

BILGEWATER

May 2024




Portfolio (hidden), Perpetual Motion and Hue & Cry in Mansion House Bay



COMMITTEE DIRECTORY 2023-2024

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

Commodore's Comment

With our recent night race and the last round of Round the Buoys series we concluded a very successful sailing season. We have been fortunate with a great weather pattern this year that allowed us to complete most events, albeit the Coromandel event being somewhat shortened due to forecast high winds.

We now look forward to our end of season prizegiving to be held on the 21st of May at the Boundary Restaurant Tamahere. It is always difficult to get a suitable venue for this event so we have gone again with where we went last season. You will note the email sent out recently outlining the event and the catering arrangements. We have tried to give a menu selection that will allow some option for quality and price. I highly recommend their Pizza selection!!

We have recently updated our Constitution, as required following recent regulation changes by the Department of Internal Affairs. We will be bringing this to the AGM for ratification by the membership. You will be sent copy when we send out the AGM details.

With winter setting in, two of our keeler members are competing in winter series with Jim and his *Acushla* crew taking on the Pine Harbour Winter series, and Murray and *Afterguard* competing in the Mercury Bay Polar Bear series. A number of our TY skippers are also doing the BOPTYS winter series so good luck down there too.

I can also report an update on the Mercury Bay Boating Club clubhouse move. Note our squadron donated \$5000.00 to MBBC from the 2023 Gulf Classic, to assist with their relocation following cyclones Hale and Gabrielle. It appears they cannot relocate the building to the foreshore site they originally planned for, due to high regulatory requirement, so are now looking to their community for support to shift it, adjacent to the Marina. Here is hoping they get a good outcome.

Well that is all from me this month, and I look forward to seeing you all at the prizegiving on the 21st May.

(Commodore) Murray

Upcoming Events

- 21st May – Annual Prizegiving – from 6pm at Boundary Restaurant and Bar, Tamahere
 - Members will have received an email to pre-book your meals. This will permit the kitchen to streamline things and bring our meals out promptly and keep the evening flowing.
 - **Most trophies have been returned by now, but if you still have yours, please urgently return yours (clean and polished!) to a committee member!**

- 25th June – AGM – 7:30pm at Hamilton Yacht Club
 - Commodore report on squadron activity and Treasurer report on Squadron financial position
 - Election of officers for the new season
 - Ratification of a new Squadron constitution. Note: we have had to review and make minor changes to our existing constitution to comply with the Incorporated Society Act 2022.

Kawau Cruise (April 13th-18th 2024) Hue & Cry

By Phoebe Feldmann

After waiting for the wind and rain to subside on Saturday we headed to the compound to load the boat with supplies and fix a few things on the trailer.... 5 hours later... and launching at 1am on Sunday we were off!

Following a short sleep at Ammo Bay Luke started the morning shift of sailing at 6:30am while I was still wrapped up in bed. 3 hours of smooth sunny sailing later I got out of bed to join the world and as we passed Home Bay *Perpetual Motion* joined us for the sail to Kawau Island.

After trading morning tea over the sides of the boats while sailing the wind finally picked up to allow for a 5-6 knot reach. Nearing Tiritiri Matangi both spinnakers were hoisted for some smooth sailing until a squawl came through. We sailed into Mansion House Bay and were joined by *Portfolio*.

The afternoon involved cleaning the underneath of *Perpetual Motion*, attracting schools of snapper and bait fish followed by many attempts of fishing and spear fishing. A few attempts were successful and there was enough snapper for an entrée that evening. We went ashore and briefly explored the gardens surrounding the mansion and watched the sunset over the island.

Monday came with very light winds, which was perfect for my first solo sail of *Hue & Cry* in the Bon Accord Harbour near School House Bay. I was accompanied by Luke on our tender and Flip on an inflatable catamaran while others opted for a bush walk. I then ferried Luke and the *Perpetual Motion* crew from School House Bay back to Mansion House Bay and spent lunch time at the café with the *Portfolio* crew. After a brief walk around the gardens being followed by peacocks and weka we headed back to *Hue & Cry* and sailed to North Cove for the evening. We hosted 7 people on our boat for dessert which was a snug fit for a Catalina 7.



First Solo!

Tuesday saw more active winds allowing for 5-6 knot tacking across Kawau Bay following *Perpetual Motion* up Matakana River to Sandspit Marina for some sightseeing. We then made our way to Motukareka Island for lunch where we joined *Gingerbread Man*. The afternoon was spent exploring the island and snorkelling around the *Rewa* ship wreck.

