

Bilgewater

September 2022



*Some of Our Fleet Enjoying a Quiet Day at Great Barrier Island
Our Next Barrier Cruise is Scheduled for November*





DIRECTORY

COMMITTEE MEMBERS 2022/2023


Committee Member	Portfolio	Contact
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

Email: waikatoyachtsquadron@gmail.com

 Waikato Yacht Squadron

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

Winter sailing is almost finished, which can mean only one thing. Summer is just around the corner.

On the weekend of the 27th of August I took my new (to me) Cherry 16 down to Ngaroto for its first test in racing conditions. It was certainly a baptism of fire! The winds were light and it didn't take us long to realise that our ability to point upwind was much lower than the rest of the fleet. Our tacking angle was about 120 degrees which meant getting to the first mark was difficult which caused us to lose touch with the fleet. We completed two races (finishing a comfortable last in both).

Then during the pre-start for the third race we put ourselves firmly in the running for the Ngaroto T-Bone trophy. Gordon's Hartley 16 has a smudge of yellow on its gunnel and we have a new porthole on our bow. So it was time to pack the boat up and head home for a bit of repair and re-evaluation.

It was great to see Greg Reeve out there representing the club on his new Noalex 22, with Rodger Bonnett crewing. It looked like they were having a great time on a good looking boat. I'm sure the experience will be invaluable in the leadup to the two Round the Buoys events this season.

The following weekend my sailing misery continued on Ghost Train for the final round of the BOPTYS winter series. The light winds of the weekend before were a distant memory. Now we had strong winds with some pretty decent gusts. We were going through some drills in the leadup to the start when there was a yell from behind "Your sail has a tear". I looked up and sure enough there was a 20cm tear halfway up the leech of the mainsail. We quickly engaged the motor and dropped the sail, but by now the tear was nearly 2 metres long! Yet another weekend of gear failure and frustration.

Luckily I have been able to source a replacement sail and fingers crossed I have now broken everything that was breaking so we can look forward to an incident free summer!

This month's Nog 'n Natter is the annual key exchange. Some newer members of the club might be unfamiliar with this event. Every year (for security reasons) we change the lock at the compound. This means members need to come and exchange their old key for a new one. We also use this event to hand out the new sailing handbook.

I look forward to seeing you all there.

James

Our Next Event - September Nog 'n Natter

A Great Speaker, Compound Key Exchange, and Handbook Distribution

Tuesday 27 September 2022 at Hamilton Yacht Club 7:30pm

We are privileged to have as our speaker Jim Maloney. Starting a sailing career in a Hartley 18, sailing with a young family out of Lyttelton Harbour in Christchurch, Jim continued on to have a long and distinguished career in the NZ Army and more than a few interesting sailing adventures. Having served several postings overseas with the 1RNZIR, Jim became the commanding officer of the NZSAS in 1979.

While based in Singapore with the 1RNZIR, Jim met a British entrepreneur, Gordon Barnett, in Kuala Lumpur. Quickly finding a shared passion for sailing, Jim became the caretaker of a 55' three-masted Herreshoff called Marco Polo. Having sailed her back from Kuala Lumpur to Singapore, Jim and Gordon sailed Marco Polo back to NZ. This turned out to be an interesting journey!

Having owned several boats, Jim and Maggie spent the early 2000's sailing their last boat, a Van De Stadt 45' called Faraway, around the Pacific Islands.

Jim has kindly agreed to come down from Whangarei to tell us about some of his sailing adventures at the September Nog 'n Natter.

Lt Colonel JR Maloney
NZSAS
Malaya
Borneo
Vietnam



Season Opening Sailing Events

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.

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.

Labour Weekend Sunday - 23 October 2022

'Have a Go' Fun 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 and showing them what to do. The idea is that these will very much be fun events and a learning opportunity rather than a serious race. The more experienced sailor will help you understand the start procedure, they will help develop your understanding of sail trim, points of sail, and what all those ropes do. There will also 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.

