

Bilgewater

November 2022



Ross 780 'Ghost Train' on a Sparkling Sea during the Rocky Bay Trailer Yacht Regatta






DIRECTORY

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

Commodore's Comment

Sailing is now well underway and we have completed the first two events of the season.

Over Labour weekend we had the Rocky Bay race for trailer yachts. The conditions were ideal for sailing. The sun was out and there was enough wind for enjoyable sailing. There were some good lessons learnt across the fleet, particularly around sail trim on a reach and positioning your boat to minimise the damage from tidal current. It seemed everyone was keen to get out on the water. We had 16 yachts and we were joined by what seemed like thousands of launches and other watercraft. The wake from the large power boats was an issue and it became a bit of a game to try and tack as a wave was approaching and have a go at surfing it.

An interesting little hint that I found was to have RaceQs running. Watching the replay after the race was fun, but it was also educational as we could see that our tacking angles were much better close to the shore than they were in the main channel due to the tidal flow.

The next day we had our first "Have a go" day. The winds were very light so the decision was made to run a short race, with a few extra challenges along the way. Thanks to Flip and the rest of the committee for organising this event.

Two weeks later we had the first round of the Round the Buoys series for this season. The conditions were very different from Labour weekend with strong winds blowing from the southwest which combined with an incoming tide created some very challenging conditions. Only five boats made the start line. We held two short sprint races, followed by a couple of longer races. Congratulations to all participating crews and in particular to Flip and the crew of 'Escargot' who won in a close battle with the crew of 'Suzie'. A special thanks goes to Nigel McCarter for helping me do race control and for providing 'High Time' as a race control boat.

Also this week we had a chat with Kelly Mulcahy from Yachting NZ (our Regional Development Manager). She was looking at ways the organisation can help our club. A few areas were identified where we could work together. The area of new sailors, women sailors, and people who have never sailed was one area where we hope to work together. We also discussed working more closely with some other like minded clubs. Finally we are working together on improving our club's safety plans and skills. Watch this space as these are areas that could be interesting.

Finally a reminder that there is no Nog 'n Natter this month as we will be having our annual Christmas party in early December.

James

Upcoming Events

12 – 19 November 2022

Great Barrier Cruise Week

We may have left on this cruise before you get to read this edition of Bilgewater. However, if you're a late participant make sure you contact the Event Coordinator Jim Pasco 021-143 1199.

Saturday 26 November 2022

Tarahiki Regatta for Trailer Yachts and Keelers

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 at the Ruthe Passage. Event Coordinators are trailer yachts – Rodger Bonnett (phone 021-423 457), keelers – to be advised. Further details and the Notice of Race are provided on page 30 below.

Tuesday 6 December 2022

Squadron Christmas Party/BBQ at Hamilton Yacht Club

From 6.30pm, BBQ at 7pm

Please note that there is no November Nog 'n Natter as we have the Christmas Party instead. Bring your own BBQ meat and either a salad or dessert to share. BYO drinks this year as the bar won't be open. We look forward to catching up with you there.

Saturday 10 December 2022

Ponui Regatta for Trailer Yachts and Keelers

This event includes a circumnavigation of Ponui Island with the trailer yachts starting from the Sandspit Beacon at 1000 hours and keelers starting from Pine Harbour at 1030 hours. Event Coordinators are trailer yachts – James Hepburn (phone 021-477 324), keelers – to be advised. Further details and the Notice of Race are provided on page 31 below.

Note that the location of each regatta's beach gathering will be advised on VHF Channel 77 at the race briefing and after the race. Yachts wanting to participate in the gathering/BBQ, but not the race, are most welcome.

IMPORTANT NOTE: Recording Your Race Finish Time

For most of our passage races, each boat now takes its own finish time (GPS time in hours, minutes and seconds) when passing through the nominated finish line. This has proven to be easier than having the first boat try to set up a finish line before any other boats arrive, and then having to stay on station to record all other boats' times.

The committee has decided that the best way to convey your time will now be **by text to the nominated Event Coordinator**. If your phone battery goes dead or you lose it overboard, then VHF will be the backup method. Having all results texted will save the Coordinator having to search for the times on various media and will also have the benefit of providing a written record.

The Basics of Sail Trim for New(er) Sailors

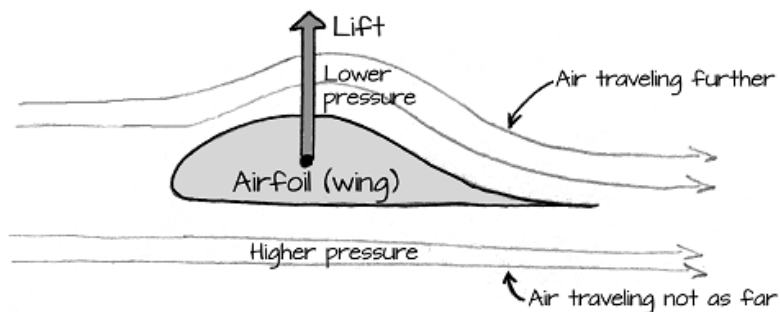
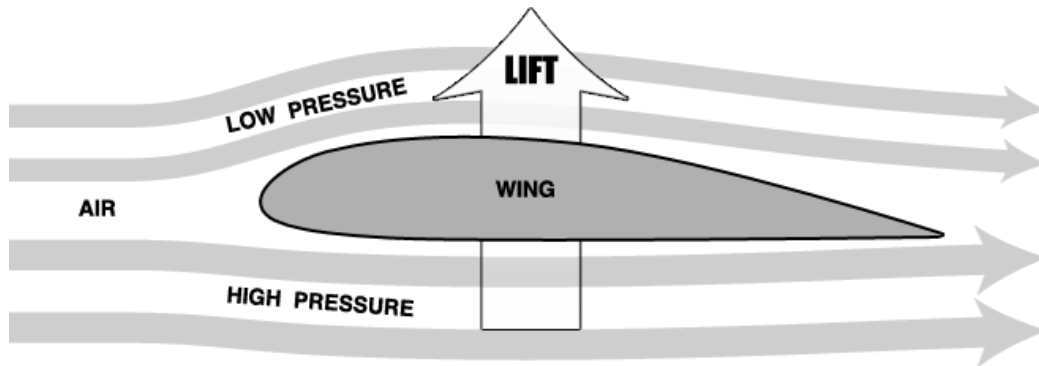
In the Rocky Bay trailer yacht race, the first leg from Ammunition Bay to Rocky Bay was a reach of several miles. As we were the start boat, we got to see the entire fleet from behind and I noticed that quite a few boats in the back half of the fleet had their sails sheeted in way too tightly for reaching. That will just stall your boat, make it go slow, and of course keep you in the back half of the fleet. I therefore thought I would take a few pages on sail trim from some instructions I have written to help train new sailors and add it to this Bilgewater. So here we go.

How a Sail Works (Sails, wind and airflow)

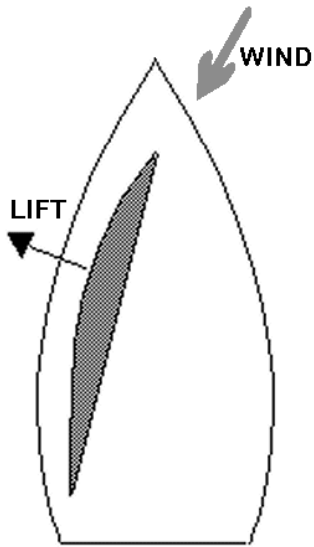
Non-sailors often think that wind blowing on a sail simply pushes a yacht along. This is only the case if a yacht is sailing directly downwind. Rather, it is all about airflow around and across the sail.

