



Bilgewater




This spectacular photo was recorded by Ian Scoltock in Tryphena Harbour before leaving Gt Barrier. Perpetual Motion, Hue and Cry, and Escargot the audience.



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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 main talking point this month is the great success of the Great barrier cruise. A fleet of 19 boats, being 10 keelboat and 9 trailer yachts, made the voyage across the Gulf in what can only be described as ideal cruising conditions. It got even better as the week progressed, with mainly calm sunny days for the squadron members to explore the Port Fitzroy area.

As always at Smokehouse bay, the BBQ and Pizza gathering on most evenings were well attended, and the montage of photos following my comments ably depict the goodwill shown by all members. Of course, we had 2 octogenarian birthdays to celebrate in the week with Roy Woolerton and Jim Pasco ticking off another milestone.

Great to see our new TY members, Sven on the Merlin 6.1 "Clearwater", Luke and Phoebe on the Catalina 7 "Hue and Cry", and Mark on the Aquarius 22 "Hold-On II" making the voyage. And not to forget the new keeler owners Tim and Jo on their Hanse 35 "Louisa", and Keith on his new French connection "Tourterelle", a magnificent Allures 45 cruising yacht.

Commiserations to Nigel and Linda on "High Time" for being unable to make the voyage after Nigel slipped off the cabin top while at anchor in Chamberlains Bay – result: Broken arm

Your committee has held the last committee meeting for the year, and I can report we are in great shape financially, with all major expenditure covered off, and still with a healthy buffer of funds in the working account. We have allocated funding for this year's xmas party and have Tracy-lee Perry and her merry band of "Christmas elves" putting this event together.

So, without further ado, on behalf of the committee, I wish you all a merry Christmas and safe sailing in the new year.



Christmas

**AT THE YACHT CLUB
TUESDAY 12 DECEMBER
6PM**

Please bring:

Adults \$5-10 Secret Santa Gift or Regift
Children 12 and under do not need to bring a gift
Meat for the BBQ
A Salad or Dessert to share
BYO

Lets get into the Christmas Spirit
and wear something Christmasy.
(check out ideas at your local \$2 shop)

Upcoming Events

- Saturday 9th December – Passage series 3 – Ponui Island race. Keelboats and TY will converge at the same beach gathering destination.
- Sunday 10th December – RTB series 2 for TY yachts – this will be a short race programme to be completed by 1200hrs
- Tuesday 12th December – Squadron Xmas party at Hamilton Yacht club

NOTICE OF RACE

PONUUI ISLAND – Keeler and Trailer Yacht Divisions

DATE: Saturday 9th December 2023.

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 Event Coordinator 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 trailer yacht division and one keeler division.

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

COURSE: **Trailer Yachts** – From the start line at Sandspit Beacon to and through the Ruthe Passage keeping Ponui Island to PORT – through the Waiheke Channel - to the finish line at Sandspit Beacon (Port Course). The trailer yacht course may alternatively be sailed as a starboard course (keeping Ponui Island to STARBOARD) depending on the wind direction. The Event Coordinator will advise at the briefing.

Keelers – From the start line at Pine Harbour to the Waiheke Channel keeping Passage Rock to PORT - through the Waiheke Channel and Ruthe Passage keeping Ponui Island to STARBOARD - to the finish line between Kauri Point and the port side marine fishing reserve marker.

Refer to course 5 in the handbook.

START LINE: **Trailer Yachts** - Between the start boat and the Sandspit Beacon located off the south end of Ponui Island.

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 – Across a line between the Sandspit Beacon and the centre of Motunau Bay at GPS position 36° 53.716' S – 175° 11.25' E. Please record your own finish times in GPS time hrs/min/sec.

Keelers - Across a line between the fishing reserve marker on Kauri Point and the port side Marine marker at the entrance to Waiheke channel at GPS position 36° 51.699' S – 175° 08.28' E. Please record your own finish times in GPS time hrs/min/sec.

All skippers, to advise their respective Event Coordinator of their finish time at the completion of the race by Text (with VHF as a backup if your phone battery is dead).