Prior Notice

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. We are planning for this session to focus on **"Our emergency response in the event of a marine medical or accident event"** – more details to follow (and thanks to Nigel Lancaster for suggesting the topic).

Two Night Sailing Quiz Questions

1. You've ended up late sailing back from Kawau Island and it is now dark. You see some lights from another boat. It has a green side light and 3 white masthead lights, the masthead lights being in a line vertically. What important information does this tell you?
2. It is night-time and you can see another boat that just has a single white light. Can you name 5 different *types of vessel* that it could be?

The answers can be found on page 18.

Life Afloat – August/September

Here's Nola Herrmann's next instalment of Life Afloat – living aboard keeler 'Masterplan', currently based at Opuā.



Tucked Away at Opuā During Winter

There's a First Time for Everything

I had planned to find work ashore over winter and, even before we left Hamilton in March, I transferred from the Waikato to the Northland branch of Dynamic ECE Relievers. Most shifts, however, are in Whangarei and I soon tired of commuting for an hour each way. A few months ago Dean drew my attention to a recruitment ad outside the Opuā General Store posted by Home Support North. I applied the same day, was signed up to their team of carers and may just have started down a new career path!

Land Longings

During August we enjoyed four weeks of home comforts in beautiful Mangawhai where we were house-sitting for friends (who we met in Tutukaka Marina ten years ago when sailing 'Jury's Rig' to the Bay of Islands with our kids). It was such a treat to feast on home-grown eggs, citrus, veggies and herbs and to curl up in front of the open fire watching Netflix as the winter storms raged! Dean travelled up to Masterplan in Opuā every week to 'check on things' and pick up another winch to rebuild.

What has kept Dean out of Mischief?

Here's a glimpse of Dean's winter maintenance list:

Service engine and gear box including oils, filters and fluids. Remove clean and replace heat exchanger. Replace exhaust elbow. Remove, check and wash all running rigging. Inspect standing rigging (which meant a number of trips up the mast). Replace bearings on headsail furlers. Remove, inspect, re-measure and paint anchor chain and replace anchor. Clean, repair and paint the anchor locker. Replace old rubber gas pipe to the stove with new copper pipe. Fix speaker for music system. Remove and inspect all sails and have them serviced. Remove, clean, re-grease and reassemble eight winches. Strip, clean and repair rope clutches. Replace old style saloon and navigation lights with LED units. General inspection of internal plumbing. Inspect and replace corroded elements of SSB radio system.

Very handy steps on Masterplan's mast. Check out the black 'bundle' at the top – that would be Dean!



'First World' Problems

Rectangular fitted sheets can be a struggle but, since our aft cabin has a mattress that is shaped like a squashed 'Z', changing the specially-made linen is quite a mission!

Your Questions Answered

Question: What heating do you use to keep warm in winter? How effective is it?

Masterplan has an Eberspacher diesel heater which vents at ankle level throughout the boat and warms the place up within about 10 minutes. To keep the warmth in, without the hassle of using the washboards over the companionway, I whizzed up a curtain that attaches to the sliding hatch with a strip of Velcro and has a waterproof outer layer. Small fishing weights in the hem keep it from flapping in the wind.

Quotable Quote

"Life is simple. Everything happens for you, not to you. Everything happens at exactly the right moment, neither too soon nor too late. You don't have to like it ... it's just easier if you do."

Byron Katie

Farewell until next time, Nola Herrmann ☺

Sailability - Extending the Joy of Sailing to Everyone

Sailability is a not for profit organisation, run by volunteers, that enables people with disabilities to go dinghy sailing in a safe and fun environment.

When Jo and I spend our winters in Australia, most of our Friday mornings are spent volunteering at Sailability Sunshine Coast. We aren't the only Waikato Yacht Squadron members who are part of Sailability, with Alan and Shirley-Anne Managh heavily involved at Taranaki, and for all we know we may have other Squadron members volunteering elsewhere.

