

February 2024

BILGEWATER



The squadron gathered at Hobbs Beach (Tiritiri Matangi Island) on the Midsummer cruise, and Orca passing Rakino Island on her way back to Waikalabubu Bay.



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

Commodore's Comment

Don't we just love the old boat maintenance jobs – I'm sitting in the marina at Whitianga working on *Afterguard* while putting this BW together. After a long day of engine servicing, and water blasting all the bird sh-t off the deck, she looks like a yacht again. After receiving little attention over the past 2 months due to her skipper renewing a hip joint, it's good to look forward to some sailing in our own right again (sorry Jim and Bryan – you will need to make forward bookings for crew from now on!!)

And just as well as I reflect on the mid-summer cruise last weekend with the squadron based at Waikalabubu at the north end of Motutapu Island. After a too breezy day on the Saturday, we all got on the water on the Sunday for a great 3 days. Top marks to Anton for all his organising skill, and Roy for bringing the mother ship out. She was used to take squadron members to Tiritiri Matangi for the day on the Monday.

A quick shout out and congratulations to Chris on *Suzie* ably assisted by Tim and Flip at the Noelex 25 nationals in Taupo at Waitangi weekend. Further congratulations to Andrew on *Portfolio*, who with his top crew from the BOPTYS club, came fourth in the nationals.

My last subject is to remind you all of the upcoming Gulf Classic regatta on the weekend of 9th March. This is our marquee event for the year and I encourage all members to look at entering this year, so we are in a strong position to retain the club sailing trophies for Trailer and Keelboat divisions. Enter via the website at:

<http://www.waikatoyachtsquadron.org.nz/gulf-classic-2024.html>

Upcoming Events

- Saturday 24th February – Passage series 5 – Hooks Bay race. Keelboats and TY will converge at the same beach gathering destination.
- Tuesday 27th February, 7:30pm – Nog n Natter at the Hamilton Yacht club rooms – Topic: “Race Starting” presentation by Nigel Lancaster
- Saturday 9th March – Gulf Classic Endurance Regatta sailed from the Maraetai Beach Boating Club

NOTICE OF RACE

Passage Series – Round 5 - HOOKS BAY

DATE: Saturday 24th February 2024.

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 to Ruthe Passage keeping Ponui Island to PORT – through the Waiheke Channel keeping Waiheke to PORT and Pakatoa to STB – to the finish line at Hooks Bay. Alternative finish line in heavy northerly conditions will be Pakatoa Wharf in the Waiheke Channel.

Course 9 in handbook

Keelers – From the start line at Pine Harbour to the Motuihe Channel keeping Motuihe Island to STB and Browns Island to PORT – out the Motuihe Channel keeping Waiheke to STB – to the finish line at Thumb Point

Course 8 in handbook

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** – A line between Thumb point and the headland at the entrance to Hooks bay. For clarity, and if possible, the first boat in should establish the finish line in Hooks Bay and advise the TY fleet on Ch 77, and record the finish times in GPS hrs/min/sec.

Keelers – The finish will be a line between Thumb point and Gannet Rock. Skippers should record their own finish times in GPS hrs/min/sec.

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

RACE OFFICERS: Trailer Yachts – Chris Martin. Keelers – Bryan O’Brien

A beach gathering location in the Waiheke Channel 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.

NOG N NATTER – BY NIGEL LANCASTER

Yacht racing starts:

The attached photo shows a line up for a start of identical yachts, quite a good sized fleet. Which end of the line is best? Whilst timing is of paramount importance, you don't want to be late for the show, I am of the view that there are other big considerations when approaching the start line particularly in an event with a mixed fleet.



Come along and find out more on Tuesday 27th February at 7:30pm at the Hamilton Yacht Club rooms.

