

# Bilgewater

March 2022



*Who Cares if its Raining – We're Going Sailing Anyway!  
Bryan and June O'Brien's Hanse 370e 'Audrey' Charging Along on a Rainy Day*





## 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**

After the first half of the season was interrupted with covid restrictions, we have been forced to pack most of our season into half a season. Since our last Bilgewater we have run two club events. The first was the Tarahiki race. This weekend was originally planned to be the Motuihe race, but with an approaching tropical storm it was decided to run an event that allowed the fleet to stay close to the boat ramp. A small fleet of club boats tackled the event and were safely back at the compound before the storm hit. The second event was the rescheduled Motuihe race. The conditions could not have offered more of a contrast with light fickle winds leading to a shortened course.

This month we were fortunate enough to have Flip share with the Squadron his experiences sailing a trailer yacht across the Cook Strait and around the sounds. It was fascinating to see some of the sights and to hear of his experiences and some of the challenges he had to overcome. I'm sure most in attendance were inspired to follow in his footsteps one day. This month we have Nigel Lancaster presenting. He will be sharing some of his wealth of knowledge about sailing in the Gulf and in particular cruising locations around the Coromandel Peninsula. This should give members some inspiration leading up to the club's Coromandel race in April.

Over the last couple of months my boys have been getting into their dinghy sailing on Hamilton Lake. It has been wonderful watching them get to grips with sailing their optimists. In a fit of jealousy I went out and bought myself a Laser so that I could join in with them. It has been a while since I last sailed a small dinghy. A rookie mistake (tiller on top of the traveller) led to a capsize, but it has been very enjoyable. My boys entered their first race last weekend which was a very proud Dad moment.

As I am sure many of you are aware, this coming weekend is the Gulf Classic. At the time of writing this report our numbers are up on last years. A massive thanks to the organising committee and in particular Murray Pearse for all of his organisation of this event. For a small club like ours it takes a huge effort to put on an event of this scale. It is also great to see a good number of WYS boats in the fleet. Fingers crossed for good weather and a covid free event.

There is plenty more sailing to be had before the end of the season. This edition of the Bilgewater has the latest update to our calendar. It has certainly been a challenge managing the calendar this season and we are very grateful to the members for their patience and understanding. Hopefully this will be the last revision to the calendar and if all goes to plan we would have managed to run all of our usual club events despite all of the covid related disruptions.

James



## **WELCOME TO NEW MEMBERS**

We warmly welcome the following new members.

**Robert Paine** and **Felicity Reid**, and their daughter and son in law **Megan and Jono Lockwood** have all recently joined the Squadron. They jointly own a **Noalex 22** called '**Dream On**' that they purchased last year that will be based at the Kawakawa Bay compound. Robert and Felicity live at Remuera while Jono and Megan live at Northcote Point. Most of their previous sailing was some years ago, mainly in sailing dinghies. More recently they have completed a sailing course in a keeler. They are looking forward to getting back into sailing with their trailer yacht. Megan also mentions she was once an Opti sailor, and her husband Jono is a keen kite surfer. Not only that, but on the day I spoke to Megan, Jono was part way through a bike ride from Cape Reinga to Bluff!

We also welcome **Phil Ellison** who lives at Hautapu near Cambridge and has recently purchased '**Moana Reo**' a **Moonraker 23** trailer yacht. 'Moana Reo', previously owned by Paul Weaver will continue to be based in the Kawakawa Bay compound. Phil says he has mainly been a power boater up to this point but will have 'Moana Reo' out sailing as soon as he has done some work on her.

**Simon Thomson** who lives at Ruapuke near Raglan is also a new member. Simon has often sailed on Flip Rayner's Gazelle 'Escargot' . He currently owns a **Lidgard Van Dieman** trailer yacht called '**Squirt**' which he has sailed recently in our Ponui and Motuihe events, picking up a 3<sup>rd</sup> placing out of 11 trailer yachts in the recent Motuihe race. On the return to Kawakawa Bay his outboard gave up, but he managed to successfully sail into the breakwater and dock at the pontoon with the jib half raised. Well done with that! Simon has also recently purchased a **Gazelle** called '**Treble**' which he will have out on the water after completing some work to the electrics and the windows. It will be good to have another Gazelle in the fleet as extra competition for Flip.

I am sure everyone will help our new members to find their way around and we look forward to meeting up with all of you out on the water.



*Please support Burnsco, Hamilton, the Squadron's main sponsor. They provide the prizes for all our sailing events and are also a key sponsor of the Gulf Classic*

## **AROUND THE FLEET .....**

With the weather finally settling down (or so it seems) it's been good to see more Squadron boats cruising north during February. **Tim Friedel** on **Beneteau First 235**, 'Eggs Bene' has sailed up to the Bay of Islands, while **Ged and Kay Arbuckle** have cruised from Kawakawa Bay to Whangarei in their **Noelx 25**, 'Charis' (more on that in next month's Bilgewater). **Hinrich Voges and Kirstie Inglis** towed their Joker 820 'Jury's Rig' to the Bay of Islands where they spent a week cruising. Meantime, Raglan members **Alex Kirby** sailing **Ross 780 'Floyd Boy'** and **Ken Thomas** on **Gazelle 'Kina Boys'** were last seen heading out to Great Barrier Island at the end of February.

News for the trailer yacht fleet that **Hugh Beecroft** has recently taken over the role of Kawakawa Bay Compound Convenor. We promise to try to make life easy for you Hugh! And a big thanks to **Wayne Johnstone** for the many years that he has undertaken the role.