At Sailability Sunshine Coast we have a fleet of ten Hansa 303 access sailing dinghies. These two person, 3 metre long dinghies are specially designed for safe sailing by people with all manner of disabilities. While a small number of our disabled clients can sail by themselves, the majority sail with a Sailability skipper. There is a sling and crane system to enable a person to be lifted from a wheelchair into the dinghy.



The set up of the dinghy is that the two of you sit side by side, facing forwards, with a joystick (rather than a tiller) between you to steer the boat. Both the mainsail and jib are on their own masts/spars which means they can easily be roller reefed, though we don't generally sail if the wind is much above 20 knots. The centreboard is heavily ballasted so it is almost impossible for a capsize to occur, which would potentially be disastrous. The centreboard is so heavy in fact that it cannot be manually lifted but requires an external hoist or crane system.



On any given Friday we will have between 30 and 50 disabled people out sailing with a skipper. As well as up to 10 skippers, we need around another 10 people as shore crew in order to operate. I am one of the skippers, while Jo is one of the shore crew. As well as sailing, the various tasks include rigging, launching and derigging the boats, registering clients and their caregivers and receiving their \$10 sailing fee, monitoring the distribution of PFD's and slings, assisting clients in and out of boats, and assisting with safe docking. When Covid permits, we also have a barbecue running which turns the outing into a big social occasion for the clients and their caregivers. There are well developed procedures and the whole operation tends to run like clockwork.

Safety is paramount, particularly given that few if any of our clients could swim, many are non-verbal and almost all the clients are not only physically, but also mentally disabled. We have at least one, often two, powered safety boats on the water at all times and each sailing skipper has a handheld VHF radio. Volunteers in Queensland are also required to hold a 'blue card'. This card certifies that you are registered as having passed relevant Police and safety checks. When we obtained our blue cards some years ago, they took quite a while as Police checks had to be undertaken for us in both Australia and New Zealand.

Sailability Sunshine Coast operates from a facility and pontoon located within the Mooloolaba Marina on the Mooloolah River. This means we are sailing in a very restricted waterway that can have strong tidal flows and is a challenge to sail in, even before having the added responsibility and challenge of caring for a disabled person. When the tide is running strongly, the wind is light, and all manner of charter boats, pleasure craft and fishing boats are passing through, you really have to have your wits about you to ensure you don't drift into an enclosed pontoon area or collide with another boat. There are also shallow patches at low tide, and bearing in mind that

you can't raise the centreboard, that is another challenge. I have briefly run aground twice, but fortunately managed to get off both times without needing a tow. So sailing in this environment is very good practice for maneuvering back home within the Kawakawa Bay breakwater or our NZ marinas.



The clients we deal with each week are all very different and have their unique personalities. Some have been born with disabilities, while others are accident casualties with physical and brain damage. We also have those with brain injuries from failed suicide attempts, and even one lady who suffered two brain injuries from a fall while climbing a mountain. Prior to her accident she had sailed in a Sydney to Hobart race. It is all very heart breaking.

I can't speak highly enough of the crew of Sailability volunteers and the clients' caregivers. Caregivers have said that some of the severely mentally disabled people they care for can be calmer for up to two days after they have been sailing.

When we are sailing, we endeavour to have our clients involved in sailing the boat as much as possible. It is really satisfying to see some managing to steer with the joystick and their delight back at the pontoon when they enthusiastically tell their caregiver "I steered the whole way!" However, it is not always like that. Some are blind, unable to communicate and/or completely physically impaired. A small number have managed to progress to where they can sail by themselves or with another disabled sailor, and training days are held so they can eventually sail in national competitions for persons with disabilities.

And as for the challenges that extend beyond simply sailing in a restricted tidal area..... I have one person who has a thing about ropes. While sailing, he has to untie every knot he can find and then throw the rope overboard. Oh no, where have the jib sheets gone!

We have others who will suddenly wrench the joystick when you are near a pontoon or another boat, with a collision then imminent and it taking all your strength to wrest back control to avert disaster. Then there are the ones who have the same conversation with you every two minutes, or the client who continually and very loudly yells “it’s a blue Honda”; so loudly in fact that the skipper has to wear ear plugs. A skipper who volunteered to sail with him last week said “don’t worry he can come with me as I have industrial deafness anyway!”