Welcome to new members

- The McLennan sisters (and mum) – **Mikayla, Alexis** (and **Dana**). These are the late John and Lynne Pollard's daughter and granddaughters – great to have you on board. The girls are sailing a Monarch 17 on the local lakes and ponds until they get up to speed, and then we hope to see them migrate to a BIG boat and join us out of KK bay.
- **Mike Whitburn** is not a new member, but has rejoined us this season. Son of Dave Whitburn, he has a Wright 11, *La Di Da*, moored in Pine Harbour.
- We welcome **Mike** and **Yolande Mulholland**, with children Portia and Liam, on their Young 5.7 *Code Red*. Mike has been making tonnes of upgrades to *Code Red* and we hope to see them on the water with us soon.
- **Chris Jereb** has also been doing plenty of work on his Farrier 680 folding trimaran, *Thruppence*. He will be moving into the compound as soon as he has set up his mast stays, and will be a really interesting addition to our fleet!
- **Andy Smith** and **Sandra Shilling** are relatively new sailors who have joined us, with their daysailer *Golden Weather*. We look forward to you joining our events when you can.
- **Marcos** and **Elaine Monteiro**, with children Luis, Luisa and Lucas, are a young family who have just joined us with their Moonraker 23 *Frosty Lady*. Marcos has a navy background, and has done dinghy sailing in the past, but this is a relatively recent foray for their family into trailer sailing.
- **Nicole Hancock** is a new associate member, based in Raglan. Nicole will already be known to many members as she came on last year's Barrier Cruise, and has also previously crewed on both *Escargot* and on *Skywalker*. Most recently she skippered *Pangur Bán* in the recent Rocky Bay race, with the assistance of Greg and his daughters. Nicole has a background with DOC, conservation and meteorology, which dovetails very well with sailing and the beautiful spots we all love visiting. Please welcome Nicole, and consider her for any crewing opportunities.



Nicole trying out the helm on Royle Flush in November

Obituary – Elgar Henry

We note the passing of Elgar on the 10th February.

It is with much sadness Elgar has passed away. He and wife Josie, who passed away last year, joined Waikato Yacht Squadron about 47 or so years ago. He had spent much time fitting out a Monarch 17 named *Karma*. Over the years they were both very keen and enthusiastic members who regularly joined in club events. After *Karma* they bought *Jester*, a Joker 6.7, then came *Quality Row*, a Noelex 30 that they kept for many years. Their last yacht was a Lotus 9.2 named *Chilly Sauce*. Like a lot of ex-yachtie's they brought a motor home and did some overseas travel. Elgar and Josie will both be very fondly remembered for their great company and contributions to our club.



Elgar and Josie – “a tight reach on the wind”

MIDSUMMER CRUISE – 2-6 FEBRUARY 2024

This year's midsummer cruise had a delayed start, due to strong westerlies on the Friday and Saturday. Most (!) boats sensibly slept in the compound or marina, then launched on Sunday morning and assembled in Man o' War Bay, Waiheke Island, ready for the first leg around the top to Motutapu Island.



Our starting fleet of seven included *Signs of Life* (Alan), *Clearwater* (Sven and Tom), *Orca* (Karl and Mike), *Perpetual Motion* (Anton and AJ), *Hold On II* (Mark and Pip), *Melody* (Harry, Tim and kids), and *First Light*, a Catalina 7, owned by Paul and Jules, visiting from Napier Sailing Club.

AJ taking the helm on Perpetual Motion

After a sail repair on *Clearwater* and a reinflated dinghy on *First Light*, we set off in moderate breezes towards Hooks Bay and round Gannet Rock. Wind direction seemed to be 8-10kts southeast, despite forecasts of 10-20kt southwesterlies. However once we passed Gannet Rock, the wind mostly died away. After flapping around for a bit, most boats decided to raft up in Garden Cove for lunch and a swim.



Once we emerged, the wind was now the promised southwesterly, but we were getting 20-25kts, which was definitely a little higher than expected. Most of us threw in a quick reef or two, although Alan on *Signs of Life* was perhaps practising to defend last year's Gulf Classic title, as most of the times we looked back we could see him heeling at 40 degrees or more.

Concurrently, *Royle Flush* (Roy, Murray and Dylan), *Acushla* (Jim, John and Holly), *Audrey* (Bryan and June), *Cortez* (Luke, Laura and kids), *Bella Rose* (Darren) and *Gingerbread Man* (Phil) were making their way to Waikalabubu Bay, on the north-eastern side of Motutapu Island. Most of us managed to converge here in time for happy (three?) hour(s) on *Royle Flush* from 5pm to... uh... 8pm.

Sadly *Audrey* had anchor winch issues, and elected to return to base to resolve them.



Monday's wind was forecast to be light to negligible, so most crews took up Roy's generous offer to motor us (at 8kts) to Tiritiri Matangi Island in style and comfort on *Royle Flush*. Dolphins were (briefly!) seen, and also a light blue *Orca*, flying spinnaker alongside *Gingerbread Man* in an unexpected but welcome 8-10kts.

