

BILGEWATER

April 2024



Arrr! Rum-swilling pirates!



COMMITTEE DIRECTORY 2023-2024

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

Commodore's Comment

We are closing out our sailing season this month, in what can only be described as a very successful year. Participation has been excellent with many new members competing at a high level, in both the Passage series and Round the Buoys events. New membership has been a keynote point this season, with a resurgence in Trailer Yacht interest seeing our compound full, and a waiting list of skippers seeking a berth.

There has also been a big dose of "fun" in the squadron this season, culminating in that dodgy looking Pirate party at Opopi Bay in late March, well organised by Tracy-Lee, Vanessa and Chris.

Easter weekend, and the race and activities to Coromandel, were somewhat curtailed by weather. Well done Flip on organising an alternative race course for the Friday race day, and in the end it was great to see some yachts voyage to the Coromandel for the balance of the weekend, when weather conditions did not pan out to be so severe.

An ongoing challenge for your committee is management of the yacht compound at Kawakawa Bay, and dealing with boats that have very little use. We remind skippers that berthing your boat in the compound is dependent on the vessel being sailed regularly, participating in some squadron events, and maintaining your boat (and trailer) to a high level, for both seaworthiness and public presentation. With a waiting list of new members wanting compound berthage, there will not be automatic renewal of space for next season if conditions of occupancy are not adhered to.

My final comment is on prizegiving, and the need to return all trophies at the next Nog 'n Natter. I include a listing of prize winners from last season in the body of this Bilgewater.

(Commodore) Murray

Upcoming Events

- 13th-19th April – School Holiday cruise – Kawau Island
- Tuesday 23rd April – Nog n Natter
- Friday 26th April – Night Race
- Saturday 27th April – Round the Buoys – Series 3

Final Cruise 13-19 April - Kawau Island

Join us for the final, official-yet-informal cruise of the season!

Some have expressed an interest in having another go at getting to Kawau Island, so let's try for Mansion House Bay, the old copper mine, the wreck of the Rewa and some beautiful coastline around Mahurangi and Snells Beach.

Anton has been appointed as cruise coordinator, so please get in touch on 021 296 9346 to discuss any planning or concerns.



As always, although everybody is happy to help you out in an emergency, it's good to be self reliant and well prepared too. Please get in touch if you would like to discuss any concerns around provisioning, fresh water, fuel, first aid, tools and spares.

Are your nav lights, VHF and lifejackets up to scratch? Any cruise is also a good time to double check your supplies and first aid kit. While small cuts are the most common thing we reach into the first aid kit for, it's good to make sure that your kit (and you) are provisioned for a number of situations that can occur (e.g. bigger cuts, concussion, seasickness or hypothermia). We are very keen to support you in this, so please reach out so we can enjoy time with you on the water!

Fuel is available at Kawau Island and Gull Snells beach, and one should always have enough onboard to get them back to their home ramp/berth.

Boats

Everyone is welcome, non members included. We've already got really good numbers attending, and if even half of the "maybe's" attend it will be one of our biggest cruises.

If you haven't indicated already, even if you're just a Maybe, let Anton know so we can make sure we keep you informed of our cruise timing and destination bays.

Restock

All this information is second-hand, rather than personal experience:

