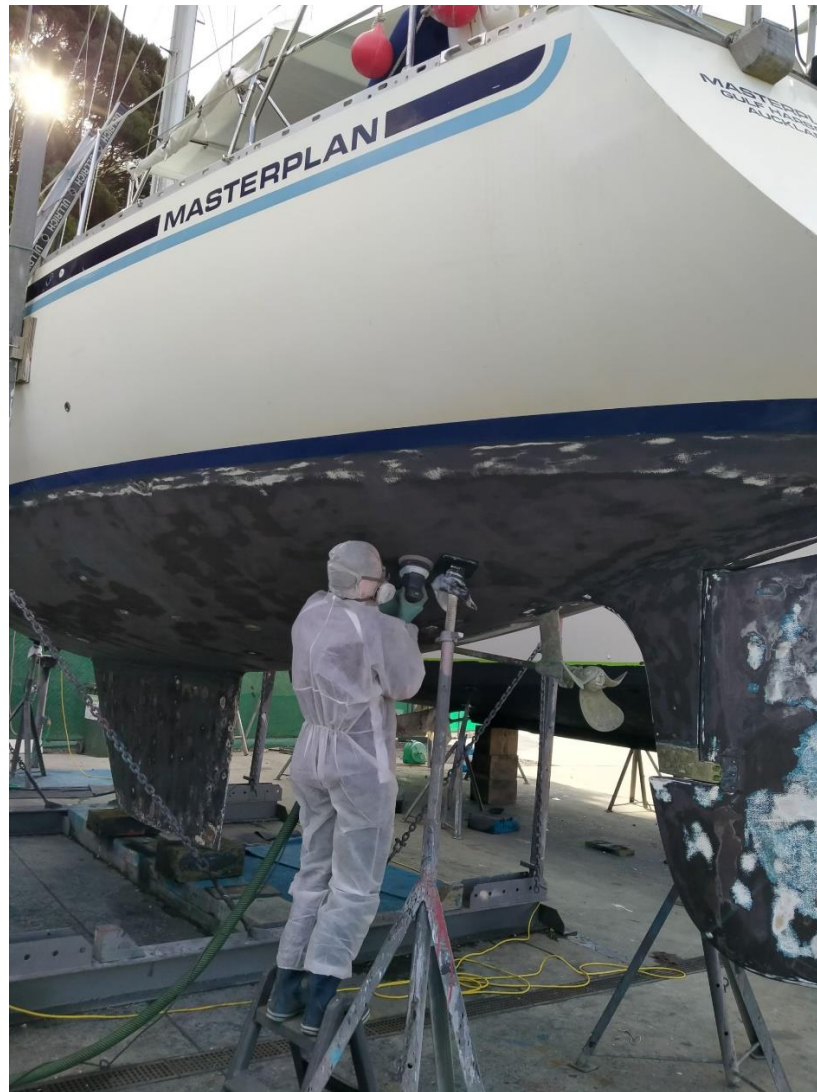


# Bilgewater

October 2022



Dean Herrmann Hard at Work on 'Masterplan'






## DIRECTORY

### COMMITTEE MEMBERS 2022/2023

<b>Committee Member</b>	<b>Portfolio</b>	<b>Contact</b>
James Hepburn	Commodore, Race Officer	021 477 324
Murray Pearce	Vice Commodore, Sponsorship, Gulf Classic Liaison	027 495 1223
Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary	
Flip Rayner	Membership Officer, Website, Facebook, YNZ and NZTYA Liaison	021 354 773
Tim Hayward	Bilgewater Editor	027 444 5902
Andrew Jones	Handicap Administrator	022 326 1993
Russell Osborne	Social Convenor	021 056 4551
Rodger Bonnett	General Committee	021 423 457

### Non-Committee Portfolios

Hugh Beecroft	Compound Convenor	027 496 7033
David Whitburn	Compound Site Manager	027 384 1014

Website: [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)  
Email: [waikatoyachtsquadron@gmail.com](mailto:waikatoyachtsquadron@gmail.com)  
: [www.facebook.com/groups/waikatoyachtsquadron/](https://www.facebook.com/groups/waikatoyachtsquadron/)  
Postal: PO Box 4263, HAMILTON 3247

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

## Commodore's Comment

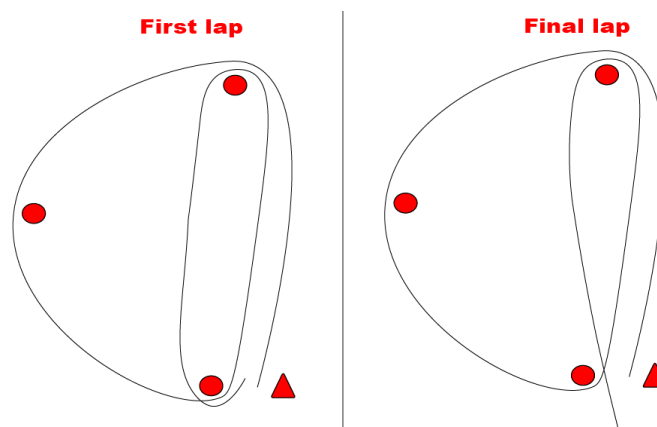
This month sees the start of the sailing season for the Waikato Yacht Squadron. Between now and Christmas we have four events for the trailer yachts, starting with the Rocky Bay Regatta during Labour weekend. Tim Hayward on Charley will be the Event Coordinator for the race on Saturday. Then on the Sunday of Labour weekend we have our inaugural 'Have a go fun social race'. Flip Rayner will be organising this during the beach gathering after the Rocky Bay Regatta.