The Hepburn fleet has increased in size again with **James Hepburn** adding a laser to the parking lot of boats at the Hepburn estate. He bought the laser so he can sail with his sons when they are out sailing their Optimists. However, it seems the parking lot has now reached capacity as 'Kittiwake', his (very quick) **Joker 820**, has been put on the market. So now it's just two Ross 780's, a couple of Optimists, a Phase 2 (or perhaps that was sold), a partially built 18 foot skiff, a Farr 727 keeler (no that was sold), a Venturer 17..... you get the drift. Some would say a serial boat collector, but we all say "go for it James"! And of course if you have a boat you want to sell (of any shape, description, or condition) why not try James first!



*Who says I've got too many boats? (PS. My boat's in this photo too – it's the white one)*

Congratulations to **Dean and Nola Herrmann** who have now made the transition from living on a lifestyle block near Hamilton with 'regular' jobs, to now living and cruising on '**Masterplan**' their **Moody 42** keeler. We hope you'll keep us informed on how it goes - all the joys, challenges and so on. Who knows, there may be other members contemplating doing the same thing who would benefit greatly from your experience and learnings. I for one can't wait to hear more!

A big thanks to **Flip Rayner** for an entertaining and informative talk and slideshow at the February 22 Nog 'n Natter at Hamilton Yacht Club. Flip shared about the trip in his **Gazelle** trailer yacht '**Escargot**' across Cook Strait and then cruising Queen Charlotte Sound and the Tory Channel. Lots of tips and hints. He even had 'Escargot' "surveyed" before he left – aka, a major centrecase/keel repair after hitting a rock and filling with water at Great Barrier Island. He doesn't recommend that as a way to get a hull survey carried out though! So if you are contemplating a trip across the Strait sailing from/to Mana and/or around the sounds, then Flip is the person to speak to.

And while on the subject of keels, **Stu Giles** has had the keel off '**Brittany**' his **Jeanneau 42** keeler to undertake repairs to minor damage caused by a seabed nudge. Now even stronger than when Brittany was first built which is a great outcome. Interestingly both Flip, Stu and also on our boat 'Charley', when having keel and/or centrecase repairs undertaken, in each case we discovered unknown, hidden damage that had occurred under previous owners that we also took the opportunity to have professionally repaired. That might make us all wonder about just what's underneath .....

## **LAST MONTH'S - WHERE WAS THIS?**

Did you work this out?

'Uhuru II' was anchored at the western end of Surfdale Beach in Huruhi Bay, Waiheke Island



## UPCOMING EVENTS

First of all a note if you are intending to participate in one of our sailing events, including if proposing to just attend the beach gathering when you are out cruising. **It is beneficial to let the Officer of the Day/Race Officer know of your likely/possible attendance a day or two in advance, by text or phone.** That way if there are any changes to the proposed race or the beach gathering, or even cancellation due to weather, you will be advised directly of the change. While any race changes and the beach gathering destination will usually be broadcast on VHF channel 77, that channel generally relies on line of sight, so depending on where you are located you may not hear it. However, if you have advised the Officer of the Day in advance you can be texted the details directly.

This follows a couple of instances where a trailer yacht out on the water did not hear the channel 77 details of the beach gathering destination, while in another instance there was a change of trailer yacht race start line and course. The Officer of the Day could see a yacht sailing from Kawakawa Bay just before the race start, but could not raise it on channel 77 to advise the change and it was too far distant for binoculars to reveal which boat it was - just a "white hull and sail" (and sailing quite nicely too)!

### Gulf Classic Open Endurance Race

**11 - 13 March 2022**

Yes, our flagship event, the 40<sup>th</sup> Gulf Classic Open Endurance Race is upon us! If you haven't sailed in this event before, then why not this year! Four race divisions ensure everyone is catered for. 40/60/80 mile divisions for trailer yachts and an 80 mile keeler division. We have 22 entries at the time of writing this and **there is still time for you to get a late entry in.**

Based from the Maraetai Beach Boating Club, the race briefing will be held at 2030 hours on the Friday night, with racing commencing from 1000 hours on Saturday morning, and the prizegiving held on Sunday. A quick and simple electronic Entry Form, plus the Notice of Race and Course Information can be found on the Squadron website.

[www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)



## **March Nog 'n Natter**

**Tuesday 22 March 2022 at Hamilton Yacht Club 7:30pm**

### **“Coromandel Cruising with Nigel Lancaster”**

At this month's Nog 'n Natter we look at a pictorial overview and discussion on the Islands, anchorages and hazards of the Coromandel area. A look at the effects the weather can have on some of these wonderful anchorages and a glimpse at some of the club activities in these locations. Photos, digital charts and views from Google earth all through a data projector to make your cruising in the area safe and enjoyable. Ideal timing with Easter at Coromandel coming up!



*Just one of the many Coromandel anchorages we'll hear about*

## **Hooks Bay Sailing Event and Race**

**Saturday 26 March 2022**

Note that this is a programme change, with the rescheduling of the December race that was postponed due to the Auckland border restrictions. 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 for trailer yachts will be at Hooks Bay, or at the Pakatoa wharf if there are heavy northerly conditions. The keeler finish line will be at the Pakatoa wharf. The beach gathering will be at a bay in the Waiheke Channel to be advised on the race day. Officers of the Day are trailer yachts – Hugh Beecroft (phone 027-496 7033), keelers – Bryan O'Brien (phone 027-487 8215). Further details are provided in the Notice of Race on page 26 below.



## **Keelers only Tarahiki Race**

**Saturday 2 April 2022**

This race makes up for the keelers having missed the previously scheduled Tarahiki race. The race start is at Pine Harbour at 1030 hours, with the finish line at the Ruthe Passage. Officer of the Day is David Douglas (phone 021-121 0760).

