

Bilgewater

April 2022



*“A Quiet Morning in Green Bay” – or perhaps “Partners in Crime”
Gazelle ‘Escargot’ and Joker 820 ‘Aperitif’*





DIRECTORY

COMMITTEE MEMBERS 2021/2022


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

COMMODORE'S COMMENT

The season is rapidly drawing to a conclusion. At the time of writing this comment we have four events remaining, spread over two weeks. The Trailer Yachts have a night race and round the buoys racing this weekend. Then next weekend we have the Coromandel race, Fishing contest, and Mercury Bay cruise to finish the season.

It has certainly been a frantic and complicated season and I am very grateful to the Committee for helping navigate this complicated and ever changing landscape and I am grateful to the wider club for their understanding and support.

Since the last edition of Bilgewater we have run two club events. Last weekend we had the delayed Tarahiki race for Keelers. The weekend before we had the Hooks Bay race for Trailer Yachts. You will find race reports in this edition. Thank you to Jim and Hugh for running these events.

As we head into these final races of the season there has developed a very close battle at the top of the TY leader board so it will be interesting to see where that ends. Will it be Hugh or will it be Tim?

Also since the last Bilgewater we had our annual Gulf Classic endurance race. Despite the challenges of late, this event continues to grow. This is largely thanks to the efforts of the organising committee and in particular the efforts of Murray Pearce. Murray in particular put in a monumental effort and he can be very proud of the success of this event. This year the weather didn't play ball, but thanks to Roland Spirig we were able to complete all races in the expected timeframe.

My Gulf Classic didn't go well at all!!! I managed to get my boat 'Ghost Train' out of the breakwater at Kawakawa Bay before my engine cut out and wouldn't start again. We then found ourselves on the rocks and unable to move with a bit of a swell. As it was 11:30 at night we discussed calling Coastguard to get a tow, but it seemed crazy to get them to tow us from the Kawakawa Bay boat ramp, back to the Kawakawa Bay boat ramp!!!

So instead I walked the boat back around the rock wall (in bare feet). We were both over it at this point, so decided to put the boat back in the Compound, dress our wounds, wash off the blood, and drive home. I was still pulling bits of oyster shell out of my feet three days later!!!

A couple of days later I had a call from Jim Pasco offering to have a look at my motor. After seeing the list of things he had to fix on it, it is a miracle it ran at all. Thanks Jim, hopefully I can do a better job of motor maintenance in the future!

I would also like to thank Nigel Lancaster for his presentation at last month's Nog 'n Natter. I enjoyed hearing some of the little tricks (particularly around fresh water supplies) and it was neat to see some ideas of good anchorages. As always, it was great to see some of the old photos.

Some other reminders from me.

As we head into winter it would be great if each Compound member could have a quick tidy up around their space. If we all do our part we should be able to keep the place looking great. We will, hopefully, have a working bee soon to get the Compound ready for winter.

If you are bringing your boat home for the winter, it would be a good idea to give your trailer a good once over (we don't need a repeat of some of the stories of last season). Check your wheels turn freely, check the condition of your tyres, check your brakes work, check for rust. It is always a good idea to pull over after a few kilometres and check the temperature of your wheels. If they are hot, you may have a wheel bearing or brake issue which should be solved before driving home.

Finally, coming up we have our end of year prizegiving and AGM. This year I will be stepping down as Commodore, so it would be helpful if members could start considering joining the Committee. We have a great Committee. Joining is a great way to give service to the Squadron so that we can continue to be a strong and successful Squadron.

Anyone who would like to join the Committee, or who would be interested in Commodore or Vice Commodore roles, please feel free to contact me so that we can have a chat about it and prepare your nomination.

James Hepburn



'Ghost Train' in Happier Times – Well Before Kissing the Kawakawa Bay Rocks and Oysters!!

KAWAKAWA BAY TO WHANGAREI AND RETURN

Sailing Noelex 25 'Charis'

Contributed by Ged and Kay Arbuckle

What a fun time we had at the end of February, taking on the mighty Bream Bay to enjoy the Whangarei Harbour and all its delights!

Pre-sail Job 1 – Jib halyard retrieved from the mast with an extending house brush and triple hook lure. Tick! (This proved to be the only item the lure caught!)



Great Skills There Ged!

Night 1 - Owhanake Bay, Waiheke - sailing and motorsailing. There was a smaller number of vessels than we have seen before.

Night 2 - Scott's Landing, at the start of Mahurangi River. Idyllic with lots of vessels, some unfortunately a bit neglected looking.



Day and Night 3 - an early start for the long Bream Bay leg. A head wind and not strong, so 10.5 hours motor sailing to McLeod Bay - the second bay within Whangarei Harbour.

Day 4 (Tuesday) – traffic stopping day, as the road bridge was raised to allow 'Charis' through to the Whangarei Town Basin. This was after 3 hours motoring up the shipping channels from McLeod Bay. Thanks to Tim for helping us work out the height of the mast as required by the Bridge Controller.



Charis Stopping Traffic!