Two weeks later, we have round one of our Round the Buoys (RTB) series. During the last two seasons we have managed to run one round of RTB racing and it has proven to be very popular. This year we are aiming to run two rounds, with a second scheduled for later in the season. These RTB races will count towards their own championship. I'll be Coordinator for this event, so I wanted to dedicate a part of my comment to go over some of the procedures and courses that will be used.

First is the start. I will be running a standard five minute start sequence. Five minutes before the start I will raise the class flag, for us this will be an orange flag. One minute later (four minutes to go) I will also raise the P flag. This is a blue flag with a white square in the middle. Three minutes later (one minute to go) I will lower the P flag (only the class flag will remain up). At the start I will lower the class flag. Every change of flag will be accompanied with a blast of a horn. But remember, the flag is the signal and the blast of the horn is just to draw attention to the change of flag, so watch the flags!

Another flag to look out for is the X flag, which looks like the flag of Finland (white with a blue cross). This will be raised at the start if any boats are over the line and will be accompanied with a blast of the horn. Any boats over the line need to get back behind the line before continuing on their way. Note, you have no rights when getting back to the line, so keep out of the way!

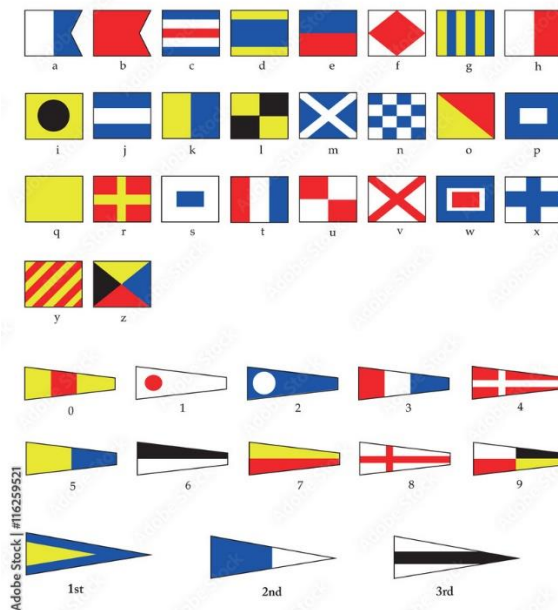
The courses will be a standard triangle, windward, leeward course (sometimes called "Triangle, sausage"). A one-lap race will go from the start to mark 1, then mark 2, then mark 3 (which is also the pin end of the start/finish line), then mark 1, and back through the start line to finish (1, 2, 3, 1, finish). A two-lap race will go 1, 2, 3, 1, 3, 1, 2, 3, 1, finish. The image below shows the Port course, the starboard course will be the mirror. A one-lap race will only do the final lap course. I will announce over the VHF if it is a port or starboard course and how many laps.



As a bit of extra help, I will also fly a few extra flags. These are:

- Port or Starboard course. I will either have a red (port) or green (starboard) flag flying to indicate the direction that the course will be sailed. This will also be announced over the VHF and will be pretty obvious based on how I have laid out the course.
- One or Two laps. I will also be flying either the 1 or 2 flag to indicate the number of laps. The number flags are long skinny flags. The One is white with a red dot, the Two is blue with a white dot. I will only use these two numbers and an easy way to remember is blue means two. Once again, I will announce this over the VHF.

These extra flags will go up approximately 2 minutes before the start sequence to help with your preparations.



This may all seem rather complicated. But don't stress. My aim is to make this an enjoyable day out and will make sure everyone knows what they are doing and are able to enjoy themselves. RTB sailing is a great way to improve your sailing ability in a safe and contained environment. In many of our races the better crews quickly disappear into the distance. In RTB racing we are all kept pretty close (the course area is about 1 square km) so this is a great opportunity to observe other boats and their crews.

The RTB races are held in Kawakawa Bay (just off the boat ramp) so this is an event that can be treated as a day trip. If you have any friends who might not be keen on overnighters, this could be a good opportunity to invite them to one of our events.

In other news. This month's Nog 'n Natter will be held a week earlier than usual. This month's speaker will be taking us through some really useful information on what to do when things go wrong on the water. We think this is really useful information that would be good to go over before the first race of the season.

## **Welcome to New Members**

We warmly welcome the following new members.

**Luke and Laura McGregor** and their children Sophia and Josh who live in Hamilton have recently joined the Squadron. Luke has been sailing with Squadron members for about a season now, starting with an outing to watch Team NZ training for the America's Cup in February 2020. Then, on the day the Auckland Covid lockdown was lifted, they purchased a Davidson 28 keeler called 'Cortez' that will be moored on the pile moorings in the Clevedon River.

**Stuart Tyler** who has been race crewing for Chris Martin on Noelex 25 'Suzie' has also joined the Squadron. Stuart has extensive sailing experience in both New Zealand and Australia and has owned a Cavalier 32 keeler. His expertise as a tactician and bowman has been evident as 'Suzie' rapidly climbs up the trailer yacht leaderboard. Stuart lives at Farm Cove, Auckland.