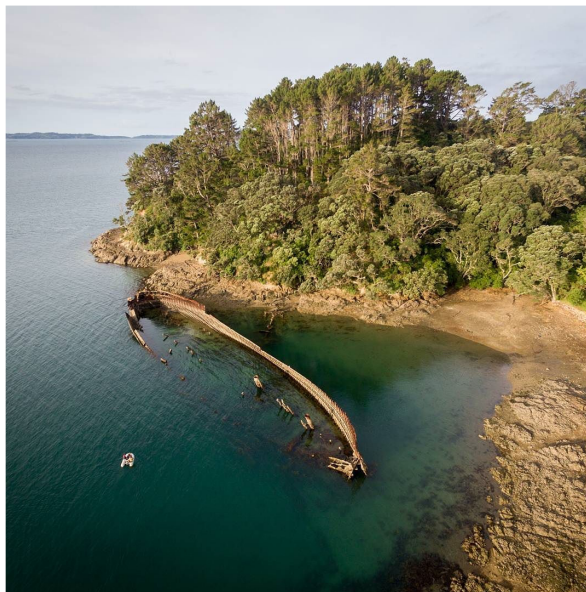
- Water and diesel should be available on self-serve pumps at Kawau Island open year round (95 and Diesel)
- Water may be available at the Sandspit public jetty (but definitely members only at Sandspit marina)
- Restaurant at Sandspit Marina is open and you can berth at the marina for up to 2 hrs.
- Not much at Algies Bay (high tide boat ramp and toilet block)
- Snells Beach has a few liquor stores, a take away, a dairy and a Gull petrol station (10mins walk from Beach)

Itinerary

Weather permitting, boats will converge near Rangitoto/Rakino by Saturday night. Waikalabubu, Woody Bay, or Home Bay Motutapu are options depending on conditions, but this will be confirmed by VHF Ch 77.

Sunday we will head up towards Kawau, with a very loose itinerary over the coming days, allowing people the option to depart as dictated by weather, work and family commitments.

Looking forward to a great cruise – come join us for some or all of it.



Nog 'n Natter – Sailing Season's Silly Stuff-ups – Tue 23rd April

This has been a season of record participation for recent years, but with more boats on the water comes more drama on the high sea!

We (the club, not me!) have lost two keels, snapped one rudder and ripped multiple spinnakers. We have had engine failures, multiple groundings, launched a boat directly onto the ramp, and even lost a boat off a trailer on the open road!

What have we learned from those incidents? It's easy to be wise after the event, but what knowledge can we share that will benefit others?

Open Forum led off by your committee, who have not been immune. Come prepared to laugh, to learn, and also to share your own story for the amusement and edification of all!



NOTICE OF RACE – Night Race – Friday 26th April

Trailer Yachts:

Launch and gather to Wreck Bay, Pakahi Island for briefing at 1930 hrs by Race Officer Chris Martin

Tentative start time 2000 hrs, but please let us know if you are coming after work and will struggle to make that time

Course: To be determined, but likely completing in the lower Waiheke Channel or near Pakahi Island

Keelers:

Gather at Pine Harbour for a start at Dennis Rock at 2030 hrs. Race Officer TBA

Course: From the start at Dennis Rock likely completing in the lower Waiheke Channel or near Pakahi Island.

NOTICE OF RACE – Round The Buoys 3 – Saturday 27th April

Provided there is interest from keelboats, a windward leeward course will be set off Awaawaroa Bay / Waiheke channel for a multiple short course race event.

Event briefing on VHF ch77 – 930 hrs

Scheduled start time of first race: 1000 hrs. Race Officer: TBA

New Members

We welcome **Koen Aldershof** with his Merlin 6.1, *Pearl 55*. Koen has four year's sailing experience in the Netherlands, and is just starting to explore sailing in NZ.

We also welcome **Ryan Steven** and **Franziska Pöschl** with their Merlin 6.1, *Witch Way*. Ryan is ex-navy, but has very little sailing experience. They have enrolled in Sailing Away School, and are looking forward to getting more sailing practice with us.

Finally for this month, we welcome **Stuart Boone**, with his Hartley 16, *Mungo Jerry*. Stuart is new to trailer sailing, but has a little experience on Lasers.



Looks like Clear Water will be getting some competition!

Compound Update

This season has been highly successful, with our compound running at capacity, our longest wait list ever, and new enquiries almost every week. It really is a great service for our members, and those who have been actively sailing with us have really appreciated the privilege of not having to rig and derig their boats for every outing.

We really want to give our active members priority, so we can make the most effective use of the limited space we have available. As part of that the committee regularly assess which boats have not been sailing with us, and in some cases have not even moved into their compound spot! We also do our best to support members who are struggling to get on the water for whatever reason.

Rest assured that our focus continues to be to get the most boats participating in each event, and we hope to continue building momentum as our club goes from strength to strength!

