine for 15 hours since changing the filters. He wondered whether the rolling sea may have dislodged some sediment in the fuel tanks, or perhaps there was air in a fuel line. He then thought he detected a faint smell of smoke. Not good! So he shut the engine down.

The floor of the pilothouse consists of three panels that can be lifted to access the engine compartment. None were hinged; they just had a lift ring at one end. They were also quite heavy. Raising a panel in a rolling boat was therefore very awkward, requiring one hand for the job and one hand for the boat. And as it turned out, no spare hand for a fire extinguisher.

So John lifted the first floor panel and as he did so there was a rush of oxygen into the engine compartment. He was suddenly faced with fire and a face full of black smoke.

John's boat carries two main fire extinguishers that are 2.5kg powder, plus a third small 1 kg extinguisher down in the galley. Believing the fire needed one of the larger extinguishers, John headed for the closest one which was down in the aft cabin. But with the rolling boat and clouds of black smoke he fell down the stairs into the aft cabin.

At this point, with the fire rapidly taking hold, John realised the situation was getting out of hand. With little chance of successfully using the extinguisher with one hand, and only one door to escape out of the pilothouse, it was time to get out before he became trapped.

He grabbed his waterproof grab bag, his flare bag, phone, wallet and tablet. In his grab bag he already had a small torch, batteries, band-aids, prescribed medication, sunscreen, water bottle, handheld VHF and a pair of glasses. He was already wearing an inflatable lifejacket as he always did when sailing solo.

Once out on deck, with his main VHF in the burning pilothouse, he used the handheld VHF and made a Mayday call. However there was no response, so he phoned Mooloolaba Coastguard on his mobile phone. He had been in contact with them by phone earlier as Channel 16 was being interrupted by an overriding transmission, an occurring problem they had had for a couple of weeks and had not been able to resolve. So yes, just when he wanted it, Channel 16 was out!

John's boat has an aluminium dinghy on davits, but fortunately for this trip he had decided to tow it, which meant it was already in the water. So having phoned Coastguard he then took to the dinghy.



**VIEW FROM JOHN'S DINGHY**



**TWO MASTS, THEN ONE MAST**

What goes through your mind when you are suddenly sitting in a dinghy looking at your treasured boat of ten years that you were happily sailing/motoring a few minutes earlier? Well, lots of things no doubt. However one of John's first thoughts was that in the rush to get out and with the panic of all the black smoke, he had left his EPIRB on its bracket at the pilothouse door. You can see it happily sitting there, right beside the doorway, in the pilothouse photo above. At least he had been able to phone the Coastguard.

Ten to fifteen minutes after taking to the dinghy, the Sunshine Coast Water Police phoned John to advise that Coastguard Noosa were assembling a crew to assist and they asked whether he wanted a helicopter. John confirmed he was uninjured, was safe in his dinghy and content to wait for Coastguard, and did not need a helicopter. Fortunately the sea conditions were only 1.5 metres of swell with 5-10 knots of breeze. Despite that, the helicopter came (much to the annoyance of the Water Police) apparently because a member of the public had reported seeing a flare.

John was asked whether he had set off a flare which he had not. He pointed out that his dinghy's fuel tank had leaked petrol into the dinghy and the last thing he wanted was the risk of another fire through setting off a flare with petrol and fumes around!

Also, having lived on the boat, it was not surprising that various tins of paint and all sorts of other flammable items were stored on board. The sound of their multiple explosions added to the "excitement" while John sat in his dinghy contemplating the events.

The helicopter stood by until Coastguard arrived an hour and a half later. They also advised John that there was yacht sailing nearby. He hadn't seen the yacht but after it was pointed out to him he spotted it in the distance when he was on the top of a swell. The yacht never changed course or came over, presumably only looking where they were headed, and not noticing the large plume of black smoke!