Also, if the client is a large person, you sometimes find you cannot physically turn the joystick to their side of the boat. That means you can only steer say to port, meaning every turn in the sailing session consists of tacks or gybes to port. Getting successfully docked back at the pontoon can then require a lot of small circles, made all the more difficult if the tide is running strongly and/or there is no space available at the pontoon.



It may be Queensland, but the Sailability Volunteers in this Photo are all Kiwis!

However, at the end of the day all the clients are lovable in their own way, and if there is one thing we come away with each week, it is how very fortunate we are to have the mental and physical capabilities that we do have. As Jo said to me the other day, I think we volunteers gain as much from Sailability as the clients do.

Bilgewater Ed.

Squadron Statistics

For any members who find statistics interesting, following the recent membership renewals for the coming season we currently have:

- 72 memberships (where a family membership is just counted as one).
- Our members are diversely spread, with 52 of these members living south of the Bombay Hills and 20 to the north.

As far as our boats are concerned, Squadron members have:

- 46 trailer yachts
- 14 keelers
- 3 multi-hulls

- Our yacht class with the most numbers is the Noelex 25 – of which we have 12. Next comes Joker 820's – of which we have 5.

- Our northernmost full member is Phil Plimmer who lives at North Harbour (not counting Dean and Nola Herrmann living aboard 'Masterplan', presently in the Bay of Islands). Phil was aiming to sail his Noelex 25 'Gingerbread Man' in last Easter's Coromandel Regatta and Mercury Bay cruise, but a broken leg while cycling put paid to that. Prior to recently selling his other boat, a Lotus 10.6 keeler called 'Different Drummer', Phil was also a frequent cruiser from Auckland to the Pacific Islands and back each winter.

- Our southernmost members are Alan and Shirley-Anne Managh who live in Taranaki. Despite living in Taranaki, they are frequent participants on our Great Barrier Island cruise week each November and can regularly be seen cruising the Hauraki Gulf in January each year.

- However, the honour of being the members who have sailed the furthest out of the Hauraki Gulf I think would go to Alan and Jean Ward who are now Associate Members. They went cruising on their Alan Wright 15m keeler 'Tuatara' for a number of years during which time they managed to get as far as Europe and back to Auckland. Alan also came up with the idea of the Squadron holding an Endurance Race, which led to our Gulf Classic, now in it's 41st year!

It is our great people that make the Squadron the success it is today.

Bilgewater Contributions and Feedback

As Bilgewater editor I would welcome contributions, photos, information about who is doing what and any feedback. If you have something to contribute but don't consider yourself a confident enough writer to put it together, just give me the messages and I'll help you with it. Also let me know if there is anything you would like to see in Bilgewater – after all it is your newsletter/magazine. You can contact me by email at tim.hayward@outlook.co.nz

Where is This?

Two photos of this great little anchorage, so there's two chances for you to recognise it.

The answer can be found on page 20.



Bar Crossings – A Timely Reminder

There are several harbour and river bars north of the Hauraki Gulf that are occasionally crossed by some of our members, particularly in trailer yachts. An incident I observed recently prompted me to put this note together about the actions Coastguard recommends to ensure we stay safe during bar crossings. More about that incident later on, first of all some context.

I personally have a healthy respect for harbour and river bars, perhaps more a case of being extremely wary of them and the dangers they pose. There are several reasons for my wariness. Firstly, for the past 20 years we have lived where we have a view of the Raglan Harbour bar. We are spotters for Coastguard and are contacted by them to help locate vessels in distress, to let them know what we can see during rescues, where to head to find people in the water, and so on. During our years we have seen boats flipped on the bar, boats running aground, a crew trapped inside an upturned boat, and unfortunately a couple of drownings.