When viewed from above, a sail has a similar shape to an aeroplane wing. It is wider near the leading edge - the front of the aeroplane wing; or on a yacht the part of the sail closest to the bow (front) of the boat.

In the case of the aeroplane wing, this shape means that air passing above the wing has to travel a greater distance and move faster than the air below the wing, so that both lots of air reach the back of the wing at the same time. The faster moving air above the wing creates an area of lower pressure than below the wing. The greater pressure pushing from below creates lift, which means, once the aeroplane speed is fast enough, the wing rises and the plane flies.



The principle is the same with a yacht's sail. Air passing around the curved 'back' of the sail has to move faster, reducing pressure there. That would make a yacht move sideways unless it was sailing directly downwind. However, the sideways force is counteracted by the keel in a keelboat, or in the case of a sailing dinghy or trailer yacht by its centreboard (which is just a retractable keel). Because of the resistance provided by the keel/centreboard, the yacht moves forwards instead of sideways.



Note the curve in the part of the sail towards the mast

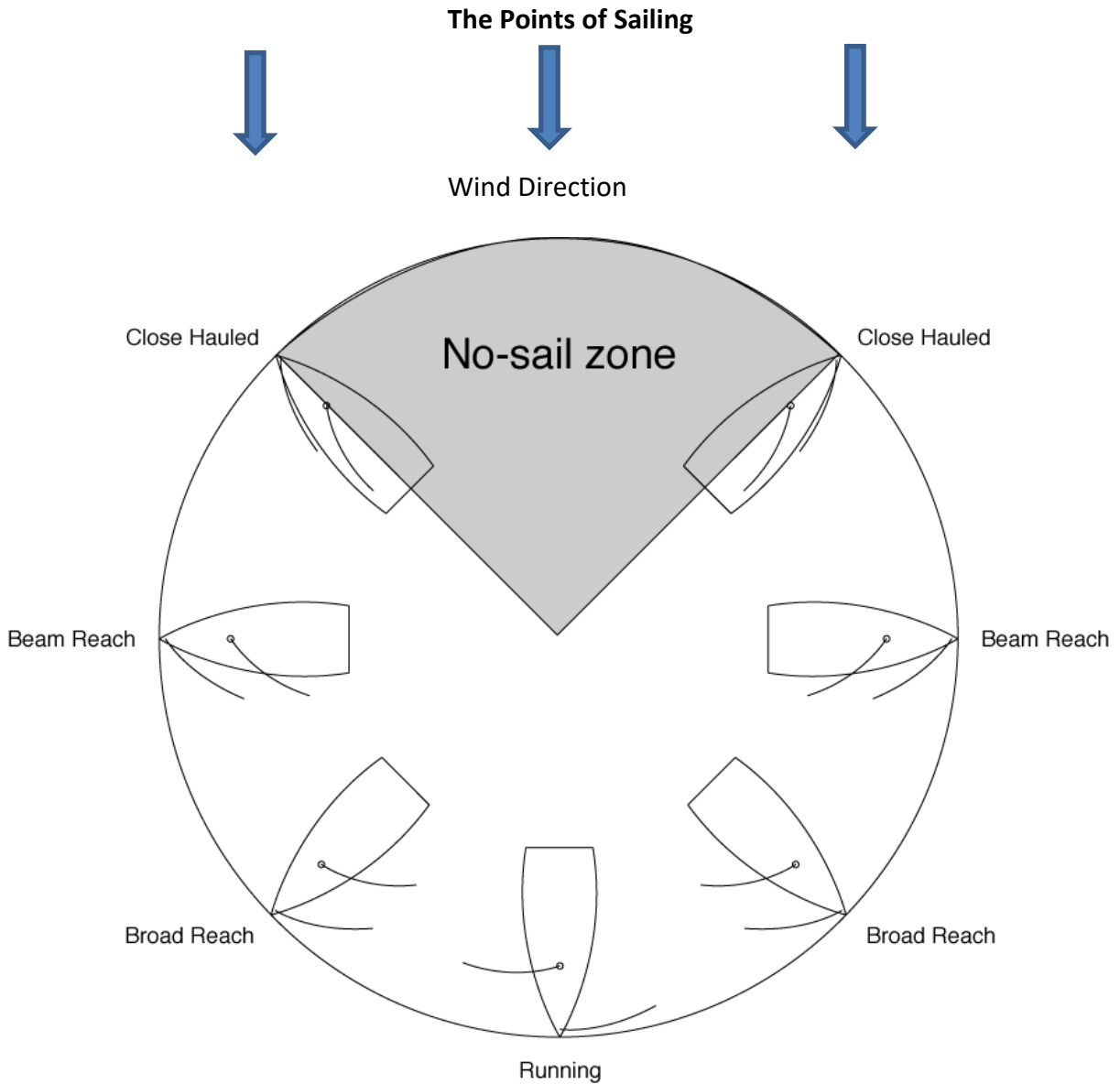
Because of this wing-like characteristic of sail shape, the correct setting of sails is all about achieving the optimum airflow around the sail. More about that in the next section.

The Various "Points" of Sailing (i.e. the boat's direction relative to the wind direction)

A yacht can sail in any direction except directly into the wind. Actually, depending on the particular yacht, the closest it can sail to the wind will usually be somewhere between 30 and 45 degrees to the wind direction. Sailing as close as possible to the wind direction is called sailing "close hauled".

There are three main points (or angles) of sailing. They are sailing "close hauled" as described above, sailing with the wind behind you (which is called "running"), and sailing side-on to the wind (which is called "reaching").

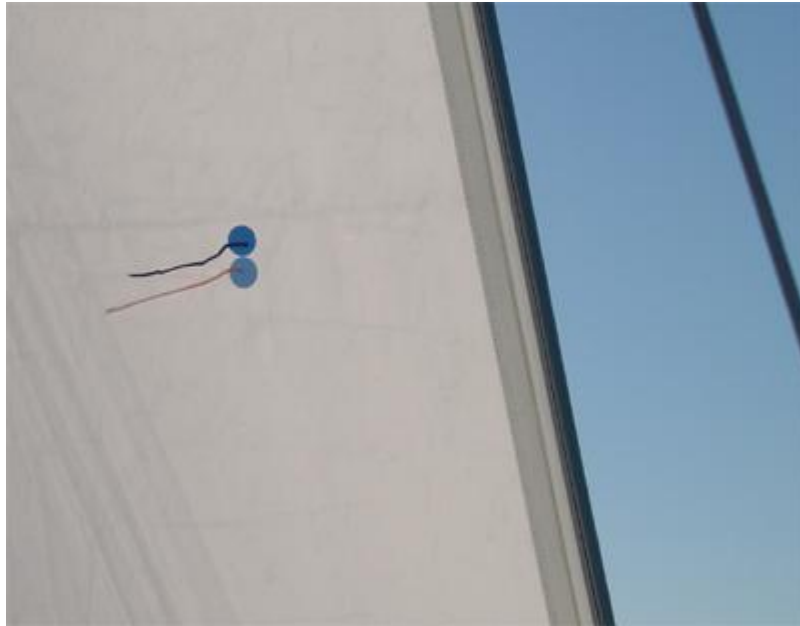
There are more refined sailing angles that describe the various angles of reaching, but knowing the difference between being close hauled, reaching and running will suffice for now.