Days 4 and 5 - were spent at the Town Basin enjoying the showers! restaurants and the awesome Hundertwasser museum. Kay took a nice walk to the Parihaka memorial which gave panoramic views over Whangarei and beyond. All worthwhile to visit. Charis did need a clean afterwards due to the quality of the water in the basin.



Parihaka Memorial



The View



First Glimpse of the Museum

And so, the return. 2 nights at Urquhart's Bay - waiting for the weather to settle a bit. The first day we headed out but returned due to the roughness of the sea. However, we had a

fabulous sail into Parua Bay, managing to locate the tavern! Hugh Beecroft informs us that there has been many a sailor visiting it over the years ...

Friday - brought on the long haul back to Vivian Bay, Kawau Island. And long it was, with a light head wind (how very typical) and a Parsun motor that objected to the rough seas the day before and had to be nursed along. Another 10+ hours of motorsailing ended at the beautiful Vivian Bay, which is worth another visit for the reserve on the headland.

And so, to Saturday - a fresh wind to start with, which died after a couple of hours. By now Parsun was over it, so onto the scene comes Mini Mercury (all 2 hp of motor) which increased the rate by 2-3 knots! It was a pleasure to reach Islington Bay after another long day and meet up with the Squadron's Motuihe Race racers, who, too, had had quite the day on the water.



Mini Mercury



*Exhausted Parsun in the Cabin
(Spare anchor perhaps? – Bilgewater Ed.)*

Thanks to Hugh (again) for the use of his oil to allow us to return to Kawakawa Bay under the surging 2 stroke hp of Mini Mercury, along with a bit of wind in a not unreasonable time of 5 hours.

Was it worth it? Absolutely - nothing beats being on the briny and seeing the country from a different perspective, aided by some delicious meals and good company.

*Ged and Kay Arbuckle
Noelx 25 'Charis'*

WHERE IS THIS?

Anyone know where this anchor is that Ged is standing next to?

Yes, it's a bit large for Noelex 25 'Charis', and the photo was taken during Ged and Kay's recent sailing trip to Whangarei, but where is it?

The answer will be in next month's Bilgewater.



AROUND THE FLEET

A big thanks to **Nigel Lancaster** for a very informative presentation on cruising in the Coromandel at the March Nog 'n Natter. Plenty of tips regarding anchorages and things to look out for, including rocks. I'm looking forward to checking out a few different anchorages that we haven't yet ventured to.

Phil Ellison the new owner of **Moonraker 23 'Moana Reo'** has been diligently beavering away over several weekends upgrading the electrics and other aspects of 'Moana Reo's' interior. Phil is planning to sail in our Easter Coromandel event so do look out for him.

Good also to see **Noelex 22 'Dream On'** now in the Kawakawa Bay Compound. 'Dream On' is jointly owned by **Robert Paine and Felicity Reid** and their daughter and son in law **Megan and Jono Lockwood**. Again do keep an eye out for them.

Stephen and Liz Guest, having sold '**Joker**', had mentioned they were looking at syndicated ownership of a larger boat. It looks like that is now coming to fruition with a **40 foot Fountaine Pajot** catamaran currently making its way from France to New Zealand (on a ship).

Meantime their former **Joker 6.7** trailer yacht '**Joker**' has been spotted sailing out of Kawakawa Bay. The new owners who came along to the March Nog 'n Natter will hopefully be joining the Squadron.

We Now Have a Water Tank at the Kawakawa Bay Compound!!!!

On at least three occasions this year when several boats have returned to the Kawakawa Bay compound at the same time, we have run out of water for flushing motors and trailer rinsing.

The water supply system we have for the hoses is to pump water from a well that relies on ground water for its replenishment. The lower the ground water level, the lower the water level in the well. When the water level gets too low the pump obviously won't function and we then have no usable water. The well will generally replenish itself in about an hour, sufficient for an additional outboard/trailer to be flushed/rinsed.

A big thanks to Murray Pearce for coming up with a solution to overcome the problem through installing a tank to store water for when the well temporarily gets too low. Additional thanks to Murray and Sheryl for donating the tank, and to Murray and High Beecroft for installing it.



Concrete Well on the Left with the New Tank on the Right

The system itself is pretty simple. We will fill the tank using one of the existing hoses which can be fed into the lid at the top of the tank. Filling the tank won't be a quick process and will need to be done in increments. The water level in the tank can be checked by tapping on the side of the tank (or by looking in the lid at the top). You can also easily check the water level in the well by lifting its concrete lid hatch.

If the well level gets too low during flushing/rinsing of multiple outboards and trailers, we can simply turn on the blue tap from the tank which means the pump will then just take water from the tank (MAKE SURE YOU TURN THE BLUE TAP OFF AFTERWARDS).



The Blue Tap in its OFF Position

In the future we might see if we can sort out a system for the tank to be fed by rainwater from the shed roof. Note that, as previously, this water obviously isn't suitable for drinking!

DID YOU KNOW?

Our trailer yachts regularly pass Karamuramu Island when entering or leaving Kawakawa Bay. But did you know that the island has been quarried so extensively that it is now effectively a donut? Not exactly an ecological masterpiece!