After being joined by *Portfolio* and all members getting back on board their respective boats, an unofficial race was underway to Otuawaea Bay in the Mahurangi Harbour. *Perpetual Motion* led the way followed closely by *Hue & Cry*, *Gingerbread Man* and *Portfolio* on a starboard tack with an exciting amount of heel that the cabin of the boat was not prepared for! A much larger gathering in the evening on *St. Julienne* for drinks and ice cream saw members from *Perpetual Motion*, *Hue & Cry*, *Portfolio*, *Gingerbread Man* and *Acushla*.

On Wednesday we joined *Perpetual Motion* and *Portfolio* on a trip up the Mahurangi River. *Perpetual Motion* anchored in the harbour and their crew hopped on board the two trailer sailers motoring up the river to Warkworth. We tied up at the wharf at midday and headed to The Warkworth Hotel for an outdoor lunch and stroll around town.



Portfolio and Hue & Cry moored at Warkworth



St Julienne and Hue & Cry

Groceries and water cans were topped up before departing via a close call with some trees on the turn-around at the wharf! *Perpetual Motion* crew were safely dropped off and sails were hoisted to enjoy a 5 knot sunset cruise around Mahurangi Harbour. Being deprived of sailing for most of the day was the cause of another unofficial/official? race between *Hue & Cry*, *Portfolio* and *St. Julienne*. Very smooth performance by *St. Julienne*!



Perpetual Motion, Hue & Cry and Gingerbread Man at Moturekareka Island, beside the wreck of the Rēwa

Thursday was the official last day of the cruise with some spending time at Scotts landing before heading home while others sailed up to Leigh or back to Waiheke. We enjoyed a walk on the beach at Otuawaea Bay and a lazy day, followed by a late afternoon, relaxed, down-wind sail to Station Bay on Motutapu Island.

Friday was spent exploring the historic sites at the Northern Junction on Motutapu, and soaking up the sun swimming. A gentle afternoon down-wind sail completed the trip and we were off the water by 7pm before the rain was set to come in on Saturday. After 6 days and nights cruising around Kawau and Mahurangi Harbour (with perfect weather and wind conditions) we will be back for sure!



New Members

We welcome **Angus and Kelly Jones**, with their children **Jesse, Isabella and Franklyn**. Angus has previously sailed Opti's, P-Classes, Starlings and Lasers, as well as racing Young 88 and IOR 50 keelers, and even crossing the Pacific. He has recently purchased a Zenith XS8, *INXS*, and hopes to inspire his family with his love of sailing. They will likely be the newest trailer yacht in the fleet, and we look forward to seeing a less common variety of vessel.



A web photo of another XS8

The Yacht Squadron Night Race

By Briella Post (9)

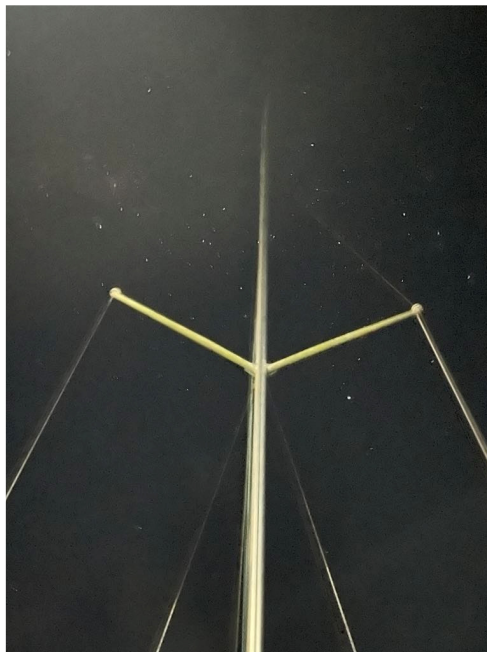
On Friday night, the Waikato Yacht Squadron went on a night sail. I was on the only keeler in the race, *Perpetual Motion*. The course was two laps around Pakihi Island. We were doing really well and were just behind the top 3 boats.

It was a calm night though and it was quite hard to find any wind. Then Dad and our extra crew member put our sails into gullwing and we passed *Orca*. A lap of Pakihi island later, Mr *E Type 2* cut in from the side, and straightened up beside us. The race was on!