However, my most harrowing experience with a harbour bar was when I was surfing with three friends on the long and very remote Aotea Harbour bar located an hour's drive south of Raglan. We had accessed the bar by jetski, having crossed the Aotea Harbour. After several hours surfing, I was the last to be ferried back. Here I was alone on my board in the middle of nowhere in a solid 3 metre swell waiting for the jetski to return in about 20 minutes time, but it just never seemed to come back to get me. As I mentally counted the time elapsed, I figured it must have broken down or worse. At some point I had to make the decision to go it alone and somehow get through the heavily breaking surf onto the northern sandspit, and then get across Aotea Harbour in search of one of the few occupied baches several kilometres away. I was questioning what on earth had possessed me to end up being out there all alone.

After what seemed an eternity, just as I was about to bite the bullet and head through the surf pounding onto the sandspit, I spotted the jetski coming from the north, not from the south where the Harbour entrance was. It transpired that the swell was so large that the jetski didn't see me amongst the crests and troughs, and figured I must have been caught in a large wave set and washed in somewhere up the coast. Incidentally my friend driving the jetski still had his jaw wired up after having broken it while surfing on the same bar about a month earlier! He had been searching for me up the coastline, had now given up and was heading back in, wondering what he was going to tell my wife Jo. Despite the mantra of "never say never", I can confidently say I will never surf that bar again. For all of those reasons I am very wary of harbour and river bars.

Coastguard in their Boatmaster Course list 8 actions that boaties need to take to minimise risks when crossing a bar. They are:

1. Make sure you have the latest marine weather forecast and abandon your crossing if the outlook is not suitable.
2. Ideally you should cross at high water, when the water is not only the deepest, but it is also a period of slack water. While it is often OK to cross the Raglan bar on other tides, the strong tidal flow inside the bar can itself create a wave joggle of 1 – 2 metres height.
3. Everyone on board must be wearing suitable PFDs throughout the crossing.
4. If you are unfamiliar with a bar, you should obtain local knowledge before attempting a crossing.

5. Before crossing the bar, secure hatches and everything on your boat that might move in a very rough sea.
6. Before crossing the bar, observe the bar for 10 to 15 minutes. Particularly at Raglan you will often get much larger wave sets at quite random intervals. One of the local charter skippers (since retired) who had a 45 foot long boat, used to observe the bar from a headland for a period of time before deciding to head out each day.
7. Log a VHF call with Coastguard both before and after crossing a bar. At Raglan, Auckland Coastguard often calls us when a boat has forgotten to lodge their post-crossing call, just to check in case the boat is in strife.
8. Out on the water, once you have started to cross the bar, be committed. It can be very dangerous to bail out and try to turn around once you have started to cross.

Back to the incident that prompted this note. Where we winter-over in Australia we look out over the Pummicestone Passage and Bribie Island. The entrance to the passage from the open sea has for at least the past 50 years been a couple of kilometres to the north at Caloundra township where a bar had to be crossed. However, earlier this year the sea broke through a narrow part of Bribie Island and formed a completely new entrance.



*The Bribie Island Breakthrough Happening in January 2022 – Very Dangerous at that Time
The Original Entrance to the Pummicestone Passage Can be Seen at the Top of the Photo*

What was once island and sandhills is now (August) approximately 700 metres wide, which has been quite extraordinary to observe. This has now become the main boating passage and a completely new bar has formed. Though it is monitored by the local Coastguard, the entrance has not been fully charted as the bar is still changing weekly. The bar entrance is mainly used by small power boats though we have seen two cruising catamarans and a small bilge keeler cross.



The Breakthrough Getting Wider – March 2022



The New Entrance and Bar in August 2022

Just a couple of weeks ago, on 26 August, I saw a small keeler, perhaps 28 feet long, approaching from Brisbane to the south sailing on a broad reach. It soon became apparent that the solo sailor on board was going to cross the bar. I watched with interest as he disregarded, at the very least, items 2, 4, 5 and 6 of the Coastguard list above.