As mentioned above, the correct setting of the sails for any of these points of sailing is all about achieving the optimum airflow around the sail, so it works most efficiently as a 'wing'. The diagram above also shows how the sails should be set. When sailing close hauled, they are pulled in (called 'sheeted in') tight. Sailing downwind they are fully let out (sideways to the boat's direction). On a reach they are set in between the two extremes.

Setting the sails correctly is the key to maximising boat speed. Novice sailors often tend to sheet their sails in too tightly, thinking it will make a yacht sail faster. However, having sails sheeted in too tightly just stalls the airflow and the boat loses speed. So how do you tell when you have optimum airflow around the sail at any point of sailing? Firstly, a sail that is set correctly should be 'just not flapping'. So, let it only just flap at the front of the sail (the 'luff'), then sheet it in a little so the flapping or fluttering just stops. Secondly, most sails will have small bits of wool or

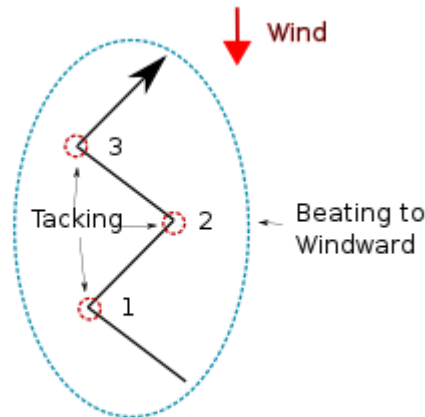
streamers (called 'tell-tales') attached to them. When a sail is set correctly when close hauled or reaching the 'tell-tales' will generally flow horizontally.



Sail tell-tales flying horizontally – one on each side of the sail (you can see through the sail)

So sailing is all about first knowing what direction the wind is coming from and then setting the sails to the optimum angle depending on the direction in which you wish to sail.

But what if your chosen destination is directly into the wind? You have to zig-zag your way there, sailing close hauled on one 'tack' for a time and then turning onto the other 'tack' and sailing close hauled on that. This is called 'beating' or 'beating to windward'. 'Tacking' is the term given to changing angle from one tack to the other. Eventually you will reach your destination!



Obviously, there is a lot to master with all of this, but when you first understand some of the theory of what you are trying to do, your on the water practical learning will be greatly accelerated.

Bilgewater Ed.

Around the Fleet

October Nog 'n Natter

Our October Nog 'n Natter event was excellent with around 30 members attending, including several from Auckland. Thanks to committee member **Rodger Bonnett** for organising the evening, and a big thanks to **Terry Caughley** for giving us such an informative, practical and fun session on what to do in various emergency situations that we could easily be confronted with. As Terry pointed out, it is usually the actions of the first responder that determines whether or not a seriously injured person stays alive. Out on our boats we can't simply call for an ambulance that is a few minutes away. We are the first responders - we are it! Terry not only explained what we can do to save a casualty's life, but also how best to respond when faced with a whole range of 'lesser' marine and medical emergencies.

Whose Car was That?!!

A keen member in the rush to get back to his boat after launching at the ramp on the Friday of Labour weekend left his car's rear door up. Fortunately he spotted this and rushed back to the compound to shut it. A while later, Jo was walking around the compound and said "come and listen to this". There was a loud humming noise coming from the car. That's odd we thought! I opened the unlocked door and found the aircon was running full noise and the dashboard lights were lit up. The ignition seemed to be on, but the engine was not running. There was no key and, as I am completely technically deficient, I couldn't figure out how to turn it off. Fortunately the McCarters have the same model of car and Linda came and turned it off. Can you guess whose car it was? I'm not sure if the owners ever found out, but the battery would likely have been very dead when they returned from sailing!

A Pod of Orcas Visits us at Kawakawa Bay

Not long after that, as we were getting ready to launch 'Charley' in persistent light rain, which fortunately stopped to produce a wonderfully sunny Labour weekend, a pod of Orcas cruised past the compound at Kawakawa Bay. There were at least three, and they passed by no more than 20 metres from the shore. It was an almost surreal sight.

A Great Sailing Effort - From Lyttleton to Wellington

In last month's Bilgewater I mentioned that **Flip Rayner's** recently acquired Carpenter 29 keeler 'Acheron' was at the Marlborough Sounds. I have since found the boat is actually in Wellington after Flip purchased her in Lyttleton and sailed her up to Wellington. A great sailing effort from Lyttleton to Wellington, that I understand took 38 hours. Now for the next leg on the way up to the Hauraki Gulf.

Do We Have Any Sailing Psychotherapists Out There?

We had a really good fleet out for both our Labour weekend events that we report on in detail on pages 16 and 21. As we were talking to some of the newer crews about who could best help them with their sailing during the fun race on Sunday, one of the crews said that what they really needed was to have a counsellor or psychotherapist on board. Unfortunately we didn't have any available on the day, but if you are a therapist we can buddy you up with this crew to help enhance their future sailing experiences!

Staying Warm on the Boat on a Cold Night – Or Perhaps Not

The Friday night of Labour weekend was pretty cold. Anchored at Pakihi Island, as I got into my bunk my feet were freezing cold and a bit wet, which doesn't bode well for a good night's sleep. However, I had just the answer with socks and a hot water bottle stored somewhere up in the bow. A quick job with the kettle and I was set for a good night's sleep. Well, at least until 1 am when I woke to find my feet were a bit hot and sweaty. I reached down to take my socks off and found the hot water bottle was almost empty, having leaked and completely soaked not only my socks but also my sleeping bag and the squab!

Yuk – wet again and not such a good night after all. On inspection in the light of day I found the top of the bottle had perished and had a small hole.

A safety lesson there for any of us who occasionally use hot water bottles on our boats (or anywhere), as it could have been much worse with very hot water!



Portable Butane Gas Cookers

While on the topic of safety, it is worth mentioning potential issues with portable butane gas cookers. A portable gas cooker was our only means of cooking when we had our Noelex 22, and I still sometimes take it on long trips as a backup and so we have the option of cooking on a beach. A couple of years ago I was grateful to Alan Macdonald for pointing out that we should not leave the butane cannisters on our boats as they rust quickly and can then explode. Following on from that, very recently **Alex and Jenny Ross** on 'Amethyst' were using one of these cookers when rust on the cannister actually created a hole while cooking, which led to the cannister catching on fire. With quick thinking they threw it overboard, which put the fire out and averted potential disaster. So that is something to be wary of if you have one of these portable cookers.



It Doesn't Take Long for these Cannisters to get Rusty, Especially in a Marine Environment

Outboard Servicing!!

Unfortunately, **Hinrich and Kirstie** on 'Jury's Rig' had problems when launching on Labour Weekend Saturday, so they missed the Rocky Bay race, but they did manage to get to the beach gathering and Sunday's event. They had just had their outboard serviced, however when they started it up after launching there was no water flowing from the cooling water tell-tale, and then the motor started running really roughly. So they hauled the boat out and went back to the compound. Later on, Hinrich took the cowling off to see if he could do anything. He noticed there was a lot of water about and discovered that, following the service, the cooling water hose pipe had not been connected to the tell-tale outlet. The first problem fixed very simply. He then noticed that a distribution lead was very loose and falling off one of the spark plugs. No wonder it was running roughly. He connected it up, ran the motor and it purred along nicely with a good flow of cooling water. At least they made it to the beach gathering and Sunday's event.