UPCOMING EVENTS

Coromandel Sailing Event and Race – Easter Weekend

Friday 15 April 2022 (Good Friday)

The trailer yachts are scheduled to start at 1000 hours from Kawakawa Bay, the keelers starting from Pine Harbour at 1030 hours. The finish line is between the Cow and Calf Islands at the entrance to Coromandel Harbour. Officers of the Day are trailer yachts – Alan Macdonald (phone 021-279 5222), keelers – Dean Herrmann (phone 021-437 4001). Further details are provided in the Notice of Race on page 26 below.

Coromandel – Breakfast on the Beach Followed by Our Annual Fishing Competition

Saturday 16 April 2022

The breakfast will be at the bay we have anchored in for the night following the race to Coromandel, while the fishing competition weigh-in will be at a beach destination nominated on the day.

Mercury Bay Cruise for Trailer Yachts and Keelers

17 – 24 April 2022

This cruise will leave from Coromandel on Easter Sunday, 17 April 2022. The event coordinators are Dean and Nola Herrmann, phone 027-437 4001.



Great Mercury Island

April Nog 'n Natter at Hamilton Yacht Club

26 April 2022 at Hamilton Yacht Club 7:30pm

Speaker still to be confirmed.

HOOKS BAY TRAILER YACHT RACE REPORT - 26 March 2022

With wind gusting to 38 knots at Passage Rock on Friday afternoon coupled with a Friday low tide at 1942 hours, then low again at 0821 hours on race day, launching late Friday or early Saturday was going to be problematic for many of our fleet. The decision was therefore made to delay the race start to 1200 hours on the Saturday. As the breeze was forecast to be south to south-west at around 15 – 20 knots it promised to be a fairly quick race, so the delayed start would not be problematic. The decision was also made to move the finish line to the Pakatoa wharf and to have the beach gathering at Chamberlain Bay, Ponui.

Seven trailer yachts contested the race. With some strong gusts just before the start no spinnakers were hoisted until about 10 minutes later when conditions seemed to have quietened down a little. From Kawakawa Bay to East Ponui was dead downwind with a lumpy sideways roll coming up the Firth of Thames which meant that care had to be taken to steer straight so as not to accidentally gybe.

In fact Hugh on start boat 'E Type 2', starting after all other boats had cleared the line, and sailing single-handed, endeavoured to hoist his spinnaker while being steered by tiller pilot. However the tiller pilot struggled with the roll and as the big red spinnaker was being hoisted a gybe ensued which caused the spinnaker to collapse and then tangle in the stays. To the relief of the rest of the fleet that was the end of a spinnaker hoist which would otherwise no doubt have seen 'E Type 2' surf past everyone into the distance.

For our part, we got away pretty well and once we had our spinnaker up it was a matter of seeing who else was going to fly a spinnaker and chase us down. Joker 820 'Aperitif' led that charge and at times was catching us. However, sailing closer to Ponui than 'Aperitif' we picked up some good gusts, at one stage briefly hitting a top speed of 10.5 knots which is lots of fun under spinnaker. We managed to hold 'Aperitif' at bay until the Ruthe Passage, after which we seemed to have a slight speed advantage once we were sailing close hauled. The only other spinnaker we could see was a yellow and black one that we feared was 'E Type 2' flying a smaller spinnaker than usual, but it was Allan Geddes on Aquarius 22 'Winds Up'. A great effort from Allan flying his spinnaker while sailing single-handed. Meantime there was a hard-fought battle going on between Noelex 25's 'High Time' and 'Suzie' with their positions changing several times. 'High Time' eventually crossed the line just 8 seconds ahead of 'Suzie'. However, the main congratulations go to Greg, Julie and the girls on 'Aperitif' for their well-sailed, first ever win on handicap.

Following the race we all gathered on the beach at North Harbour/Chamberlain Bay for a very enjoyable get together. No barbecue, no problem. A gas cooker from 'Aperitif' and a frying pan from 'Escargot' did the trick.

*Tim and Jo-Ann Hayward
Noelex 25, 'Charley'*

Full race results are below.

TRAILER YACHT HOOKS BAY HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Aperitif	Joker 820	G Reeve	1:55:14	0.790	1:31:02	0.810
2	High Time	Noelex 25	N McCarter	2:00:52	0.804	1:37:11	0.819
3	Charley	Noelex 25	T Hayward	1:48:37	0.914	1:39:17	0.925
4	Escargot	Gazelle	F Rayner	2:04:01	0.833	1:43:18	0.833
5	Suzie	Noelex 25	C Martin	2:01:00	0.881	1:46:36	0.873
6	E Type 2	Elliott 7.4	H Beecroft	1:52:15	0.976	1:49:33	0.959
7	Wind's Up	Aquarius 22	A Geddes	2:39:00	0.760	2:00:50	0.740

TRAILER YACHT HOOKS BAY OPEN CHAMPIONSHIP RESULTS

(based on NZTYA boat design rating – less an allowance if towing a dinghy)

