

Bilgewater

February 2021





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Committee Members

Committee Member	Portfolio	Contact
James Hepburn	Commodore Race Officer Trailer Yachts Bilgewater editor	021 477 324
Wayne Johnstone	Vice Commodore Compound Convener Quartermaster	027 623 6366
Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary Handbook	
Russell Osborne	Webmaster/Facebook	021 056 4551
Murray Pearce	Sponsorship liaison Gulf Classic convener Race Officer Keeler	0274 951 223

Non Committee Members

Dean Herrmann	Safety, Tuition	0274 374 001
Dave Whitburn	Compound Manager	09 292 2073
Brett Goddard	NZTYA and WTYA liaison	

<http://www.waikatoyachtsquadron.org.nz>

waikatoyachtsquadron@gmail.com

P. O. Box 4263
Hamilton East
Hamilton 3247



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Commodore's Report

Apologies for the lateness of this month's Bilgewater. This last month has simply flown by.

Lately I have been frantically preparing and testing my Ross 780 "Ghost Train" to get it ready for the Gulf Classic. At the time of writing these comments we have just completed this event. We were very fortunate to complete the regatta before the latest Covid lockdown. I was very pleased with the performance of my boat and it was particularly satisfying to be first over the time for the TY60 fleet. The turnout this year was very good, particularly for WYS boats who made up the bulk of the fleet. A full report into this year's event will be in the next edition of the bilgewater.

Since the last edition of the Bilgewater was published we've also had another club regatta which had an excellent turnout and it has been great to see all the pictures and stories from club members out enjoying the summer weather on the Hauraki. The Motuihe race is usually well attended and this year was no exception.

This Month also, sadly, saw the passing of a good friend of the club, John Pollard. It was lovely seeing so many of our members at his funeral. His help, advice, and friendship will be missed by many of us.

Looking forward, we have the Tarahiki race on the 20th of March. That is followed by the NZTYA North Island regatta at Lake Rotoiti on the 27th and 28th of March.

We will also be holding a prize giving for the Gulf Classic at our next Nog-n-natter on the 23rd of February.

James





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Upcoming Events

Sailing Events

39th Gulf Classic - 26-28th February

Tarahiki Race - 20th March

Nog n Nater

Nog-n-natter - Tuesday 23rd February 7:30pm

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Race Report

The Motuihe Regatta - 30th January 2021 - Dean and Nola Herrmann - Jurys Rig

We spent Friday night in Ammo Bay with a few other trailer yachts and although the day had been fairly blustery, the forecast was looking good if a bit light for the next day. Sure enough the morning brought some good weather and reasonable winds probably a bit over 10 knots from the south-east.

We parked Jury's Rig some distance from the wharf in Ammo Bay to make sure all boats would stay clear of the fishermen and were very pleased to get a good fleet of 13 trailer boats entering the event. Checking in with Afterguard we heard that the keelers were becalmed over at Pine Harbour, so the south-easterly was very welcome as it would push us all towards the finish line at Owhanake Bay.

The lead up to the start was interesting. We gave a briefing on Ch77 and included a VHF call with a horn blast at the 5-minute mark, 4-minute mark and for the start. It was at this time that I learned I was supposed to have brought the club gas bottle from the compound (I hadn't) which put the evening BBQ in jeopardy. I later found that Murray had foreseen just this sort of problem and had brought his own gas bottle 'just in case'! Thanks Murray.

As the start time arrived, Falkor were cutting in close to windward of the start boat, all set to power away over the line with sails in the optimum aerofoil shape, the crew balancing the boat to achieve the most efficient underwater hull form and their streamlined designer sunglasses shining in the sunlight, not yet marked by the myriad of water droplets that would soon come over the bow as the boat cut through the wind-driven wavelets that were forming downwind of the start line. And then something went wrong ... the polished hull did not climb to windward as intended, but slowly slipped sideways, heading for the start boat, where my relaxed observation of the boats crossing the line was interrupted and we engaged in fending off an errant yacht! Absolute praise for Wayne and AJ who skilfully both fended off and controlled the boat in a most professional manner, worthy of any racing skipper or tugboat captain! Goes to show that not only AC boats have trouble on the water.