## **Night Race and Round the Buoys Races for Trailer Yachts**

**Friday 8 April and Saturday 9 April 2022**

Again this is a change from the original programme. The night race will be held on the Friday night with a series of around the buoys races in Kawakawa Bay on the Saturday. Start time for the night race is 1930 hours and for the Saturday races will be 1030 hours. The Race Officer of the Day for both events is James Hepburn (phone 021-477 324) and the courses for both events will be determined closer to the time.

## **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 27 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 to be nominated on the day. The coordinator for the fishing competition is Tracey-Lee Perry.

## **Mercury Bay Cruise for Trailer Yachts and Keelers**

**17 – 24 April 2022**

This cruise will leave from Coromandel on Easter Monday, 17 April 2022. The event coordinators tba. If you haven't done so already, get your work leave application in now!

*Great Mercury Island  
awaits you!*



## **KAWAKAWA BAY TO THE BAY OF ISLANDS AND RETURN**

### **The Joys and Challenges of Single-handed Coastal Sailing in a Trailer Yacht**

#### **Noelex 25 'Charley' - 2 to 16 January 2022 - 376 NM (PART 2)**

We left Part 1 of the story in last month's Bilgewater on 9 January when I sailed from Crater Bay in the Te Puna Inlet near Kerikeri to Russell to purchase fuel and replenish fresh food. Despite a very crowded anchorage with many moorings I managed to anchor close in, in what is deep water but with fairly poor holding.



*Anchored at the Russell waterfront 9 January 2022*

With Tropical Cyclone Cody predicted to come this way in a few days time I decided it would be best to head south around Cape Brett the next day, several days earlier than I had wanted to. However, for now I would find an anchorage for the night at one of the bays in Parekura Bay, approximately 10 miles away. Leaving Russell at 1700 hours I had a pleasant sail over to Orokawa Bay which I found was crowded with massive powerboats, so not particularly to my liking. Exploring past there I "discovered" Te Hue Bay, otherwise called Assassination Cove. A marvellous sheltered anchorage with very few boats as it is fairly shallow. Reading up on it, I found its name came from an event in 1772 when French navigator Marion du Fresne and 26 of his crew were massacred on the beach for breaching a Tapu. I would hope they were aware of what they had done, though it probably made little difference to the outcome.



*At anchor in Assassination Cove on 9 January 2022, Contemplating what this scene must have looked like in 1772 when 27 French Sailors were massacred here!*

Rather a sobering thought, but a lovely anchorage nevertheless.

The next morning with just a 5 knot easterly I headed out past Urupukapuka Island through the Orerewainui Pass to sail upwind (slowly) around Cape Brett. A lovely mid-sized keeler passed me with just her mainsail up. There was no way I could point as high no matter what I tried, and I figured she must surely have her diesel engine ticking over. She disappeared around Cape Brett well ahead of me – more on that later.



*Passing Piercy Island off Cape Brett on a nice calm day, 10 January 2022*

I initially called in at Whangamumu Harbour but just didn't feel comfortable there, so decided to press on to Whangaruru. Perhaps it was the thought in the back of my mind that Cyclone Cody was heading this way and Whangaruru Harbour would have more options for shelter. It was a very slow sail with the spinnaker up on a tight reach, eventually motoring as the spinnaker started collapsing. However once in the harbour going upwind with a bit of breeze, we were sailing again.

Arriving at 1930 hours, I anchored at the little bay just past Puriri Bay where there were a couple of other yachts. One was the yacht that had sailed past me that morning just before Cape Brett, an Elliott 1050 so it transpired. They had been watching me try to match them upwind that morning. They had another couple on board from a Beneteau 54 and to my surprise when I went past they all stood on the cabin top and cheered, whistled and clapped my arrival. What a great reception and what a wonderful sailing community we are part of. The skipper John came across and said it's taken you so long to get here you'd better come over for tea. Not my usual boat meal I must say – but steak, shrimps, roast potatoes, avocado salad ..... I was there till late that night. We had a great evening and they remained in touch daily until I was safely back at Kawakawa Bay.



*Elliott 1050 'Enigma1' at Whangaruru the next morning, 11 January 2022*

There was a great deal of banter that night as Phil, the skipper of the Beneteau 54 said "Now Tim you need to understand that Enigma is the ideal next boat for you ..... and just to declare my interest, I'm unashamedly after a sale commission here!". And on it went .... "What do you mean the nice floor rug isn't included?" ..... "OK then, we can drop the price by \$5,000 for that" ..... (PS. Enigma isn't for sale).

The next day, 11 January, 'Enigma' and the Beneteau 54 ('Satisfaction2') left for Whangarei Heads while I decided to only go as far as Tutukaka. Initially on the wind to the Rimariki Islands, with a reasonable swell running and then a tight reach under spinnaker to Tutukaka.



*Passing the Rimariki Islands on 11 January 2022 with a reasonable swell running*

Anchored in Tutukaka for the night I contemplated staying there to sit out Cyclone Cody. However the Tutukaka entrance becomes unpassable in much over a 4 metre swell and with the swell forecast to continually build from Cody, I decided I didn't want to become stuck in there. The forecast for 12 January looked OK (light NE turning SW at some point) so I decided I would make a run for Kawau. Little did I know Tutukaka would be decimated by a tsunami in three days time.



*Leaving Tutukaka at 0630 hours on 12 January 2022. The calm before the tsunami!*

12 January was to prove not only a long, but also an eventful day for me. At best, Tutukaka to Kawau Island is a long haul in a trailer yacht. At least 55 miles, and I covered 59 miles this particular day. An 8 to 10 knot easterly looked promising as I crossed Ngunguru Bay but this faded to 5 knots variable by the time I was off Whangarei, which meant 10 hours of motorsailing. I knew a solid southwesterly was forecast to come in at some stage but as I crossed Omaha Bay to Takatu Point, the northern entrance to the Kawau North Channel, there had been no sign of it. That was until I rounded the point and entered the Channel, and then it was 25 knots on the nose, against the tide in a lumpy sea plus the following swell. With the 25 knot breeze, sailing upwind I just had the mainsail up with the outboard on to help punch through the steep chop. Only a few miles to go, so overall it had been a successful day, or so I thought.