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

Beach gathering point: to be advised at briefing – any boats cruising the event are welcome – please listen on Ch 77 for any destination updates.

EVENT COORDINATORS: Trailer Yachts and keelers – To be advised via ch 77 on morning of event.

Great Barrier Trip

You couldn't ask for better meet up conditions, it was a bright sunny day and Aperitif had managed to park its self in a hole just off Man o War, as Escargot crewed by AJ and Flip put on a spectacle of trialling 3 different spinnakers in very light wind. Enough mucking around time to anchor up for liquid refreshments. No sooner had we anchored and rafted up when a new (to our eyes) boat arrived. It was the Beale 31 Perfection helmed by Mark and Maureen. Suddenly Royal flush appeared and the raft was on the move again. Yacht after yacht arrived and soon our raft was 7 deep with more yachts in the bay, and others at Chamberlains and Hooks bay. A few celebratory rums and cake was declared on Royal Flush in honour of Roy's birthday, and it was decided that venturing up the mast was a great idea.





The next morning and with just a few fuzzy heads, we set off to Barrier for a dead down wind run in 8 knots of Breeze. Clear Water decided that with less than half the waterline length of some of the other boats they would get the jump by heading off at 6:30 in a beautiful morning early sun. Most of the other boats followed at 8:30, and within no time it was a sea of spinnakers.

Many boats were joined briefly by a pod of dolphins and some got to even witness Whales at the entrance to the broken Islands. The wind was such that many boats managed to hold spinnaker right through the broken Isles,

and Suzie even managed to hold spinnaker with mixed success down the Man o War passage. After a brilliant sail in perfect low wind conditions many made their way to shore to smokehouse bay, for many to survey the facilities for the first time and share a spot of kai and a well earned refreshment.



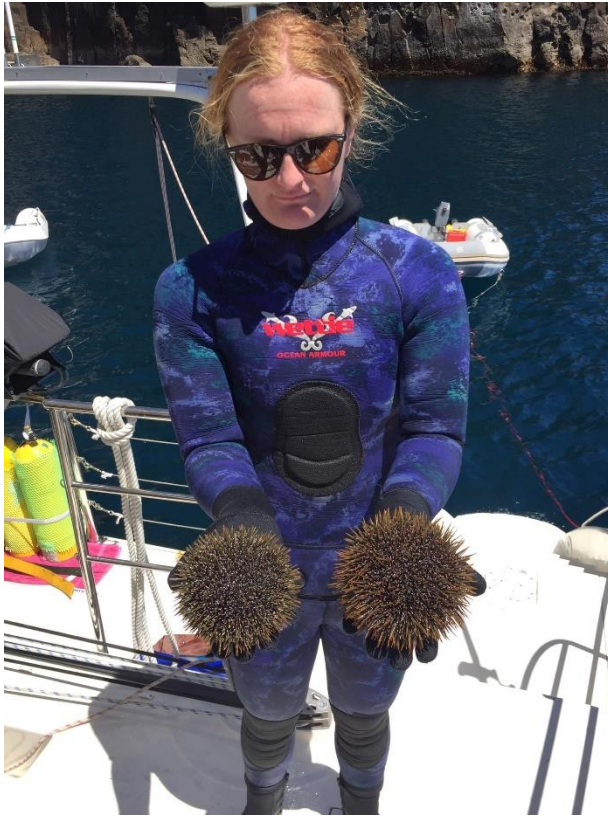
Hue and Cry steaming through the fleet



Hugh and others relaxing at Smokehouse bay. Firepit, Pizza Oven on display, Waikato Yacht Squadron boats in the background.