I don't know what it is about outboard servicing, but our family has also had a bad run. Our son in Tauranga recently purchased, jointly with a friend, a second-hand aluminium dinghy with a 40hp outboard. On their first outing they had to be towed back by Coastguard. They took the boat in for repair and after a \$2,000 repair and service were all set to go, just the cost of the boat had now increased by 25%. So the first sunny weekend after the repair, off they went fishing, confident the boat was now all good. Having only caught a stingray they decided to head home. They started the outboard which started running roughly, with great clouds of smoke and no water flowing from the cooling tell-tale, following which it promptly stopped, and that was it. Another Coastguard tow across Tauranga harbour. They took the boat back to the service agent at least wanting their \$2,000 back. Several days later the service agent said they had repaired the motor and there would be no charge, but they gave no more information!

But wait there's more! A few years ago I joined with two friends to purchase a 13 foot Ramco with a near new 90hp Mercury outboard for \$13,000. At home one day, Jo and I saw Coastguard towing a boat similar to ours into the Manu Bay ramp (Raglan). I grabbed the binoculars and was surprised to see that it was indeed our boat! One of our co-owners had been fishing about 15 miles offshore. They started the motor to come home and very quickly cooked and completely seized the motor – no cooling water. It was the first outing of the boat after a service, and they found a cooling water hose was just hanging loose, with no hose clip anywhere to be seen. A debate with the service agents as to whether they were at fault continued for some weeks, but they wouldn't accept any responsibility. After a couple of months they gave us a few thousand dollars discount off a new motor that they sold to us for \$9,000. That effectively increased the price of the boat by 70%. Jo and I sold our share of the boat to our two friends not long after that. Just give me a sail rather than a motor any day!!

Sorting Out a Slow Leak

Over Labour Weekend the rate of flow of a slow leak in **Anton and Wendy Post's** keeler 'Manutai' increased to where it had become more than a nuisance. Flip Rayner donned a mask and snorkel and with a barnacle scraper jumped overboard to see if he could locate the leak. The water was pretty cold, but after about 10 minutes I heard Flip call out "it's actually feeling a bit warmer now"! Flip located the leak where the prop shaft bracket connected to the hull. On the Monday they put 'Manutai' on the hard, up against the Arran Bay wharf and managed to effect temporary, but effective repairs between the tides.



'Manutai' Being Given Some TLC at the Arran Bay Wharf on Labour Monday

Without doubt it is **one of our Squadron's greatest strengths** that there is always someone who has 'been there before', who perhaps has some skills we don't have and who is happy to help us with any issues on our boat. I have certainly been the recipient of helpful advice, skills and generosity from other members to whom I am indebted. So, if you have an issue, do call out and we should be able to find a member who can at least point you in the right direction.

Sailing Upwind Against the Tide!

One of our Joker 820 sailors (unnamed of course) was sailing upwind back from Man 'O War Bay on Labour Monday. The boat was struggling to make progress upwind and it took more tacks than usual to get there. The crew decided their lack of progress upwind must have been because the opposing tide was running really strongly. It wasn't until they got back to the ramp that they found the centreboard was only part way down and they had simply been slipping sideways!

Little Elevation Hits the Big Time!

Many of us will remember Elliott 7 trailer yacht 'Elevation', who was the overall winner of our Gulf Classic 60 mile race in 2020. Skipped by Tony Poolman, 'Elevation' comes from the Bay of Plenty Trailer Yacht Squadron.

At Labour Weekend, 'Elevation' sailed in this years Coastal Classic Race from Auckland to Russell. The race covers a straight line distance of approximately 120 miles, and this year there were around 150 boats entered, with 139 being monohulls.

At just 7 metres long (smaller than a Noalex 25), 'Elevation' took out first place on PHRF handicap out of the 139 monohulls. She crossed the finish line at Russell in the early hours of Saturday morning with an elapsed time of 19 hours 7 minutes and 51 seconds.

A stunning result from such a small boat!



*'Elevation' Sailing in our 2020 Gulf Classic 60 Miler
Anyone Fancy a Quick Ride Up to Russell?*

New Member Welcome

We welcome **Nico De Witt** who has joined the Squadron. Nico lives in Hamilton and has mainly sailed on keelers, including a Beneteau 381 in Northland and a passage over to Fiji on a Spy 38. He is wanting to learn more about sailing and the different boats through crewing. So far he has crewed for Flip Rayner on Gazelle 'Escargot' at our Labour weekend events. So if you are looking for a crew, give Nico a call on 0221-868 997.

Your Sailing and Boating Questions Answered

I am proposing to add a new section to Bilgewater, where you can email me any sailing or boating questions you may have. I will then choose one or two questions for each Bilgewater and do my best to provide answers after getting advice from the various experts within our Squadron. Be assured that if you have a question, you won't be the only one who wants to know the answer.

Thanks to Andrew King for sparking the idea at the fun race briefing when he asked "Is there a rule of thumb for when you should reef?". A good question that got me thinking that a Q&A spot would be a useful addition in Bilgewater. You can email questions to me at:

tim.hayward@outlook.co.nz

Life Afloat – October/November

Here's Nola's next instalment of Life Afloat - living aboard keeler 'Masterplan' at Opuia. Still based in the Bay of Islands, but aiming to meet up with us on our Great Barrier cruise week.



'Masterplan' at Robertson Island. This is why you base yourselves in the Bay of Islands – Paradise!

There's a First Time for Everything

So for the next level of difficulty we'll try living on a swing mooring this month. The obvious benefit is that renting one is a fraction of the cost of a marina berth (about 1/5), but the convenience of having shore power, easy access to fresh water and handy marina facilities (such as shops, laundromat, ablution blocks and a lounge with Wifi) falls away.

It's a 10 - 15 minute dinghy ride from our mooring to the dinghy dock, depending on the weather conditions and how loaded up we are with laundry or groceries, so we're learning to plan and co-ordinate our trips ashore to save on time and petrol. It all seems to take quite a bit of effort since the dinghy may first need to be lowered from its davits, or the halyard alongside, and then fitted with the 8hp 2 stroke outboard. In even slightly choppy conditions, wet-weather gear and dry bags are essential items.

Our mooring is fitted with a big orange Fergie buoy which makes it easy to spot and I'm getting better at picking it up with the boat hook (best results at slack tide on a calm day, of course).

When wind and tide are mismatched the buoy likes to snuggle up to the bow, giving temporary dominance to the percussion section of our little floating orchestra pit.

Broken, Lost and Worn Out

Our 3m Zodiac dinghy (fondly known as 'Plan B') didn't come through the winter well and, since all attempts to repair its air and water leaks were unsuccessful, we decided to replace it with a Highfield 2.6 that has an aluminium floor. It's much lighter to lift and will fit more easily on the deck when using the wind vane will make that necessary. It's still our Plan B!

To our surprise we had a problem with our just-serviced mainsail when rounding Tapeka Point recently in ideal conditions. A controlled gybe, gentle enough not to interrupt tea-making in the galley, caused all four Spectra® tabs to break, leaving the mainsail clew waving to the nearby parasailers who came over for a bird's-eye view of the unusual spectacle below.



Yikes!



This is Much More Like It

I'm pleased to report that Masterplan's new 25kg Rocna anchor has performed well so far but has only been tested in 30-40 knot conditions.

Your Questions Answered

Question: How much fresh water do you carry? Do you have separate drinking and general fresh water supplies? How long does it last and how do you replenish it? What about rainwater collection as a source? What hot water system do you use and how effective do you find it?