Then my mainsail halyard clutch/jammer, which I must say is fairly old and worn, started to slip under the pressure – with the mainsail gradually lowering. It had never happened before. So winch it up and it slips again, and again, and again. I hastily overcame this by leaving the halyard tightly wound around the winch then passing it through a spinnaker block and cleat. Problem solved for the time being.

Then just 10 minutes later as I was struggling past Vivian Bay, my trusty outboard started coughing and spluttering madly and threatening to go AWOL which it eventually did. I racked my brains as to what could be wrong. It was recently serviced with new spark plugs, impeller and so on, so I decided it was probably a fuel issue. My fuel was fresh and the motor had been running for the past 10 hours without missing a beat, so I checked the level in the 24 litre tank and it was down to about 5 litres which shouldn't be a problem, but something was. I decided to connect my other 10 litre tank, which meant reorganising everything in the cockpit locker, which was quite a mission while bouncing up and down in a steep chop and very strong breeze. I could just get the motor started with the other full tank but then the same spluttering problem and it died. Perhaps a carburettor issue, that I have absolutely no skills with. I concluded that I simply dislike outboards.

Scrap the motor, up with the jib, now under full sail beating upwind. At least 'Charley' was sailing well to windward as Noalex 25's do in a strong breeze, albeit with water often up to the windows. As I entered Kawau Bay the sight of "millions of boats" in both North Cove and Bon Accord harbours was disconcerting. For one thing the southwesterly was sending a roll into those harbours and I didn't relish the prospect of anchoring single-handed just under sail in 25 knots in very crowded anchorages, or anchoring out deeper where a solid roll was building. I also had to consider that it would be dark soon and I had a motor that needed repair. Yes we can get by under sail alone, but having that outboard is very helpful for close manoeuvring, anchoring, docking, and to make progress on a passage in light winds. What to do now? Someone had said recently "**when you're not sure what to do, focus on what's in front of you and what you have in your hands**".

I had been sailing non-stop for more than 12 hours now and with my outboard kaput it was important to not make mistakes through tiredness. I decided the critical thing was just to get safely anchored for the night, preferably before it was dark. What do I have in my hands? I decided to scrap Kawau Island as a destination and to head over towards the mainland, over Algies Bay way (so the chart said), not that I had ever been there before. It would be more sheltered and the mainland would be more practical for engine repairs. When I was beating up past Vivian Bay and North Cove, a classic A class keeler 'Northerner' had passed me under motor. Instead of heading to Kawau Island they had headed over towards the mainland. I thought they must know

what they are doing to still be afloat after all these years, and though they were now just a speck in the dimming sunlight I decided to head in the same direction they were.

I eventually reached Scandretts Bay and Goldsworthy Bay, both of which looked good as anchorages. There was just one launch in Scandretts and one yacht in Goldsworthy, that I initially didn't think was 'Northerner'. Having previously read the Akarana Coastal Cruising Handbook it says they are both "no anchoring" bays due to submarine cables across to Kawau Island and I remembered this was mentioned in one of our Squadron quizzes or safety evenings. However I could see the cable markers on the shore, so what was the big deal? Algies Bay next door has a few moorings and apparently has poor holding on papa mudstone. Nevertheless, responsible person that I am, I tacked across to reluctantly head to Algies.

As I looked back I thought that yacht is 'Northerner' after all. Damn it – I'm going to anchor next to them in Goldsworthy and they're well away from the cable markers anyway! So I anchored under sail, not exactly gracefully in the gusts. I wanted to be reasonably close to 'Northerner' so I could row over to them and pick their brains on outboards. However, having the smallest inflatable dinghy known to man (so it rolls up in my cabin) means it takes off in the wind when rowing, so I had to be close enough to Northerner to safely row over (and to get back again).



*'Northerner', A43, next to me in Goldsworthy Bay, 12 January 2022*

I inflated the dinghy, rowed over just on dark and met Mike (who is 78) and Bev who have owned Northerner for 28 years. They had just come back from Whangaroa to beat cyclone Cody and that day had motored all the way from Whangaruru after a night there. Oh to have a keeler with an inboard diesel! Mike said he didn't know much about outboards but I'd better come on board and have a cup of hot tea. We had a great chat. I was amazed to find that he and Bev had sold historic 'Tuahine' (that I had looked over in the Bay of Islands the previous week) to her current owners 57 years ago! Anyhow Mike came up with a plan. You can take our dinghy's 2hp Honda outboard in the morning and that and your jib will get you up the Matakana River/Sandspit just a few miles north of here so you can get your outboard in for repair.

Mike then proceeded to “phone a friend” (Martyn) who has a launch moored at Sandspit and said he had a job for him to do in the morning. That was to collect me and my outboard (in Martyn’s much bigger, solid dinghy) and take us to get the motor repaired. We all agreed it was probably a carburettor issue and none of us knew how to drain it on a Yamaha. Martyn would be available to help until Friday when he would be going on a classic car rally in New Plymouth.

As an aside, 3 months ago I had reconnected with a friend, Trevor, who I used to sail with 25 years ago in Napier. I had moved to Raglan while he had moved to Wellington, and we had not had any contact for at least 20 years. 3 months ago I had randomly come across his old mobile phone number and tried it on the off chance he was still alive, and lo and behold there he was, just like old times. It turned out that he had moved to Snells Beach a few years ago and in 2021 he had purchased a Young 11 keeler that he keeps at Westhaven Marina. We agreed to keep in touch.

