

Bilgewater

May 2023



*Storm Jib, Mainsail Reefed, Beanie on – And Trucking Along
Andrew King and 'Portfolio' in the Round the Buoys Race on 29 April*






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

Commodore's Comment

And just like that the season is over.

For the most part the end of our season has been a bit of a fizzer. A sequence of weather systems have caused us to modify or abandon a few of our events, which has been unfortunate.

The first casualty was the Coromandel race that was scheduled to take place over Easter. With strong winds forecast and an expanding list of crews indicating that they would not be competing, the decision was made to abandon this race.

This also impacted the planned trip to Mercury Bay. The conditions forecast made sailing through Colville an ill-advised idea so the decision was made to cancel this trip. Luckily the weather eased somewhat and a few of our crews were able to get out and enjoy some cruising with other members of the Squadron on this side of the Coromandel.

Our next Squadron event was the Night race. As with last year this event was run as a standalone event while we try to build numbers and confidence within our sailing group. This year we were met with near perfect conditions. Eight boats made the start line and were greeted by a moderate easterly and a light swell. With the main season already concluded, we had taken the chance to get 'Ghost Train' home for some maintenance before the start of the BOPTYS winter series. So for this event we were sailing our Pelin Cherry 16. As our boat was not much bigger than a buoy, we performed the role of pin end of the start line.

As the race started a few boats were on time. A couple were a bit late (including an unnamed Elliott who had found themselves stuck on the bottom while waiting for the start). We quickly got our anchor up (a bit challenging on the little boat as we had to bring it in over the stern). Nick helmed for most of the race. We had some discussion around using the spinnaker, but as our boat is little more than a dinghy and will not self right in the event of a capsize, we decided to give that one a miss.

The race consisted of a reach to the lighthouse, a gybe, and run to Passage Rock, followed by a couple of upwind tacks to get to the line. Congratulations to the crew of 'Suzie' for another night race victory. It has been great to see the growing confidence within our sailors for sailing at night. So much so that we are likely to include the night race in the main series going into next season.

During the race we noticed a leak from the centreboard pivot. I had never noticed that before, but I guess we were carrying a bit more gear so we were probably sitting a bit lower in the water. With this in mind and being aware of the building weather, we decided to sail straight back to Kawakawa Bay and pull the boat out.

The next day was day two of the Round the Buoys series. The forecast was once again less than favourable and only three boats indicated a desire to continue racing. Nigel McCarter and the crew of 'Perpetual Motion' stayed out and were able to run one race. However reports were coming in from the boats who had gone back to the ramp indicating a building northeasterly swell so the decision was made to abandon racing to allow boats to get safely back to the ramp.

Now that the season is over we need to start looking towards next season.

During the latter half of this season Tim has been leading a review of our Squadron's safety plan. Thanks to all members who have submitted feedback on our proposed plan. All feedback has been useful and has been included in our discussions. Our goal is to have a workable safety plan that is effective while still allowing as much sailing as possible. Keep your eyes out for an updated safety plan. The goal is to have this finalised in time for the start of next season.

We also need to be thinking about our committee for next season. The committee is essential to the smooth running of our club. Thankfully we have a reasonably healthy number of our members who have indicated they are keen and willing to be involved in this capacity. The AGM documents should be coming out in the next few days in preparation for the AGM in June. If you are interested in being involved in the committee or if you have any items you would like added to the agenda then please follow the instructions that will be sent out.

However, before the AGM we have our Squadron's prize giving on 23 May. We look forward to seeing many of you there where we can celebrate another successful season.



The Night Race aboard Gazelle 'Escargot'

Upcoming Events

With our sailing season having come to an end, it's now a matter of joining in another club's winter series if you wish to race over winter, undertaking boat maintenance, or quite possibly both. For me some maintenance before we head to Australia in mid May.

We do have two important events coming up though.

Annual Prizegiving Dinner and Celebration of our Sailing Season

Date: Tuesday 23 May 2023, drinks from 6pm

Venue: The Boundary Bar and Restaurant, 2/65 Devine Road, Tamahere

Gather from 6pm, dinner from 6:30pm till 8:15pm, then prizegiving from 8:30pm.



The Squadron's Silverware

The Squadron AGM

Tuesday 27 June 2022 – 7:30pm at Hamilton Yacht Club

Have you considered being nominated for the Squadron Committee? Much as the thought of being on a committee is often viewed as “red rag to a bull” for many of us, our Squadron Committee has a very positive vibe. It is also a great way to give back to the organisation that is the catalyst for so much of our sailing fun and camaraderie. It would be great to have at least one or two of our ladies on the Committee and you don't have to live in the Waikato as we have Zoom/Microsoft Teams facilities for remote attendance as necessary. Food for thought!