Once Falkor had regained composure and crossed the start line we were able to watch and encourage Silhouette who was coming in from behind the fleet and making good progress. Congratulations to Ross who was taking his yacht out for essentially the first time and single-handed as well!

The fleet with spinnakers flying disappeared fairly quickly in the direction of Park Point and we hauled up the anchor and headed off in their (now long gone) wake, planning on a spectacular overtaking manoeuvre as we caught up to the other boats. The weather gods had other ideas though and the wind rapidly dropped off to not much and we





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were left wallowing. By now we could hardly see any of the fleet and it became much like so many other trips across the Tamaki Strait – drift around in the middle. We were slowly working our way westwards in the flukey wind when we spotted a dark line on the water over to the northwest. The sea breeze had arrived and although it was of course coming from our destination, it was wind! After a few anxious moments when the dark line seemed to stall, it did finally arrive and as the boat picked up speed we spotted what must surely have been another squadron yacht far ahead. It turned out to be Charis. At this stage we were close to the easterly Prada Cup courses, and as the wind held, our trip to Park Point and up the Sergeant's Channel became an America's Cup style tacking duel between these two boats, with close manoeuvring and 'tack when they tack' tactics working up the adrenaline. At least that is what we think happened on Charis.



By now of course most trailer yachts had finished the event, with Signs of Life first in by more than 15 minutes (overall corrected time of 2:43), and Tim and Jo on Charley and Hugh on E Type 2 coming in close to each other. A big congratulations to the crew on Suzie who managed a very respectable 4th place in Division 1. Steve and Liz on Joker sailed a great race, winning Division 2 in an overall corrected time of 3:09, which puts the Division 2 boat in the middle of the Division 1 fleet. Of course we on Jury's Rig knew nothing of this as we were far behind, still working our way up the channel ...

The keelers having been on the water of about 5 hours all finished within about 10 minutes of each other. A special thanks to Alan in Signs of Life who paid the price for coming in first and sat anchored for several hours at the entrance to Owhanake Bay, waiting for us stragglers.

What must surely be the biggest attraction for joining club events of course took place in the evening when we were joined by the keelers and all crews met on the beach for a BBQ, drinks, race results and some social chatter.



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Race Report

The Motuihe Regatta - Keelers - 30th January 2021 - Murray Pearce - Afterguard

A small fleet of 4 boats lined up at Pine harbour for the start. As the Squadron has purchased a new self-inflating buoy, we took the chance to test it on the start line.

Audrey, Passing Fancy, and Afterguard lined up for the start with Royal Flush being the start boat. Wind conditions were light with a forecast of a SE predicted under fine conditions. Start time was delayed for 20 minutes due to light conditions, before we all crept across the start line. With shifty wind conditions, Afterguard tacked away to PORT early looking for breeze, while the other boats looked at their options. Wind conditions moved more easterly and progress was made toward the Sergeants channel. With Afterguard leading the fleet, we all wafted our way towards Motuihe island before the breeze moved more NE before dying out. Fortunately, AG was close enough to the Sergeants channel to get the outgoing tidal drift to clear the Motuihe Island cardinal mark, before the wind built in from the North at a steady 10-12 knots. We were away on the uphill run to Rakino, then back down through the Rakino Channel to the finish at Emu Point.

Royal Flush had set the line, as it was too light for the big boat to get around the course, and the fleet finished with Afterguard crossing first across line, followed 7 minutes later by Passing Fancy and Audrey in a very close finish.

Then back to Owhanake Bay to join up with the Trailer yachts for an evening get together, and a great on-the-beach cook-up around that great club BBQ, that is always bought out for published club race events.

Thanks to Roy and John on RF for their support in running the race. And it should be noted that certain trailer yacht skippers should learn their night navigation skills, or ensure they bring their overnight camping gear, if they are wanting to make a visit to the big Royle Flush with quantities of pirate liquor!

Murray - Afterguard



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Snap crackle and pop

Have you ever lain in your bunk and wondered what all the crackling is outside the hull.