I texted Trevor that night and found he had just returned to Westhaven after a week’s cruise, would be home on Thursday and could help if needed on Friday once Martyn was off on his car rally. With everything falling into place, I had little doubt that someone was looking after me!

13 January dawned, and how much better things are when the sun comes up after a good night’s sleep at anchor. So we could safely raft up, Mike made a long line that I then rowed across and attached to ‘Charley’s’ bow cleat. He then winched ‘Charley’ over (too difficult to pull in the wind) as I paid out the anchor rode, leaving the anchor set.



*‘Charley’ rafted up to ‘Northerner’ with Mike ready for the outboard transfer, 13 January 2022*



We put my dead outboard on my cabin floor and installed his 2 hp Honda. Then I just pulled my anchor line in and was back at anchor. A relatively simple operation with no dramas.

The Matakana River runs at 3 knots and gets very narrow, so I had to wait until 1030 hours for slack water at low tide to enter it under 2hp motor and jib. Long story short ..... with Martyn piloting in the narrow channel, I safely anchored at Tongue Point a mile or so up the River in a spot that if necessary would be a suitable haven if Cyclone Cody struck.



*It's a narrow channel up the Matakana River at low water and yes, we did nudge the mud, but just once, 13 January 2022*

After being told by other marine firms that they couldn't even look at my outboard until "the end of next week at the very earliest", we eventually took it to Mahurangi Marine. Given my circumstances, they were willing to work on it the next day, Friday, so a big shout out to them! Martyn was then off on his car rally, so my friend Trevor from 20 years ago collected the repaired motor (amazingly just a couple of kilometres from his home!) and I took 'Charley' into the Sandspit Marina so we could install it.

It was great to catch up with Trevor in person at the marina after 20 years.

Below is a photo I took in November 1995 rounding Cape Brett when three of us sailed Trevor's then Beale 33 keeler, 'Stepping Stone' from Napier to the Bay of Islands – Trevor on the right.

Sadly, later that night, the American yacht 'Melinda Lee' was struck by a cargo ship just 30 miles to the northeast of us. Only one of the four family on board, wife and mother Judith Sleavin, survived after several days adrift in the yacht's inflatable dinghy. We spent the next two nights in Deep Water Cove near Cape Brett sheltering from bad weather. The day we left Deep Water Cove Mrs Sleavin washed up on the rocks in her inflatable at the entrance to Deep Water Cove. We knew from two days of marine radio chat from yachts sailing down from the islands that the yacht Melinda Lee was missing, but as we left Deep Water Cove we never saw Mrs Sleavin or her inflatable dinghy. I always wondered whether she had seen us. We only heard that she had been found a day later on the radio news as we were returning to Napier by rental car.



*Photo I took rounding Cape Brett way back in November 1995. Trevor on the right. Later that night, the 'Melinda Lee' was struck by a cargo ship and sank just 30 Miles from us*

Back to 2022. Now that my outboard was back in action, the next issue was whether I would try to make a run back from Sandspit to Auckland the following day. The forecast suggested 25 knots from the southeast, almost a headwind, but this was seemingly the last reasonable chance before Cyclone Cody was forecast to dramatically take effect. Alternatively I could sit out Cody here for a few days. Either way, the ideal immediate thing would be to stay in the marina for the night. The conversation goes like this.

Marina Rep – *So if you leave the boat in the marina where will you sleep tonight?*

Me – *What's the right answer?*

Marina Rep – *Not on the boat, as we don't allow it.*

Me – *What about in a cyclone emergency?*

Marina Rep – *We might be able to bend the rules.*

Marina Rep – *You'll need to have insurance.*

Me – *I have a certificate on board that says 10 million dollars third party. Will that do?*

Marina Rep – *Yes that will be fine.*

Marina Rep – *Well I don't have any berths available because every boat has come home because of Cyclone Cody.*

Me - *Could I not stay on this pontoon? (which incidentally had room for 3 or 4 boats).*

Marina Rep – *No, we need this for any boats launching (me thinks - who's launching in this weather?)*

Marina Rep – *I could put you on the other side over there. Technically it's outside the marina but has a pontoon, though it's shallow so you'd have to get there on the high tide.*

Me – *We'll consider it and let you know.*

Marina Rep leaves.

Trevor to me – *no way you want to be over there. The wind will blow you against the pontoon and if we get the forecast 40+ knots it'll be a nightmare.*

Marina Rep returns.

Me – *We have a plan. I'm going back up the river to anchor there.*

Marina Rep looks completely shocked as if to say – what, you don't want to stay in this wonderful marina? Me – nup!

Meanwhile, that night my various advisors (Trevor and the other friendly keelboats I met) poring over their weather programmes all agreed it should be OK for me to sail from Kawau to Auckland tomorrow. OK but unpleasant, otherwise I would stay at Tongue Point in the Matakana River for a few days. I decided to give it a go. It would be close-hauled in open water for at least the first 25 miles, into a 25 knot southeasterly with a lumpy sea and a big swell. Plan B would be to return back downwind to Kawau Island if it proved untenable on the way across. If I got as far as the end of the Whangaparaoa Peninsula/Tiritiri Matangi Island (15 miles away) but it was no good further on, Plan C would come into play. That would be to then bear away to the southwest and either sail down into Gulf Harbour Marina, or to go around the bottom of Rangitoto Island rather than to the north of Motutapu Island through the Rakino Channel. I had my plan set.