The new entrance is now basically Y-shaped, with two possible entrances from the sea to get through the outer bar, then requiring a turn to avoid a sandspit that forms an inner bar. The keeler approached from the south at speed under full main and masthead genoa in about 10 knots of breeze. It was about half tide, so was reasonably low, but rising. The skipper did not pause to observe what the bar was doing, despite it changing weekly. He didn't lower his sails and motor. Nor did he take the opportunity to speak to the skipper of a local fishing boat who was sitting outside the bar observing what the bar was doing prior to himself entering.

Despite being somewhat off line, the keeler skipper managed to blunder his way through the outer bar. But then he cut a corner and headed towards the inner sandspit where bits and pieces of breaking waves were readily visible. I was looking out our window watching and saying to myself "Why are you going there. Don't go through there. Head further north inside the outer bar"!

Then to my horror I watched as he headed straight in where there was a readily visible, small breaking wave. Was this guy complete clueless or what? For a brief moment I thought he was going to get across unscathed, but then with a thump he was grounded on the bar and unable to move. He just seemed to sit there in the cockpit holding the tiller (perhaps his hands became locked in fear) as wave after wave bashed against the boat.

I really felt sorry for the boat if not for him. The boat would roll from side to side as it was bashed by waves, rising up on its keel and back down on the other side. The genoa, which had long sheets, then got wrapped around the forestay and was flapping wildly. Meanwhile a breaking wave came through and washed overboard what I initially thought was a sail in a sail bag that had been sitting loose against the lifelines. I later concluded it was a roll-up inflatable dinghy in a bag. Regardless, it was now floating away in the tidal stream.

I found it very sad to see a keeler being unreasonably thrashed by the waves and pounded on a sandbank as the skipper just continued to sit in the cockpit holding the tiller. The cockpit itself was periodically being filled with water as waves washed over it. For a while I thought I was going to witness a sinking as several waves washed completely over the boat.

However, after about 10 minutes of this, the boat somehow managed to wash free and into the passage. With the genoa still tangled and flapping wildly, the skipper sailed on up the Pummicestone Passage. Unbelievable!

Amazingly, four days later on the evening of 30 August, the Caloundra Coastguard rescued a 34 foot long keeler that was foundering in the surf, having unsuccessfully tried to cross the original Caloundra bar.

Moral of the story – when crossing a bar, take heed of the Coastguard's bar crossing guidance!

Bilgewater Ed.

Heads-Up Regarding Biosecurity Restrictions at Great Barrier and Great Mercury Islands

Members may be aware of Biosecurity Restrictions that have been in place for some time at Great Barrier and Great Mercury Islands.

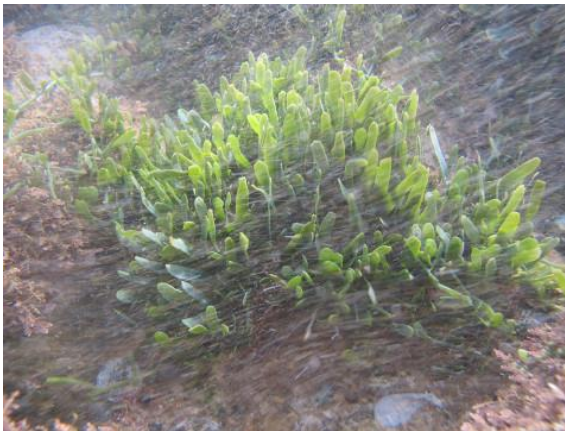
Biosecurity New Zealand has placed a **Controlled Area Notice** on 3 affected harbours at Great Barrier Island – Blind Bay, Tryphena Harbour, and Whangaparapara, and also the western bay of Ahuahu Great Mercury Island. The restrictions aim to minimise the spread of *Caulerpa brachypus* and *Caulerpa parvifolia*, which are invasive exotic seaweeds that appear to have recently come from overseas. They can spread rapidly to form vast, dense beds.

The current set of restrictions was extended from 30 June 2022 and is now in place until 30 September 2022. It is likely that the restrictions may be extended. If the restrictions are still in place, they may impact our planned cruises to these islands in November 2022 and March 2023 respectively. We will continue to monitor the situation and advise how this may affect our cruises.