Trophy Return

Here is a listing of last season's trophy winners. Please return your trophy at the next Nog n Natter, or alternatively to any committee member. We need to engrave these trophies for this season's trophy winners and presentation at prizegiving.

PLEASE CLEAN AND POLISH YOUR TROPHY PRIOR TO RETURN.

Prizegiving Results

2022-23 Sailing Season

| RACE AWARDS | TY Handicap Division | TY Open Division | Keeler Division |
|--------------------------------------|--|--|--|
| | <i><u>Skipper name "Boat name"</u></i> | <i><u>Skipper name "Boat name"</u></i> | <i><u>Skipper name "Boat name"</u></i> |
| Rocky Bay Race | J Hepburn "Ghost Train" | D Reffin "Barometer Soup" | |
| Ponui Race | G Morgan "Young Gem" | P Rayner "Escargot" | |
| Hooks Bay Race | G Morgan "Young Gem" | G Morgan "Young Gem" | B O'Brien "Audrey" |
| Motulhe Race | W Johnstone "Falkor" | P Rayner "Escargot" | |
| Tarahiki Race | J Hepburn "Ghost Train" | J Hepburn "Ghost Train" | |
| RTB Saltwater Series | | C Martin "Suzie" | |
| Night Race | | C Martin "Suzie" | |
| Champion Awards | | | |
| Harbour Series - TY Handicap | P Rayner "Escargot" | | |
| Harbour Series - TY Open | | J Hepburn "Ghost Train" | |
| NON-RACING AWARDS | | | |
| Rock-Hopper | | Bryan O'Brien "Audrey" | |
| Most Improved Skipper | | Flip Rayner "Escargot" | |
| Participation - TY Division | | Alex and Jenny Ross "Amethyst" | |
| Participation-Keeler Division | | Anton Post "Perpetual Motion" | |
| Club Supporter | | Susan Ings "Rakiura" | |

Hue & Cry – rudder update

Written by Phoebe Feldmann

Following our first attempt at the Gulf Classic and having to come home early due to a broken rudder, a mad dash ensued to build a new rudder blade in time for the final passage race of the season. Some supportive advice from Alan, Tim, James and Anton saw the start of the ambitious endeavour of a DIY rudder.

We were off to a great start with a Bunnings voucher, managing to source a scaffolding plank for \$20. And with Luke learning how to use the CNC router at his workplace, “Brilliant!” I thought, finally a DIY job on the boat that won’t cost a lot!

Following learning how to fibreglass and two attempts later, on went \$400 worth of fibreglass and resin. Obviously my hope of a cheap boat project had come from a very distorted sense of optimism. We struggled with the first lot of fibreglass which was too thick to conform around the tight curves. So with the second attempt we changed the layup process to use the thicker sheets in the centre and thinner ply for the edges.

With only 20 hours of sleep over 5 days, we were launching the boat ready for the race with an unpainted rudder due to time limitations and sleep deprivation.

There was a significant difference in the performance of this rudder blade compared to the old one. The old rudder had been patched and repaired by previous owners and was swollen with moisture causing it to be very stiff and challenging to helm. The new rudder blade was much more sensitive and easier to helm making for some interesting mishaps in the race getting the hang of it!

Ultimately the plan is to build a whole new mechanism and change the type of rudder altogether, but for now we are rather pleased with our ‘temporary’ fix. The paint is going on this week!



[Ed – Well done Luke & Phoebe! Your rudder looks very professional, and we are glad your efforts paid off with a well-deserved series handicap win!]

Not the Coromandel Race

Written by Russell Osborne

Tuesday morning the forecast for the Easter race looked ok, with a westerly getting up to 15knts across to Coromandel. Saturday didn't look that great with the wind getting up. Sunday looked like the wind would be dropping off but with stuff to do Monday, an early start would get us back to the ramp before it dropped. My crew of youngest daughter and friend decided they had better things to do so I gladly accepted AJ's offer of crewing.