Around the Fleet

After successfully running the gauntlet of numerous weather systems and still managing to hold all events so far this season, the weather finally beat us at Easter.

The combined Easter cruise/race to Coromandel, fishing competition and Mercury Bay cruise all had to be cancelled. This was a particularly difficult call for the committee as the wind models had been all over the place leading up to Good Friday. For that reason, the decision was made at the latest possible time based on the best information we had. Several of us had made the trip up to Kawakawa Bay on Friday night when the cancellation was finally made, and I decided to head back to Raglan rather than spend a night in what was then a very wet and muddy compound.

Although the unsettled weather continued on and off during the next week, it was pleasing to see that quite a few of those who had taken time off work still managed to get out cruising in the Gulf and to meet up with each other as the photos below show.



*'Perpetual Motion', 'Cortez', 'Aperitif' and 'Escargot' at Motuorohi Island (Goat Island),
Coromandel on 11 April 2023*



Joined by 'Charis', 'Passing Fancy', 'Acushla' and 'E Type 2' for a BBQ at Woolshed Bay, Coromandel on 12 April 2023



Alex and Jenny Ross' MacGregor 26x 'Amethyst' at Shark Bay on 13 April 2023

It's not often that you see a keeler inside the Kawakawa Bay breakwater! Anton Post recently took his newly acquired Farr 1020 'Perpetual Motion' in there to do some work on the rudder (when the tide went out) and also up the rig.



Anton aloft on 'Perpetual Motion' which I expect it would be if the wind came up

One of the great things about sailing is that you keep meeting up with good friends. Alan Macdonald and Tracey Lee Perry recently caught up with liveaboards Dean and Nola Herrmann in the Bay of Islands.



Nola, Dean, Alan and Tracey Lee

We had another great Nog 'n Natter at the end of April with Commodore James Hepburn sharing his tips on undertaking boat repairs with plywood and fibreglass. Again a good turnout, a very interesting and informative time, and I certainly learnt a lot. You can pick up a copy of James' presentation on our website.



Boat Repairs – It's a family effort in the Hepburn family

Also, during April I was watching the Solo Trans-Tasman race on the race tracker. This race from New Plymouth to Southport (on the Gold Coast) covers a distance of 1240 Nm, quite a gruelling endurance race given that it crosses the Tasman, and of course is single-handed.

In this year's race there were 9 starters and 6 finishers. Of the 6 who finished, 2 had sailed in the 1978 race, their next one being this race 45 years later. And 4 of those who finished were aged over 70, the race winner being 76.

The winning yacht 'Sarau' sailed by Malcolm Dickson finished in just over 10 days. Having lost his satellite connection half way over, he had no idea he was still leading until 12 miles from the finish. Just 12 hours later, the next 3 finishers were separated by only 39 minutes and 32 seconds!

An Australian sailor and boat in this race had first sailed from Brisbane to Sydney where he sailed in the Sydney-Hobart race, then he crossed the Tasman to complete the NZ Round North Island race, then back to Brisbane via the solo Trans-Tasman race. I wonder what he's doing next week!

Maybe one or more of our keeler sailors might like to take up the challenge for the next race. Of course one of our members, Alan Ward, did complete this race in 2014. Having come up with the idea of our Gulf Classic race many years earlier, he completed a circumnavigation with wife Jean, and then the Trans-Tasman singlehanded race, which back then finished at Mooloolaba.

While certainly not one of our fleet, it is also interesting to see that one of the Ocean Race foiling yachts, 'Holcim-PRB', recently set a new 24 hour sailing record of 595.26 nautical miles (1,102 kms), which means the crew maintained an average speed of 24.8 knots. This was at around 50°S in the Southern Ocean. However, they have since been dismasted and have now retired from the race. As the saying goes to finish first you must first finish.



Night Race Report – 28 April 2023

The last weekend of April marks the end of the Squadron’s official sailing event calendar. The night *race* on Friday had 8 boats enter, 7 trailer yachts and 1 keeler – ‘Perpetual Motion’. The conditions were great, and feedback suggests all participants enjoyed the evening sail up and around Passage Rock in the Waiheke Channel.