Our current advice is to not go into these areas as your boat could be restrained from leaving if you anchor or attempt to take any sort of fish, crays or shellfish from the restricted areas. Details of the current restrictions and the formal biosecurity notice can be found at:

<https://www.mpi.govt.nz/biosecurity/major-pest-and-disease-threats/caulerpa-exotic-seaweeds-found-at-great-barrier-and-great-mercury-islands/>

Here are some images of the seaweeds.



A Note About VHF Callsigns

Perhaps you have recently bought or sold a boat, it has a VHF radio and you have assumed the callsign goes with the boat. Maybe the callsign is written on the bulkhead next to the radio, and so you have assumed that is the boat's callsign ready to be used by you, the new boat owner. That is actually a misconception, as the callsign is personal to the person who obtains the callsign, not the boat.

When a boat is sold, the callsign can be transferred, but this will only happen if the vendor (who holds the callsign) has signed a transfer consent document which is required before Coastguard will assign it to the boat's new owner. The other option if you have purchased a boat, is simply to obtain a new callsign from Coastguard. Whether it is a new callsign or the original one that is transferred, the fee is the same, a onetime payment of \$50.

If the boat has other systems linked to the original callsign, such as AIS, it may be prudent to transfer the callsign rather than changing it and having to also change the other registrations. However, in many cases it can be easier to just obtain a new callsign.

You may well ask whether all of this matters. The answer is yes it does, as there is personal information registered with the callsign that may prove to be important in an emergency situation.

One other thing. If you have a registered callsign but your personal details change e.g. your address, phone number or boat/boat name, Coastguard will record these changes without charging a fee.

Answers to Night Sailing Quiz Questions

1. Firstly, the green sidelight tells you that you can see the starboard side of the other vessel. That means it is travelling from your left to your right. As it also has white masthead lights, it is a power-driven vessel. If you are on a collision course, you are the stand on vessel (in this case whether you are sailing or motoring), while the other vessel is the give way vessel. However, the three white masthead lights (aligned vertically) on the other vessel are vitally important. They mean it is towing and as there are three rather than two masthead lights, the length of the tow is longer than 200 metres. There should also be sidelights on the vessel being towed so you should look out for these. It may be a long way behind the towing vessel and the last thing you want is to get caught up in a tow line (it has happened before!). Even though you are the stand on vessel, it would be prudent to keep well clear!
2. The single white light on a vessel at night could be:
 - The stern light from either a power-driven vessel or a sailing vessel.
 - The single anchor light of a vessel less than 50 metres in length.
 - The fixed all-round white light of a power-driven vessel that is less than 7 metres in length and has a maximum speed of less than 7 knots.
 - The torch of a sailing vessel less than 7 metres in length.
 - The torch of a vessel under oars.

You've Got to Admire Aussies! **Well at Least Some of Them**

Spotted this week on the Noelex 25 Facebook page

"We're driving across Australia from Perth to sail in the Whitsundays (plus much more). Does anyone know of a place we could store our vehicles and trailers in Airlie Beach for a reasonable fee?"

Ta very much"

Several answers were given, so at least they will have no problem parking the car and trailer.

According to one website, the distance one way from Perth to the Whitsundays is 4,975.8 kilometres, which is a lot further than from Australia to New Zealand. By the time they get back home they will have driven 9,900 km towing a Noelex 25! Here's hoping they get more than just a weekend's sailing (and the weather's good)!



Whitsundays Here We Come!

Answer to Where is This?

The two photos are of The Cove at Arid Island (Rakitu) that is a small island just off the eastern coast of Great Barrier Island. The land you can see in the distance is the northern end of Great Barrier Island.

This is a great little anchorage in southerly conditions that can handle several boats, but is to be avoided in northerlies. I have spent a night anchored there and the photo of the yacht at anchor is Nigel and Christine Lancaster's Davidson 35 'Passing Fancy'.

Our Gulf Classic Sponsors

BURNSCO



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