Day 2 and a good chance to relax – well that would have been the smart thing, however the generous offer of Jeremy, Kat, Dan and Roy and Royal Flush to accompany them out to Arid Island for some diving for Crayfish was too good to turn down. The crew of Escargot and Perpetual Motion joined Royal Flush for an amazing adventure. Many of us it was our first time sailing aboard a Catamaran, certainly first time on one bigger than a Hobie Cat. The trip out to Arid Island was amazing and calm, with only a brief opportunity to sail. This meant flat seas perfect for diving. After a first scenic dive with no crays, a quick dive bottle change and then Dan McCormick appeared from the water with 3 crayfish. Kat and Jeremy reported a very scenic underwater wonderland, with amazing clear water. Meanwhile Ian and Anton appeared at the top of the ridge after dinghying ashore. AJ took in many of the underwater sights with a quick snorkel. In the next bay Nicole, Dan, Kat and Jeremy went on a cave snorkel adventure which had them all buzzing and relying vividly their adventure on their return. The diving wasn't done with, and yet a third stunningly scenic, ridiculously clear water bay was found. Shore crew disbanded on dinghy and paddle boards and reported back on a stunning waterfall laden canyon with idyllic isolated views which could easily have been soaked in for hours. Meanwhile underwater crew returned with 3 more crayfish including Kat's first cray!



Sailing back to Port Fitzroy was an experience that will continue to warm our hearts fondly for years. Roy and Jeremy giving over the helm for all who were willing to try, we set sail with a full Jib and Main. I suspect the smile on Nicoles face is still there if you look hard enough.

With no fishing lines tangled around propellers, and no togs only rope assisted underwater snorkel to free the line, we were back in Smokehouse Bay well after nightfall for a late-night feast of crayfish and crayfish pizza. We all retired for the

evening well and truly beat after two incredibly big days that we had no regrets spending large energy reserves on. The bay was glass still and the head sunk into the pillow quickly.

Meanwhile on the other side of town, Tim and Jo's new boat Louisa (a Hanse 350) was the talk of the town. A modest step up from their Noelex 25 it was certainly a beauty to be beholden. Tim reported being surprisingly happy with the wheel (instead of his more familiar tiller), and very happy with the performance, enhanced a little by the bulb keel which he'd hoped to avoid, but had come to appreciate the performance benefits. The boat is absolutely immaculately presented and appointed and it is clear that it will bring much sailing joy and adventuring to Tim and Jo. Later in the week a number of boats ventured up to Nagle Cove, one thing lead to another and before Tim knew it he and Jo were inundated with the crews of Perpetual Motion, Escargot, Perfection, Hue and Cry and Aperitif for a show and tell session on their new boat followed by ice cream generously supplied by Anton.



El magnifico "Louisa"

The days all begin to blur into one and many adventures were had. From exploring the Island by rental car (and forgetting ones bag in Trypheena) to fishing trips, day walks and hikes, mini sailing races, lots of Pizza making and cooking and generally a great time in great company. Another highlight for many was the walk in the Glenfern sanctuary, including walking across a swing bridge into the canopy (yes the canopy) of an adult Kauri, and taking in the view from sunset rock. There was more diving, and fishing, shared meals, hot baths and showers, swimming before sharks and the odd liquid refreshment. Suddenly it was time to go and a number of boats decided the fresh Northerly on Friday would make for a great spinnaker run back home. Only one spinnaker was slightly ripped and upon review it appears it may have been down to operator error. Speeds of up to 12 knots, some under reefed main and headsail were reported. Meanwhile not wanting the adventure to end (and needing to retrieve Phoebe's bag from Trypheena) Perpetual Motion, Escargot and Hue and Cry decided to venture down to Trypheena. It was certainly a busy sail, with Escargot not even getting outside Port Fitzroy before having a man overboard. The spinnaker pole not secured (in Flips rush to set off), it

decided to go overboard. Uncertain of how long it would float for, and very committed AJ immediately dived in after it. He received a good bruise from the back pulpit for his trouble, and a wet set of clothes. Getting the boat into the wind and him back on board was slightly more challenging than one may have thought, but through AJ's agility, the dinghy we were towing, and flip finally remembering to ease the main, he was retrieved and soon down below for a change of clothes. The sail down through the broken Islands was beautiful as always, and while spinnakers were considered, the already steady pace of 6.5knots, and the wind building once outside, a lovely more relaxing down wind sail was opted for.