Particularly impressive, James Hepburn and son Nick sailed the course in their Cherry 16 Wai-Ula. As James reported, “we’re not towing a dinghy - we are a dinghy!”

The weather, unfortunately, was not as kind for the scheduled RTB races on Saturday - despite a massive effort by Nigel McCarter and Anton Post, who started early and laid the course for racing. The RTB event was cut short due to deteriorating weather.

My daughter Alyssa and I had a great time being the *race* officers for the night *race*. It would be great to see even more boats joining the event next season! Participation is key - the excitement amongst the boats is palpable!

Remember, the intention of the night *race* (perhaps badly named) is to enable members to gain experience and confidence moving around at night. And this is a great opportunity to practise, with company. In fact, for all of the WYS events, you don’t need to be Peter Burling to join in - trust me. It’s a great way to learn more about sailing your boat. I strongly encourage everyone to give it a go. Despite our early reservations, we’ve had loads of fun sailing around the Gulf in Squadron events.

Greg Reeve

NIGHT RACE RESULTS – 28 April 2023

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

Place	Boat Name	Design	Helm	Elapsed Time	Design Rate	Corrected Time
1	Suzie	Noelex 25	C Martin	1:45:49	0.845	1:29:25
2	Wai-Ula	Pelin Cherry 16	N Hepburn	2:23:30	0.648	1:32:59
3	Escargot	Gazelle	F Rayner	1:54:22	0.820	1:33:47
4	Aperitif	Joker 820	A Reeve	2:02:30	0.850	1:44:08
5	High Time	Noelex 25	N McCarter	2:05:00	0.845	1:45:38
6	E Type 2	Elliott 7.4	H Beecroft	2:09:00	0.885	1:54:10
7	Portfolio	Noelex 25	A King	2:20:00	0.845	1:58:18
8	Perpetual Motion	Farr 1020	A Post	2:06:30	0.970	2:02:42

My Night Race

Contributed by Alyssa Reeve, 12, sailing Joker 820 'Aperitif' which was the start boat

The rollers squeal as the yacht slips off the old trailer into the cold water. The motor breaks the silence as we head out of the boat ramp. Safely anchored, the bright torch lights up the sail. We are the race officers.



The mainsail on 'Aperitif' lit up so everyone else can find the start line

The phosphorescence vibrantly whacks the side of the boat as we wait with great anticipation.

The first horn sharply warns the fleet there is five minutes to go. Five, four, three, two, one. The last horn blows and the race has started. They were off!



My hands are steady on the tiller, my heart is pounding as the sails flutter in the easterly wind. The lighthouse platform is our first destination.

A soothing hum fills the peaceful night. A salty breeze blows my hair in every direction, blinding my eyes. Brushing my hair back into a ponytail, my piercing eyes adjust to the dark as I look intently around at my surroundings.



A silhouette of the hills of Ponui Island catch my view. We are approaching the lighthouse platform. The sound of ropes being plunged in and out of the clutches as we jibe *Aperitif*. We've rounded the lighthouse platform and head toward Passage Rock which seems far in the distance. We adjust the sails, speed is now on our side.

I realise I'm getting tired, it's been a long day at school, I feel exhausted. I concentrate on our final destination, the finish line. Bit by bit we edge closer, until suddenly we reach the line. The excitement bubbles inside me, I knew we had run a good night race.

An Opportunity for You??!!

Yes, an opportunity has come up in the Squadron that you won't want to miss!

After two seasons and more than 20 editions, this is my penultimate edition of Bilgewater (just one more to go). Time for some new ideas and skills to keep everything fresh. You can register your interest in this 'likely to be sought after' position with any of the committee members.

PS. I will still be available to help get you started with formats and templates, and will also be available as an occasional contributor.

As my term as Bilgewater Editor comes to an end, a big thanks to everyone who has contributed and for all the feedback received during my two years in the role.

Thanks
Tim
Bilgewater Ed.

Whose is This?