So on Saturday 15 January I left the Matakana River with the mainsail reefed, heading into a 25 knot southeasterly that was almost right on the nose. It was a gloomy, grey day with rain showers about. On the VHF, Coastguard's Nowcasting channel was recording 40 knots at Channel Island at the top of Coromandel, but I'd take at least 10 knots off that for where I was. Beating upwind across to the end of Kawau Island took an hour. Then once beyond the shelter of the island there was a very lumpy sea with a big swell. A lot of concentration was required to minimise slamming when coming off the top of some of the wave crests that had no back, with me often shouting out loud "Sorry about that one Charley". I couldn't quite lay Whangaparaoa Peninsula so had to put a tack in, but still passed the headland at 1030 hours so was making good time. I only saw one other boat before Motutapu Island, a Young 11 keeler that passed me inside Tiritiri Matangi Island. Apparently no one else wanted to be out at sea that day!

The weather moderated as I approached the northern end of Motutapu Island and tacked up into the Rakino Channel. Once through the Channel and in the Tamaki Strait it turned into quite a nice, windy sailing day and so I pressed on, beating upwind in choppy water but freed from the swell outside. Finally, after 11 hours sailing and 52 miles completed, I anchored at Shark Bay, Ponui and stayed the night there.

Jo texted me at 2200 hours to say there was a tsunami warning and there might be surges. I responded that that's nothing compared to what I've sailed through over the past few days. I had mentioned to her that there were 10 other boats in Shark Bay, which seemed to give her some reassurance until I texted "but of course if we go down, we all go down together". What more fitting place to ride out a tsunami surge than in Shark Bay - if the tsunami doesn't get me the sharks will! I think I had heard the Tonga volcano boom earlier on – Jo certainly did in Raglan as she raced around outside trying to find out what the strange booming noise was.

I had a text from Jo the next morning to say the Tutukaka Marina and boats there had suffered millions of dollars of damage due to the Tongan tsunami. What? Really? I had considered staying on at Tutukaka until Cyclone Cody had passed! Subsequently it was reported that at least 50 boats had been damaged, some as write-offs, with significant damage to the marina structures. My friends at Tutukaka told me that part of the fuel berth I had briefly been tied up to had ended up near the Oceans hotel complex.



*Two of the Tutukaka tsunami casualties, 16 January 2022*

It was now 16 January as I motored from Ponui to Kawakawa Bay, with my outboard running smoothly (now my new best friend!). This was a sunny Sunday morning in mid-January and there was not a single boat at the ramps all the time I was there. Also, with no ramp staff, docking and retrieving was a solo exercise. Presumably everyone was spooked by the cyclone forecast and the tsunami effects. Having said that, at the ramp I had to move my trailer 3 times as the water level went up and down by about 0.3 metre. At the time I never even clicked that it would have been due to mild post-tsunami surges.

15 days sailing, 376 miles covered, but not exactly the relaxing trip I had in mind. However, it never turns out the way you expect and there were gems to be found in what appeared to be misfortune. Always an adventure and most importantly 'Charley' and I were now safely home.

Tim Hayward  
Noelex 25 'Charley'

## **TARAHIKI TRAILER YACHT RACE REPORT - 12 February 2022**

With strong northeasterly winds forecast for the Saturday night, then increasing to very strong on the Sunday as the remnant of cyclone Dovi tracked south, it was decided to switch the dates of the Motuihe and Tarahiki races. That meant the Tarahiki race would be held on Saturday 12 February, which would enable all boats to be back in the Kawakawa Bay Compound on the Saturday afternoon.

The course was also changed to start and finish from the Sandspit Lighthouse so that we effectively circumnavigated Ponui, Rotoroa and Pakatoa Islands. There would also be plenty of shelter available at Wreck Bay, Pakihi Island, near the finish line to get sails lowered and boats tidied up in calm water before motoring the short distance across to the Kawakawa Bay ramp. All up a race distance of about 22 nautical miles, though slightly longer with upwind beating.

Six boats spent the Friday night at Wreck Bay and we were joined by a seventh on the Saturday morning. The forecast was for 15 knots in the morning increasing to 20 knots in the afternoon. We would beat up the Waiheke Channel in the morning and then have a run back down the east side of the islands in the afternoon.

With there being some quite strong gusts, all the fleet bar one boat decided to reef before the start. As there were patches of light breeze on the single tack from the start line to Kauri Point, Ponui, I wondered whether reefing early had been the right decision, but hoped the decision would be justified with inevitably stronger wind once we were in the Waiheke Channel. Regardless, as I was sailing single-handed I considered reefing early was the sensible option.

Having sailed the 3 miles to Kauri Point, Elliott 7.4 'E Type 2' had a handy lead followed closely by Noalex 25 'Charis', then further back to 'Charley', Joker 820 'Aperitif', Gazelle 'Escargot', and the Noalex 25's 'Portfolio' and 'Indulgence'.

Once out in the Channel, the breeze settled in to the high 20's and Passage Rock (which I had to tack to avoid) was recording gusts of 30 knots, so this was going to be a challenging beat up to Pakatoa. However the chop wasn't too bad and there were opportunities to sail up the sides of the Channel in fairly calm water. On first cross I managed to just pass ahead of Ged and Kay on 'Charis' who I must say were sailing extremely well and had leader Hugh on 'E Type 2' thinking they were likely to clean up handsomely on handicap results. However, that was not to be, as unfortunately they then had halyard problems and they had to resort to using their topping lift/spinnaker halyard for the mainsail which impeded their sailing angles. Despite continuing on for quite some time they advised on the radio that, having reached the Ruthe Passage, they would be pulling out and sailing back. Bruce on 'Indulgence', having also reached Ruthe Passage advised he would be returning from there and sailing back down the east side of Ponui. So that left five boats to battle it out.