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	Charley	Noelex 25	T Hayward	No	1:48:37	0.845	1:31:47
2	Aperitif	Joker 820	G Reeve	Yes	1:55:14	0.821	1:34:36
3	E Type 2	Elliott 7.4	H Beecroft	No	1:52:15	0.885	1:39:20
4	Escargot	Gazelle	F Rayner	No	2:04:01	0.820	1:41:42
5	High Time	Noelex 25	N McCarter	No	2:00:52	0.845	1:42:08
6	Suzie	Noelex 25	C Martin	No	2:01:00	0.845	1:42:15
7	Wind's Up	Aquarius 22	A Geddes	Yes	2:39:00	0.707	1:52:25

QUOTE OF THE MONTH

I have always admired David Lewis the great sailor, navigator and adventurer. Recently my admiration increased further while reading one of his books when I discovered he was a man after my own heart as far as outboard motors are concerned. David wrote these words:

“Now human beings can be divided into two groups, those disliked by machinery like myself, and others whom engines pamper; and of all mechanical contrivances, outboard motors are capable of the most malignant spite.”

– David Lewis

Well said! However, when I read this quote to my dear wife she reminded me (as wives tend to), that my own well known lack of knowledge and disdain for outboards has a touch of irony. My father in law was an outboard motor mechanic. He worked at Rollos Marine in Hamilton and then had his own outboard repair business in the Bay of Islands for many years where he was the Johnson outboard agent. During those years and later while he was still alive, I had no interest whatsoever in outboards and, to my deep shame and regret, I learnt absolutely nothing from him!

REPORT ON THE 40th GULF CLASSIC ENDURANCE RACE **12 – 13 March 2022**

Contributed by Murray Pearce

Despite the challenge of Covid rules, regulations, and restrictions, we successfully held the 40th Gulf Classic endurance race. And endurance it was, with very light winds, tidal challenge, and a wind direction that almost held the fleet head to wind on all points of the course.

An original field of 20 trailer yachts, whittled down to 17 on race morning due to two entries being Covid positive plus our Commodore having an 'on the rocks event'! The TY's were split over three divisions, TY80 (80nm) with 2 boats; TY60 (60nm) with 9 boats; and TY40 (40nm) with 6 boats. This is the first time for many years that we have run a TY80 fleet over the long course, and we appreciate 'Elevation', and 'Deep Purple' for their support. Hopefully next year we can field a far stronger TY80 fleet and return the long course endurance option to Division 1 TY skippers.

The keeler fleet of 7 boats had some top line skippers in the fleet this year, led by 'Alegre', a Soto 40 race yacht, that fronted to the line with 10 crew on board. 'Acushla' and 'Audrey' represented Waikato, with skippers from Pine Harbour and Taupo completing the fleet.



Soto 40 'Alegre' (Pine Harbour Cruising Club)

The fleets got away from a slightly delayed start in light easterly conditions. The course took them through the Waiheke Channel, where tide played a big role in either becalming the fleet or creating very slow sailing conditions. After three to five hours and hardly anyone out of the Waiheke Channel, race control shortened down all courses, with the TY40 fleet rounding Sunday Rock and returning to the start finish line, the TY60 fleet to circumnavigate Waiheke Island, and

the TY80 and keeler fleet going around Waiheke and Rakino, then returning to the finish line via the Motuihe channel and rounding Motuihe Island to port.

These changes ensured our fleets got home in reasonable time, with 'Deep Purple' (Shaw 750) winning on line, but pipped for handicap by 'Elevation' (Elliott 7), in the TY80. The TY60 fleet saw 'No ReMorSe' (Elliot 780) take line and 'Reggae Shark' (Elliott 5.9) handicap, with 'Aqua Flyte' (Noelex 22) taking line and handicap in the TY40 division. The keeler division was taken out by 'Sunbeam', a Townson 32 representing Taupo YC, winning for the third time in a row.

Prizegiving on Sunday morning was a great success, and congratulations to Ian Baker on 'Reggae Shark' the overall Gulf Classic Trophy winner. Special mention to Tony Poolman on 'Elevation', and 'Anthony Gibbs' on winning their respective TY80 and TY40 divisions and to Jason Butterfield on keeler 'Sunbeam'. The club challenge trophy for TY was awarded to BOPTYS, and PHCC for the keeler division.

This event attracts excellent sponsorship, and we thank Mt Gay Rum, North Sails, Burnsco, Auto Trail, and Alpha Electrical. The premium prize in the TY skipper draw for a \$750 North Sails voucher was won by Chris Johnston off 'No ReMorSe', with the \$300 North Sails keeler voucher going to Craig Parker on 'Frida'. We hope to see a strong field of TY and keelers for the 2023 event.