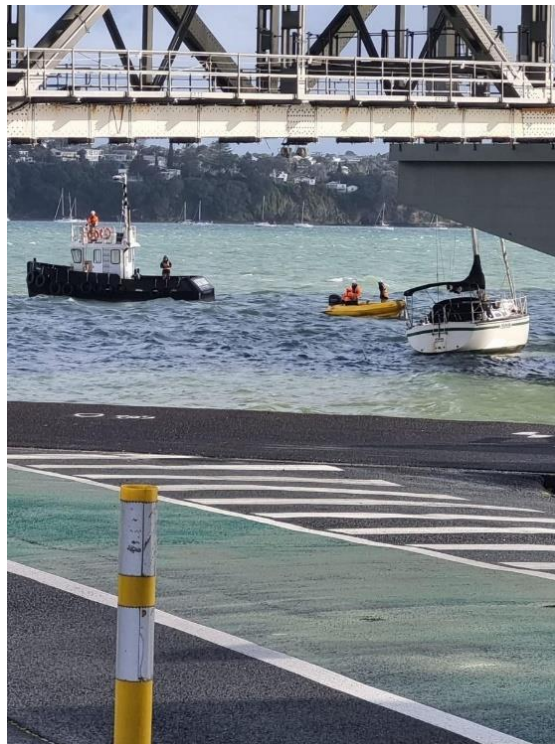
Whose is this member's boat 'moored' up against the Auckland Harbour bridge?



'Moored' in the photo above (small photo for anonymity) and being towed free on the right.

Admittedly this was due to breaking free from a mooring but might there be a bit more to it than that!

Time for a rigging check I think!



Welcome to New Members

This month we welcome another five new members/families three with keelers, two with trailer yachts. We warmly welcome and look forward to sailing with:

Vince and Sarah Stockdale who live in Hamilton. They have a Farr 9.2 keeler called 'Destiny in Motion' that is berthed at Pine Harbour Marina. This is their first keeler and they say they are looking forward to sharing sailing adventures with others, so they have definitely come to the right place!

Robert and Shelley North. Also recently joining are Robert and Shelley North who you may have met at recent Nog 'n Natters. They have a Trojan 750 called 'Te Aroa'.

Chris Rayner. Hailing from Raglan, Chris decided that one hull was better than two, upgrading from his 14' Hobie Cat to a 40' Chico. He has already gained popularity with some of the membership with his impressive display of nothing but 6 crew on the rail in the Ponui race last year. While he hasn't won a race yet, sporting an almost identical handicap to Farr 1020s and Davidson 35s, Chris might have a secret weapon or two in a couple of mates that have sailed the odd Volvo race. Chris is also known for sparking up a good tune or two on the decks, his impressive sustainable vege garden, and his newly located and rebuilt 40's stretch villa. He hopes one day to sail faster than his brother's Gazelle 26 (says the Gazelle 26's owner).

Keith, Camilla, Tor and Siggie Holmes who live in the Waikato have recently purchased an Allures 45 keeler called 'Tourterelle' that is berthed at Marsden Cove, near Whangarei Heads. They are experienced sailors, having been Squadron members many years ago and are looking forward to rekindling past friendships. Keith says that back in the day he had a Ross 650 and a McGregor 26x. They were going to be sailing 'Tourterelle' on the Mercury Bay cruise but that was cancelled due to the weather. 'Tourterelle' is aluminium, French designed and built, and has a lifting keel. Under previous ownership she had sailed to NZ, so has completed crossings of both the Atlantic and Pacific. We look forward to catching up with the Holmes and 'Tourterelle'.

Trent Tscheuschler and Allie Black live at Omata in Taranaki. Trent and Allie have a Noelex 25 called 'Big Brumus' and being keen to sail in the Hauraki Gulf will have 'Big Brumus' at the Kawakawa Bay compound. They will be our second Taranaki based member family along with the Managhs who also have a Noelex 25. That brings our tally of Squadron Noelex 25s up to 16!

We welcome all our new members and look forward to catching up with you out on the water.



An Allures 45 (not Tourterelle)

Round The Buoys Racing – 29 April 2023

In recent years we have run a series of short-course Round the Buoys races the day after the night race.

This year the weather forecast for the night race on Friday looked good but with the wind increasing steadily on the Saturday it meant that the Round the Buoys Races would be challenging. With an easterly wind it was decided that rather than running the event in Kawakawa Bay, it would be prudent to sail to the west of Pakihi Island where it would be more sheltered.

Nigel McCarter and Anton Post set a course early on, but the breeze then came in which meant there were only three starters for the one and only race that was held and won by Chris Martin sailing Noelex 25 'Suzie'.



