



# Bilgewater

*August 2020*

## Committee Members

Committee Member	Portfolio	Contact
James Hepburn	Commodore Race Officer Trailer Yachts	021 477 324
	Vice Commodore	
Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary Handbook	
Wayne Johnstone	Compound Convener Quartermaster	027 623 6366



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	Gulf Classic convener NZTYA and WTYA liaison	
Russell Osborne	Nigel McCarter Webmaster/Facebook Bilgewater	021 056 4551 russell.kim.osborne@gmail.com
Murray Pearce	Sponsorship liaison Race Officer Keeler	0274 951 223

### **Non Committee Members**

Dean Herrmann	Safety, Tuition	0274 374 001
Dave Whitburn	Compound Manager	09 292 2073

<http://www.waikatoyachtsquadron.org.nz>

[waikatoyachtsquadron@gmail.com](mailto:waikatoyachtsquadron@gmail.com)

P. O. Box 4263  
Hamilton East  
Hamilton 3247



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## *Commodore's Report*

Hi all and welcome to another month.

It has been great to see many of our members involved in winter sailing over the last month. The regular reports from the keeler fleet show that they were having a great season with excellent participation, as crew, from other members of the club. Hopefully, they can resume their season once restrictions in Auckland have been lifted.

Meanwhile the winter series at Rotoiti is attracting large fleets with excellent sailing conditions being the norm. We had two races there earlier this month. I particularly enjoyed pausing in one of their many bays to relax between races 1 and 2 and enjoy the wonderful setting that is Lake Rotoiti.

It was also pleasing to see a few of our members join in with the Ngaroto winter regatta. Unfortunately, I was unable to attend, but I have been told that the conditions were very relaxing, although a bit more wind would have been appreciated.

It was also pleasing to see a good turnout at the first of this season's safety evenings. We are very lucky in this club to have a group of very experienced sailors. Quality seamanship is one of the features of our club and it is good to see people are taking this aspect of their sailing seriously. There will be a follow up evening next month which will be a good opportunity to test what you have learnt. We also hope to have an on the water safety session at some stage during the season. Particular thanks go to Dean for organising this.

This month's Nog-n-natter will be presented by Alan MacDonald. Last season he did an evening on ropes and knots. This was very well received, and we are very grateful that he has agreed to run a followup session. This month at Rotoiti a boat was dismasted following a collision. This is a good reminder to me that winter is a great time to give your rigging a good check and to replace anything that looks a bit dodgy. In much the same way as you would replace the cam belt in your car (before it breaks), you should also consider replacing parts of your rigging on a scheduled basis. I wonder how many boats are in our club that are still running their original standing rigging?

Finally a quick reminder to get your compound applications in if you haven't done so already. These are due at the end of the month.

Eight weeks to go until the start of the season!

James





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### *Editor's Note*

Well it seems we are back to not sailing in the Gulf, hopefully 2 weeks should see it right.

Last night I attended Deans seamanship evening. Wow there was a wealth of experience there! I would say there was well over a 100 years of experience in attendance. People were only too happy to share their knowledge. But what was great was that even someone like me with only a few years of experience was able to contribute and felt I was listened to. What an amazing bunch of people, thank you Dean for organising it, I learnt a lot (CQR anchor anyone?) .

Cheers Russell



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*Prizegiving Results*

**Prizegiving Results**

**2019-20 Sailing Season**

<b>Event</b>	<b><u>TY Div 1</u></b>	<b><u>TY Div 2</u></b>	<b><u>Keeler</u></b>
<b>Kawau</b>			<b>B O'Brien "Audrey"</b>
<b>Rocky Bay</b>	<b>D Reffin "Barometer Soup"</b>	<b>J Hepburn "Kittiwake"</b>	
<b>Ponui Race</b>	<b>H Beecroft "E Type 2"</b>	<b>J Hepburn "Kittiwake"</b>	<b>B O'Brien "Audrey"</b>
<b>Motuihe</b>	<b>D Reffin "Barometer Soup"</b>	<b>S &amp; L Guest "Joker"</b>	<b>B O'Brien "Audrey"</b>
<b>Tarahiki</b>	<b>H Beecroft "E Type 2"</b>	<b>J Hepburn "Kittiwake"</b>	<b>M Pearce "Afterguard"</b>
<b>Rock-Hopper</b>	<b>R Bonnet "Fantasia"</b>		
<b>Most Improved skipper</b>	<b>G Reeve "Aperitif"</b>		
<b>Participation - TY</b>	<b>M Sargent "Sea Star"</b>		
<b>Participation- keeler</b>	<b>R Woolerton "Royle Flush"</b>		
<b>Club Supporter</b>	<b>Julie Reeve</b>		
<b>Wooden Spoon</b>	<b>R Osborne "Judys Mist"</b>		