Murray Pearce - Chair of the Gulf Classic Committee



A Very Surprised and Happy Ian Baker of Elliott 5.9 'Reggae Shark' Receiving the Main Gulf Classic Trophy (TY60) Plus Some Extra "Goodies" from Race Officer Roland Spirig

PHOTOS OF THE GC WINNERS (on corrected time)



Keeler Division Winner – Townson 32 'Sunbeam' (Short Handed Sailing Association of NZ)



TY 80 Winner – Elliott 7 'Elevation' (Bay of Plenty Trailer Yacht Squadron)



TY60 Winner – Elliott 5.9 'Reggae Shark' (Pupuke Yacht Club)



TY40 Winner – Noelex 22 'Aqua Flyte' (Manukau Yacht and Motor Boat Club)

“QUOTES FROM THE GC BOATS” - Decidedly Mixed Fortunes

Mutiny at Sea!

“After hours of intense concentration, we had covered only a few nautical miles. ‘Portfolio’, who had been anchored for most of this time (we thought), weighed anchor and made big gains. The rest of our fleet disappeared. I was determined to double down. Without much of a word the crew simply jumped over the side for a swim. Perhaps I need to reconsider my captaincy skills!”

Noelx 25, Suzie

Snatched Away at the Last Minute!

“Unfortunately, our race finished two days before the start gun when our daughter tested positive with Covid”.

Joker 820 ‘Aperitif’

We Won – For a While!

“We called up the Race Officer to say it looked like ‘Second Nature’ hadn’t got the shortened course data and was going the wrong way. At the same time ‘Second Nature’ was calling the Race Officer to tell them ‘Acushla’ was sailing the wrong course. Later, ‘Acushla’ having rounded the bottom of Motuihe Island in the dark heard the call point transmissions from the fleet indicating we were well in the lead. As the rest of the fleet had no way to catch up, we thought it proper to break out the beers and celebrate our win! It was some time later after finishing that we were informed that we had missed out rounding Rakino Island and were therefore disqualified. The celebration was good while it lasted!”

Farr 1020 ‘Acushla’

(‘Acushla’ also received a bottle of rum at the prizegiving for sailing the wrong course and being disqualified – which perhaps made up for the beverages consumed prematurely).

Salvage Operation or Circus Act?

“We attempted a spinnaker set only for the halyard to unclip and jam between the mast and a stay. The jib halyard was then used to reasonable effect. As a retrieval method, we then decided to get Andrew Jones on my shoulders with a boat hook! It appeared to be a good idea before I found myself on tiptoes with Andrew standing on my head with one foot. All with Alex Ross helming and flying a spinnaker single handed, which I don’t think he has ever done before. Although a success as a circus act, this attempt did not work. We later successfully used the spinnaker pole with a boat hook taped-on. Everyone was delighted with the success and team problem solving, though ironically, we never used the spinnaker again!”

Noelx 25, ‘Suzie’

Awful Start or Tactical Brilliance?

“With the breeze very light and fickle, and a race start against the tide, it seemed sensible to stay close to and on the upwind/uptide side of the line just before the start. However needing to keep out of the way of the keelers who were starting just before us and were lining up near the committee boat meant we elected to stay above the pin end of the line. Surely 5 minutes would be enough time to get back behind the line and to sail up to the committee boat for a starboard tack start. As the keelers start gun went, our wind faded and we came to a halt. With about 20

seconds to our start gun we had only just made it back behind the line, on port tack halfway along the line with most of our fleet ghosting toward us on starboard tack. I said to my crew, Daniel, that in all my years of yacht racing this was the worst start I have ever had. Then, having had every boat on starboard tack sail over the top of us, we finally crossed the line on port tack near the committee boat at least a minute after the gun. We stayed on port tack as tacking with next to no wind would just be inviting further demise. 10 minutes later I was saying to Daniel "that was a really good tactical start we did there" - as by then all the boats that went off on starboard tack had fallen into a windless hole and we were then, amazingly, several hundred metres ahead of them!" Take your moments of luck while you can I say!

Noelx 25, 'Charley'

And In That Moment Our Prospects Sank!

"Our race finished at 11.30pm the Friday night before the start! Launching 'Ghost Train' at Kawakawa Bay in a modest easterly with a choppy sea we had just cleared the breakwater when our outboard died. With no time to take evasive action we washed up on the dark rocky shoreline. 'Ghost Train' was pounded against the rocks and while trying to minimise damage to the boat our bare feet on the oyster-covered rocks meant the two of us had severe cuts to our feet. We managed to walk and swim 'Ghost Train' back into the launching area at which time it was clear it was game over for our race. We finally arrived back home at 4.30 am to nurse our wounds".

Ross 780, 'Ghost Train'

Racing Under Anchor – Surely an Oxymoron?

We made it over the start line but were then left in the doldrums floating backwards, so dropped our anchor for an hour. We then nudged our way up the coast towards Kawakawa Bay with basically no wind. We said if things didn't change by 4 pm we would head back. Just on 4 we received a soft wind from behind which was great as the experienced sailors on board used the opportunity to teach me lessons on using the spinnaker, with me being a new sailor. We ran just on the wind and occasionally got ahead of it so dropped the spinnaker while we waited for the wind to catch up. Made it around Passage Rock with two other yachts and finally back to the finish line (TY 40 shortened course) after a day of much talking and slow sailing for a drink to quench our thirst.

Noelx 25, 'Portfolio'

Insanity Defined?