Our fresh water tanks hold approximately 500 litres in total, split between port and starboard tanks housed under the saloon seating, and it's all drinkable. This lasts us about 2 weeks... unless we use the washing machine which needs about 30 litres per 3kg load. There is a seawater tap in

the galley which uses a foot pump (all other taps are supplied by an electric pump). However, we've only used it for washing dishes when we're at anchor in clean water.

As yet we haven't needed to use rainwater to fill our tanks but there is a length of dense sponge on board which can be used to dam the water flowing down the side deck past the inlet. We usually fill up in marinas (on the finger if we're in a berth or at the water dock if we're on a mooring). We did use the Seafresh water-maker a couple of times last autumn while in the Coromandel area. It provides about 18 gallons per hour.

Our water is heated by 230 volts AC (if we are connected to shore power) or through the engine's cooling system. The cylinder holds 38 litres. It works really well but now that we are mostly at anchor, on the mooring or sailing we just heat water in a kettle on the gas stove.



Dean Hard at Work in 'Masterplan's Onboard Office

Over the winter months we loved catching up with Terry and Jos Caughley while they were based at Waitangi in their RV and also with Ged and Kay Arbuckle when their walking and kayaking adventure took them right past 'Masterplan' on her mooring in the Waikare Inlet. It would have helped if we'd had the squadron flag flying at the time, but they found us! We're very much looking forward to joining squadron members over at Great Barrier later this month.

Quotable Quote

"Don't wait for extraordinary opportunities. Seize common occasions and make them great."
Orison Swett Marden

*Farewell until next time,
Nola Herrmann ☺*

Rocky Bay Regatta Report – Saturday 22 October 2022

Despite dismal, persistent, cold rain at the Kawakawa Bay Compound on the Friday afternoon, Labour Weekend ended up wonderfully sunny and we had a great turnout for our two season opening events, the first being the Rocky Bay Trailer Yacht Regatta on Saturday.

On the Friday night a steady stream of boats came around the headland to anchor in the bay on the west side of Pakihi Island. We ended up with 14 Squadron boats there, the last to arrive being 'Joker' and 'Ghost Train' who each crept in sometime after midnight. Four other Squadron boats were anchored across at Nora Bay on Ponui Island.



Labour Saturday Morning – In the Bay on the West Side of Pakihi Island

We enjoyed having the three small (basically under 30 feet long) keelers with us for the weekend's events. As they are smaller and slower than the Squadron's fleet of larger keelers they will be sailing with the trailer yachts. The Halsail handicap programme will mean there is no issue with them being part of the trailer yacht handicap championship results. However, the open championship results, that just use the NZTYA trailer yacht ratings, will necessarily continue to be limited to trailer yachts.

Saturday's race was sailed in fairly light conditions with a fleet of 16 boats starting the race. As start boat, we anchored at Ammunition Bay in plenty of time. Whenever we are the event coordinators/start boat, something seems to go wrong, sometimes quite majorly. However, today we had everything organised and this was going to be problem free! Problem free that is until we sounded the 5 minute hooter at which time the seconds completely stopped working on my watch! After a minute of blind panic pushing every button on the watch, and after guessing the 4 minute time signal, Jo fired up our handheld GPS and I think we had the 1 minute signal and start gun pretty right. Phew!



Some of the Fleet Commence Their Pre-start Positioning Off Ammunition Bay

Chris Martin and Stuart Tyler on Noelex 25 'Suzie' had a blinder of a start followed closely by Nigel and Linda McCarter on Noelex 25 'High Time' with 'E Type 2' and 'Portfolio' also having a good start down the other end of the line.



'Suzie' and 'High Time' Pass the Start Boat

We managed to hoist our sails and raise our anchor in just under 9 minutes and were then away. It is always interesting trying to chase down a fleet up ahead. The leg through to the Rocky Bay yellow buoy was a reach and one thing we did notice was that several of the back boats were sheeted much too tightly, which is why I have included the article on page 4 above. We were

close enough to two of them to let them know they needed their sails out much further and one said they immediately had a speed increase from 3 to 4 knots. Yay!

Part way down the course, the wind angle meant that some spinnakers could be flown and it was great to see seven spinnakers up at one stage.

Though we were further back, we believe it was 'Ghost Train' first around the buoy followed by 'E Type 2', 'Suzie' (who was having a great race), and then 'Barometer Soup'. Next around was 'Signs of Life' with us ('Charley') close on her heels, having somehow clawed our way through the rest of the fleet. As we were coming down to the buoy, with about half a mile to go, the lead boat 'Ghost Train' passed us close hauled going the other way up to the Waiheke Channel. Our Commodore James Hepburn had her absolutely smoking going upwind in what felt like about 8 – 10 knots of breeze at that stage.

The beat back up to the Waiheke Channel had a number of challenges – with choices to be made over wind and tide. We elected to beat up the shoreline of Waiheke which seemed to give us an advantage over boats that chose to sail further out in the Tamaki Strait. That enabled us to finish ahead of 'Signs of Life' while up ahead David and Ruth Reffin on 'Barometer Soup' once again had good boat speed despite towing a dinghy and they passed both 'E-Type 2' and 'Suzie' to be second across the line before corrected time, behind 'Ghost Train'.

Congratulations to 'Ghost Train' for the handicap win and to 'Barometer Soup' for the open championship win.

Hats off also to the last boats to finish who stuck with it to the end. It takes resilience to keep racing for what ended up 6 and 7 hours for them, when the first boat had completed the course in less than 3 and a half hours. A bit like the heroic last runners to finish a marathon. So big ups to 'Amethyst' and 'Portfolio'. Well done; we'd be happy to go to war with you (fighting on the same side that is)!

With a north-easterly forecast, following the race we all anchored in Green Bay for the night, which was nicely uncrowded, unlike many of the other bays over Labour Weekend. We were joined by several other members' boats and had a very enjoyable beach gathering and barbecue.

Full results for both the handicap and open championships are in the tables below.

Tim and Jo-Ann Hayward, 'Charley'

ROCKY BAY REGATTA HANDICAP RESULTS (Halsail handicap system)

Place	Boat Name	Design	Helm	Elapsed Time	Handicap	Handicap Time	Next Handicap
1	Ghost Train	Ross 780	J Hepburn	3:18:00	0.959	3:09:53	1.011
2	Suzie	Noelex 25	C Martin	3:34:15	0.892	3:11:07	0.940

3	Barometer Soup	Young 77	D Reffin	3:31:14	0.979	3:26:48	1.019
4	Charley	Noelex 25	T Hayward	3:50:40	0.937	3:36:08	0.962
5	E Type 2	Elliott 7.4	H Beecroft	3:48:24	0.955	3:38:07	0.977
6	Escargot	Gazelle	F Rayner	4:23:45	0.834	3:39:58	0.851
7	High Time	Noelex 25	N McCarter	4:41:00	0.824	3:51:33	0.828
8	Aperitif	Joker 820	G Reeve	5:07:37	0.819	4:11:56	0.802
9	Signs of Life	Young 77	A Macdonald	4:28:24	0.943	4:13:06	0.922
10	Falkor	Joker 820	W Johnstone	5:52:57	0.802	4:43:04	0.761
11	Portfolio	Noelex 25	A King	6:34:00	0.795	5:13:14	0.742
12	Fantasia	Joker 820	R Bonnett	6:17:10	0.847	5:19:28	0.791
13	Amethyst	MacGregor	A Ross	7:14:45	0.820	5:56:30	0.765
14=	Manutai	Nova 28	A Post	DNF	0.826	DNF	0.822
14=	Joker	Joker 6.7	J Spence	DNF	0.812	DNF	0.808
14=	Skywalker	Ross 780	P Klinkhamer	DNF	0.933	DNF	0.929