Once the Coastguard arrived and took John on board, they tried pumping water onto the boat to arrest the fire, but gave up after an hour. They had a lot of difficulty holding their position and kept drifting too close or past the boat while trying to hose it down. The fuel tank full of diesel and the steel hull presumably also made firefighting a hopeless task once the fire had taken hold. In the last photo above you can see the exterior hull paint having peeled off the steel hull outside the engine compartment.

When I last spoke to John he was still unsure as to what caused the fire, though perhaps a fuel line leak that let air in, and at the same time let fuel escape onto something hot that ignited.

There are many things that can be drawn from this experience. For example:

- How many of us have not really extended our understanding of emergency measures beyond what would be effective in a stable, calm and controlled environment? We should be thinking about what will be needed in a hostile environment where instant decisions need to be made and panic is a real risk. In reality, the emergency measures are likely to be needed when a boat is rolling heavily, perhaps when it is dark, and possibly when we do not have our glasses to read the instructions on the flare or the fire extinguisher. Forethought and practice are needed if we are to be able to act instinctively.



- How much thought have we given to what we put in our grab bag?
- Do we have our grab bag, flares, lifejackets, portable VHF, mobile phone, and EPIRB (if we have one) all in the one place or in close proximity, or are they spread around various compartments in our boat? John has advised that several of his boating friends are reorganising their storage of these items based on his recent event.
- How many flammable items do we have on board that would explode during a fire, or could perhaps even provide the initial fuel for a fire? A supply of fresh rags, or just reusing the old oily ones?
- Are our fire extinguishers located where they are most likely to be needed and will they be easily accessible if a fire breaks out?
- How many different forms of communication do we have, in case one goes down?
- Have we tried to see how easily we can swipe the screen or tap the numbers on a mobile phone that is in a wet plastic bag or waterproof cover? Will we even be able to see the screen properly in bright sunlight? I tried to use mine in a kayak recently but gave up and ended up going ashore where I could safely take the phone out of its wet, slippery ziplock bag.
- Are all our crew familiar with our safety systems?
- Just like the yacht that never responded, how often do we look behind us, rather than just looking in the direction we are sailing?

You will no doubt be able to think of more examples.