All this changed by the Nog and Natter that night with predictions of up to 40 knots in the Hauraki gulf. The committee came up with an alternative course which would keep us in the Tamaki Strait.

So, Friday night after a quick fitting of a rebuilt electric winch we launched around 8pm and motored to Ammo bay where 4 or 5 other WYS boats were anchored up. We had no sooner anchored up when Anton dropped by in his dinghy to invite us to *Perpetual Motion*. We stopped off to pick up Alan from *Signs of Life* and were soon seated around Anton's table for a nightcap (or two).

The usual discussions ensued. In a lull in conversation Alan leant over to me and quietly said "your stays are way too loose". I had thought this was the case but hadn't been able to get the turnbuckles to move when I had tried to tighten them. A discussion ensued and it was decided they needed to be sorted before the morning's race. Anton ferried us back via *Signs of Life* where Alan played a C# sharp on his stay for a reference note – back at *Swashbuckler* we only managed to produce a brief sad Fb!



The next morning AJ and I inspected the stays and I think AJ started to regret his offer to crew, especially when my tool kit produced an old drill, some rusty screwdrivers and a couple of files. Flip shouted across from *Escargot* and asked if we needed a hand. In no time at all he had motored across and rafted up with a much more comprehensive tool kit. AJ and Flip got to work. The barrels of the turnbuckles were seized but once again Flip came to the rescue with a blowtorch he keeps on board for caramelising the tops of his crème brûlée. After judicious application of heat AJ was able to get the barrel of the turnbuckle to move using the shank of one of my rusty files! In no time at all they had the shrouds playing a much nicer tune!

This one of the great things about the Waikato Yacht Squadron – people pitching in to help others out.

[Ed – We definitely agree! Perhaps that was the secret sauce in your handicap win!]

Passage Race 6 – ~~Coromandel~~ Race Course 12

Written by Philip Rayner

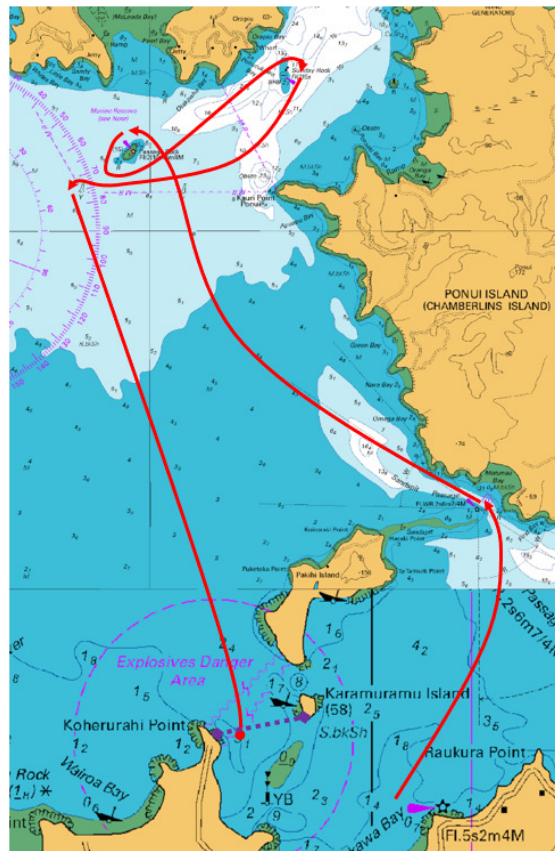
Wind wind wind, too much wind! The right direction wind, but not too much wind that we get stuck there. Coromandel is a great race or cruise and when going for Easter weekend everyone wants to make sure they can get back.

With that in mind, plus a few boats that were still in the bedding-in stage or with newly constructed replacement rudders, we thought it wise to do a course finishing not too far from the ramp, with the option to sail to Coromandel for those that wanted. Course 12 (Ammo Bay finish) was chosen from the handbook.

The forecast was for light-medium wind building to 20 knots in the Waiheke channel. We set off that morning for the race start line with about 9-12 knots of wind. It was going to be a spinnaker start and timing is everything. With that in mind I finally decided to learn how to use the start line guidance on my chart plotter. Suddenly we had distance to line, time to line, early warning, late warning!