After unloading all 14 crew from *Royle Flush*, most walked up the Wattle Track to the lighthouse for lunch, followed by swimming and snorkelling back on Hobbs Beach.

Enjoying lunch on Hobbs Beach

On the way back to Waikalabubu, the wind had picked up a little, allowing *Orca* to give *Royle Flush* a good run, but we eventually overhauled them just before arriving back at the anchorage.

At the beach BBQ gathering that evening, we were pleased to see Greg, Alyssa and Sylvie on *Aperitif*, as well as Iain, Sue, Marius, Jasmin and Chewie. Iain and Sue previously owned the H28 *Rakiura*, but just prior to Christmas they upgraded to a Cavalier 45, *Aurora Lights*, on which they are all living in Hobsonville Marina. This was their first outing since Iain, Anton and Flip sailed her round from Whitianga before Christmas, and she is looking sparkling.

It turns out that this was not the only new keeler to debut this weekend, as under cover of darkness there was a stealthy anchoring by Rodger, previously of *Fantasia* fame. Rodger has recently acquired a Lotus 9.2, *St Julienne*, based out of Pine Harbour, and he will be racing in the keeler division now that he has obtained the necessary insurance. *Fantasia* has just been sold, and Rodger is still walking around and around *St Julienne's* side decks, enjoying the novelty, "because he can"!



Aurora Lights (Cavalier 45)

Tuesday, Waitangi Day, it was time for most of the remaining trailer fleet to make the trek back to Kawakawa Bay. *Perpetual Motion* and *Cortez* had another attempt at getting to Woody Bay Pizzeria for lunch, but sadly they were sold out prior to 6.21am, when I placed our order, forcing us to self-cater yet again.

It felt like most of Auckland was enjoying Waitangi Day in Woody Bay. We even wondered if we could just leap between boats to get to shore! However it definitely looks like a pleasant bay – we will return one day when it is not a public holiday, when there will hopefully be fewer dogs running rampant on the beach.

2-4kts of true wind on the way home, ironically building to 10-12kts by the time *Perpetual Motion* moored in Panmure. Special thanks to Roy and Murray on *Royle Flush*. Sadly we did not get to Kawau and Mahurangi this year, but everybody's willingness to adapt and make the most of things allowed us to still enjoy a most successful long weekend.



Paul and Jules on First Light (Catalina 7) visiting from Napier Sailing Club

After the fall – From Nigel McCarter

You might have heard I broke my right arm ulna en-route to Great Barrier at the beginning of November. I was rigging the anchor light in North Harbour, stepped back, and fell through the hatch. Ouch.

The following morning, we motored back from North Harbour to Kawakawa, and were assisted to land by Dave Whitburn, Dave and Ruth Reffin, Mary and George Cauldrey and an unnamed truck driver. Thank you all. I spent the evening in Middlemore, the next seven weeks in a cast, and still can't grip or rotate my arm. Bugger.

But beyond the detail of wind, wave and recovery, here are some thoughts.

Accidents happen. Quickly. Without warning. What do we do as skippers or crew, on small boats out in the gulf, out at sea, anchored in harbour?

For solo sailors, when and how (if you are able) do we communicate with coastguard, emergency services? Do you carry a PLB on your person, in reach, or is it in the cabin? if you are going forward to, say, douse the jib or sort the spinnaker, do you clip on to a jack stay? Always?

For crewed boats, do all on board know how to call coastguard if the skipper is out of action? Remember, cell phones do not work over much of the gulf. Spark does not function in Great Barrier. VHF does not work outside of line of site, for example in North Harbour. How many of your crew have practiced calling coastguard to lodge a trip report? Is your call sign readily available to all crew? Do your crew know how to report a pan or mayday call?

When do you call Coastguard? Coastguard may argue they would prefer to be called early before a minor situation escalates. But what happens to the crew and the boat if the skipper is taken off for treatment?

If the skipper is incapacitated, do the crew know how to lower the sails? Start the engine? Raise the anchor? Steer the boat back to harbour? Drop and set the anchor?