If you are already in the squadron, most of you will have found that *E Type 2* is a very fast boat and all the crew are experienced [usually]! So there we are, tearing along at nine o'clock at night, racing *E Type 2*. We were so close that we couldn't have fitted half a boat length between us. What should we do to go faster than him?!?

Rounding the lighthouse marker the second time, Dad told me to make the radio call before *E Type 2* did. That way, everyone would know that we rounded the point before he did! We said "Hello Hugh!" and raced past... but soon after he raced past us again! But then we couldn't see any more because it got too dark and it was 12 'o' clock, but we were flying across the finish line and we had finished the race.

There was so much competition & fun that I nearly forgot that I was on a boat. We look forward to seeing the results!



View from Signs of Life

Night Race Open Results

Class: 'TY - Open '

26 April 2024

Rank	Sail #	Name	Helm	Hcap	Race 1	Net pts
1	3247	Escargot	Flip Rayner	0.820	1	1
2	1065	Suzie	Chris Martin	0.845	2	2
3	3702	E Type 2	Hugh Beecroft	0.885	3	3
4	T3028	Orca	Karl McGaughran	0.845	4	4
5	6525	Perpetual Motion	Anton Post	0.945	5	5
6	0	Swashbuckler	Russell Osborne	0.825	6	6
6=	243	Hold-On II	Mark Bang-Pip Edwards	0.730	45/DNF	45
6=	3983	Aperitif	Greg & Julie Reeve	0.816	45/DNF	45

Round the Buoys Provisional Results

Rank	Sail No	Name	Type	Owner	Hcap	4-Nov-23							10-Dec-23			27-Apr-24				Net pts
						Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14	
1	3247	Escargot	Gazelle Mk 1	Flip Rayner	0.820	2	2	2	(3)	(3)	(4)	2	2	1	1	2	2	(3)	2	18
2	T3028	Orca	Noelex 25	Karl McGaughran	0.845	1	4	3	2	1	1	1	(5/DNC)	(5/DNC)	(5/DNC)	(5/DNC)	3	2	3	21
3	1065	Suzie	Noelex 25	Chris Martin	0.845	3	1	1	1	2	2	4	(5/DNC)	(5/DNC)	(5/DNC)	5/DNC	(6/DNF)	5/DNF	5/DNF	29
4	0	Pangur Ban	Noelex 22	Greg & Julie Reeve	0.811	4	3	4	4	4	3	3	(5/DNC)	5/DNC	5/DNC	5/DNC	(8/DNC)	(8/DNC)	(8/DNC)	40
5	3702	E Type 2	Elliot 7.4	Hugh Beecroft	0.885	(6/DNC)	(6/DNC)	(6/DNC)	(6/DNC)	6/DNC	6/DNC	6/DNC	5/DNC	5/DNC	5/DNC	5/DNC	1	1	1	41
6	3983	Aperitif	Joker 820	Greg & Julie Reeve	0.850	(6/DNC)	6/DNC	6/DNC	6/DNC	6/DNC	6/DNC	6/DNC	3	2	3	1	(8/DNC)	(8/DNC)	(8/DNC)	45
7	243	Hold-On II	Bonito Aquarius 22	Mark Bang-Pip Edwards	0.760	(6/DNC)	6/DNC	6/DNC	6/DNC	6/DNC	6/DNC	6/DNC	1	3	2	3	(8/DNC)	(8/DNC)	(8/DNC)	45
8	0	Swashbuckler	FARR 7500	Russel Osbourne	0.825	(6/DNC)	(6/DNC)	(6/DNC)	(6/DNC)	6/DNC	6/DNC	6/DNC	5/DNC	5/DNC	5/DNC	5/DNC	4	4	4	50
9	1156	Charis	Noelex 25	Ged Arbuckle	0.845	(6/DNC)	(6/DNC)	(6/DNC)	(6/DNC)	6/DNC	6/DNC	6/DNC	5/DNC	5/DNC	5/DNC	5/DNC	5	5/DNF	5/DNF	53

Hue & Cry – rudder update

[Ed – for those of you who were impressed by Hue & Cry's CNC work, but lack the skills or equipment to do something similar. Getting in touch with Chris may be another option for you]

By Rob Ebert

I was impressed by the efforts from those on *Hue & Cry* in fabricating a new rudder!