**Nigel and Catherine White**, having recently purchased a Farrier trailer trimaran, have rejoined the Squadron. The yet to be named trimaran folds down and will be housed at the Kawakawa Bay compound. Nigel has 40 years of sailing experience, predominantly in the Hauraki Gulf and they live in Hamilton.

We look forward to having a folding trimaran in the fleet.



We also welcome **Chris and Susan Woolerton** who live at Taupiri. They own a Cookson 12 metre keeler called 'Power Play' that is berthed at Westhaven. They have extensive sailing experience with Chris' sailing background including numerous sailing dinghies, 12-foot skiffs, trailer yachts and keelers.

**Jacob Spence** who lives at Te Pahu near Hamilton has also become a member. Having purchased Joker 6.7 'Joker', Jacob sailed with the Squadron a couple of times last season. A broken tiller on the sail to Coromandel at Easter wasn't enough to put him off and we look forward to seeing lots more of 'Joker' out on the water.

**Iain and Sue Ings**, together with Marius and Jasmin, have also joined the Squadron. They live at Tauhei and have recently purchased an H28 keeler called 'Rakiura' that is moored on the pile moorings in the Clevedon River. Iain sailed a Mirror sailing dinghy some years ago in the UK and, having now returned to sailing, is working his way through the NZ Coastguard courses. He says the family has joined the Squadron as they want to learn to sail their new yacht, to meet like-minded people and to take part in group trips in the Hauraki Gulf and beyond.

I am sure everyone will help our new members to find their way around and we look forward to meeting up with all of you at our various events.

## Around the Fleet

It has been good to see several members venturing out on the water pre-season during those moments when a bit of sun manages to break through!

Unfortunately I was still in Australia, so I missed the October Nog 'n Natter. Word back to me is that Jim Maloney's talk was very interesting. Comments relayed to me include that it was amazing he was still alive, having been man overboard in a rough Tasman Sea, that it's surprising that he continued sailing after this experience, and that his story puts into perspective some of the situations we consider drama-filled while out and about coastal cruising. Thanks to Greg Reeve for arranging this evening.

It seems we are in the midst of a small keeler revival. It perhaps started with Anton and Wendy Post purchasing their **Nova 28**, 'Manutai' which is cleverly moored at Kawakawa Bay in view of the KBBC ramp camera, so they can keep a watchful eye on her 24/7. Then we have Luke and Laura McGregor with their **Davidson 28**, 'Cortez' that was purchased about the same time. Not wishing to be outdone, Flip Rayner has gone ahead and purchased a **Carpenter 29** called 'Acheron'. He now just has to sail her up from the Marlborough Sounds to the Hauraki Gulf. Meanwhile, new members Iain and Sue Ings have purchased an **H28** called 'Rakiura'. And then I perhaps hear that our former Bilgewater Editor from a few years ago, Dustin Wilson, might have just purchased a **Lidgard 29**. So who will be next? Perhaps our Commodore? He did have a fleeting affair with a **Farr 727** a while ago, though they parted company not long after getting to know each other!

**Bruce Gordon** has been busy replacing the keel winch on Noelex 25 'Indulgence'. It was quite a tricky job as the profile of the new winch was quite different to his original one, which meant it didn't fit properly in the sloping base of the fiberglass casing.

Bruce says, I cut the fibreglass away with a multi tool until the new winch could snugly fit. I made an 18mm 'adaptor plate' from 3x 6mm marine plywood and epoxy. I drilled 3 holes into the plate and epoxied in three 8mm hex bolts to act as threaded studs.

The adaptor plate then had to be fibreglassed into the chamber in order to create a new floor.



*The Old and New Winches*



The new winch when fitted was sticking out above the case, so Bruce came up with a nifty small tabletop to cover it.



*The New Winch in Position but Too High*



*The Nifty Tabletop Cover*

**Please Note** that the Kawakawa Bay Boat Club has not yet sent out this seasons' boat and trailer stickers, but there's no need to worry as they have our list of members and we can use the ramps.



*We Are Sailing ..... Well Almost!*

## Upcoming Events

Please note that the **October Nog 'n Natter** will be a week early on **Tuesday 18 October** so it is a few days before Labour Weekend rather than immediately afterwards.

### **October Nog 'n Natter**

**Tuesday 18 October 2022 at Hamilton Yacht Club 7:30pm**

### **WHAT TO DO WHEN EVERYTHING TURNS TO CUSTARD!!**

**Our Emergency Response in the Event of a Marine Medical or Accident Event**



What do you do when you are out on the water and a crew member (or perhaps you) has a medical event? What do you do when you find the rig comes down and has injured someone? You're coming into Kawakawa Bay when a line gets wrapped around your propeller? What about when the gas cooker flares up and the boat's curtains are flaming? How do you recover from these kinds of unexpected emergencies? ..... This will be a practical, interactive evening run by Terry Caughley, not only informative, but also fun.

Terry started his sailing in a P Class when he lived at an Air Force base in Fiji. More recently he was a Squadron member for more than 20 years which included sailing in 10 Gulf Classic races. His most recent boat was a Farr 7500 trailer yacht called 'Mystique'. During his working career he has served in the Army, been a Fire Service volunteer for many years, had 17 years working for St Johns Ambulance where he was Regional Director of Training, then culminating in a position at Transfield where he had a national safety role with power stations.