Having organised a mooring with the help of MPI, coming into Trypheena harbour was just stunning. The scenery amazing, the water tropical island clear and aqua blue in shades the defeat words. (NB the water wasn't quite tropical warm).

After a good explore of the bay, a few walking trips, some ice-creams, chips, wedges and beer at the pub it was time to dinghy back to our boats for our last night. What an adventure it had been, how could you top this. A particular squeal of delight from Phoebe aboard Hue and Cry's dinghy and I knew this island had one final charm for us. As we cruised across the water back to our yachts, a pod of 5 dolphins had decided to put on an acrobatic display the likes I have never seen before. Infinity times better than water world, and acrobatic beyond any dolphins I've witnessed sailing before. Ian's photo is an amazing snapshot of the display, and even then, I must say, seeing it in real life was even more amazing than that amazing shot. Barrier had fulfilled our hearts desired, filled up the cup and overflowed it twice.



This spectacular photo was recorded by Ian Scoltock in Tryphena Harbour before leaving Gt Barrier. Perpetual Motion, Hue and Cry, and Escargot the audience.

Passage Race 2 – Tarahiki

With mixed wind reports it's always hard to set a course that will hit the balance of being fun, competitive, allow tactics to shine, and be safe. Given the wind forecast to hit 20 knots sustained and gusts of up to 28 knots we decided to run a modified Tarahiki course for the trailer yachts. After the very successful spinnaker start in the Motuihie race, I wanted to mix things up and have an upwind start. The wind wasn't quite the right direction so we decided to start at the Sandspit lighthouse and head south. My initial plan had been to sail around the bottom of Karamuramu island (the mining island) as there is very deep water there and it's hard to cut the corner too tight as you can see the land. After express concerns from 3 other boats that they weren't familiar with that stretch of water and were unsure about how much clearance they would have from the top of the sandbar, I agreed that extending the leg down around the cardinal mark at the southern end of the sandbar could be fun. The start proved interesting as even though we were nearly on dead low tide there were some interesting currents a play. On our south east tack we were

barely making way, I suspect our speed over water was fine, but our speed over ground felt like sub 1 knot. Once we cleared Waiula's bow we went onto our favoured South western tack, only to soon see Suzie bearing down on starboard tack. It was touch and go if we would have cleared their bow, and not wanting to insight the rage of the often called upon protest committee I thought I'd be polite and tack in their face. Well that worked quite well except soon after they tacked away on the favoured south western tack, and Alan and I found ourselves trapped heading south east (barely) and not able to tack. When we did finally tack (one must remember to ease the sails more often and not rely on tacking by force with the big wooden stick thingy) it was clear that it was advantage Suzie. They had made 5 boat lengths on us and we soon began the thankless task of trying to catch Suzie. A great accidental tactical decision by me (we'll tack just after this gust...) lead us deep into McCleods bay, and as we tacked back past Karamuramu it was clear that we had made only slight ground on Suzie if at all. We hadn't lost anything and that was the main thing.

As we got closer into Kawakawa bay the wind became more fickle. There were opportunities to make ground on Suzie, and some we did, and then some shifts they made ground back. Oh well at least we were well ahead of the rest of the fleet. Not so fast, suddenly out of no-where after seeming many tens of boat length behind, there was Perpetual Motion keeping us honest and a real threat. Suzie rounded the "bottom mark" many boat lengths ahead, and as the fickle wind shifted Alan and I found ourselves having to throw in extra tacks to get round the cardinal mark. "It's dead low" Alan pointed out "that Mark is probably in some of the rock / sand of the bar, we probably should give it a wider berth". We tried to but even holding Port tack for longer than we thought we rounded perilously close to the mark and with 10cm or less under the keel. We looked up, and Suzies previously flawless spinnaker hoist was no going awry. It took me a moment to work out what was going on. They were beached, beached as. Suzies waterline clearly was 3 cms above the waterline. Not ideal. We delayed our spinnaker hoist and kept well clear of the now obvious sandbank (Suzie had stirred up the mud and made it quite visible for us). I radioed Perpetual Motion (with 1.75m of draw) to let them know that the sandbar was extending today and they would need to keep closer to the shore than the sandbank. We had rounded the mark with some water under us, but we had tried to keep well clear of the mark and had got tighter than we'd like.