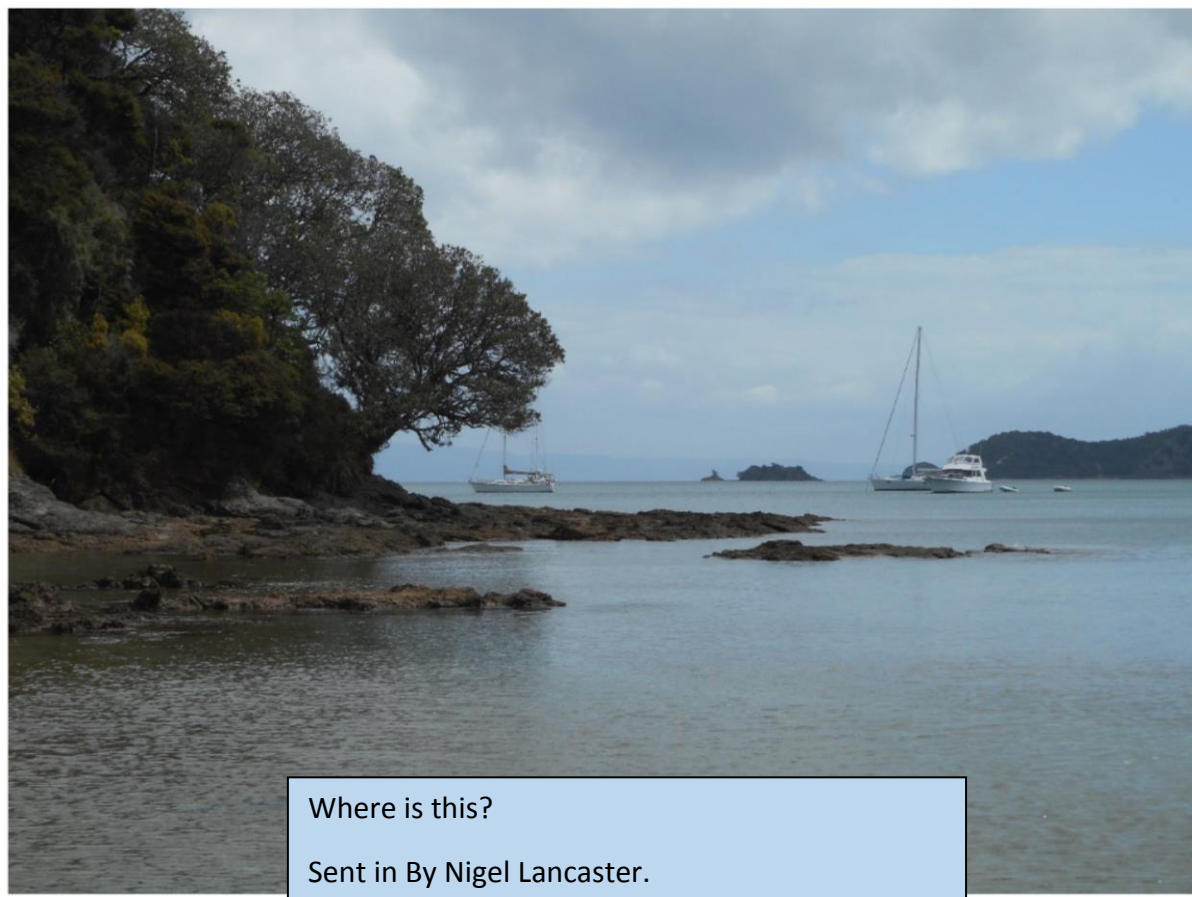
Perhaps the final thoughts should come from the Coastguard course and the textbook “Safety in Small Craft” that says:

*Fire is your number one enemy. It is both clever and cunning. Clever because it will always strike at your weakest point; and cunning because it can strike when you least expect it, and strike back again just when you think you have it licked. Your defences against this enemy must be impeccable, and these defences must never be relaxed. You must have the right weapons to use, always ready to use and where you can reach them.*

So here's to happy and safe sailing.

Tim Hayward





Where is this?

Sent in By Nigel Lancaster.

Send in your "where is" picture



Last months: Nigel Lancaster's daughters "making a cup of tea" Waimate.

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## Safety tuition evening

19<sup>th</sup> of September starting at 19:00

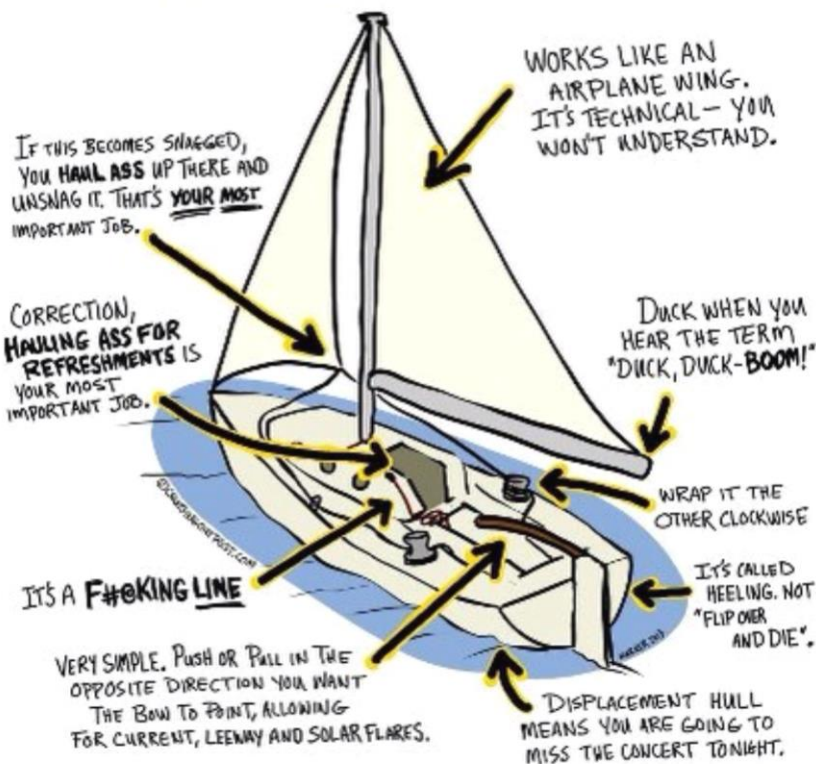
Will be held at the Hamilton yacht club and run by Dean Hermann. Second of the theory nights followed by the seamanship training day at Awaawaroa bay Waiheke on the 27<sup>th</sup> October. If you missed the first you are still welcome to attend.