Back in November, I made the decision that we shouldn't call Coastguard. The injury was painful but not life threatening, didn't need immediate treatment, and the weather forecast was benign. So we slept overnight on the boat. Linda has completed a VHF course, but has only ever called in a trip report once. The following morning, I radioed others in the squadron, to say we were heading back to Kawakawa. Linda has practised and was able to start the engine. But this was the first time she had ever raised the anchor. It is not easy on the Noelex, without a winch – the anchor has to be swung in over the pulpit. Once we had cell phone reception, we telephoned the Daves for assistance, and arranged to meet at the ramp a couple of hours before high tide.

As it so happened, the Cauldreys were preparing to ship stock to Ponui on the barge, and were also able to provide assistance. That was a tremendous help. Without the outside assistance we would not have been able to recover the boat.

Did it all work out? Well yes, sort of. Has buggered me sailing season, but it could have been much, much worse.

As the ACC commercial says, time to have a hummmmm.

Morbic in the Mahurangi. – From Nigel McCarter



Just because I only have one functional arm at the moment, that's no excuse not to get out on the water. Besides *High Time*, I also have a Morbic 12 named *Taranui*. She is lapstrake-ply, open dinghy designed by Francois Vivier, a French designer, and derived from the old style Breton inshore fishing boats. She has balanced lug rig of 7.6 m². I think she is rather beautiful, and she has the additional benefit of being fairly easy to set up and sail.

So whilst the rest of the squadron were racing round Tarakihi, We towed *Taranui* to Warkworth, booked into an old villa near Warkworth; (Red Bluff Lodge, very

comfortable, shared kitchen, spa bath for the end of the day, highly recommended) aiming to watch the start of the old gaffers race in the Mahurangi regatta.

[\(https://www.mahurangi.org.nz/2024/01/21/mahurangi-regatta-programme-2024/\)](https://www.mahurangi.org.nz/2024/01/21/mahurangi-regatta-programme-2024/).

Keelers and trailer sailers can reach Warkworth on a high tide, but the Mahurangi is a 12 km estuary that, for the four downstream from Warkworth, runs through a narrow channel between dense mangrove beds. There are Herons, Spur Wing Plovers, Kaka flying over head, it is remote and mysterious. Beyond an hour or so either side of high tide, anything drawing over 50 cm or so risks grounding in the mud, or, I'm told, striking buried logs in the channel. But just down stream of Warkworth wharf, the Mahurangi Marina will allow boats to launch from their very muddy ramp for \$10 cash. What is more, we were able to leave Taranui on her trailer overnight in a locked and fenced compound.

On Saturday, we launched at eight, an hour before high tide, and potted down the channel under outboard. We arrived in the harbour about ten, and I don't think I have ever seen so many moored yachts, perhaps 800 of all sorts of sizes and rigs. We ran ashore at Otarawao Bay (Sullivans Bay), ate lunch on the sand, watched the very noisy parade of classic launches, passed the time of day with other dinghy sailors, and then watched the start of the A class race at 1 pm from just outside the starting box.

It was quite a sight. Twenty or so old gaffers, flying huge areas of canvas charging across the start line in a light nor-wester.

At three, we followed the flood back beating back against a fresh norwester. The lug sail is surprisingly close winded. Best on a reach for sure, but able to sail reasonably close to the wind. At the start of the narrows, I reverted to our Suzuki 2.5 hp. The motor was mounted to starboard of the tiller slot with the rudder in place. I found that if I sat towards the stern, the prop and exhaust were just below water level.

All went well until 10 metres or so before the ramp. We hit the mud. The rudder jerked to starboard. The prop struck the rudder blade. The motor ricocheted up. The mounting pad broke. The motor almost popped off the transom. I killed the motor and hastily poled the boat over the mud towards the ramp until it would go no further. I jumped overboard into 2 cm of water, and 50 cm of glutinous mud.

Linda said "the boats sinking."

"Nonsense" I said, "it can't. "It's on the mud"

But I was wrong. The prop had struck and sheered off the drain plug cap. By the time I had fetched the trailer, there were about 6 cms of very muddy water in the bilges.

Just as well there was a hosepipe and freshwater supply at the top of the ramp, and a spa bath at the Lodge. Beats falling through a hatch any day.

Bay of Island Cruise – From Anton Post

IT WAS THE BEST OF TIMES...