## **Labour Weekend Saturday - 22 October 2022**

### **Trailer Yachts – Rocky Bay Regatta**

Starting from Ammunition Bay at 1000 hours, heading up the Tamaki Strait to the Rocky Bay, Waiheke, yellow buoy and then on to Waiheke Channel to the finish line at Orapiu Wharf. A beach gathering will be held at a bay in the Waiheke Channel, the location being dependent on weather conditions. The Event Coordinator is Tim Hayward (phone 027-444 5902).

### **Keelers - Kawau Island Regatta**

Starting from Pine Harbour at 1030 hours, heading through Sergeants Channel and the Rakino Channel to a finish line off Martello Rock, Kawau Island. Event Coordinator to be advised.

Further details and Notices of Race for both these events are provided on pages 21 and 22 below.

## **Labour Weekend Sunday - 23 October 2022**

### **'Have a Go Fun Social Race' for Trailer Yachts**

This is the first of two 'have a go, fun social races'. They have been designed to provide an opportunity for those new to racing to have a go on their own boat, but with a more experienced member helping them out. The idea is that these will very much be fun events and a learning opportunity rather than a serious race. There will be some fun exercises during the race. The plan is to organise the race on the Saturday afternoon/night at the Saturday beach event. Anyone who is interested can put themselves forward and crews will be assigned based on using the boats of the least experienced crews. The fun race will take place on Sunday morning with a course set to take about an hour and there will be prizes. The Event Coordinator is Flip Rayner (phone 021-354 773).

## **Saturday 5 November 2022**

### **Trailer Yacht Around the Buoys Racing Round 1 – Kawakawa Bay**

This event, the first of two series of around the buoys races, will be held in Kawakawa Bay. The start time is 1000 hours and the Event Coordinator is James Hepburn (phone 021-477 324). For more details see the Commodore's Comment on page 2.

## **12 – 19 November 2022**

### **Great Barrier Cruise Week for Trailer Yachts and Keelers**

This popular event provides a great opportunity to have a week off work (yes of course you deserve it) to cruise over to Great Barrier Island in the company of others, to have a week of fun, and then to return the following weekend. There is something for everyone whether you are into fishing, bush walks, lazing about, swimming, sailing/exploring the coastline, photographing kakas, racing to the summit of Mount Hobson/Hirakimata (just 621 metres above MHWS), viewing the kauri dams, reading books or whatever else you fancy. For full details of this year's event see page 15.

## **Saturday 26 November 2022**

### **Tarahiki Regatta for Trailer Yachts and Keelers**

Mark the date in your diary - the details for this event will be provided in November's Bilgewater.

## **Life Afloat – September/October**

*Dean and Nola Herrmann, having completed their hull maintenance on the hardstand, have now left the Opua Marina. Nola says it's great to be back at anchor. Here's her next instalment of Life Afloat – living aboard keeler 'Masterplan'.*

### ***There's a First Time for Everything***

The novelty of living in a boat yard wore off pretty quickly! The noise during the day was quite something - the Travel-lift, tractors, sanders and sprayers were all drowned out by music played over massive speakers. We were in a spot that was particularly well lit at night – great for security but not for sleep. Access via the long vertical ladder was tricky, especially in the rain while carrying the dirty dishes to the kitchenette in a bucket...and did I mention the filthy black dust that blanketed everything? A big plus though was being able to park our little Mazda right under the hull beside the rudder as it often saved me a soggy walk to the car park when going to and returning from work.



*Life Ashore – But Just Briefly*

### ***What's that White Stuff on the Floor?!***

After a particularly busy shift I returned home and snuck in a snooze after lunch, only to be woken by the strong smell of paint – Dean was touching up the bilges right beside me in the saloon, having inspected the keel studs. Still in a state of sleepy indignation, while making a pot of tea in the galley, I noticed several big white splotches on the wooden floorboards – turns out I had inadvertently stepped on the lid of the tin and tracked paint through the boat! There was a moment of panic but fortunately some white spirit was easy to locate and did the trick. 😊

*(Obviously Dean's fault for leaving the lid on the floor!! Bilgewater Ed.)*

### ***What has Kept Dean out of Mischief?***

- Getting 'Masterplan' out of the water for a hull clean. We had to approach the slipway in reverse (because the Travel-lift couldn't accommodate our forestay) first thing on a very cold, wet and windy Monday morning. The boatyard kept us waiting for an hour which meant that we also had some tide to contend with. 😊
- Sanding below the waterline to remove old antifoul, scraping the remaining rough areas and re-sanding.
- Applying one coat of primer and two coats of antifoul (he used 8L of International Micron AP®).
- Sanding the propeller and shaft down to shiny metal to remove all sea growth before applying Prospeed® (a clever antifoul paint system that I am told was developed here in the Bay of Islands for underwater metal parts. The primer is a pretty gold colour and the top coat provides a very smooth, hard layer to which marine life struggles to attach).
- Checking and replacing sacrificial anodes on shaft, propeller and hull (I learnt that they sort of 'mop up' stray electrical currents which eat them away and spare your boat).
- Cleaning the depth and speed transducers before applying Foulfree®.
- Washing and waxing the topsides.
- Relaunching the boat and berthing on the working dock (always a nerve-wracking process but it went very smoothly).
- Putting the mainsail and two headsails back on.
- Repairing the dinghy.
- Doing 'all those little jobs' to get things ready for the new season ... oh and two trips to Hamilton to visit his mum.