Topics covered will be:

- Safety on board
- The give-way rules
- Lights and beacons
- VHF – theory and practice
- Anchors and anchoring

For new member's and existing members wanting to brush up things. If there is anything in particular you would like to learn about on the night, just let Dean Know.

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## Nog and Natter

### Tuesday 25<sup>th</sup> September

Two interesting speakers for us tonight,

1/ NZ Sailing Trust owns and runs the ex Whitbread racing yachts: “Lion NZ” and “Steinlager 2” These boats are now available for charter and Evelien van Vliet from NZ Sailing Trust will speak to us about the Trust and its activities. This is just to whet your appetite for the main course which would be to sail on board either of these vessels.



2/ Remember the exciting times of the 2017 Americas Cup, Fast Foiling Cats and collisions. Boat builder and multi hull designer Tim Clissold was part of the Team Japan building team in Bermuda and brings to the squadron his insight into the life, the pressure, and the expertise that went into the Japanese America's Cup challenge. Tim is a vastly experienced boat builder and multi hull Sailor and will bring a good yarn for you with a host of good photos of the action. He now works for Core Boat Builders in Warkworth where a number of the hulls were made and has the latest on their boat building developments.



**Also: Compound key swap and handbook handout**

Nigel Lancaster.



## Obituary: Warwick Douglas McIntosh

*Affectionately known to all who knew him as "Mac"..... Skipper of the Mac Attack! I have been reliably informed that the name Mac whilst obvious in its origins was given to the man during his formative years at Canterbury University where he met his future wife Christine.*

*But the Mac Attack wasn't the first boat that Mac & Chris owned. They joined our ranks in the early 1990's as owners of Joker. Chris enjoyed the cruising life aboard as did Mac on the sea as well as the Rotorua lakes in particular lake Tarawera, but clearly he was a competitive man at heart and an extremely learned engineer and quickly became a part of the club and Joker races and in time that of the Ngaroto Sailing Club scene. But being an engineer, the Joker, although a class yacht was a home built boat rather than a production yacht, so one of Macs pet ideas was that of innovation in the various design concepts and enjoyed discussing prospective design alterations with other owner/skippers. The challenge was to get more speed which would have been compromising the one design concept. But the ideas were always there in Macs active sailing mind. He enjoyed many years of competitive sailing at Lake Ngaroto and also at Lake Hakanoa with the Joker Assn and was at the fore front of a competitive fleet.*

*Some of the early races on Joker Mac sailed on his own as was the case on this particular Friday night race to North Harbour. During the latter stages of the pre-race manoeuvres the mast on Joker came down. That is to say, as much as I can recall the forestay gave way. There was no drama of broken bits of mast and stays everywhere and Mac insisted that we should all continue as planned and he would catch up, as it were. Not to be out done, and in quick time Mac found a means to raise the mast from the horizontal to the vertical, stays tightened and finished at North Harbour amongst the tail enders.*