After 3 practice runs we approached the line “for real” and crossed the line with 3 seconds to spare. First across the line was soon negated by *Suzie’s* slick and quick spinnaker hoist. *E-type 2* decided not to fly spinnaker but with her big rig and sails she was going nicely. We looked back to a sea of spinnakers, including *Swashbuckler’s*, that I was seeing for the first time.

Inner Harbour – Passage Sunday





The view back from Hue and Cry on Leg 1

Mark 1 – Sandspit Lighthouse

Once the spinnaker was set on Escargot we reeled in *E-type 2* and were sailing wide of *Suzie* but slightly behind. *Suzie* are known to be spinnaker specialists so we had our work cut out. Using techniques learnt on *Major Tom* at Rotoiti, (and some luck?) we eventually pulled ahead and clear. *Suzie* is not a boat to settle and very soon they were eating into our lead. Over a number of minutes they gradually pulled up alongside some boat lengths to windward of us and a real battle ensued. Realising they were the windward boat I decided to luff them up. As we got closer the nervousness of my crewmate Phil was palpable. We were close enough to share a beer. “Windward boat must give way” I shouted.

“You’ve got to hold your proper course” Chris shot back. Alas my Rule 17 knowledge was not complete, and not wanting to pick up any penalties in my uncertainty I relented and gave up the position, and hence the lead around the first mark. Advantage *Suzie*!



Escargot and Suzie - neck and neck!

Mark 2 - Passage Rock

Next was a long close reach to Passage Rock. Surely my choice of genoa over blade jib was going to pay off here. Sure enough, slowly but surely I started clawing back half boat length by half boat length. *Suzie* bore away nervous of the shore, *Escargot* held her nerve and made a few more half boat lengths. In the light 12 knot breeze the underpowered Noelex was giving it everything. Without a genoa there was nothing they could do in that wind and eventually *Escargot* pulled clear. But it wasn't all over yet – *E-type 2* has plenty of rig and sail area and very soon they were only a few boat lengths behind us and clearly going to try passing. Knowing that *Suzie* was my main rival for the series, I decided to put a semi defend on *E-type 2* while still not straying too far from covering *Suzie*. I tightened up the gap (width wise) between myself and *Suzie* and gave Hugh no choice but to sail under us. From previous encounters with Hugh I knew he was cunning, and if I tried to project my wind shadow onto him too much he was likely to duck to windward of me quicker than I could cover, and get the upper hand. In the end the powerful rig of *E-type 2* emerged from the wind shadow of *Escargot* and pulled clear ahead. Advantage *E-type 2*!

Mark 2 Rounding

Passage Rock is a big mark to round, and it's hard to know exactly what depth there is close in. That being said *E-type 2* took a middling line at rounding, and stalled the boat into the wind. I found a gap on the inside and cut inside to windward of *E-type 2*. *Suzie* picked a different strategy and went fat and fast around the outside. Both strategies paid off, with *Escargot* rounding a few boat lengths ahead of *Suzie*.



Leg 3

Initially based on the wind predictions I wasn't going to run spinnaker on this leg. But it was only 16 knots, which means about 9 knots apparent once we're going 7 knots down wind. I knew *Suzie* was going to run her spinnaker, so there was no choice really. The lovely pink spinnaker that Alan lent me was strewn on the cabin floor. No time to repack – a cabin hoist was called. Phil had the helm and we bore off to port to try and create a wind angle that meant we wouldn't need to gybe once hoisted. *Suzie* had her spinnaker

up, was well wide of us to starboard, but probably already even or ahead. No time to wait – spinnaker hoist now! Amazingly the hoist was smoother than our first, no twists and a quick set. 1 minute later I ran up and executed a great gybe with Phil. His first spinnaker gybe ever, and what a time to pull out a good one! Then it was on. *Suzie* looked ahead but we seemed to be capturing the wind better. We were absolutely flying towards the mark. As we got closer it became apparent that we had the better line. *Suzie* would have to come up to the mark, and were going to cross ahead (just). We were really flying more than I thought we should. I looked back. Wooooah....