### ***Your Questions Answered***

*Question: What does it generally cost for marina stays and what do they provide? How much reliance do you think you'll have on marinas?*

Marinas charge according to boat length (including a dinghy on davits) and vary a bit but we can expect around \$50 per night or about \$1000 per month. Some places charge an extra fee if you live aboard. Water is provided but power and showers tend to be excluded. Laundry costs between \$4 and \$10 per load depending on machine size (plus about \$5 for the dryer). There are also rubbish and recycling facilities and boatyards provide oil disposal drums. We were grateful that Bay of Islands marina has a large, well-heated TV lounge, good Wi-Fi and a private meeting room for zoom meetings, etc. Some marinas (Bayswater, for example) have a communal



vegetable garden and worm farm which patrons can use in exchange for a bit of weeding, some seeds or seedlings.

We have decided to rent a mooring off Tapu Point in the Waikare Inlet but intend to spend as much time as possible at anchor over the summer months.

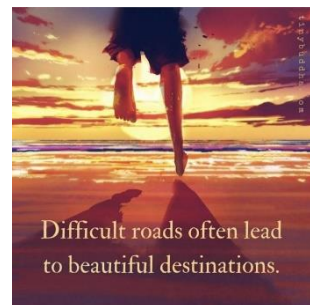


*Propspeed*©

***Quotable Quote***

“Difficult roads often lead to beautiful destinations.” Anonymous

*Farewell until next time, Nola Herrmann* ☺



## **Sequel to Last Month's Bar Crossing Article** **..... Beware of Nets and Keep a Good Anchor Watch**

In September's Bilgewater we featured an article about the actions Coastguard NZ recommends for safe crossings of harbour and river bars. The article included the examples of two yachts we observed that grounded while recently attempting to cross the harbour entrance bars at Caloundra, Queensland on 26 and 30 August. One washed off by itself as we watched, while Coastguard pulled the other yacht free. If that wasn't bad enough, we have a sequel to report that we saw a couple of weeks later, on the morning of 16 September.

The northernmost Caloundra bar entrance is adjacent to Kings Beach, where there are shark nets anchored offshore to reduce the number of surfers that get munched by sharks. On the morning of 16 September we noticed a yacht with a reefed mainsail, much closer in than the many yachts that pass by Caloundra on their way south to Brisbane. This yacht was sailing around in very small circles near a couple of the shark net buoys, about a kilometre out from the shore. We wondered if they had anchored in the lee of the Kings Beach headland during the night and had tangled their keel in the shark nets, either in the dark when arriving or when leaving in the morning. Though that is just supposition, it was our only plausible explanation for why they would be sailing in such small circles next to the net buoys. After about 15 minutes of circling, they lowered their mainsail and just stayed in the same position. With nothing more happening, we stopped watching.

When we looked again, about half an hour later, the yacht had gone - so nothing to see here, or perhaps there was? As I panned around with the binoculars, I saw a mast visible above the vegetation close in at Kings Beach. Was this the same yacht and what was it, or any yacht, doing in there? As I watched it rolling in the slight swell, the mast would lean slightly to one side, stay there a while, then roll slightly to the other side. Oh no, could this be another grounded yacht! Time to jump in the car to head over to Kings Beach, with the camera, to see what was happening.



*Yes, it was the Same Yacht! Aground, With the Motor Running but Providing Little Help*





*About Time for a Thorough Check of the Keel and Hull Methinks*

After what seemed almost an hour, the Coastguard arrived. According to their report, the anchor had dragged and the owners were down below and oblivious to what was happening. Oblivious that is, until one of the local lifeguards had gone out on a jetski to see what was happening with this seemingly unmanned boat. I don't understand how they came to drift shoreward for about a kilometre given a crosswind that was tending more towards an offshore breeze, or how they never noticed. Nevertheless, however it happened, now they were aground on the beach.



*Coastguard Pulling the Yacht Free, following which it headed off towards Brisbane*

I found this photo on the Coastguard Facebook page, as they started to pull the yacht off.



And I found the photo below on the web, showing the yacht, a Northshore 370, in happier days racing in Sydney where it is, or at least was, based.



No matter exactly how it all came about, I suggest there are a couple of lessons we can take from this – **make sure you look out for nets and other obstacles, and keep a good anchor watch.**