Two tales of one adventure

Bay of Islands 27 December 2023 to 15 January 2024

Directly after completing our family Christmas commitments, the crew of *Perpetual Motion* embarked on our expedition to the Bay of Islands. On board were Anton, Briella and Caleb, as well as Anton's dad. Wendy had decided to join us in Whangarei for the final leg to Russell, and then return home after about a week cruising in the Bay of Islands.

First stop to Islington Bay, Rangitoto, after picking up Anton's aunt in Browns Bay, for an overnigher and morning summit of the volcano.

Unfortunately, after our excitable children shot on ahead and took the wrong turn during the descent, a morning walk turned into an all-day affair. By the time they had been located and retrieved from McKenzie Bay (near the lighthouse, a two hour walk from Issie Bay), all were ready for dinner and an early night!

Anton's aunt needed to be home by 8:30am for another appointment, so at first light we weighed anchor and motored back to Browns Bay in good time, before continuing up to Kawau Island. Conditions were somewhat choppy, with the wind against us, but we anchored at Mansion House Bay for a late lunch, just missing the museum's opening hours of 12-2pm. Instead we explored Governor Grey's gardens, watched the peacocks and did the short walk across to Two House Bay. Eventually the rain set in, so we moved across to the north of Bon Accord harbour, anchoring overnight in Stockyard Bay.



Perpetual Motion in Mansion House Bay

Next morning dawned bright and clear, so we headed up to Goat Island, still beating up into a somewhat choppy northerly.

A brief scare on arrival, getting the dinghy painter slightly wound up in the prop while anchoring, but fortunately it appeared that no damage was done.

At Goat Island we were also met by Inge, dropped off by Wendy, who was on the way up to Whangerei by road to stay with some friends and join us the following day.

Ah yes! Downpours while loading supplies, followed by sunshine, followed by showers, so although some beach play happened, no snorkelling was attempted, and we eventually ducked back down to Leigh harbour for the night, the ongoing showers in no way deterring us from another swim before bed.

The next day was the long leg up to Whangerei. We attempted sailing, but were making little progress with the wind direction and wave size. Realising it would be a long day anyway, we settled down for a long and fairly uneventful motor northwards, averaging only around 4.5kts into the oncoming seas.

About the only excitement was as we were coming in at the Whangerei heads, where a sudden squall was gusting 40kts (quick, get that hammock off the bow!), accompanied by stinging rain limiting visibility to about 100m! We were just able to see the closest buoys for the shipping lane, but with wind combined with the outgoing tide, we were edging along at 2.5kts!



40kt squall coming into Whangerei



NZL60, (I guess you might call it a Davidson 82?) at Marsden Cove Marina

Fortunately the squall was short-lived, and it cleared up quite nicely by the time we were past Marsden Point and coming in to Marsden Cove marina, for a couple of nights rest, showers and laundry. New Year's Day dawned bright and clear, so we went down to the Waipu Highland Games – kilts, caber tossing and lots and lots of bagpipes!

From here, the weather improved significantly – sunny at least, and the right wind direction, but not much of it, so the motoring continues. After a stop off near Ngunguru to visit some friends visiting from the UK (**where we sadly had an unpleasant encounter with an uncharted rock**), we made our way northwards, staying in Tutukaka (very busy restaurants on 2nd January!), Mimiwhangata (awesome dolphin display) and Whangamumu, a beautiful bay with an old whaling station.

The whaling station itself is a little underwhelming but I'd like to stay a couple of nights in Whangamumu next time, to explore some of the walks there. Unfortunately we could not stay longer, as we had somebody to meet, so next day we rounded Cape Brett in slightly drizzly conditions, and so, finally to the beautiful Bay of Islands, coming into Russell late afternoon.



Beautiful day in Whangamumu

“Let’s go in there... slow... forward... forward! Why can’t we go forward or reverse? Quick – drop the anchor!” And that’s how we found out our clutch had malfunctioned. 4pm on a Friday, far from home with the family on board, no motorised propulsion and Inge coming back tomorrow for a long weekend?!

It would be easy to be down about this, and initially I feared that the family would have to be sent home while we booked in a haulout. But the reality is that Russell was one of the best places for this to happen. Anywhere else apart from Whangerei would have required substantial plan changes, particularly as the wind had been so unfavourable on the northward passage. As it was, it was an easy 1hr downwind sail down to Opuia, where we were able to grab a mooring ball directly outside the marina entrance.