ROCKY BAY REGATTA OPEN CHAMPIONSHIP RESULTS

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

Place	Boat Name	Design	Helm	Towing Dinghy	Elapsed Time	Design Rate	Corrected Time
1	Barometer Soup	Young 77	D Reffin	Yes	3:31:14	0.845	2:58:29
2	Suzie	Noelex 25	C Martin	No	3:34:15	0.845	3:01:02
3	Ghost Train	Ross 780	J Hepburn	No	3:18:00	0.933	3:04:44
4	Charley	Noelex 25	T Hayward	No	3:50:40	0.845	3:14:55
5	E Type 2	Elliott 7.4	H Beecroft	No	3:48:24	0.885	3:22:08
6	Escargot	Gazelle	F Rayner	No	4:23:45	0.820	3:36:16
7	Signs of Life	Young 77	A Macdonald	Yes	4:28:24	0.845	3:46:48
8	High Time	Noelex 25	N McCarter	No	4:41:00	0.845	3:57:27
9	Aperitif	Joker 820	G Reeve	Yes	5:07:37	0.816	4:11:01
10	Falkor	Joker 820	W Johnstone	Yes	5:52:57	0.816	4:48:00
11	Fantasia	Joker 820	R Bonnett	Yes	6:17:10	0.816	5:07:46
12	Portfolio	Noelex 25	A King	No	6:34:00	0.845	5:32:56
13	Amethyst	MacGregor	A Ross	No	7:14:15	0.820	5:56:30
14=	Joker	Joker 6.7	J Spence	No	DNF	0.812	DNF
14=	Skywalker	Ross 780	P Klinkhamer	No	DNF	0.933	DNF

Feedback – Yet Another Bar Crossing Event

Having read the bar crossing articles and incidents in the recent editions of Bilgewater, Phil Plimmer provided another example of the risks of bar crossings. Phil says

“Your piece in the September Bilgewater brought an incident in 2014 to mind. Nigel Lancaster will recall this as he was sailing with me at the time. We were cruising down through the Solomon Islands in ‘Different Drummer’. The Solomons are off the beaten track a bit for cruisers and so there are no cruising guides and poor charts, but I had picked up some information from the internet.

We were day sailing from Gizo to Honiara down the west side of Vangunu Island looking for an anchorage called Matikuri Island - the island itself being inside a lagoon inlet. When we found the entrance, it didn't look good. I could see bubbling white water from the small ebb tide. While trying to reconcile this with the expected 2 metres minimum depth, a longboat of locals came up the coast. I asked Nigel to see if he could attract their attention.

He managed to have a conversation, much of it by arm signal, with one of the men who knew a little English. It transpired we had sailed past the correct entrance by some 3 miles. It seemed obvious when we returned and we spent a very quiet night in a beautiful anchorage (see the photo below). **We later found out the water depth at the false entrance was less than one metre!**

I share this story for what I consider its lesson - don't cross a bar with white water. Maybe there are bars that show white water that you could get over safely. I don't know. Only that avoiding white water has worked perfectly for me over many years and many bars. The coastguard 'rules' do not specifically set this out, and I was gratified to read your story highlighted this so strongly”.



Phil's Lotus 10.6 'Different Drummer' at Matikuri Island

Have a Go Fun Race Report – Sunday 23 October 2022

On the Sunday of Labour Weekend we held our first 'Have a Go Fun Race'. Thanks to Flip and the Committee for organising this initiative that was new for us but proved to be very successful.

The overall idea was that the committee wanted to help members have a non-threatening introduction to racing, through having an experienced sailor on board to help them with sail setting, to give advice, answer questions and so on. The race would have fun activities along the way that would also have a training element.

As it turned out, we had a lot of boats that were quite new to sailing, and very little wind, so we decided the most benefit would be gained through focussing on safety exercises and sail trim rather than say race starts. We can vary the emphasis at future 'Have a Go' events, to best suit the mix of participants' experience and preferences at that time.

At the Saturday beach gathering we asked which boats wanted to participate i.e. to have a more experienced sailor on board to help them. Several of the trailer yachts who had raced had to go home on Saturday, but we had all 3 of the new keelers taking part. We actually had more wanting help than we had in the 'experienced sailors' group, so we trimmed it to the 8 boats who were thought to be the newest/least experienced. We then had 8 sailors allocated to join these boats, so basically 16 skippers in total (plus crews) participating. I should stress here that it is the usual skipper and crew that sail the boat in this event, the more experienced sailor is just there to give advice and to help out as the skipper requires.



The Sun Sets on Saturday's Beach Gathering

On the Sunday morning we started with a briefing on the beach at Green Bay, Ponui outlining the triangular course, the exercises to be completed at various points along the course and how they should generally be undertaken, and we answered any questions.

Then it was the hooter to start from the beach. Everyone had to get out to their boats and motor out just past the anchorage. Once there, before hoisting sails, they had to undertake at least two man overboard drills just under motor. One drill by the skipper, the other by the first mate/partner/wife/husband as the case may be. We pointed out that the boat's usual skipper is quite likely to be the one overboard, so it is important that the other person is able to retrieve them. Everyone had to advise successful completion via VHF using the correct VHF protocols before we could move on. We encouraged those who finished first to keep doing more of the drills until all boats had completed at least the required two.

Following this, it was a sailing leg across to a bay at Pakihi Island, during which time the more experienced sailor would help them with sail trim, knowing what the sail tell-tales were indicating and so on. On arriving across at Pakihi, they had to do a man overboard drill just under sail.

Then it was an upwind sailing leg along the Tamaki Strait to the yellow buoy at the marine reserve. During this leg each boat had to reef their mainsail, sail with it reefed for 5 minutes and then shake it out. On the last leg back to Green Bay each boat had to do a 720° penalty turn (a figure 8 with two tacks and two gybes) without getting in irons through stalling during the tack, and without damaging anyone or anything through a badly executed gybe!

With the light wind, not much more than 5 - 8 knots, we shortened the course but well done to Luke and Laura McGregor who were first around the yellow buoy with their Davidson 28 'Cortez' and will go down as the notional race winner. We look forward to you sailing with the trailer yacht fleet to give the front runners a bit of a run for their money.

We had a lot of positive feedback that it was a really helpful day, with some saying they had learnt a lot. Even the experienced sailors I spoke to said they found it a valuable exercise, so well done everybody.

A big thanks also to the sailors who helped out on the newer members boats.

Bilgewater Ed.



Sailing a Catamaran from Auckland to Vanuatu in July

Contributed by Alan MacDonald

I answered an ad on Facebook looking for crew; I liked the look of the boat, so I phoned the skipper. That weekend we made a quick trip to Auckland to meet the skipper on the boat. It all looked good. Six weeks later and we are off. Preparations on my behalf were quite simple; buy a new jacket, sort out a return airfare and figure out the requirements for travelling in a Covid world.