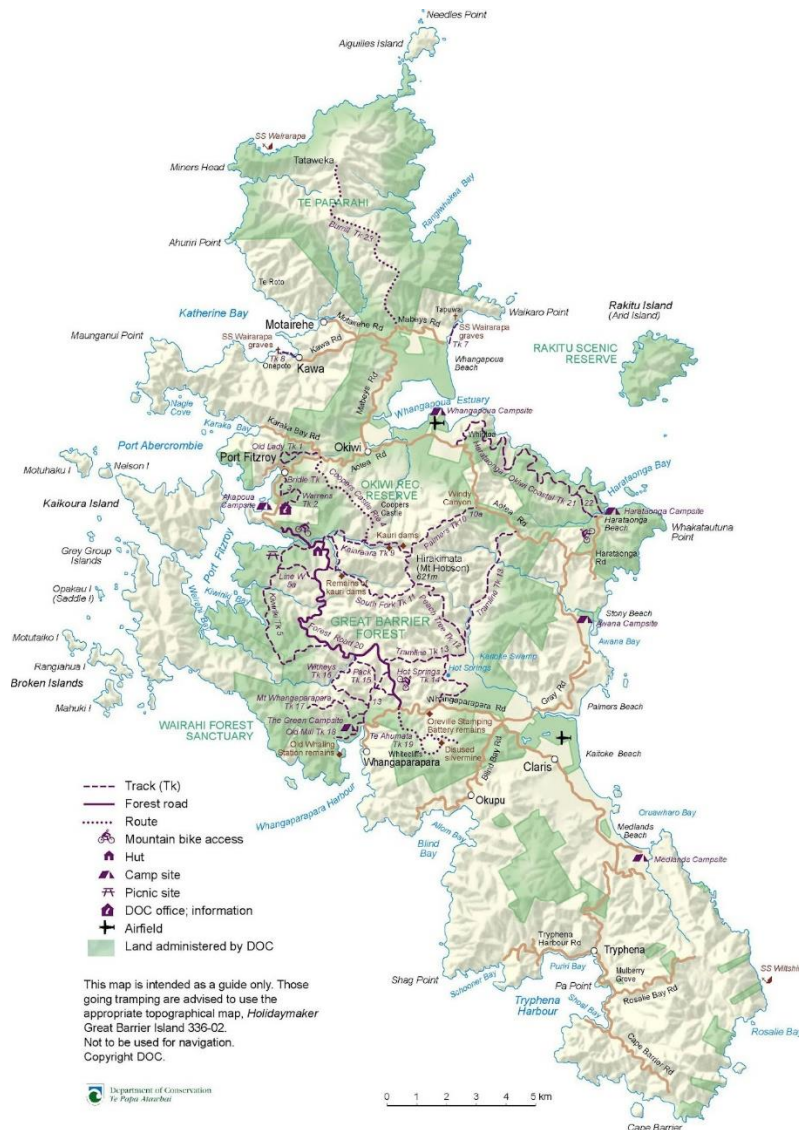
*Bilgewater Ed.*



## Great Barrier Cruise 2022 Details

Our Great Barrier Cruise this year is due to get underway on Saturday 12 November with all boats, that is trailer yachts and keelers, that are participating, launching and gathering during the course of the day at Chamberlains Bay, Ponui Island.

Our cruise coordinator is Jim Pasco on 'Acushla', available on VHF Ch77 or mobile 021-143 1199, assisted by Nigel Lancaster on 'Passing Fancy' on VHF Ch77 or mobile 027-429 9909. If you are participating this year, please message Jim on 021-143 1199 to confirm your intent any time beforehand so we have a feel for numbers.



Weather permitting, we plan to get underway at 0930 hrs on Sunday morning heading for the southern entrance to the Broken Islands. This is approximately 37 nm and you should allow for a full eight hours sailing, motor sailing if necessary to get in before dark. If you are unfamiliar with the entrance to the Broken Islands from the south, let Jim know so that we can arrange for your

guidance. Once into the Broken Islands, if you are tired and need to rest up it is very sheltered here and suitable for overnight anchoring (always being aware of the weather forecast) otherwise we will continue through to Smokehouse Bay in Port Fitzroy for the night.

Remember to listen in to Channel 77 at 0900 hrs and 1600 hrs for any Squadron messages as to any planned activities for the day/evening.

Smokehouse Bay now has a Pizza oven, so bring some Pizzas with you for eats in the evening. As well as this, the bay has a hot water bathing facility for use by all that is heated by the back boiler outside the hut. This boiler does not light and fuel itself so if you use it then be prepared to gather fuel and keep it alight for the use of all of us. The same goes for the Pizza oven with lighting and fuelling. There are four BBQ pits available at the Bay for everybody to use where you can cook your catch of the day, or steaks or snags as you wish.



*Some of Our Fleet at Smokehouse Bay During our Last Squadron Cruise, November 2020  
(Auckland's Covid Lockdown Prevented the 2021 Cruise)*

At the end of our stay we want to be able to say that we left all the facilities in as good or better condition than when we arrived. There are now no rubbish collection sites on Great Barrier, so you are required to take away with you everything that you bring to the Island.

**SAFETY NOTE:** It is incumbent upon each skipper undertaking this open water cruise that they and they alone are responsible for the safety of their crew and that their boat has all the necessary safety equipment on board as per the Squadron handbook. This means adequate means of communication with VHF and mobile phones, charts of the area, flare packs that are up to date, buckets and anchors as per the safety requirements.

## **Race Strategy: The Wind is Your Friend!**

*Thanks to Nigel Lancaster for providing this article for the benefit of members who like to race. Nigel is well qualified to provide these tips - now a keeler sailor on Davidson 35 'Passing Fancy' but previously the skipper of a trailer yacht for many years, during which time he and Christine won the Squadron's annual Division 1 Trailer Yacht Championship no less than 14 times. (Note: photos and photo comments provided by Bilgewater Ed.)*

### **The Wind is Your Friend**

Let us just ponder for a moment on the start procedure for a yacht race. Many other forms of racing be it on land (athletics, swimming) or on the water, (rowing and canoeing) start from a stationary position on a start line where positions are seeded based on previous times. Because of the sheer nature of our sport, we have contestants "meandering", but with a purpose in mind, behind the line and jostling for the optimum spot because you just cannot sit idle on a start line.