There's a lot of wind back there coming our way. Some decent whitecaps and chop, and very decent wind were only boat lengths behind us. It was going to be tight with *Suzie*, and ideally I wanted to carry spinnaker to the mark. Now was not however, the time to be a hero. "Spinnaker down!" I called. I grabbed the spinnaker sheet and Phil quickly blew the guy. Pull pull pull ... halyard off ... pull PULL PULL! We were down and the mark was only 2 boat lengths away, we'd got ahead of *Suzie*, now we had to round the mark...

Leg 4 - Chaos

As we rounded the mark it hit. 36 knots of wind all of a sudden. We'd probably been in 18-20 until that point. 36 knots of wind, side on to the wind, with full non reefed main, and No. 2 genoa, is not the situation you want to be in, not even on a Gazelle. The boat went over on its side, the 420kg of keel effortlessly doing its job to keep the windows mostly dry. It's times like this I love having a boat designed for Wellington conditions! In the chaos our genoa was wrapped around the forestay, much like a certain spinnaker of mine once did. There was so much wind that no amount of pulling on the jib sheet would set it straight. There was no choice – quickly onto the bow I went, Phil released the jib halyard and down she came. The boat stood up, and we started going along in a controlled fashion.

Further back on the course *Perpetual Motion* and *Pangur Bán* were rounding Passage Rock. *Pangur Bán*, being a Noelex 22, lapped up the extra wind and soon rounded. Converting that down wind power into 8.8knots of speed, with no spinnaker! *Perpetual Motion* however was not so lucky – single handed, with full main and genoa, *Perpetual Motion's* was rounded up and took a 10min detour towards Pine Harbour, eventually getting enough reefs in to complete the rounding safely. A minute later and they would have barely struggled in the gust as the boat set down wind would most likely have lapped up the wind into some similarly fast down wind speeds to *Pangur Bán*. Timing and wind can be cruel.

Back onboard *Escargot*, *E-type 2* crossed closely behind us, but I was confident knowing that Hugh knows what he's doing, even if he was crossing rather parallel to the water. I cranked the backstay and the outhaul with all my might. Suddenly with no genoa we were going along well, with no hint we even needed to reef. Not only that, Hugh was now on our tack (with both sails up) and us, with only a main, were pulling away. *Suzie*

in the background had got herself sorted after getting in a right pickle and travelling much further north than she had intended. It looked like we had a clear lead, and if this wind persisted and no easy way for Hugh (being solo) to reef without hoving too, possibly the race?

Leg 4 Part 2 - Less Chaos

Chickens and hatching. One should always be mindful. I went forward to sort out the mess that was the genoa and Phil stayed on the helm. Alas, with the tide running and no headsail we really couldn't point well. I was blissfully unaware and by the time I returned from the bow, *E-type 2* and *Suzie*, although still well off to port, looked like they had made significant gains! Headsail up! Alas I'd not had time to put the blade jib on, so a No. 2 genoa (most unsuited to these conditions!) it was. Headsail up and we could point again.

Now where was that darned fishing reserve boundary marker? The GPS said it was just to starboard of Passage rock as we looked at it. The mist and rain said try again in a few hundred metres. We tacked back toward Passage Rock and then saw *Suzie* coming up fast. We were on starboard, then on port. We weren't quite clear ahead, but with only the smallest of dips Chris eased a few decimeters behind our stern. Match on!

Would I get some small tidal relief from Passage Rock, or should I tack now and cover? I held on for a bit, maybe too long, then it was time to tack. In the chaos of the tack, and the heel of the boat, the sheet flew free for a bit – a wide sloppy tack, and by the next cross *Suzie* was over a boat length ahead. We soon tacked back again, and with the extreme heel we were experiencing with the genoa it was again an untidy tack. *Suzie* had gained another few boat lengths, but not only that, it was touch and go if we were laying the mark. Given that the mark is made out of steel, let alone the race penalty for hitting a mark, I realised we had to throw 2 more tacks in. Big advantage *Suzie*...