"After 14 hours on the water and safely back on the trailer at the Maraetai Beach Boat Club we drifted off to sleep at around 2 am. I found myself awake, just after dawn, with hundreds of runners surging past the boat. I exclaimed to the half-asleep Andrew Jones who started muttering about "fun run" being an oxymoron and that they were all mad. I could not help a wry smile - was sailing around all night any more or less insane?"

Noelx 25, 'Suzie'

And the final word goes to Shaun English from the Bay of Plenty Trailer Yacht Squadron, who posted this on the Noelx 25 Association Facebook page

"We had a great day doing the 60 mile Gulf Classic on Saturday, even though there was not a lot of wind and too much tide. There were five Noelx 25s in our race, the TY 60. The first three N25's took about 10 hours and finished within 14 minutes of each other. All three were within

sight of each other all the time and sometimes close enough to toss a drink between boats. The course had to be shortened due to the wind and tide and we ended up only doing a lap of Waiheke instead of Waiheke, Rakino, and Rangitoto. Wherever we went, we were basically head to wind all day with the wind finally at about 50 degrees for the final hour home. As the sun went down the wind picked up to 15 knots. The crew on 'Endurance', Alex and Nick kept me entertained, and Alex managed to maintain concentration all day trying to work the jib to its maximum advantage. Nick even found time to sleep, as long as he woke up to change sides while tacking against the tide. He also did well making lunch, dinner and keeping us away from rocks, while looking at the charts. Coastguard channels 60 and 64 kept us amused all day, with the different trip reports and breakdowns and rescues etc. If you are a cruiser or a racer, this is a great day out. If you can get to Maraetai in March 2023, then pencil in this event for next year. It would be great for even more N25s (there were six in total, with one doing the shorter 40 mile course). The event is run by the Waikato Yacht Squadron".

Noelx 25, 'Endurance' (from BOPTYs)



Two Happy Chaps!

Murray Pearce, Gulf Classic Chair handing a bottle of sponsor Mount Gay's rum to Roy Woolerton, Owner-Skipper of Race Control/Committee Boat, Catamaran 'Royle Flush'

A big thanks to Gulf Classic Chair Murray Pearce and his Committee for managing to pull everything together and get the event successfully undertaken during Covid uncertain times. Murray in particular shouldered the load and stresses as Covid issues waxed and waned and he dealt personally with competitors and sponsors to assure them that the event would proceed. A big thanks also to Roy for once again providing the magnificent Given 14.5m Catamaran 'Royle

Flush' (that he built himself) as the 24 hour start/finish and Race Control/Committee boat. Thanks also to Roland Spirig as our able Race Officer. Murray, Roland, and Roy also had to work out what to do with regard to shortening courses in the very light breeze which for four different race fleets spread around Waiheke Island was by no means an easy task.

Full results below (sorry you might need your glasses!).

Gulf Classic 2022 Results

KEELER DIVISION - 80 NM										
					Start :	12/03/2022 10:20:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Sunbeam	3309	Townson 32	SSANZ	0.740	12/03/2022 10:20:00	12/03/2022 22:19:48	11:59:48	1	08:52:39	1
Audrey	9898	Hanse 370E	Waikato YS	0.790	12/03/2022 10:20:00	12/03/2022 22:54:28	12:34:28	3	09:56:02	2
Frida	9589	Dehler 38	Pine Harbour CC	0.800	12/03/2022 10:20:00	12/03/2022 22:46:18	12:26:18	2	09:57:02	3
Second Nature	8147	Elliot 1050	Mercury BBC	0.820	12/03/2022 10:20:00	12/03/2022 23:59:40	13:39:40	4	11:12:08	4
Alegre	10033	Soto 40	Pine Harbour CC	1.000	12/03/2022 10:20:00	DSQ				
Acushla	6590	Farr 1020	Waikato YS	0.742	12/03/2022 10:20:00	DSQ				
TY 80 DIVISION - 80 NM										
					Start :	12/03/2022 10:20:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Elevation	T4047	Elliot 7	BOPTYS	0.961	12/03/2022 10:20:00	12/03/2022 22:06:11	11:46:11	2	11:18:39	1
Deep Purple	T9255	Shaw 750	Mercury BBC	1.015	12/03/2022 10:20:00	12/03/2022 21:37:08	11:17:08	1	11:27:17	2
TY 60 DIVISION - 60 NM										
					Start :	12/03/2022 10:25:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Reggae Shark	T4248	Elliot 5.9	Pupuke YC	0.889	12/03/2022 10:25:00	12/03/2022 19:17:36	08:52:36	1	07:53:29	1
NoReMorse	T4052	Elliot 780	Taupo YC	0.973	12/03/2022 10:25:00	12/03/2022 19:12:51	08:47:51	2	08:33:36	2
Blue Fire	T918	Noelex 25	BOPTYS	0.845	12/03/2022 10:25:00	12/03/2022 21:05:01	10:40:01	3	09:00:49	3
Endurance	T3637	Noelex 25	BOPTYS	0.845	12/03/2022 10:25:00	12/03/2022 21:16:36	10:51:36	4	09:10:36	4
Charley	T3518	Noelex 25	Waikato YS	0.845	12/03/2022 10:25:00	12/03/2022 21:19:54	10:54:54	5	09:13:23	5
Suzie	T1065	Noelex 25	Waikato YS	0.845	12/03/2022 10:25:00	12/03/2022 23:45:03	13:20:03	6	11:16:03	6
Sweet Surrender	T3279	Noelex 25	BOPTYS	0.845	12/03/2022 10:25:00	DNF				
Ghost Train	T3429	Ross 780	Waikato YS	0.933	12/03/2022 10:25:00	DNS				
Escargot	T3247	Gazelle Mk 1 Mod	Waikato YS	0.820	12/03/2022 10:25:00	DNF				
TY 40 DIVISION - 40 NM										
					Start :	12/03/2022 10:30:00				
					Finish					
BOAT NAME	SAIL NO	CLASS	CLUB	RATING	START	FINISH TIME	ELAPSED TIME	PLACE	CORRECTED TIME	PLACE
Aquaflyte	T861	Noelex 22	MYMBC	0.811	12/03/2022 10:30:00	12/03/2022 15:43:28	05:13:28	1	04:14:13	1
Young Gem	T3451	Jim Young 6m	Ngaroto YC	0.792	12/03/2022 10:30:00	12/03/2022 16:17:07	05:47:07	2	04:34:55	2
Pure Magic II	T3100	Noelex 22	MYMBC	0.811	12/03/2022 10:30:00	12/03/2022 16:35:22	06:05:22	3	04:56:19	3
Squirt	T2704	Van Dieman 5.6	Waikato YS	0.705	12/03/2022 10:30:00	12/03/2022 18:07:31	07:37:31	4	05:22:33	4
Tanifarr	T743	Farr 6000	Taupo TC	0.765	12/03/2022 10:30:00	12/03/2022 17:43:55	07:13:55	6	05:31:57	5
Portfolio	T3613	Noelex 25	Waikato YS	0.845	12/03/2022 10:30:00	12/03/2022 17:48:48	07:18:48	5	06:10:47	6