We were planning to leave from Westhaven on Monday the 4th of July 2022. As the boat was in survey for charter, MNZ had other ideas. In the meantime we sailed to Opuia in the hope that they would sort out the red tape. On the skipper's previous trips this had been a fairly quick and painless process, but not this time. The decision was made to take the boat out of survey and get a Cat 1 certificate instead. This didn't take long, but it was now midday on Wednesday. A nasty front was forecast for Thursday, so the decision was made to leave on Friday once the weather settled. I took a photo in Paihia on Friday afternoon; the weather certainly hadn't settled!

The unplanned layover, while frustrating, had given me a chance to get to know the crew, who other than a very brief meeting with the skipper, I hadn't met before we left Auckland.

The skipper/owner is Warren Brown. He built the boat and has been chartering it out of Westhaven for a number of years. Paul Green, a friend of Warren's and an experienced charter captain with no shortage of good stories – he even wrote a book about his time in the Islands "Storm in a Teacup", well worth the price from Google Books. Paul lives on a sail catamaran that he is rebuilding from an insurance write off. Alexander Scherbakov, like myself an offshore sailing newbie, sails a 30ish foot keeler from Westhaven. Very keen with a camera. Here is a link to a video he made of the trip.

https://www.youtube.com/watch?v=st4tj9_CKIE

And the boat, 'Cruczar', a 38 foot Malcolm Tenant designed Catamaran. Built of strip macrocarpa, with a fairly conservative rig suitable for bare boat charter. Here is a link you can see for yourself.

<https://www.catamarancharters.co.nz/>

Saturday morning and all was calm, we cleared customs and finally departed. Seeing the sun for the first time made Opuia look far better than it had for the previous week. The sea state worsened as we cleared the Bay of Islands and I hate to admit it, but for the first time in years I was seasick. Both the sea and my stomach settled over the first 24 hours. The second day was calm sailing but day three the weather played up, just when I had my appetite back. So far, we had been close hauled sailing / motor sailing. My first impression of sailing offshore wasn't great.

Four-hour watches were kept from 5pm to 8am. These were mostly spent in the saloon, going on deck every 15 minutes to check on everything. This is not what I expected. I had an image of spending hours at the wheel and constantly trimming sails, not setting everything to a safe state and letting the boat sail herself. It makes sense; trying to get the best possible speed out of my boat is fun when racing or even cruising in sight of land, not such a bright idea risking breakages for ½ a knot extra boat speed when we have a week of sailing ahead of us and parts probably aren't available at our destination.

There were no fixed watches during the day, but someone was always around. The hatch over the couch in the saloon was fantastic for checking sail trim. I barely had to look away from my book to check on the boat.



38 Foot Malcolm Tenant Design 'Cruzar'

We had wind for most of the trip, but we had one morning where we managed to open all the hatches, air the bedding, do a few repairs and get in a spot of fishing. Catch of the hour for lunch, fresh albacore, is tough to beat. A few days later Alex managed to land another one. It was almost disappointing that the wind didn't disappear more often. While on the topic of food, Warren's partner had prepared dinners for the trip. Prepacked and frozen in tinfoil trays, all very tasty, the biggest hassle was defrosting them in time.

During the entire trip we only saw three other vessels. Two during the day were long line fishing vessels, the one at night behaved in the same way but didn't get close enough to be sure. None of them showed on the AIS.

We approached the southernmost island of Vanuatu on Saturday afternoon but didn't get close enough to see details. From there we plotted a course to take us along the east coast of Tanna Island with the plan of viewing Mount Yasur as we sailed past. We sailed past about 2 NM from the coast at 3am, but unfortunately the volcano was not putting on a show, disappointingly it looked like a faint glow on the hill above us.

From Tanna Island we sailed on a broad reach to the east of Erromango Island and then had a run straight to Port Vila. The last run was an exciting one, with boat speed exceeding 20 knots on occasions. Any faster and we would have had to put the hand brake on. I saw more life in the last 20 NM than I had all trip. A pod of whales (I have no idea what sort, but they were too big to be dolphins), flying fish, and a multitude of sea birds. The wind and sea eased as the afternoon wore on, and by the time we reached Mele Bay it was easy sailing. We turned the corner into Mele Bay and dropped the sails, motoring up to Port Vila and dropping anchor at the Customs buoy. It was Sunday evening, no chance of Customs seeing us until the next morning, so time for dinner and drinks.

Customs dropped by around 9am on Monday. They told us they would be with us shortly we cleared customs about 2pm, shifted the boat and made a dash into town to get some local money. After a quick beer at a local hotel, we shifted the boat again. And another quick beer while we waited for Alex to get back from Customs with our passports. After the third beer we gave up waiting and walked up the hill to a stone grill steak restaurant (don't order a medium steak at a stone grill, the waitress had a bit of fun at Warren's expense, lucky I ordered after him). As good as the meal was, the view from the restaurant put it to shame.

On Tuesday morning we tied up to the sea wall and took on fuel and water, stripped beds, found the laundromat and did the last of the boat chores. I managed to sneak off for an hour exploring in town. Then it was back to the boat and time to have a shower, pack my bag and catch a taxi for the airport.

Reflections on the Trip

This was my first sailing trip offshore and my first time sailing a on a catamaran bigger than a Hobie 16. I learnt a lot from the experience, not a lot was as I expected. Here are some of the lessons.

- Sailing on a cat is different to a monohull. Sailing upwind is a strange motion that I really didn't get used to and the sound of waves hitting the wing deck is something I really don't think I could ever get used to. However, when reaching or running they leave a monohull for dead. On all points of sail being able to put a cup down on the galley table and not have it tip over or slide away is something I'm really envious of.
- Sailing offshore is different to sailing inshore, with more emphasis on energy conservation and boat preservation rather than boat speed.
- Food is really important. Spending time in the galley on a moving vessel isn't fun, pre-prepared is good.
- Time is critical, schedules are dangerous. I expected our departure may be held up by weather, but I didn't foresee the red tape. I was disappointed not to spend more time at our destination. Next time I will be allowing for a lot more time to enjoy the destination.

Alan MacDonald

Trailer Yacht Round the Buoys Races Report **Saturday 5 November 2022**

Our Round the Buoys Racing event was held on Saturday 5 November 2022 with four races sailed in a blustery southwesterly, with the wind at times gusting over 20 knots, but also plenty of lulls. Though we only had five boats racing, we had nine regular skippers participating, with James Hepburn and Nigel McCarter manning the start/committee boat, plus Alan MacDonald crewing on 'E Type 2' and Tim Hayward crewing on 'Escargot'.

Two boats reefed for the first race, but with the number of punchy gusts increasing during the day, all boats had reefed by the time we got to the final race.



It was a Fairly Breezy Day

Two 'windward-leeward' races were held, followed by two, longer, 'triangle, windward-leeward' courses. Racing at times was very close with most boats at some point locked in close quarters battles. Close racing on short courses in windy conditions means that all crews are under pressure and small mistakes can have big consequences. Each race started about 5 minutes after the last boat finished the previous race, which meant there was very little time to make any changes to a boat's setup or to make repairs between the races. Every boat had their fair share of mistakes which at least brought smiles to their competitors' faces. Though it doesn't pay to smile too soon.....

Andrew King, who is reasonably new to sailing but rapidly gaining experience, sailed single-handed on his Noelex 25 'Portfolio'. This was his first time sailing single-handed, let alone under short-course race conditions. He was doing this to test out his single-handed skills prior to confirming that he would be happy to sail solo in our upcoming cruise to Great Barrier Island. He did well, including successfully reefing mid-way through the event, and despite having to cope with his mainsail halyard clutch slipping at various times.