Help.

What's trying to get in, are they eating my boat?

Well, one culprit could be an amphipod. Amphipods are little crustaceans, a sort of shrimp like crustacean that feed on algae and detritus in the water. The males of some species have a single asymmetric claw that they click so fast that the movement generates a water jet that then cavitates to produce a sound.



There's a video of the movement at:

https://www.sciencemag.org/news/2021/02/watch-tiny-crustacean-make-some-fastest-snaps-earth?utm_source=Nature+Briefing&utm_campaign=0da5e44231-briefing-dy-20210209&utm_medium=email&utm_term=0_c9dfd39373-0da5e44231-43970213

I'll sleep a bit easier now I know what is making the clicks





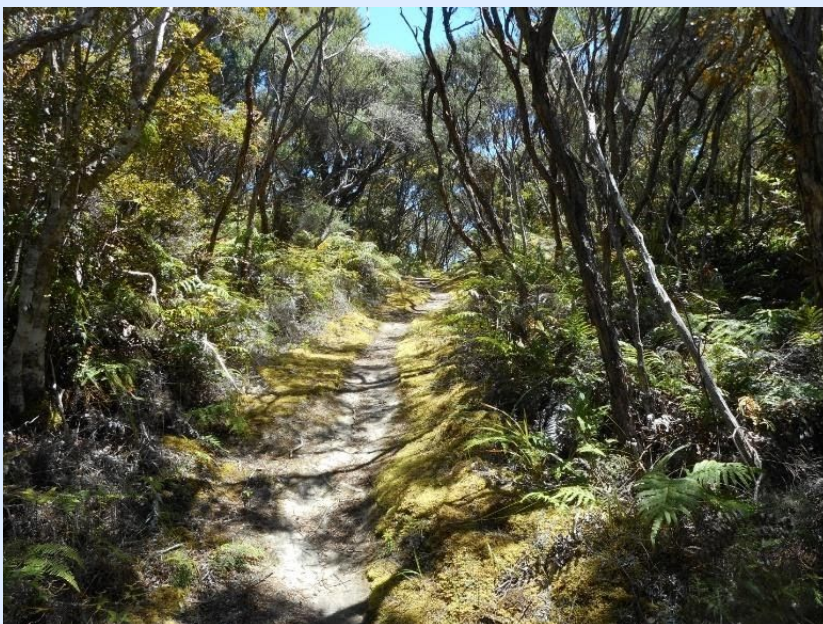
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November sailing on Passing Fancy.

Our intentions were to have a full 2 weeks away at Great Barrier but the weather and other things put that idea aside, however we did eventually get to Pine Hbr Wednesday 11th as the rain eased. Thursday turned out really good. S W 12-15 all day and we had the Genoa out on a pole from Owhanake and took that off as we entered Whangaparapara Hbr, 7 hours later. Our course was as it should be on a tiller pilot all day true and straight. A short tramp along the tracks in the lush bush behind the harbour next morning & although Kauri die back is an issue on the island we noticed the bush with many healthy trees and a variety of other podocarp trees as well. After a day drift fishing northward to Bowling Alley Bay, we shared the bay with many other cruising yachts. One large catamaran with a tall A frame mast setup. Interesting rig. We decided to forgo the Tryphena breakfast and remained another night in Whangaparapara.



The WYS flotilla arrived next afternoon and after another calm night here we made preparations for the sail to Port FitzRoy where we might mix & mingle on the beach at smokehouse bay as is the norm. We did note during the cook up that evening the blackened pizzas emerging from the pizza oven and again the following night although one four legged visitor did make a rapid exit it from the picnic area with charcoal pizza in its mouth.