*Some of Our Trailer Yacht Fleet "Meandering" Before a Ponui Race Start*

Notwithstanding the start of say the single-handed dinghies in top events, where one might actually see most of the fleet spread along the line hove too and ready for the gun. But where they are on that line is still their choice. Many of the aforementioned sports races will often have seedings based on past elapsed times for the event where they have a standard set of conditions. This folks is where yacht racing is at variance to many other sports.

We are relying on the natural conditions on the course for our event to proceed. There are so many variables at play when we sail in an event. More so in the WYS programme whereby each and every event is sailed on a different course and under a multitude of conditions. The winds that we so rely on will vary from island to headland and passage to channel. But, in a top event with a couple of dozen starters, their start may be in reality the 10 minute gun. The skipper may have discussed with crew the preferred spot on the line and who to watch out for. But! There might only be 6-8 trailer yachts on the start line, but of varying sizes and efficiencies. So let us get back to basics and talk about the wind that we will sail with.

**We are governed by a wide range of yacht racing rules but, contrary to most other sports, a yacht can legitimately foul another yacht with the wind from their sails !!!**



The wind is fundamental to our sport, so your strategy is to use the wind in the most efficient way. Whilst you will be conscious of the wind flow over your sails you need also to be conscious of your competitors and how your presence will affect them.

Yacht racing is a lot like chess, (how would I know, I've never played the game) however what I do know is that it's not simply about boat speed. Yes, on a long beam reach it will be and sail setting will be vital, but in most cases in close quarters racing on the wind it's more about putting your boat in a position whereby the opposition will be disadvantaged, primarily by the wind off your sails. If you are all doing this, then that's what makes yacht racing such an interesting sport.

You may be ahead and will need to cover your opposition and maintain that wind effect, or you are behind and need to break cover. Many is the time I have gained somewhat on my opposition, and they are sailing their own race until we get close enough and the skipper decides to put a cover on us. He is more conscious now of our presence and has become affected by the gap closing which means he is rattled, just a little!!



*The Trailer Yacht Fleet Racing Upwind in the Gulf Classic 60 miler*

### **The Race Start**

The Squadron starts are fairly low key events so not too much at risk, but here's a thought, maybe on Ngaroto or similar, you are most probably in a mixed fleet so the size of boats is variable. My race strategy in events like regattas with many boats, some club events with over a dozen yachts or maybe the 100 miler starts, has always been about going for clear air over timing. It's no good getting a great start on the clock but to be sailing amongst a bunch of larger boats who are making life very difficult because of the big wind shadow.

Be prepared for a change of plan as the minutes count down. Many times at regattas I have had a change of plan as the port hand end is less crowded and most of the boats are all lining up for the committee boat end. We throw caution to the wind, (loitering with intent at the port hand end) and start on port tack and cross the fleet behind, but sailing into clear air.

Or!!! There is a big wind shift and a port tack start is on to cross the fleet ahead. Clear air/ good boat speed. Sailing amongst the fleet, slower boat speed and less options to resolve the problem. Don't just follow everyone else!!!! Do something different.



*Some Interesting Start Line Dynamics Here*

*2313 has been using its right to luff up the boat to windward, perhaps forcing it across the line, but is on the verge of tacking which would be problematic. 'Frida', 9589, is early but has room to sail down the line. Meanwhile, Jim Pasco's 'Acushla' (3<sup>rd</sup> from the left) looks to be good for a clear air start on starboard tack, ideally to be at full speed when the gun goes.*

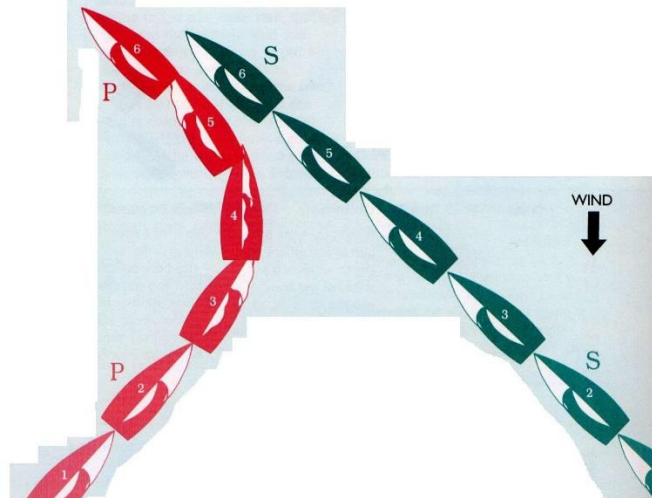
### **Wind Shifts**

The wind is always varying in its actual course over the water. Yes we've got westerlies but during a beat along the Tamaki Strait it will vary considerably and you need to get in sync and take advantage of those changes .... the lifts and knocks of yachting. Get a gauge on the time sequence and get prepared; sail into the knock and then tack. Those who do sail with this strategy in mind will make big gains against those who simply sail away on a big knock and do nought about it.