After some false starts, we diagnosed that the internal workings of the clutch had fallen apart, due to a worn clutch and some springs no longer being fully effective. Sadly the local Volvo Penta dealer was shut for the weekend by then, but some Facebook posts brought out the best in the yachting community, with some quick responses giving advice, and even a midnight phone call from a super helpful guy in the south of Spain! It turns out we were not the first to experience this issue...

To reassemble the clutch we needed to make a special tool to be able to compress the springs and lock it all into place. Again the yachting community sprung into action, as Flip sent Inge up with pieces of steel, aluminium, hacksaws and a shopping list for Mitre 10.

Using these parts, we were able to manufacture the Special Tool™ and reassemble the clutch, but unfortunately this was not a permanent fix – it was prone to popping out, particularly if we used reverse gear. No matter, as it turned out we had sunshine, flat seas and 10-20kt breezes for the entire time we were in the Bay of Islands, so we passed a happy weekend sailing from anchorage to anchorage, walks, swimming, snorkelling and enjoying each bay. One highlight was small Roberton/Motuarohia Island, which boasts a walk up to a pā site, as well as two tidal lagoons that are great for snorkelling.

After a lovely long weekend, including missing most of the annual Tall Ships Regatta while at lunch at the Duke of Malborough with some non-sailing friends, we farewelled Wendy and Inge, and sailed back down to the Volvo Penta dealer in Opuia to explain our predicament. He scabbled around in the back room for a couple of minutes, then “Well you may as well take these – I’ve got no use for them!”, handing me a box of treasure, and thus saving our holiday – an almost new clutch, and plenty of the springs, bearings and shafts for our gearbox!





Roberton/Motuarohia Island

A couple of hours later and we were fully assembled – we have had no further clutch issues all the way back to Auckland and a number of trips since then, although I will be doing a transmission oil change soon to get rid of the remainder of the brass filings from the old clutch. Needless to say, Barry from received a large case of his favourite beer!

On with the holiday, to Moturua Island, Urupukapuka Island, and bays all over. At Otehei Bay on Urupukapuka Island there is a “voluntary fishing reserve” and a pack of good-sized snapper swarming under the jetty. We also met one of the few trailer sailors we had seen on this trip – Hullabaloo, a blue Monarch 17 out of Raglan. Apparently they know Tim and some others in the Squadron.

With the weather scheduled to pack in in a week’s time, we decided use the favourable winds to begin the journey home. First stop, Puriri Bay, Whangaruru, but then we had the crazy idea to check out the Poor Knights Islands, after hearing about a sea cave large enough to anchor a yacht in...



Poor Knights were well worth a visit. We did have a close look at Rikoriko Cave, but in the rolling swell we judged our 15m mast height too close to call. I am convinced we could have rafted at least half a dozen trailer sailers in there, so perhaps there is a future expedition to plan.