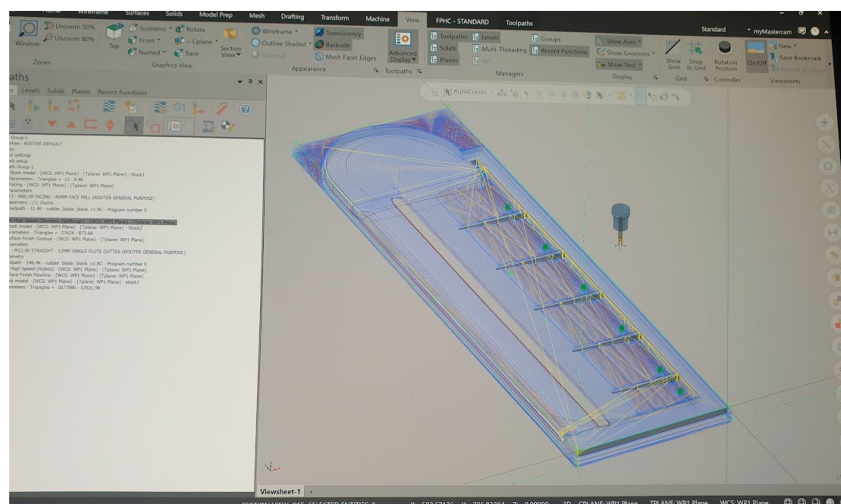
I have done it a few times by hand routing and I am “over it”. It's a laborious, messy process and achieving an accurate symmetrical product is really difficult.

Fortunately I “discovered” Chris Cleaver (chriscleaver22@gmail.com) in Whatawhata who as a copy of Solid works and a CNC guided router table. Over the last couple of seasons he has produced four Young 6m rudder blades. I gave him the foil parameters and a blank of strip cedar and got back a nice, fair foil. It had a shallow trench into which we laid some carbon fibre unidirectional cloth, then a layer of 200gm fibreglass over that. Chris has gone on to provide two Zephyr dinghy centreboards, a Zephyr rudder blade and two Starling dinghy foils. All at reasonable cost.

We put new swing rudders on our Young 6's and bolted them up from alloy plate and rectangular section. We made sure the leading edge of the foil was directly under the rudder pintle and the result has been much improved helm balance in the boats – which were notorious for their weather helm. Total cost probably around \$600.

There are a number of vendors with CNC guided router tables, but Chris' ability to design the foil in Solidworks and then mill it, was a great advantage.

If you are redoing your rudder, the Young 6 crew, *Winsome* and *Young Gem*, may be able to offer ideas!



Cruising Guides and Trip Planning

By Nigel Lancaster

I made a comment on the club's Facebook page recently about cruising guides & trip planning and I would like to clarify this further if I may. Whilst seeking and getting advice is vital for the uninitiated, I do support the written word on anchorages and also the use of charts (paper ones!) to supplement advice received.

The good old RAYC Cruising Guide book would be close to hand with a chart of a bay in our inexperienced days of cruising the islands of the Gulf, and I continue to recommend it. Some of us are senior citizens now but I do remember cruising before any electronic aids. In fact our first sail to Gt Barrier Island when Robert Muldoon was in charge, I would take back bearings on Mt Moehau and other geographical high points to record our progress, something I learned when tramping in the mountains many years ago. I would also buy a NZ Herald from the store at Port Fitzroy to take a look at the weather map and then listen to 1ZB radio at 8am to hear the marine weather report.

Today we have a multitude of devices to give us electronic charts – chart plotters, and even Navionics on one's cell phone. But what these electronic charts don't display clearly is just what an anchorage is like: Where is the beach? Where are the rocks? Etc... A decent guide book will describe the better known bays.

Prior to our visit south to the Marlborough Sounds in 2016 I purchased the local cruising guide and copies of local charts. The guide book was a great asset whatever boat you're in. It was tremendous to have a guide to the transit of French Pass and other difficult places. Clearly the Sounds are a different cruising area compared to the Gulf. Something like the RAYC Cruising Guide certainly still has a place for using in the planning stages of a trip.