*The round Waiheke Island race hosted by Maraetai Sailing Club was always an attraction for Mac and his hardy crew and my mind does go back however to a particular year where for much of the day The Mac Attack, better known as Fantasia was unsighted by us on my own Joker until that is we came to close up as it were in the Waiheke channel in the late afternoon after many hours of indifferent winds and currents which in Macs devious way he had escaped. But progress was slow until that is the arrival of the fresh afternoon South Westerly. We were both carrying genoas and we elected to change down to a smaller headsail soon after the blow arrived and in so doing gave the following Mac Attack a small opportunity.*

*The results as they say are unimportant but what was remembered was the intense battle that followed from Shark Bay or thereabouts to the finish. A truly great tacking duel with a great competitor. An extremely busy intense tacking duel indeed. We headed to the clubhouse bar for a beer with Mac and his crew.*

CONT.



Mac hadn't been enticed on to many committees as I recall but in 2002 as elected President of the NZTYA I found in a bazaar way we were lacking a secretary. It was always considered protocol that the officers came from the host club. So I approached Mac with some trepidation as the role was in fact a big one and he was busy building a business and transmission lines. It didn't take too much pushing as we agreed that we needed to play our part in the management of trailer yachting around the country. We had sailed competitively around the track for many years and I found it a pleasure to work with such an efficient and enthusiastic secretary and we achieved much in the two years in our respective roles. Did he also have a good office secretary? One suspects so but like many of us today one can extend ones hand to typing up minutes and keeping an extremely efficient filing system. One other thing that I learnt a lot about in those years during my idle time in Macs office in TeRapa was the design and build of modern High Tension power transmission line. I was truly impressed with the formulae involved on a simple excel!! Sometimes we go through life not completely appreciating other people's skills until we get closer and with a change of circumstances. Mac was a truly skilled man with an ability to understand the nuances of design improvements to the national power grid as well as the Joker Trailer Yacht. Although we haven't sailed with Mac in recent years we remember those early years and the husband, father and grandfather will be missed by those closest & dearest to him.

*{Noted recently that the name remains on the bows of Fantasia}*

*Nigel Lancaster*





## 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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## Different Drummer Offshore 2018

### Newsletter 3 In Tonga's Vavau Islands

As with our passage to the Haapais I elected to do the trip from the Ha'apais to the Vavau's overnight as it ensures you can both depart and arrive in daylight. The wind was very favourable and again we had to reduce sail from midnight. For a couple of hours in the early morning I had all the sail in and we were still moving at two knots, but then the wind died and the sail went out again and we were still hardly moving! We anchored off the reef at Ovaka, one of the outer islands mid morning and stayed until the next day when we moved on the Neiafu, the capital of the Vavau's, and the only town larger than an island village.



I am familiar with Neiafu from previous visits and know the few places you can anchor in less than 20m of water. Even though we have 90m of chain I avoid anchoring in deeper water if at all possible - apart from sufficient scope for unexpected weather you have big problems if the anchor gets snagged around coral.

But the harbour was full of cruising yachts as it is the season and the Island Cruising fleet had largely arrived. Even all the moorings seemed to be taken. On the first attempt we finished up too close to other yachts. We lifted the anchor and an hour later managed to drop it again on a 13m shelf with pin-point accuracy so we finished up with sufficient swinging room.

The Vavau's are one of the world's great cruising grounds. There are over 40 recognised (and numbered) anchorages within a 10 mile radius of Neiafu, and many more to find when you are out moving around the islands. Pristine sandy beaches, palms swaying in the trade wind breeze, and villages and walks to explore are the norm. There are also a lot of coral reefs to avoid so you have to remain alert when moving around. Many are good snorkelling locations. We stayed four weeks.

Some of the islands have small resorts, which often operate only during the winter season. Those with road access seem to be well established. Resorts on islands only accessible by sea seem to come and go. The exception at the moment is those offering whale watching as part of the package.