There was genuine disappointment in my eyes, maybe even a welling of water as I watched Suzie floundering helplessly spinnaker still waving all directions of not good in the wind. I wanted to overtake them, I wanted line honours, but not like this, not like this Jim.

The grief was soon out of my heart and Alan and I raised spinnaker to set off towards the Waiheke channel, all under control.

Then I looked back, Perpetual Motion was taking a long time to round the mark ... “Oh no – I know what’s happened!”. Perpetual Motion had rounded too close and were also stuck!



Suzie high and dry, Perpetual Motion sailing towards the bottom mark.

Back to our own merry journey and the wind was shifting slightly more south west. It was time to gybe the spinnaker, and using the confidence of how AJ and I had done it with ease with Big Bertha on the way to Barrier I instructed Alan to just gybe the main over and I'd go forward take care of the pole.

I certainly can't blame Alan, but last time he had sailed with me (Gulf Classic) we had had quite the broach. A wise person (Anton) had said I really should be more vigilant about my keel pin, and today was a day where I had made sure it was firmly down. I thought the Gulf Classic broach was violent. I thought it was the worst I would experience ... not

so fast Flip. We broached, suddenly, very suddenly. Words cannot describe how quickly we broached, but perhaps hot sauce, oil and garlic can. We broached so fast that the contents of my hot sauce and oil box were thrown like bullets across the cabin. The result was like the scene from pulp fiction, only with more glass, and slightly less brain-detail. It was a mess. Mean while with lesson under my belt from the gulf classic and water pouring into the cockpit I calmly (or you can get Alan's opinion on how calm I was) released the spinnaker sheet and let it fly. We popped up, somewhat more calmly than from our gulf classic sail, and now had Alan's spinnaker wrapped around the top of my mast and windex. Hmmm wasn't sure that was coming down.



With some patience, some doing nothing, followed by some wiggling of sheets, halyards and sailing different wind angles the spinnaker eventually released from the mast and Alan had it down quick as a flash. With the spinnaker down it was time to survey the damage. Alan called me down to have a look and one could only but laugh. Not only had the sauces been fired like bullets across the cabin, but the toilet had been launched like a cannonball across the cockpit and through the dry food locker doors. They were completely smashed in. Luckily the toilet was undamaged and its precious cargo still safe within its bowels.

Not a team to give up, we did a quick clean up but decided the boats behind weren't going to stay grounded forever – the tide was rising and so should the spinnaker. We hoisted again, and this time we seemed to be in more stable air with no gusts. Once again we were making good progress and there was time to finish the interior valet.

Meanwhile back in ammo bay, things were a moving. Suzie had got her keel up and managed to drive herself off the sandbank, and then in true sporting fashion pulled the much larger Farr 1020 off the cardinal mark after 3 attempts. Not only that but Stu and Chris are also made of stern stuff, back on the horse they had the spinnaker up and were quickly cutting through the fleet and making ground into our lead.

The journey up the channel was largely uneventful, often dropping below 4 knots and sometimes reaching 5.5 knots the wind predictors seemed to have it wrong and we were in for a cruisy sail. Looks can be deceiving and as if he'd read my mind Murray cracked onto the radio. "Escargot this is Acushla – just letting you know it's blowing 24 knots out there!". It seemed unbelievable in our tranquil maybe 8 knots of breeze. Sure enough as we rounded Pakatoa we could see white caps not far off the north east corner of the island. We contemplated a reef and a headsail change (should have done both) but powered on full number 1 genoa and full main. It is a Gazelle after all. As we sailed through Pelin Cherry sized waves, we gave a thought to James and his upcoming challenge. We Relayed the conditions as best we could to the rest of the fleet, to ensure all (including Cherry's) were prepared. The rest of the race was stern but largely uneventful sailing, and we crossed the line, first on line, but perhaps not most deserving or first on effort.