Leg 5 - Final

The sea state was still decent and with the *Gazelle's* ability to punch through the waves, I was still in with a chance. We gained significantly on *Suzie* at one point, only for them to return the favour minutes later. Once the sea state calmed, I knew our chances were dimming as the *Noelex*, a worthy adversary in heavy seas, will definitely out-point and outsail the *Gazelle* when the wind is still above 13knots and the chop below half a metre.

With the line approaching and *Suzie* about 1 minute ahead, our goose was cooked. Or was it? Up ahead I saw *Suzie* round up significantly a couple of times. I knew what was coming, and, switching the lower sheet up to the high side winch, Phil on the rail controlling the genoa, and myself on the main sheet and helm, we successfully negotiated the gusts turning them into speed boosts. Visible metres, even boat lengths

gained, it was all too little too late and *Suzie* took the line honours. We sailed deep into the rather tranquil Ammo Bay, set anchor, rafted up, cracked a beer and congratulated each other on a fantastic and thrilling race. Soon the other boats joined the raft-up. Great tales of heroics and race fun were shared, while Alan and Hugh headed for Coromandel while the wind still served.

[Ed – Very exciting read! But after all it's only the Open Championship that counts, right?]



Suzie, Escargot, and E-Type 2

Northland Cruise on Passing Fancy – Part TWO

Written by Nigel Lancaster

So where were we? Yes, trudging up a steep road in the bush from the beach at the northern end of Motauwhi Bay, near the Russell Boat club. Only about 1km up the road to find the recycling & landfill transfer station. This was a very organised site and with everything duly sorted and dropped in appropriate bins we return to the Boat Club and putter back out to *Passing Fancy* with our rubbish boxes.

Next stop, Opuia marina to top-up water tanks and purchase some hardware ex Burnsco. It's a busy place with others lining up for water fills and the guy before us wanting to wash down the decks of his rather large sailing cat and only one hose. We complete the task, back out into the vacant area between the water berth and the Customs Clearance berth (not big) and on to Waitangi Beach just north of Paihia to visit the local Countdown store and refill one LPG bottle. It always amazes me when I take my LPG bottle to a refill site and the attendant asks me did I want that filled. This wasn't even a bottle swap outfit.

The return to *Passing Fancy* wasn't that simple now as the afternoon sea breeze was building and we were anchored a way off the beach over the low tide so the return trip was quite a wet one in the lumpy seaway. Unload stores & gas bottle, detach motor from dinghy, all a bit of an act in itself. (NB we never! sail or motor with the small motor on the dinghy)

We get organised on board and prepare to depart the bay observing as we do the tourist activities: One fast boat with 3 people hanging from the parachute towed behind, Waka activities (it's Feb 5th), jet skis, water skiing, ferries, & life boats from the two cruise ships in town.

Someone asked on Facebook how they load the people on? Let me explain: There is a loading door down at sea level (very small by comparison to the vessel size) where the punters get on and off the lifeboat. (I don't think they do it this way if it's sinking!!) These days the lifeboats are designed as sightseeing vessels and the passengers sit on the open top deck for the trip to either Paihia or Russell. It seemed to be Paihia's turn today.



We make an exit in the building northerly, negotiated the waters around the two cruise ships (big!!) and the NZ Navy vessel HMNZS Manawanui and head north for the Te Puna inlet, via the Kent passage & on to Crowles Bay and more interesting real estate.

“Far from the madding crowd” as it were – it’s calm, quiet and just two other boats.

The forecasters were now simply giving us light winds and building sea breezes by afternoon. Ideal really – easy going mornings as we anchored amongst the Te Pahi Islands just outside the Kerikeri inlet and an afternoon sail in a NE breeze to Otaio Bay on Urupukapuka Island.