Upcoming Events

Nog n Nater

*Tuesday 25th August*

*Alan Macdonald will be doing a follow up on ropes. Splicing and types*

*7:30 start*



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### FINDING OUR “NEW” BOAT AND TIDYING HER UP – aka Winter Maintenance

I was asked by our Bilgewater editor to write this article because a “birdie” (most likely called Nigel) had told him we had some maintenance work undertaken on our recently purchased Noelex 25 that others might find interesting.

So here goes. It all started at the end of last year’s Coromandel race in our Noelex 22 “Hallelujah” (April 2019). While happily anchored in Te Kouma Harbour, my dear wife Jo said “ You know what? I’m really enjoying this, but if we had a bigger boat I would be happy to come away for more than two nights”.

Yes the Noelex 22 is a great boat to sail but the internal accommodation is well..... let’s say challenging. Two weeks on board was fine for me when sailing solo, but two nights was Jo’s limit.

My very wise son said “Dad if you’re lucky enough to have a wife who suggests that you buy a bigger boat – go and do it, real quick!” And so began a quest to upspect to a larger boat. Naturally, as all good husbands would do, I complied with Jo’s request , saying to her “yes dear, just for you I would be willing for us to buy a larger boat”.

The new boat would hopefully be a long term proposition for us, so we not only wanted a class that suited our long term requirements (good all round sailing performance, readily able to be sailed solo, and good internal accommodation) but we also wanted a boat that itself had good bones and had not been stressed or thrashed through 30 years of hard racing.

Finding the right new boat is not exactly easy. It often seems that if you want a boat you simply can’t find just what you want, but if you have one that is surplus, the tide turns and you find you can’t sell it. We considered Elliot 7.4’s (yes I eventually found and inspected one in Northland), also considered and looked at Ross 780’s, and then finally decided that a Noelex 25 would best suit our needs. We looked at several Noelex’s and even had Jed and Gillian check one out in Methven of all places while they just happened to be cruising past on a South Island caravan holiday. As Brett Goddard had said, just be patient and a good boat will eventually come along. And so it did, specifically a later model (1986) Noelex 25 that had the pop-top and cabin ceiling liner that we ideally wanted.

It had also only been lake sailed for the past 17 years and during that time had not been raced. There were a few scrapes on the very bottom of the hull that we would want to tidy up and some other items of maintenance that seemed prudent to do e.g. the keel wire looked surprising good despite being at



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least 17 years' old. (The Noelx Association says to replace the wire every two years!). The stay wires were of at least the same vintage. Also the keel locking pin didn't line up with a screw hole in the keel, assuming there was one. The previous owners had never locked the keel down during the past 17 years and I guess with lake sailing that didn't overly concern them. However there was no way I wanted to experience a full knock down or a broach out in the Gulf without the keel being locked in place. As we would be taking the keel out to give it a tidy up anyway, we would investigate the locking pin at the same time. However despite these maintenance items which helped us get the price reduced, we knew we had finally found a very good boat.

So in January 2020 we purchased our new boat, now named "Charley", and we managed two cruises of four days each plus the Gulf Classic before we all descended into lockdown.



*On our shakedown cruise – January 2020*



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### *We even kept pace with E-Type2 (for a while) in the middle of the Orwhanake Race*

The Covid restrictions also meant we couldn't spend this winter in Australia, which we have been fortunate to do for the past few years. A silver lining to that was the opportunity to get all sorts of things done to bring Charley up to scratch for the coming sailing season.