We spied Acushla in Chamberlains bay, and the dinghy still buried deep in the mess of hot sauce and garlic we decided to initiate a raft up. It was much to our surprise that the next boat that followed was Suzie, only 20 minutes behind after grounding, rescuing another grounded boat and resuming from the race. Their downwind spinnaker work is truly amazing and that kind of comeback must be lauded. Also to be highly commended are all boats who braved the outside of Pakatoa and Rotoroa, and none more than the tiny Pelin Cherry 14 foot, skippered by James, and rightly so he took out the win on handicap.

Acushla played host to a great prizegiving with 5 boats rafted up, and a couple of visiting dinghy's. Luckily the beer ran out and it was declared that a BBQ would ensue on the beach. As we pulled our heads out of the cabin we realised we were in a slightly different part of the bay. A quick disbanding of the raft up and some quick work from Alan and the crew of Acushla ensured that we had more than a few meters to spare from the shore before the engines kicked in and a new holding was sought.

Results:

Tarahiki Open (Trailer Yachts)

| Place | Type | Name | Owner | Finish | Elapsed | Corr-ected |
|-------|------------|-------------|-------------------------|----------|---------|------------|
| 1 | Gazelle | Escargot | Flip Rayner | 14:23:40 | 4:23:40 | 3:36:12 |
| 2 | Pelin Cher | Waiula | James Hepburn | 15:34:34 | 5:34:34 | 3:36:48 |
| 3 | Noelex 25 | Suzie | Chris Martin | 14:46:56 | 4:46:56 | 4:02:28 |
| 4 | Joker 820 | Aperitif | Greg & Julie Reeve | 15:08:01 | 5:08:01 | 4:21:49 |
| 5 | Catalina 7 | Hue and Cry | Luke and Phoebe Feldman | 15:33:06 | 5:33:06 | 4:24:49 |

Tarahiki Handicap (Trailer Yachts)

| Place | Type | Name | Owner | Finish | Elapsed | Corr-ected |
|-------|------------|-------------|-------------------------|----------|---------|------------|
| 1 | Pelin Cher | Waiula | James Hepburn | 15:34:34 | 5:34:34 | 3:36:48 |
| 2 | Gazelle Mk | Escargot | Flip Rayner | 14:23:40 | 4:23:40 | 3:54:08 |
| 3 | Joker 820 | Aperitif | Greg & Julie Reeve | 15:08:01 | 5:08:01 | 4:13:11 |
| 4 | Noelex 25 | Suzie | Chris Martin | 14:46:56 | 4:46:56 | 4:24:33 |
| 5 | Catalina 7 | Hue and Cry | Luke and Phoebe Feldman | 15:33:06 | 5:33:06 | 4:26:49 |

Tarahiki Open (keelers)

| Place | Type | Hcap | Name | Owner | Finish | Elapsed | Corr-ected |
|-------|-----------|-------|---------|---------------|----------|---------|------------|
| 1 | FARR 1020 | 0.742 | Acushla | Jim Pasco | 13:14:00 | 2:59:00 | 2:12:49 |
| 2 | HANSE 370 | 0.780 | Audrey | Bryan O'Brien | 13:08:38 | 2:53:38 | 2:15:26 |

Tarahiki Handicap (Keelers)

| Place | Type | Hcap | Name | Owner | Finish | Elapsed | Corrected |
|-------|-----------|-------|---------|---------------|----------|---------|-----------|
| 1 | FARR 1020 | 0.750 | Acushla | Jim Pasco | 13:14:00 | 2:59:00 | 2:14:15 |
| 2 | HANSE 370 | 0.787 | Audrey | Bryan O'Brien | 13:08:38 | 2:53:38 | 2:16:39 |

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All proceeds went to the Mercury Bay Boating Club clubhouse relocation (cyclone recovery)

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