### **When On Port Tack**

On port tack look about at the opposition, who's coming up on starboard? How are we comparing, what are my options? In my mind you will have four options. They are:

- 1) Tack early if it's clear your boat speeds are similar and you want to keep clear of trouble.
- 2) You want to lay right through and clearing their bow is on.
- 3) You get close and realise that you really need to dip their stern, but what else is coming through.
- 4) The lee bow tack, (*only suggested for those who can confidently tack efficiently and keep boat speed up*). "The Safe Leeward berth". You are heading for his bow region or a tad further ahead, you complete a very quick tack on his bow, the opposition will then be getting all the bad wind off your sails and probably have to tack away.



The Lee Bow Tack

With these boats on a collision course, the green boat on starboard tack has the right of way. However, a successful lee bow tack by the red boat gives it the advantage. The green boat will need to tack away or will just slip further behind as it sails in disturbed air from the red boat.

### Some Closing Thoughts

1. Don't be a sheep.....and always follow the other guy where all the disturbed air is.
2. You want to find a way to break his covering tacks and do something different.
3. On that long beam reach where you are gaining on another boat, you need to seriously give consideration as to how you might actually pass that other boat.

**Remember: Clear air, Clear air !!!!!!! Cover, Cover !!!!!!**

Nigel Lancaster



## **NOTICE OF RACE**

### **ROCKY BAY – Trailer Yacht Division**

**DATE:** Saturday 22 October 2022.

**START TIME:** 1000 hours from the start line off Ammunition Bay Wharf. Start sequence will be as described in the Racing Instructions in the Squadron's publication entitled "Sailing with the Waikato Yacht Squadron" (i.e. the white handbook).

**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 by VHF channel 77 by 0930 hours advising name of yacht, number of crew on board, and whether towing a dinghy.

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

**RACE BRIEFING:** Will be held at 0935 hours by VHF radio channel 77 where the Event Coordinator will advise of any changes to the course or racing instructions

**COURSE:** From the start line in Ammunition Bay south of the wharf - to Rocky Bay rounding the yellow racing buoy, leaving the buoy to STARBOARD - to the finish line in the Waiheke Channel, the finish line being between the Orapiu Wharf and Sunday Rock. (Note: Passage Rock is not a mark of the course). The course is designated Course 2 in the Squadron's sailing programme and shown in the handbook.

**START LINE:** Between the nominated start boat and a nominated landmark (most likely a power pole) on the shore south of the Ammunition Bay Wharf (so the start boat doesn't risk anchoring on the underwater cables closer to the wharf).

**FINISH LINE:** Between the Orapiu Wharf and Sunday Rock. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should, then, advise the Event Coordinator of their finish time after the Event Coordinator has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

**DINGHIES:** Dinghy allowance will be made for the open championship only.

**EVENT COORDINATOR:** Tim Hayward, phone 027-444 5902.

**A beach gathering at a suitable anchorage within the Waiheke Channel will be advised at the race briefing (subject to any race officer amended instructions).**

**Any yachts wanting to participate in the gathering, but not the race, are most welcome.**

**The 'Have a Go Fun Social Race' to be held the following day (Sunday 23 October) will be organised at the beach gathering. The Event Coordinator for that is Flip Rayner, phone 021-354 773.**

## **NOTICE OF RACE**

### **KAWAU ISLAND - Keeler Division**

**DATE:** Saturday 22 October 2022.

**START TIME:** 1030 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing Instructions in the Squadron's publication entitled "Sailing with the Waikato Yacht Squadron" (i.e. the white handbook).

**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 by VHF channel 77 by 1000 hours advising name of yacht and number of crew on board.

**DIVISIONS:** The race will consist of one keeler division.

**RACE BRIEFING:** Will be held at 1005 hours by VHF radio channel 77 where the Event Coordinator will advise of any changes to the course or racing instructions.

**COURSE:** From the start line at Pine Harbour - through Sergeants Channel – then through the Rakino Channel keeping Rakino Island to STARBOARD - to a finish line off Martello Rock, Kawau Island. The course is designated Course 1 in the Squadron's sailing programme and shown in the handbook.

**START LINE:** Will be off Pine Harbour, between the nominated start boat and the cardinal mark to the northwest of Motukaraka Island.

**FINISH LINE:** A line between Martello Rock and the Haystack outcrop before the west end of Mansion House Bay, Kawau Island. All yachts will record their own finish time according to GPS time in hrs/min/sec and where possible record the name of the yachts finishing immediately in front and behind them. They should then advise the Event Coordinator of their finish time after the Event Coordinator has completed the course. The preferred method of advising your finish time is via WhatsApp, or by VHF channel 77 or text.

**DINGHIES:** No dinghy allowance will be made.

**EVENT COORDINATOR:** To be advised.

**There will be an evening get-together followed by dinner at the Kawau Boating Club for all skippers and crew, gathering from 1730 hours (subject to any Event Coordinator amended instructions).**

**Any yachts wanting to participate in the get-together, but not the race, are most welcome.**



*Our Gulf Classic Sponsors*



**BURNSCO**  
THE JOURNEY STARTS HERE

Proudly supporting the Waikato Yacht Squadron

3 Karewa Place, Te Rapa, Hamilton 3200  
Phone: 07 850 4171  
www.burnsco.co.nz



*Alpha Electrical*  
WHEN QUALITY COUNTS

**35**  
YEARS  
STRONG

**Celebrating 35 years  
Serving the Waikato**

alphaelectrical.co.nz



**Auto Trail Ltd**  
Automotive, Trailer & Tractor Spares, Accessories and Tools,  
Oil & Lubricants