Such a diverse island with plenty of bush – mainly Manuka, Pohutukawa, ferns and other native trees. In the open expansive areas of kikuyu grass and on the northern side steep cliffs and rocky bays. A range of good walking tracks of varying length are well marked and make for another great opportunity for morning exercise before it gets too hot.



Our last night in the Bay we anchored in the Okahu Channel before our departure southward with a good SE breeze. This was to prove a pain in the butt as we made our way south every day. One shouldn’t be tacking all day when cruising! But as we continued this became more important as we learned of the death of long-time sailing friend, Elgar Henry. We set a return target date to give us a day at home before the weekend and Saturday’s funeral.

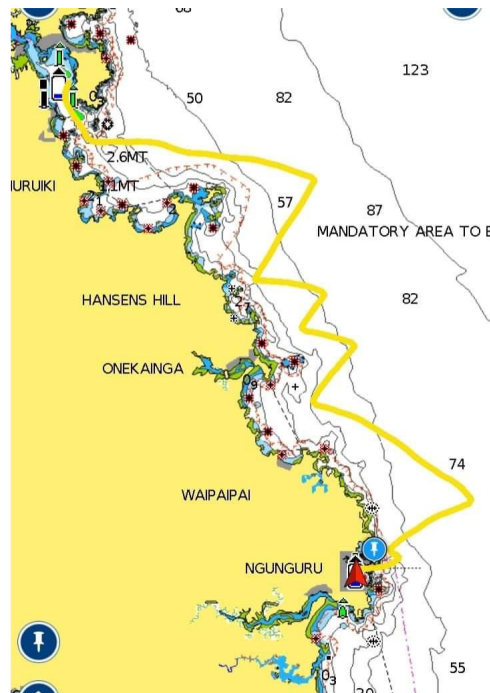


Okahu Channel

We had a long beat down the coast from Whangaruru Harbour (passing close to *Portfolio* as they rolled along in a tailwind with kite flying) and found the Tutukaka roll somewhat subdued. The trip further south involved many more hours of motoring and finally a battle with a strong 4-5kt ebb tide as we head into Whangarei Harbour. By evening the SE was now SW and building. We departed Urquharts Bay the next morning with 1 reef down and a 40m, sail ahead. The wind increases over the next hour or so and the decision is made: "Let's go back, this is dumb!". A pleasant calm night tied to the visitor pier in Marsden Cove Marina was an improvement on Tutukaka & Urquharts. A meal in the café was a step up too.

Better winds the next morning although SE again so we were close-hauled for much of the early part of the trip. Slowly moving round further east allowing us to ease sheets a little but with a persistent ocean roll and a dropping wind we resort to motoring as we approach Cape Rodney. This is simply a time on distance calculation. Trying to sail in the sea state in 8kts or less is frustrating to say the least and we eventually drop the pick in Bon Accord late in the day.

My nephew Tim Clissold visited us in North Cove for dinner. He usually sails his 10m Cat *Pulse* (music lovers will relate the name with a Pink Floyd album...), but today he arrived in his new *Elotri*, a 6m Electric powered trimaran designed harbour boat. This is Tim's latest creation in a bid to move into electric powered boats. We



had helped Tim launch *Elotri* during winter last year at the Sandspit Yacht Club so we were pleased to enjoy a short harbour cruise along with liquid refreshments to celebrate once more.

Next day we cruised down to Motuketekete island for lunch and await the sea breeze, which duly arrived an hour or so after the turn of the tide, as it usually does, and we had a great sail south along the eastern side of Tiritiri and Rakino islands. Late in the day this was freshening nicely as we passed Owhanaki & Matiatia and rounded Park Point, anchoring in Te Wharau Bay, on the western shores of Huruhi Bay, for our last night. Returning to Pine Harbour next morning I make a final call to Coastguard to close our TR... “We are back on our berth at Pine Harbour and closing down – thanks for the watch!”

Note for the records: I keep a log and record details of the day’s trip including distance for the day. I had also been fine tuning the log electronics so on the trip north from Kawau to Tutukaka we had the following result: Boat Log 61.2nm & GPS 61.6nm. Given tides etc this was a very close record of the day’s travel.



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