I was really impressed with 'Escargot' (Flip Rayner), 'Aperitif' (Greg, Julie, Sylvie and Alyssa) and 'Portfolio' (Andrew and Anne) who always seemed to be nipping at the heels every time I looked over my shoulder. That just underscored the need to concentrate on maintaining boat speed in the gusts through a lot of arm-stretching mainsheet work, and to be covering the other boats so they didn't sneak through on a wind shift if our tacks were out of sync.

Flip on 'Escargot' eventually became our biggest threat and he seemed to manage to (annoyingly) point very high at times, especially in calm water as he choose to sneak up the east side of the Channel. He even sailed up the east of the cardinal marks off Rotoroa, virtually into Home Bay, before tacking across towards Man 'o War Bay. That proved to be a good tactic as he looked to be charging along comfortably there. Fortunately for me, once he was back out in the Channel in the full force of the gusts he seemed to struggle a bit. I saw a lot of the underside of Escargot's hull with her masthead occasionally quite close to the water, which made me think there must surely be some helpful (for me) sideslipping going on. Thank goodness for that!

Once around Pakatoa and well ahead, 'E Type 2' was gone for all the money, racing off into the distance. Fortunately Flip hadn't gained on me as I went around but was still a threat. So it was time to shake out the reef and pick up speed on the long flat run back. I just hoped Flip wouldn't hoist his spinnaker as I would then also need to, which I was less keen to do single-handed. As it turned out, he just switched to a larger genoa and I held him off to the finish line but he was looking good for a handicap win. Next after 'Escargot' to finish were 'Aperitif' and 'Portfolio'.

Well done everyone; a great effort in quite blustery conditions and a credit to all of you!

Following the race we had a casual raftup, swim, drinks and catchup in Wreck Bay. Plenty of stories to tell, then back to the ramp and all tucked away. Sorry there's no photos from during the race, as we all had our hands full! Full race results are below.

*Bilgewater Ed.*

**TY TARAHIKI HANDICAP RESULTS (Halsail)**

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Escargot	Gazelle	F Rayner	3:51:44	0.814	3:08:38	0.831
2	E Type 2	Elliott 7.4	H Beecroft	3:30:10	0.957	3:21:08	0.966
3	Charley	Noelex 25	T Hayward	3:43:13	0.921	3:25:35	0.924
4	Aperitif	Joker 820	G Reeve	4:28:52	0.809	3:37:31	0.798
5	Portfolio	Noelex 25	A King	4:49:00	0.808	3:53:31	0.790
DNF	Charis	Noelex 25	G Arbuckle	DNF	0.787	DNF	0.787
DNF	Indulgence	Noelex 25	B Gordon	DNF	0.845	DNF	0.845

**TY TARAHIKI OPEN CHAMPIONSHIP RESULTS (based on boat design rating)**

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	E Type 2	Elliott 7.4	H Beecroft	No	3:30:10	0.885	3:06:00
2	Charley	Noelex 25	T Hayward	No	3:43:13	0.845	3:08:37
3	Escargot	Gazelle	F Rayner	No	3:51:44	0.820	3:10:01
4	Aperitif	Joker 820	G Reeve	Yes	4:28:52	0.821	3:40:44
5	Portfolio	Noelex 25	A King	No	4:49:00	0.845	4:04:12
DNF	Charis	Noelex 25	G Arbuckle	No	DNF	0.845	DNF
DNF	Indulgence	Noelex 25	B Gordon	No	DNF	0.845	DNF

## MOTUIHE TRAILER YACHT RACE REPORT - 26 February 2022

*Contributed by Flip Rayner, Gazelle 'Escargot', TY Race Officer of the Day*

With 11 trailer yachts lining up for the start and winds forecast from 2 - 11 knots it was always going to be an interesting race. Having forgotten our air horn, an improvised vuvuzela was used and the race was underway. The race quickly split into two groups, those who made the start line at the gun (and with wind) and those who didn't. Unfortunately for those who didn't, the wind also abandoned us and thus it was 20 minutes before the last boat crossed the start line and the race officer boat ('Escargot') could weigh anchor and start.

In the lead group most headed straight up the course, and 'Suzie' opted to hoist her spinnaker and head off towards Waiheke. Alas that was the last we would see of this group with the naked eye.



*'E Type 2' leading 3 Noalex 25's, 'Charley', 'Shangri-la' and 'Suzie' not long after the start*

The light flukey winds made it a bit of a lottery. Once they had tamed their early spinnaker hoist, 'High Time' got out to a break on the back bunch. 'Escargot' also turned slightly more northwards catching a similar breeze and eventually gliding by 'High Time'.



*Yep it's light! 'Fantasia' ahead of 'Farr Farr Away' and 'Aperitif'*

Binoculars were fetched and as we looked ahead we could clearly make out 'Charley', 'Fantasia' and 'Shangri-la' sitting on what can only be described as pure glass. Eager to avoid their fate we unanimously agreed to keep seeking the wind and tacked, heading towards the Waiheke Channel in search of elusive wind. 5 minutes later the wind was over, and with it our slight lead over 'High Time'.

Meanwhile on the port side of the course the competition (and wind) had picked up. All 5.6m

of the light and nimble 'Squirt' was giving the bigger boats in the chase group a run for their money, at times leading the rear pack. As the wind favoured the port side, 'Escargot' quickly found ourselves well at the back of the group. As the heat turned up, and the GPS speeds showed anything from 0 - 0.3 knots we decided to cool down with a swim. Also wanting to do our bit for the health of the Gulf we collected pieces of random floating rubbish from the water; pieces of rubbish that at times had somehow threatened to overtake us.

As gorgeous as the weather and the view was from the back, we resigned ourselves to our fate and served light refreshments along with some thirst quenching ales.