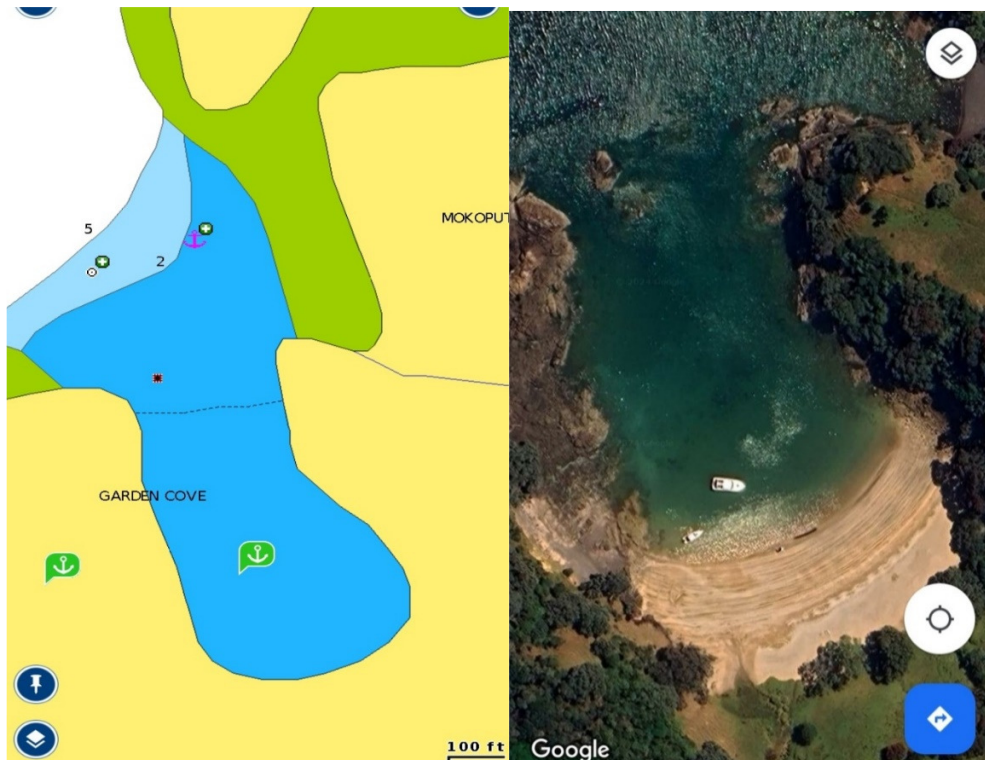
Part of modern technology today is the means via Google satellite maps to see close up what various bays, channels and hazards are really like. On our very first voyage along the Northland coast from Kawau Island to the Bay of Islands I spent considerable time looking at the various physical features we would have to deal with and I would compare the satellite view of an anchorage with the chart (both paper & electronic).

Time on the planning phase of your trip is so important and scoping out anchorages with a chart and Google maps (Satellite view) is a great start. I have shown below two views of Garden Cove on Waiheke Island. A personal discussion with an experienced sailor with the aid of these two views is also a great idea.

I well recall Christine & I in our early sailing days sitting on the grass at the head of Garden Cove as a Farr 1020 approached the entrance. (this would have been a fairly newish vessel at the time) The problem being they were approaching the water to the east of the rock in the entrance! We both ran down to the beach yelling and waving our arms. Thankfully, the helmsman did notice us, took evasive action and entered through the narrow western channel. He eventually came ashore to thank us for our observation

and warning – apparently his father-in-law wouldn't have been pleased had he continued on the eastern course! Obviously, he had not been forearmed with the necessary information on the hazards of Garden Cove!

For those who haven't been to this gem of a bay, as can be seen in the satellite photo, both the marked rocks are much larger than you'd think from the chart, and there are plenty of submerged rocks between them. The only safe entry is on the western side, through the narrow channel, keeping the rock to Port.



Another 1020 (Perpetual Motion) entering by the correct (western) channel

Next time ... cruising the waters to the south of Cape Brett.

Around the Squadron

Chris Jereb's Farrier 680 - *Thruppence*



Anton, Chris and Simon raising the sails for the first time. Chris has been working down at the compound multiple times a week getting her ready for the water, so he will hopefully join us next season!

Robert Paine's Noelex 22 – *Dream On*

Some of you will be aware that *Dream On* lost their keel in March. Some day there may be a full article on this, but for now, Robert is making good progress at last, getting plenty of help from James to lift up on the hoist, as well as Troy from BOPTYS, who is assisting in repairing/fabricating an upgrade for him. Hopefully *Dream On* will be joining us for some events by early next season.

Steve Marten, the original builder of the Noelex 22, inspecting the recovered keel:



Recovered! Hoisted on *Manutai's* bow after winching off the sea floor:



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