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A Crew's Perspective – “Let's Try the New Mainsail”

Contributed by “The Crew”

Crew and skipper decided to land on Rotoroa Island - a place they have always enjoyed. The lovely walks, flush toilets, the wekas, the peacefulness and did I mention the flush toilets?

After a pleasant time on the Island it was time to climb back into the dinghy and head back to the mother ship. No one bothered to mention the sea lice to the crew, so the crew ends up back on the mother ship with blood pouring down their leg! Had a look, oh, nothing major after all.

Time to up anchor and head off. As usual a very smooth anchor retrieval. Crew has this manoeuvre nailed. Crew is helming at this point and knows very well that the cardinal marks are to be avoided at all costs. At about this point the skipper says let's try the new mainsail out. You what! says the crew. Skipper says we have had it for two years, we have to christen it sometime. Sure says the crew, maybe next time? No, says the skipper this is perfect timing for it.

Not so thinks the crew. There is danger everywhere! Skipper will be on the deck, cardinal marks are everywhere and what about the ferry? That's bound to turn up. Crew anxiously looks for the ferry then realises they were probably looking in the wrong direction! Crew knows the ferry will come, with its wake and the skipper will be swept off the deck and the boat will veer into the cardinal marks! The crew also knows nothing goes right the first time. The sail will jam going up and won't fit. When the skipper goes overboard, so will the only pair of pliers!

Oh hang on. That went up smoothly didn't it? Seems to fit nicely. Lovely shape on the sail calls the crew!

Crew by this stage is exhausted and heads down below for a cup of tea and a lie down.

The Crew



Rotoroa Island

BLAST FROM THE PAST - HISTORY LIVES ON!

This week while looking at trailer yachts for sale on Trademe I spotted a Joker 6.7 for sale called 'Days n Daze'. Never having come across that boat before, I decided to flick through the photos and guess what photo of the interior I found?

Yes, our Kawakawa Bay based Compound Manager, David Whitburn, scooped a whole lot of wins in this boat way back in the 1980's and 1990's



Just how many times can you win the Tarahiki race! which leads to our next race report and results.

TARAHIKI KEELER RACE REPORT – 2 April 2022

Contributed by Jim Pasco

The Tarahiki keeler race originally planned for February was rescheduled to 2nd April which turned out to be a fine sunny day with a steady northerly breeze of 7-8, knots gusting at times up to 13 knots on an outgoing tide. The plan was to make use of the tide as much as possible as with this wind the course was predominantly on the wind.

With our diminishing keeler fleet size we expected only three to four boats would be available to start. As most boats racing reside in Pine Harbour Marina a physical check of our boats berths was carried out to confirm who was here and who was not. This confirmed 'Audrey' and 'Acushla' would be starters at this time.

The sail briefing was transmitted on VHF Channel 77 at 0935 hours with a request for all starters to confirm that they were racing today. To my surprise we got a confirmation from Tim Friedel on 'Eggs Bene' that he was out there and sailing down from his Bucklands Beach mooring to the start and from 'Audrey'.