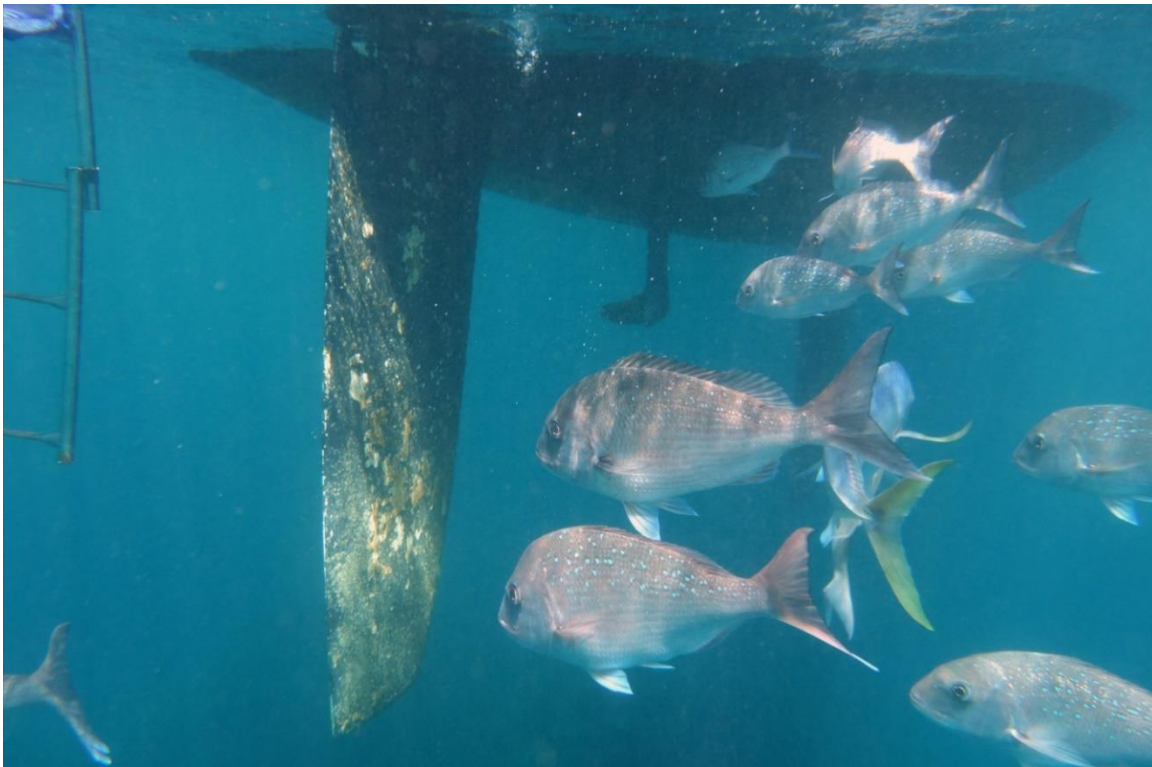


Instead we ended up in Nursery Cove, where huge snapper and other fish were swarming below us as soon as we dropped the anchor. After easily the best snorkelling we have encountered in NZ, we went to look for an overnight anchorage.

Ah yes, that's why they call it **Poor Knights, because you get a poor night's sleep!** Anchored in the lee of a cliff, with swell rebounding from all sides, blood-sucking mosquitoes, and crazy night-flying birds colliding with the rigging (Sproing!), landing on the deck (Thunk!) and eventually flapping away again...

Will she fit? Rikoriko Cave, Poor Knights Islands

Nonetheless, we were really glad to have taken the detour. Spectacular landscape, great marine life – highly recommended!



Anchored in Nursery Cove, Poor Knights Islands

The next couple of days were very pleasant. Waking to almost glassy seas, we had to motor most of the way to Starfish Bay in the Hen and Chicken Islands. This is another beautiful spot with pretty interesting snorkelling, where I'd like to allow a couple of nights next time. After lunch we were able to fly spinnaker all the way to Leigh, along the way completing the Barbie Overboard drill, followed shortly after by the Girl Overboard drill. Both successfully recovered without major incident...

The next day spinnaker again all the way to Tiritiri Matangi Island in 15-20kts. Being so hot we decided to swim and snorkel all afternoon, then head up to the lighthouse after dinner for birdwatching along the Wattle Track. Once we got back we noticed that the anchorage had become a lot more roly and made the judgement to do a night sail down to Home Bay Motutapu. In retrospect we would have been much



safer cutting across to Gulf Harbour, because as soon as we emerged from behind the island we realised that the wind had built to 30-35kts and we had way too much sail out on a large following sea just as the sun set. Not the highlight of my sailing career but thankfully we arrived by 11pm without major mishap, for a roly final night, and off the water the following midday shortly before the raindrops started...

Like any extended cruise, there were ups and downs – beautiful sunsets, bays, beaches and snorkelling, mechanical troubles, mishaps, incidents, calm anchorages and champagne sailing, squalls and roly nights awake. But for me this really encapsulates the sailing life, continually adapting to changing weather and circumstances, and making the most of the adventure regardless!



Final sunset of the cruise, over the jetty at Tiritiri Matangi Island

It turns out that a number of other squadron boats made the journey this summer. We must have crossed paths with Acushla somewhere around Tutukaka/Poor Knights. Passing Fancy were out a couple of weeks later, and finally Portfolio has travelled up this week after a very successful 4th place at the Noelex Nationals last weekend!

TRAILER YACHT FOR SALE

FALKOR



Joker 820 for sale. Please see postings on TradeMe or Facebook for details. Falkor is in excellent condition and is a well-known yacht in WYS.

Asking price; \$30,000.00

Contact: Wayne Johnston 027 623 6366

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