Noelex 25 'Suzie' leading Gazelle 'Escargot' in the one Round the Buoys race that was held

ROUND THE BUOYS RACE RESULT – 29 April 2023

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

Place	Boat Name	Design	Helm	Elapsed Time	Design Rate	Corrected Time
1	Suzie	Noelex 25	C Martin	0:19:51	0.845	0:16:46
2	Escargot	Gazelle	F Rayner	0:20:35	0.820	0:16:53
3	Portfolio	Noelex 25	A King	0:25:04	0.845	0:21:11

CRUISING GREAT BARRIER 2023

Contributed by Nigel Lancaster

We had made an attempt to get away for a few weeks in February. On the day we left, Metvue was showing Tropical Cyclone Gabrielle getting up a head of water whilst in the tropics around Vanuatu. We had a week to make the most of it so headed for our usual local cruising area of Coromandel.

So by mid-March we are ready to go again and with supplies loaded we departed Thursday 9th March for an easy sail down to Omaru Bay arriving after dark. A small maintenance job required my attention, that of the paddle wheel for the log needed cleaning up, so pulled that up with the ensuing small geyser which I plug up and proceed to clear away the debris. I also needed to adjust the calibration a little but that could wait until the quiet waters of Port Fitzroy.

Saturday 11th and a forecast of 15-20 knot southwesterlies. Should be a good sail. We are away as per usual about 0900ish, its going to be a long day. 36nm from North Harbour to the south end of the Broken Islands and another 7 into Smokehouse Bay, our intention is to sail through the islands and take advantage of the flatter seas. But in fact it didn't happen that way. Half way is off the top of the peninsula and the wind and seas are building, the wind a steady 20 knots (true) on the quarter. As we approach the islands we begin to ride some bigger swells with some impressive speeds. Somehow with all the concentration and the scenery looking so impressive we missed the entrance to the islands to the East of Mahuki Island, so on we sailed round False Head and bore away in towards Man 'O War Passage.



'Passing Fancy' in Man 'O War Passage. Photo by Annie Hill

On checking records later we had a top speed on the GPS of 13 knots and on the log 10 knots. I somehow don't ever forget the first time we came through the passage into the enclosed area of Port Fitzroy in our 20ft Coronet *Sasha*, such a magnificent sight and one that always impresses; on round the point and into Smokehouse Bay, a very pleasant anchorage in these southwest conditions and today was no exception.

During this visit we noticed the easterly storms and rain had taken its toll on the beach area in front of the sea wall and much of the sand had been washed away. The bathhouse remains as do the tubs, ringers and clothesline and the pizza oven. We did observe however in our time there just how many trees and slips were about. Next morning we went ashore for a walk, had the obligatory yarn for a short while and continued on our hike up the track behind the camp to catch the view from the top of the range. On our return we found the local ladies day lunch group had arrived for their day trip. I guess much food and wine for the day.



Smokehouse Bay, March 2023

For some, the trip to Great Barrier is all about anchoring at Smokehouse and socializing however we had other activities; other walks to complete and beaches to visit. The tide was also a good one for those boaties wanting to clean below the waterline, although there is a large clear sign stating "No Scraping & Antifouling" on the grid. I don't know, maybe they can't read. A total of 5 boats took advantage of the early morning high tide to careen their vessels, that week. We also had the company of HMNZS Taupo a Navy patrol ship, Spirit of NZ, and a New Zealand flagged cruise ship Heritage Explorer.

We anchored on the eastern side of Kaikoura Island during a northwesterly only to have to move at 2 in the morning when the wind changed to southerly and we ended up in Forestry Bay. Trying to see other yachts at anchor without a riding light was a challenge. We did the Warrens Falls walk in the morning which, whilst not hard going is worthwhile for the views and scenery, the falls would be something during the rain.

So we visited Katherine Bay and stayed in Nimaru Bay with its lovely white sandy beach, a rarity on this side of the island. We were settled under the huge Pohutukawa Tree having a beer and cooking our hamburgers as a group of locals came ashore with a large chilly bin, me thinking this a big chilly bin of cold supplies, but no, a fishing net no less for a quick round up of sprats for bait was the order of the day. A very calm anchorage and one I can recommend and a magnificent beach.



Nimaru Bay/Cove

Another calm night followed in Nagle Cove where 'Passing Fancy' was anchored along with the likes of...'My Happiness', 'Re Hab' and 'Final Chapter'. A northeasterly blow was brewing so we headed for Kotuku Cove next to the entrance to Fitzroy Harbour. The night was notable for the fact that we had the dinghy flip during a squall. I had arisen in the wee hours to check our position and although managed to turn the boat over lost an oar in the process. They are locked in the row locks and only one position in a circle to extract the oar from the row lock. So in the rain and wind the oar is drifting away. I fortuitously had put on a head light and paddled after the escaping oar.