At Malo Island we found the very friendly proprietor of the not yet open (for this season) resort. He must have needed a distraction from the not inconsiderable amount of maintenance in his face, or someone to talk to. He got two of his four daughters to take us for a walk around the island track and then insisted on making us a cup of the very nice tasting local coffee after we had got drenched in a tropical rainstorm. We were annoyed at the time that we had not left a filling cap off our water tanks as we could have easily filled them. As it turned out it did not matter as our small watermaker, normally



only run when we use the engine, was largely keeping up with our consumption and we scored a rain tank fill later.

At Vakaeitu we found the track to the old abandoned resort on the hill. I first visited in 2006 which was the first year after it failed. It was in pretty good shape then. Today all that remains are the 6 concrete water tanks - in very good condition - and a few bits of buildings that were built in concrete block.

Hunga is a very sheltered anchorage with good coral. We took one of the moorings that belong to Barry, the 'resort' owner. The resort has two fales, no restaurant (but does provide meals for the guests) and no bar. Barry is a Canadian who built the resort from scratch about 6 years ago, and he told us he will be moving to Mexico soon. There was another resort here but it is no longer operating.

From Ano Beach we took the dinghy to Hinakauea Beach. There was no sign of the basic restaurant that used to be there. We got talking to a woman, Leigh, who was exercising her dogs. It turned out that she had owned the restaurant. As the story went the owner of the land had told her to get off as he had a better offer. She pulled down the building. Nothing else has happened. She was very bitter.

Fetoko Island is so small (and privately owned) that you will have trouble finding it on a map. It has a very nice resort owned by a young American couple who I met when we were there in 2013 when they were finishing the build and had just opened. Once again we were made extremely welcome and we spent several hours there at the bar in the beach side restaurant.



Euakafa Island is another very pretty little island. There is a very good quality resort here called Dream Island, currently not open - not even the bar! So we did a beach comb (only pickup was a nice length of light fishing line) and then tried to find the tomb featured in the cruising guides up the 'mountain'. The track no longer exists, we did not find the tomb, but we did get to the top where there were glimpses of the islands around.

Port Maurelle is a large and very sheltered anchorage and much favoured. The 'port' handle is a misnomer as there is no port, not even a village. It dates back to when it was used by the French explorer. Anchoring there has always been free, as it is everywhere in Tonga, but when we went there the first time we were advised there was an anchoring fee to be paid to a collector who called by boat from the nearest village. We paid it happily as it was a modest amount (\$T15 for up to three nights) and the locals there would be getting little benefit from the many yachts that called. However the second time we stayed there was no collector, and no fee. Apparently the right of the villagers to charge to fee had been challenged in court. We went ashore and wandered down the 'road' (muddy track) to the Falevai Village and then to the coast at the Papa-Nuku anchorage. The village had a lot of empty houses, and was most memorable for the large Wesleyan church which was old but well loved inside, and the bank of solar panels, 54 of them, large, which we were told powered some communal freezers. Thank you again Japan, who also provided the





two panel solar power setup on most of the houses in many of the villages we visited.

There are always little maintenance jobs to be done to keep all the systems running sweetly on the yacht. I had come the conclusion that the poor range on the AIS was an aerial problem as corrosion was visible at the plug. I did a bit more work on it. It seems we do not have a lot of good vhf aerials. Both the one on the AIS and the handheld emergency had breaks in the outer braid of the coax cable at the plugs. I was scared to look at the one on the vhf radio itself! I expect to be shopping. And then there is the routine maintenance. There are two days each cruising season I detest, and they are both oil change days. The oil has to be pumped from the sumps (there is no access to the plugs as is common with most small yachts), and it is messy and slow. One was done.

The dinghy outboard had started running poorly and this was initially blamed on water getting in the fuel. Craig cleaned out the carb but it was no better so without conviction I changed the spark plug. Bingo!