The first priority was to replace the 17 year old keel wire with dyneema. I must say the prospect of the old wire giving way preyed on my mind during the Gulf Classic. I also have to admit that I am not genetically predisposed to undertake technical jobs of any kind. However with a combination of research and being shown how, there is always a way and a great sense of achievement when I do something successfully. I find that most things that start out looking daunting are actually quite easy to do once you know how – and as long as you have the right tools!

So with a lot of reading of articles, tips from Nigel McCarter, and a dyneema splice kindly done by Alan Macdonald, I successfully replaced the wire with dyneema. Now I see it as a relatively easy job, double overhand knots and all. I also know a lot more – like making sure you don't drop a winch casing bolt or washer down the small, deep hole in the top of the keel, and how to get it back out with a hook of copper wire if you do!

The big job would be to get the keel out, tidy it up and sort out the locking pin. That would all require the boat to be on a hoist and to have some keel and hull gelcoat repairs professionally undertaken. I was referred to a firm called Matcraft at Te Rapa and so began the next project.





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*Charley up in the air with the keel lowered and about to be removed*



*Keel removed and being given a new lease of life after 34 years of faithful service*



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The keel on a Noelex 25 is raised and lowered on a stainless steel wire, or more recently and preferably dyneema, attached to a manual winch located in the cabin on the top of the centrecase. A simple system that just requires 103 winch turns from your always smiling crew! When it is fully lowered, the rear of the keel rests on a metal “keeper plate” that is attached to the bottom of the hull via bolts that pass through the hull to the cabin floor. This plate has to be unbolted to remove the keel. There is also a separate safety rope just in case everything else fails at sea, so you don't unwittingly send the keel to the keel store in Davy Jones' locker.

Once the keel is fully lowered, a stainless steel locking pin is also screwed through a hole in the centrecase into a thread on the leading edge of the keel. This means that if you are unlucky enough to fully capsize and pass through 90 degrees, the pin stops the keel from retracting back into the hull. That ensures the boat self-rights – which helps ensure you don't drown. I understand that in the past 40 years two Noelex's have filled with water when they went over with the front hatch open and did not have the locking pin in place. The keel retracted which meant the boat stayed capsized and then filled with water through the open front hatch. (Lesson to self when sailing - make sure the locking pin is in and the hatch locked in place).

So the big mystery for me was why did our locking pin not line up with a threaded hole in the keel? My immediate thought was that the safety rope may have been too short/tight to enable the keel to be lowered far enough. That would be a relatively simple thing to fix. However once we had the boat up in the air with the keel fully lowered, we found the safety rope was not completely tight. Maybe there simply was no hole and thread in the keel, but surely that would not be the case given that more than 400 Noelex 25's have been professionally built in NZ and Australia. Nothing made sense and I hoped we did not have a major construction exercise ahead of us.

With the keel fully lowered, a marker pen was used to mark the position on the keel where the centrecase hole lined up. Thankfully, once the keel was out, we found there was indeed a hole and threaded plate on the keel. However this was located 20mm above the position indicated by the marker pen. So while the rear of the keel was sitting down on the keeper plate, the leading edge was 20mm too high. On further inspection we found there had been a previous epoxy repair to the hull at the leading edge of the keel, presumably done without removing the keel. A couple of blobs of epoxy had become attached just inside the centrecase and on the keel itself. These lumps of epoxy had prevented the leading edge of the keel from being lowered the final 20mm. After these were ground off, we found to our delight that when the keel was reinserted it lowered fully and the locking pin was able to be screwed into place. Amazingly it had been like that for at least 17 years.

With the keel rejuvenated, some gelcoat repairs completed and Charley back on her trailer, the big project was successfully completed.



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*All ready for some spray touchups*



*Aft end of the keel showing the keeper plate – all rejuvenated and back together*



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Keel job completed Next winter project – to replace the stay wires!

Tim Hayward

While you're towing it or blowing it your pride and joy is fully protected by the NZTYA Insurance Scheme

Crombie Lockwood has been managing insurance for the NZTYA for over 20 years and every premium goes funds for your association.

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