I recovered the oar and returned to the mother ship and bed for a few hours thinking, should have left it upside down until morning. Another day out amongst the islands drifting and fishing with

one keeper (45cm) and back to Smokehouse to see how the locals are doing. On the way back to the Passage we spy a vessel coming in from Kawau with a Junk rig. Now there was a story in Boating Mag some years back about a converted Raven 26. More later.



The Junk rigged vessel

As I mentioned, I like to think that Smokehouse base is an area for a gathering and a yarn with some other boaties, stir the pot on some topical issues whilst most of us are having a beer and enjoying life at sea. Next morning I'm at the beach again catching up with some of the guys, another boat is on the poles to dry out and the owners ready themselves for a day of scrubbing. The conversation turns in the wrong direction so I decide it's time to take our leave and find another track to walk.

So off we go to Kaiaraara Bay near Bush's Beach, plenty of room for anchoring and no room for conspiracy theorists. Next morning we have a pleasant walk to the Kaiaraara Hut and on returning

we meet a young Australian girl travelling NZ, living alone and enjoying life on the island alone with some strong views on some interesting issues. She is involved in long distance, open sea swimming and had some interesting tales to tell.

Back on board later that day we had a visit from one Annie Hill, owner and builder of the Junk rigged vessel we sailed through the islands with a day or so earlier. An English woman who sailed out to NZ and my word did she have a few wonderful tales to tell of her global sailing exploits in Junk rigged boats.

As I recall Boating NZ magazine carried a great story over two months 10 years ago about Annie buying a Raven 26 and having the rig changed to a junk rig and sailing via the west coast round Cape Reinga to Whangaroa and later Whangarei. Apparently whilst not carrying a great deal of sail area the rig is, in itself, very simple to use. No conspiracy theories here, simple straight forward sailing adventures by a woman who had been there and done that.

Also during our travels we ran into, or should I say, anchored beside, David and Helena Hilliar who own a Passport 42 called 'ACE'. They were the owners of a Gazelle called 'Airobics' followed by an H28. I had met with David in our early days of the 100 mile race in the '90's and we were also on the National exec for the NZTYA for two years. We enjoyed some good hours in the sun sharing our life and family stories.

Well, we had now been here two weeks and hadn't had our sails up and only one fish to note, but it was time to move on but picking a good day was a challenge. I had completed a refining calibration of the speedo so was keen to try this out. We had had some lovely weather and a big high pressure system was bringing with it variable winds, but we did pick a good day with a light southwesterly and headed for Kawau Island for a few days and a catch up with nephew Tim Clissold. We sailed to within a mile or two of the southeast corner of Little Barrier, had to make two short tacks and laid a track for North Channel.

Bon Accord Harbour is an interesting place, just over a nautical mile in length and most of that negotiated at under 5 knots. But anchoring is fraught with boat wash so anchoring right up at the head is the story. In the final analysis, boat log and GPS were about 0.5 knot different over 35 odd nm's. That's close given tides and currents etc.

On a visit to Vivian Bay after some drifting and fishing we anchored for some peace and quiet only to find people work here and one property was having the trees trimmed, so the sound of trimmers and chainsaws filled the air. Although surprise surprise, the bay had a visit from a pod of dolphins for an hour or so. Some coming close to us and I realized that simply observing is a better way of enjoying their existence rather than trying to photograph them. People coming out of their houses and builders downing tools and out with the paddle board. One suspects these great sea animals do in fact enjoy the company of humans and our activity, after all if they didn't they could simply swim away. Great sight.

A day later after watching Tim's yacht race around the bay----- Tim's 10 metre cat, a 5 metre sailing tri and two 10 metre keelers and variable winds was challenging conditions. An interesting demonstration of flat off downwind sailing versus downwind tacking i.e. reaching across the wind, but only in light conditions so not a great example.

Later Tim rafts up to us in a tried and true fashion, bow and stern and springs x2 and we settle down for a cold one and discuss the race. The BBQ comes out for cooking and later we enjoy a DVD of music by Pink Floyd of the concert "Pulse". Has to be, that's the name of his catamaran.



Tim Clissold's catamaran 'Pulse', Bon Accord Harbour, Kawau Island

It's home time and we enjoy a moderate northwesterly for the sail back to Huruhi Bay, with a freshening southwesterly later in the trip, so anchored up near Blackpool and had a very still night.

Back to the Marina in the morning. A similar result with the trip results for the trip back from Kawau.

Nigel Lancaster
'Passing Fancy'

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

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