As there were only three boats as confirmed starters, the Race Officer for the day, me, decided that we would start the race early at 1000 hours as against the published 1030 hours start time in the NOR. This is not an unusual occurrence with a small fleet essentially all coming from the same location.

However, having given the countdown and started the race, I received a phone call at 1010 hours from 'Ocean Lure' to say that he was on his way out to the start line for a 1030 hours scheduled start. I advised that we had already started the race and that we would continue racing. I can imagine that 'Ocean Lure' would not have been very happy about this but it does emphasize how important it is to advise your Race Officer that it is your intention to start and race, especially if you are running late.

With the light winds it was important to try and keep clear ahead and sail tactically to make it as difficult as possible for the bigger boats to pass us. With this in mind, and having a race crew on board, it was a lot easier for 'Acushla' to continue to tack in front of 'Audrey' to make them work harder to take the lead as 'Audrey' was crewed by just Bryan and June. But pass us they did, right up to entering the Waiheke Channel where we both lost the wind in the lee of Waiheke. This of course allowed 'Eggs Bene' and 'Ocean Lure' to catch up somewhat, but they too would also have to navigate the dead spot.

In this soft and flukey wind patten 'Acushla' was able to tack inshore to get any shore based wind shift and sneak ahead of 'Audrey' again and into the Waiheke Channel. Once in the Channel the wind was once again steady and the tide at maximum flow gave the opportunity to start our tactical sailing again. Try as we did to give 'Audrey' as much dirty wind as possible, she still managed to get in front again. But having all my boys on board and keen to sail we crossed tacks several times going up the Channel making 'Audrey' work hard for her gains. Eventually tacking out above Pakatoa Island for Tarahiki we managed to keep ahead even though the tide was now

trying to carry us away from our proper course. We knew that if we were able to get around Tarahiki Island first then there was good chance that we could maintain and lengthen our lead as this was spinnaker run time, and just maybe we would be the only boat to fly one. This is how it turned out as 'Ocean Lure' and 'Audrey' were both shorthanded. 'Eggs Bene' was bringing up the rear but had a gennaker to deploy, so gained mightily on the three boats ahead as he raced for the line.

The afternoon finished properly as it should with a BBQ on the beach and a few beers with all the crews plus the three resident donkeys in North Harbour, Ponui.

Although 'Ocean Lure' had an unfortunate late start he had a great sail to beat 'Audrey' over the line by a couple of minutes in the dying breeze. Twenty minutes later 'Eggs Bene' crossed the line with his genny flying to complete his first race with the Squadron and single handed to boot.

A good sail in good company makes for happy sailors!

Jim Pasco

Farr 1020, 'Acushla'

KEELER TARAHIKI HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Acushla	Farr 1020	J Pasco	3:48:52	0.774	2:57:09	0.781
2	Eggs Bene	Beneteau First 235	T Friedel	4:22:55	0.675	2:57:28	0.681
3	Audrey	Hanse 370e	B O'Brien	4:04:33	0.770	3:08:18	0.763
4	Ocean Lure	Hanse 415	D Woolerton	4:03:43	0.773	3:08:24	0.766

KEELER TARAHIKI OPEN CHAMPIONSHIP RESULTS (based on boat design rating)

Place	Boat Name	Design	Helm	Elapsed Time	Design Rate	Corrected Time
1	Acushla	Farr 1020	J Pasco	3:48:52	0.742	2:49:49
2	Eggs Bene	Beneteau First 235	T Friedel	4:22:55	0.675	2:57:28
3	Ocean Lure	Hanse 415	D Woolerton	4:03:43	0.786	3:11:34
4	Audrey	Hanse 370e	B O'Brien	4:04:33	0.790	3:13:12

NOTICE OF RACE

COROMANDEL – Keeler and Trailer Yacht Divisions

DATE: Friday 15 April 2022.

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

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

ENTRIES: To the Race Officer via VHF Channel 77 by 0930 hours for trailer yachts and 1000 hours for keelers, advising name of yacht and number of crew on board.

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

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

COURSE: **Trailer Yachts** – From the start line at Kawakawa Bay crossing the Firth of Thames – to the finish line at Coromandel Harbour.

Keelers – From the start line at Pine Harbour to the Waiheke Channel – to the Ruthe Passage keeping Ponui to STB – to the finish line at Coromandel Harbour.

START LINE: **Trailer Yachts** - Between the start boat in Kawakawa Bay and a position (i.e. moored boat or other marker) to be advised by the Race Officer.

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

FINISH LINE: **Trailer Yachts and Keelers** – Between the Cow and Calf Islands at the entrance to Coromandel Harbour. Please record your own finish times in GPS time hrs/min/sec.

All skippers, to advise their respective Race Officer of finish time at the completion of the race. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

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

RACE OFFICERS: Trailer Yachts – Alan Macdonald (021-279 5222). Keelers – Dean Herrmann (027-437 4001).

A beach gathering location will be advised at the race briefing. The Squadron BBQ will be in attendance. Yachts wanting to participate in the gathering, but not the race, are most welcome.