Exercise on land is a priority for us whilst we are cruising out here. The views improve once we get some elevation, so a walk to the airstrip on Motu Kaikoura provides just that and the following day another long day, for these two older trampers any way, to the Mt Heale hut via the south branch of the Kaiaraara river. That night we were a bit stuffed so rather than have a beer and a burger on the FitzRoy wharf we chose to have a tea on the gas cooker at the Bushy Beach grassy area. We as a club should use this spot for a club bbq, it really is a good area for a gathering. (See photo on club f/bk)

The SW forecast for next day did not bode well but we had a good sail home none the less. After a small leg out of the islands we tacked on to starboard and that leg took us right thru to North Hbr by late afternoon. Home next day to attack the long grass, albeit on my new! ride on mower.

By Friday we are back on board in preparation for the next event....Ponui island. Only 3 starters but experience reminds us that the competition is just as real. A good start in freshening SW winds at the outer end of the channel



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and an early gybe at the cardinal mark has us on our toes and prepared for a long reach to passage rock with PF doing well on about 7 to 7.5kts for much of the reach. From Passage rock a flat run to Ruthe Passage where things became challenging with a light SE adding to the mix. Another long leg on Port tack in 15kt SE winds, clearing the headlands off Eastern Ponui island before we again run out of puff as we round the bottom end of the island. Drifting past the lighthouse it was frustrating as we could see the broken water west on the Tamaki Strait. The trailer yachts were also having their frustrations, the sailing order had changed since we last met in Ruthe Passage. We note Audrey ahead with reacher on going no where and Acushla drifting past the lighthouse as we had. Eventually the returning SW fills in and we reach up to the finish off Kauri point, we couldn't see the marker but we called it anyway at 13:58. An elapsed time of 4 hours 13mins for approx 22nm and an hour of that drifting around sandspit light. But that friends is sailing. On our way north again towards Ruthe Passage we noticed the big tall red sails of Team NZ, tacking down wind towards the northern end of Pakatoa Island. We had a good view as did Jim on Acushla. They will be quick races!! We had a calm night in North Harbour with many other craft and at the time of writing we are at anchor in Te Wharau bay awaiting the return of the tide at Pine Hbr.



Catbird Suite in Bowling Alley Bay.



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NOTICE OF RACE

TARAHIKI ISLAND RACE

DATE: Saturday 20th March 2021

START TIME: 1030 hours.

RACING INSTRUCTIONS: Shall be in accordance to the "Standard Instructions for Non Regatta Races" except those that are altered by these sailing instructions.

ENTRIES: To the race officer by VHF ch77 by 1000 hours advising the name of yacht and whether towing a dinghy (Trailer yachts only).

BRIEFING: The respective race officer will hold a briefing at 1005 hrs on VHF Ch 77 confirming the course and updating any details of this NOR

DIVISIONS: The race shall consist of two trailer yacht divisions and one keeler division.

COURSE:

TRAILER YACHTS: From the start in Kawakawa Bay, Sandspit lighthouse to PORT, to the Waiheke Channel; Waiheke Island to PORT Pakatoa island to STARBOARD, to Tarahiki Island to STARBOARD, to the finish at the Ruthe passage.

KEELERS: From the start line, to the Waiheke Channel; Waiheke Island to PORT Pakatoa Island to STARBOARD, to Tarahiki Island to STARBOARD, to the finish line at the Ruthe passage.

START LINES:

TRAILER YACHTS: Between the start boat and a marker located in Kawakawa Bay as advised by the race officer on VHF channel 77.

KEELERS: Between the nominated start boat and the first starboard channel marker if you were entering the Pine Harbour marina entrance channel

FINISH LINE: ALL DIVISIONS: In the Ruthe passage between the channel PORT marker and a point on Rotoroa Island directly beneath the sculpture on the headland. Skippers to record their finish time in Hrs/mins/secs. Alternatively, if time and distance allow, the first boat to reach the line should establish a finish line between themselves and the PORT channel marker and record times of finishing yachts. Please advise the fleet on Ch 77, if you are able to establish a finish line.

DINGHIES: Allowance will be made for towing dinghies (trailer yachts only)

RACE OFFICERS:

TRAILER YACHTS: Wayne Johnstone - Falkor

KEELERS: John Lundy - Sorrento

**An after race beach gathering at North Harbour will be held after the race. The club BBQ will be in attendance
Any yacht wanting to participate in the gathering but not the race is most welcome.**