A mainstay of the economy in Tonga at the moment is whale watching. It is the season, and we were seeing whales regularly, though normally at a distance blowing or leaping from the water. At Sisia there were two whales quite close just outside the reef moving slowly with whale watching boats keeping a good distance. While at Euakafa, after dark, we heard a whale blowing and rushed outside. There were four whales swimming around, the closest only about 15m from the yacht. Even though the ambient light level was quite low each time they blew we could see them, sometimes the flukes in the air, and there was luminescent on the bodies. Quite an experience!

We received wonderful news while at Neiafu from my regular crew member Jimmy, who had his hand up to do the season with us before he had a health scare. It turned out to be just that. When he let me know I asked him if he was ready to come sailing. I got a quick email back 'coming next Wednesday!'



We have been taking opportunities as they have occurred to go for sightseeing walks. Mt Talau, near Neiafu, is the highest point of the Vavuas. It is not very far, maybe 3km, and not very high, only about 130m but very steep at the last as most of that height is gained in the last few metres. There were wonderful views from the three lookouts, over Neiafu and the eastern islands, the passage in, and out to Port Refuge to the west.



At Vakaeitu we walked to a secluded beach on the other side of the island. At the top of the island is a fishing float tied to a tree with a notice attached. The sign reads "Low tech tsunami warning. If floating climb tree". At a pretty little uninhabited island called Ovalau we did another beach comb and a jungle bash, and brought some drinking coconuts back to the yacht.



Hunga is unique with a steep concrete road from the rubble wharf to the small village. We came across half a dozen boys who disappeared down a side track each carrying a woven sack full of something that we could see was not very heavy. Shortly later they reappeared on their way back to the village without the sacks. We went down the track to see what we could see. It appears the sacks had been full of plastic rubbish and they had thrown down the cliff. There was a lot of litter around - a sort of rubbish dump. Back in the village we came across some other villagers burning their rubbish. I couldn't understand the point of the boys going to the trouble of taking their rubbish down to the cliff to throw it over.

Kenetu is the loveliest island in the eastern basin. We did the obligatory climb over the island to admire the ocean swells crash onto the rocks on the weather side. There are the remains of some fishermen shelters on the top and unfortunately quite a bit of litter left.



Island Cruising repeated the very successful rum punch lunch that had been held in the Haapais with another at Port Maurelle. The space age shelter tent reappeared and the selection of food on offer was amazing. Many mixed the day with swimming and paddle-boarding in the beautiful setting on a beautiful day. Another Island Cruising function was the farewell dinner before about half the yachts departed for Fiji - another well organised and enjoyable evening. We also had a night on the town when Craig reached a big birthday milestone.

The fishermen amongst the readers may have noted there has been no gloating over our fishing success while in the Vavaus. For the reason you can guess.

At the end of July I returned to Auckland with a parts shopping list for a week to tidy up some business matters, and keep in touch with family.

**Phil, with Craig and Jimmy**



## 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.





## Editors Note:

For the observant ones amongst us you will have noticed this last page normally contains our sponsor's ads. The committee have asked me to spread them throughout the newsletter instead.

Also the committee wishes to advertise the upcoming Nog and Natter and also the following months Nog and Natter, Hence the changes in this edition and going forward.

I would like to say a huge thanks to all the contributors to this newsletter, your contributions absolutely make the Bilgewater what it is. Those that have been able to share stories, articles and additions to the Bilgewater over the lean "off season" have really kept these last few editions full and interesting.

Please let the contributors know if you have enjoyed a particular piece, we all love positive and encouraging feedback.

Please keep them coming, I always reply when you email me, and if you haven't yet had a chance to send something for the Bilgewater please consider it. You don't need to be concerned about having the writing skills of J.K Rowling, we all just love reading about our favourite pastime. Feel free to write more like Dr Suess if you want.....

Dustin Wilson

Bilgewater Editor

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