*Intense Concentration on 'High Time' and 'Fantasia'*

As the day wore on the question of shortening the course came up, and along with radio reports from a number of boats up ahead going along with good momentum and the jump in wind observed on both Bean Rock and Passage Rock weather stations kept us from immediately making the call to shorten. As we kept an eye on the Coastguard app reporting the wind, our spirits were raised even if our wind wasn't. Stations reporting 1-3 knots were now reporting 5-11 knots. Alas with the day wearing on we were forced to shorten the course to ensure a daylight beach gathering and BBQ. Of course 5 minutes after the announcement the wind picked up, and very soon we were sailing along making 3.5 - 4.5 knots. Our more northerly position on the course that we had fought (and lost we thought) so much for - paid off; with the wind hitting us first and very quickly we went from last in the trailing group to leading the rear bunch. Crossing the line that Hugh had so diligently set up (and being sure to sail nice and close to him to avoid the rocks to the north) we managed to be 5th across the line, and 4th by the time handicap was calculated.

The real winners were Hugh - whose boat 'E Type 2' somehow defied the light air and finished 1 hour clear of the next boat, and 'Squirt', the little boat that could, that if it only could have started on time (not 20 minutes after the gun), would have taken line honours on handicap with a corrected time only 9 minutes behind the winning boat - despite spending nearly 8 hours racing! Special mention to 'Suzie' for a close fought battle with 'Charley', and it was only their high handicaps that stopped them placing higher. 'Fantasia' sailed a very good race for second on handicap, just 30 seconds ahead of 'Squirt'.



The anchorage at Islington Bay is amazing, and for those that have never been there I can't recommend it enough. As well as a successful beach gathering and a very calm and picturesque anchorage for the night, a few of the boats got up early and climbed Rangitoto for a wonderful view. Along the way we also enjoyed viewing the historic baches on the Island. Others explored the WW2 Ammunition bunkers, adding to the wonderful experience that is sailing with the Squadron.

Sunday saw good winds coming from the East that would have made for a great race day, still it gave us a good chance to enjoy the sail back, and be grateful for steady easy winds when we have them.

Flip Rayner, Gazelle 'Escargot'

**TY MOTUIHE HANDICAP RESULTS (Halsail)**

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	E Type 2	Elliott 7.4	H Beecroft	5:33:22	0.966	5:22:02	0.976
2	Fantasia	Joker 820	R Bonnett	6:42:46	0.822	5:31:04	0.829
3	Squirt	Van Dieman	S Thomson	7:50:20	0.705	5:31:35	0.711
4	Escargot	Gazelle	F Rayner	6:46:50	0.831	5:38:05	0.833
5	Suzie	Noelex 25	C Martin	6:24:57	0.880	5:38:45	0.881
6	Falkor	Joker 820	W Johnstone	7:16:46	0.810	5:53:47	0.802
7	Charley	Noelex 25	T Hayward	6:23:36	0.924	5:54:27	0.914
8	Aperitif	Joker 820	G Reeve	7:25:04	0.798	5:55:10	0.790
DNF	High Time	Noelex 25	N McCarter	DNF	0.804	DNF	0.804
DNF	Farr Away	Farr 6000	A Jones	DNF	0.726	DNF	0.726
DNF	Shangri-la	Noelex 25	J Vallings	DNF	0.845	DNF	0.845

**TY MOTUIHE OPEN CHAMPIONSHIP RESULTS (based on boat design rating)**

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	E Type 2	Elliott 7.4	H Beecroft	No	5:33:22	0.885	4:55:02
2	Charley	Noelex 25	T Hayward	No	6:23:36	0.845	5:24:09
3	Suzie	Noelex 25	C Martin	No	6:24:57	0.845	5:25:17
4	Squirt	Van Dieman	S Thomson	No	7:50:20	0.705	5:31:35
5	Escargot	Gazelle	F Rayner	No	6:46:50	0.820	5:33:36
6	Fantasia	Joker 820	R Bonnett	No	6:42:46	0.855	5:44:22
7	Aperitif	Joker 820	G Reeve	Yes	7:25:04	0.821	6:05:24
8	Falkor	Joker 820	W Johnstone	No	7:16:46	0.855	6:13:26
DNF	High Time	Noelex 25	N McCarter	No	DNF	0.845	DNF
DNF	Farr Away	Farr 6000	A Jones	No	DNF	0.745	DNF
DNF	Shangri-la	Noelex 25	J Vallings	No	DNF	0.845	DNF

**KEELER MOTUIHE HANDICAP RESULTS (Halsail)**

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Acushla	Farr 1020	J Pasco	2:39:00	0.752	1:59:34	0.774
2	Sorrento	Dufour 40	J Lundy	2:48:40	0.789	2:13:05	0.796
3	Ocean Lure	Hanse 415	D Woolerton	3:05:20	0.786	2:25:40	0.773
4	Audrey	Hanse 370e	B O'Brien	3:07:17	0.785	2:27:01	0.770

**KEELER MOTUIHE 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	2:39:00	0.742	1:57:59
2	Sorrento	Dufour 40	J Lundy	2:48:40	0.794	2:13:55
3	Ocean Lure	Hanse 415	D Woolerton	3:05:20	0.786	2:25:40
4	Audrey	Hanse 370e	B O'Brien	3:07:17	0.790	2:27:57

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## **NOTICE OF RACE**

### **HOOKS BAY – Keeler and Trailer Yacht Divisions**

**DATE:** Saturday 26 March 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 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 (as per keelers).

**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 the Pakatoa Wharf in the Waiheke Channel.

**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** - 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 directly off the end of the Pakatoa Wharf. Skippers should record their own finish times in GPS hrs/min/sec. 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 – Hugh Beecroft (027-496 7033). Keelers – Bryan O’Brien (027-487 8215).

**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.**

## **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.**