Andrew Sailing 'Portfolio' - on the Charge Upwind in the Round the Buoys Event

The Reeve family, sailing their Joker 820 'Aperitif', also had some great moments but were out of the final top placings as they pulled out of the first race and had to miss the last race. A couple of highlights for them - with a reefed mainsail and heavily furled headsail (it looked to be handkerchief size), at times they were absolutely flying upwind and pointing really high at the same time. In Race Two they hooked into a great wind shift, passing three boats to be in the lead at the top mark. They only just missed a first over the finish line when Hugh Beecroft's 'E Type 2' pipped them right on the finish line by just two seconds.

Chris Martin's Noelex 25 'Suzie' sailed the whole event well but had some issues. The first was extreme weather helm off the first start line for which they tried all sorts of remedies. How bad it was became apparent at the first tack, at which time they noticed the rudder had come up and was sitting horizontally out the back of the boat (it's not supposed to be like that!). Later on they found their mainsail halyard clutch was also slipping, which resulted in the mainsail periodically starting to lower itself.

'Suzie' was also the only boat to fly a spinnaker, which they did on a downwind leg to catch a couple of the boats up ahead. When it was first raised, the spinnaker had an 'hourglass', much to the relief of the rest of the fleet. However, hasty crew work managed to quickly sort that out. Not long after, we observed the boat spin around with the spinnaker appearing to fly off the stern.

That's not good we said - sympathetically! It transpired that the spinnaker pole had broken at the mast parrot-beak and the pole was madly waving about hanging off the end of the spinnaker.

On 'Escargot' our first problem was when we realised that the reefing line was tied to the wrong side of the mainsheet attachment point along the boom. That meant it was too far forward and could not be moved further aft, resulting in a very full reefed mainsail when we needed it to be flat, which went a long way to negating having it reefed. We managed to retie it (not an easy task in a strong breeze) during the five minute reprieve between races. Our next problem, which occurred several times, was a sheet wrap on a genoa winch, which meant the genoa couldn't be fully sheeted in. We found the only way we could easily free it was during a tack, which required very quick action during the split second the pressure came off the sheet. That also meant we had to put in a couple of extra tacks just to free the sheet. After the races our cabin was to put it mildly, a shambles, with gear having 'rearranged' itself due to the brisk sailing conditions. That included the fresh eggs that smashed themselves all over the floor and Flip's car keys that nearly disappeared down his open centreboard casing!

But the happening of the day goes to Hugh and Alan on 'E Type 2'. Hugh of course is the proud holder of last season's wooden spoon trophy – very elegant trophy that it is. After rounding the top mark in one of the races, Flip Rayner, skipper of 'Escargot' said "it's taking 'E Type 2' a long time to get around the mark. Hang on a minute, he's taking the mark with him!" Despite unheard calls and pointing from other boats, 'E Type 2' dragged the big marker buoy, with anchor attached, for what looked to be about 100 metres before noticing they had snagged the buoy.



Spot the Big Yellow Buoy - Not a Very Clear Photo, But the Outcome is Pretty Clear

Now an Elliott 7.4 has a type of bulb on the end of the centreboard, called a jandal. That means

if you hook something, it won't just drop off. They had to lower the sails to untangle it, but to their credit, they looked at the zig zags on their chart plotter to reposition the mark close to where it originally was.

As one of our sailors said after the races ... it was gratifying to see that more experienced sailors also do dumb things and get into strife – I thought it was just me!



'Suzie' and 'E Type 2' Locked in Battle, Just ahead of 'Escargot'

For our Round the Buoys races, every boat sails on its NZTYA boat rating which means that, for example, every Joker 820 has the same rating of 0.850, every Noelex 25 has a rating of 0.845 and so on. Each boat's finish time is adjusted by its NZTYA rating to determine its corrected time. As there are no personal handicap ratings, the event is a true peer-to-peer test of each crew.

After the four races, there were just two points finally separating the first two boats overall, with Flip Rayner's Gazelle 'Escargot' narrowly taking first place from Chris Martin's Noelex 25 'Suzie'. 'Escargot' had two wins and two seconds, while 'Suzie' had two wins, a second and a fourth. Hugh Beecroft's Elliott 7.4 'E Type 2' took third place, with the Reeve's Joker 820 'Aperitif' in fourth place, followed by Andrew King's Noelex 25 'Portfolio' in fifth.

The hard luck story surely goes to 'Aperitif'. As mentioned, having missed out on a win across the line to 'E Type 2' by just two seconds in Race Two, they also missed out on the corrected time win in the same race to 'Escargot', again by just two seconds!

A big thanks to James Hepburn and Nigel McCarter for running such an enjoyable event.

Bilgewater Ed.

NOTICE OF RACE

TARAHIKI – Keeler and Trailer Yacht Divisions

DATE: Saturday 26 November 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 Event Coordinator via VHF Channel 77 by 0930 hours for trailer yachts and 1000 hours for keelers, advising name of yacht and number of crew on board.

DIVISIONS: The race will consist of one trailer yacht division and one keeler division.

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

COURSE: Trailer Yachts – From the start line at Kawakawa Bay to Sandspit Beacon, leaving the beacon to PORT – to and through the Waiheke Channel keeping Ponui, Rotoroa and Pakatoa Islands to STARBOARD – to Tarahiki Island, keeping the island to STARBOARD – to the finish line at the Ruthe Passage.

Keelers – From the start line at Pine Harbour to the Waiheke Channel keeping Ponui, Rotoroa, and Pakatoa Islands to STARBOARD – to Tarahiki Island, keeping the island to STARBOARD – to the finish line at Ruthe Passage.

Refer to course 3 in the handbook.

START LINE: Trailer Yachts - Between the start boat and a position (i.e. moored boat or other marker) to be advised by the Event Coordinator.

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 – In the Ruthe Passage between the port channel marker and the prominent sculpture on the Rotoroa Island headland. Please record your own finish times in GPS time hrs/min/sec.

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

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

EVENT COORDINATORS: Trailer Yachts – Rodger Bonnett (Phone 021-423 457). Keelers – To be advised.

A beach gathering location will be advised on VHF Channel 77 at the race briefing and/or after the race. Yachts wanting to participate in the gathering, but not the race, are most welcome.

NOTICE OF RACE

PONU I ISLAND – Keeler and Trailer Yacht Divisions

DATE: Saturday 10 December 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 Event Coordinator via VHF Channel 77 by 0930 hours for trailer yachts and 1000 hours for keelers, advising name of yacht and number of crew on board.

DIVISIONS: The race will consist of one trailer yacht division and one keeler division.

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

COURSE: **Trailer Yachts** – From the start line at Sandspit Beacon to and through the Ruthe Passage keeping Ponui Island to PORT – through the Waiheke Channel to Passage Rock, leaving Passage Rock to PORT - to the finish line at Sandspit Beacon (Port Course). The trailer yacht course may alternatively be sailed as a starboard course (keeping Ponui Island to STARBOARD) depending on the wind direction. Also in some weather conditions Passage Rock may not be a mark of the course. The Event Coordinator will advise at the briefing.

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

Refer to course 4 in the handbook.

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

Keelers - Will be off Pine Harbour, between the nominated start boat and the Dennis Rock cardinal mark to the northwest of Motukaraka Island.

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

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

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

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

EVENT COORDINATORS: Trailer Yachts – James Hepburn (Phone 021-477 324). Keelers – To be advised.

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