

# Bilgewater

January 2021



The view from the reopened Stoney Batter





## *Bilgewater January 2021*

### 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](mailto:waikatoyachtsquadron@gmail.com)

P. O. Box 4263  
Hamilton East  
Hamilton 3247



# ***Auto Trail Ltd***

Automotive, Trailer & Tractor Spares, Accessories and Tools,  
Oil & Lubricants



## Bilgewater January 2021

# Commodore's Report

Welcome to the new year and the second half of the season.

Over the past few months I have been frantically trying to finish the rebuild of my Ross 780 and it looks like we may finally have the finish line in sight!!! We had two aborted launch attempts. The first was due to leaving the outboard on while driving on the road (almost ripped the outboard bracket off the transom). The second aborted attempt was when we discovered the major leak from the centrecase.

We've now had a few successful sails on the lake. The family loves the extra space and I am enjoying the extra speed!!!

The aim now is to sail the boat as much as possible to fine tune all of the systems (Ross 780s are much more complicated than Joker 6.7s). Hopefully we will have the boat ready in time for the Gulf Classic!!!



Last week we took a break from lake sailing on the Ross and took Kittiwake out for a sail on the gulf. The aim of the day was to sail up the Tamaki to see if we could spot an America's cup boat. The hope was to see a couple of boats practicing in the bay between Pine Harbour and Bucklands beach. As we arrived we were disappointed to see no cup boats, but then we spotted a grey sail going very fast just behind Browns Island. So we decided to continue.



Boy were we in luck! Not long after passing Browns Island we saw a support boat put out a couple of buoys so that American Magic could practice the bear away maneuver. They did it twice while we watched. This was the same maneuver that led to their recent capsize, so maybe a few more practices would have been a good idea!

Satisfied that we had completed our goal, we headed back to the boat ramp to complete a good day sailing.



Next up for the club is the Motuihe race on Auckland Anniversary weekend. This will be a busy weekend on the water which coincides with the Prada cup semifinal series between American Magic and either Luna Rosa or Team UK. Hopefully there will be a chance to see some cup racing after our race.

Then it is the event of the year, the Gulf Classic! We have lots of details about this event further down in this edition of the Bilgewater. Hopefully we can see loads of Waikato boats out there. It is an amazing event and I would encourage you to give it a go.

James



*Bilgewater January 2021*

## *Upcoming Events*

### *Sailing Events*

**Motuihe race - Saturday 30th January**

**39th Gulf Classic - 26-28th February**

### *Nog n Nater*

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

**BURNSCO** 

THE JOURNEY STARTS HERE

Proudly supporting the Waikato Yacht Squadron

20 Karewa Place, Te Rapa, Hamilton

07-850 4171

[www.burnsco.co.nz](http://www.burnsco.co.nz)

A black rectangular advertisement for Alpha Electrical. At the top, the company name "Alpha Electrical" is written in a white, cursive font. Below it, the tagline "WHEN QUALITY COUNTS" is written in a smaller, red, sans-serif font. The middle section contains contact information in white, all-caps, sans-serif font: "HAMILTON: 07 8480073", "TE AWAMUTU: 07 8701080", "RAGLAN: 07 8256575", "EMAIL: INFO@ALPHA ELECTRICAL.CO.NZ", and "WEB: WWW.ALPHA ELECTRICAL.CO.NZ". At the bottom, in a very small white font, it reads "AUTHORISED PANASONIC AIR CONDITIONING DEALER SERVICE CENTRE AND INSTALLERS."



*Bilgewater January 2021*

## *Gulf Classic Open Regatta*

27<sup>th</sup> February 2021

Our flagship open sailing event, the Gulf Classic, is scheduled for the weekend of 26<sup>th</sup> to 28<sup>th</sup> February. On behalf of the Gulf Classic organising committee, I invite all squadron skippers to get your entry in this year, so we achieve a strong field of Waikato boats, and show the strength of the sailing community here in the Waikato. The Notice of Race, and course charts, are included in this bilgewater, and the entry form can be accessed on the squadron website.

To assist with information, here are a few pointers as to the running of the regatta.

1. Courses and divisions: There will be 4 divisions racing over 3 different courses this year:
  - Course A – 80 nautical Miles – will be raced by the keeler division and the TY Div1 boats. This TY division is open to boats with an NZTYA rating of 0.850 or higher. In other words, this division targets the serious racing TY skippers, who understand they may be racing through to the early hours of Sunday morning.
  - Course B – 60 Nautical miles – will be raced by Trailer yachts, NZTYA rated 0.810 or higher. This is the division we award the Gulf Classic trophy too. Expect a sailing time of 12-15 hours to get around this course, so there may be some night sailing.
  - Course C – 60 Nautical Miles – to be race by trailer yachts NZTYA rated 0.700 or higher. This course is raced around Waiheke Island and including the Tamaki strait and Waiheke channel. It should be completed in daylight hours.
  - Racing starts at 1000 hours on Saturday 27<sup>th</sup> February.
2. Crew – your crew will need to have some experience and there is an extensive safety listing required of skippers. Minimum crewing level is 2 people (over 16years age) including the skipper. Full details in the NOR.
3. Safety – we have a very experienced Race officer running this event, and ably assisted by a fully crewed committee boat. In addition, we use Coastguard to monitor fleet progress, by way of VHF call points, and a tracking app on your smartphone to see where all boats are located. See NOR for further details.
4. Briefing and prize giving – Briefing is at 2030 hours on Friday 26<sup>th</sup> February in the sports bar of the Maraetai Beach Boat Club. This is a time for social catchup with your fellow sailors, and a BBQ meal is available. Prizegiving is at 1000 hours on Sunday 28<sup>th</sup> February, in the lounge of the Maraetai club. A buffet breakfast will be available from the Maraetai club. Apart from trophy and prizes for Line and handicap winners, there is always an extensive “spot prize” table for crew and skipper prizes.
5. Sponsors – We are very well supported for this event by a very loyal group of sponsors, whom we ask all members to support to the greatest of their ability, when requiring boat maintenance or sailing equipment.
  - Burnsco – expect plenty of vouchers and merchandise to be up for winning.
  - North Sails – along with the AC36 regatta, Norths have continued to support Waikato GC100 regatta. Look out for sail vouchers and merchandise on the prize table.
  - Alpha Electrical Hamilton – your “go to” supplier for heat pumps. Brett always supplies a great prize.
  - Mt Gay Rum – enough said!
  - Auto-Trail Hamilton – always good to win trailer and tool parts!
  - Eastern Marine Pine harbour – maybe a voucher to use on your next service?
  - Pine Harbour Electrical – Ryan is one of our longest serving sponsors so look out for electronic goodies.
  - Fineline Ropes – new sheets and lines could be up for grabs.
  - Boom Sailing Whitianga – let them take you for a sail around the Mercury Bay area.
  - Beachlands Bait and Tackle – you could get to update some fishing gear?





## Bilgewater January 2021

Well, we hope you have all had a great Xmas and new year with plenty of cruising around our brilliant Gulf. Now is the time to start focusing on our squadron sailing programme, with focus on supporting the Gulf Classic. With three TY divisions to pick from, we expect that something is there to suit all levels of sailing in our Squadron.

Thanks for your support.

Murray Pearce

Chair-Gulf Classic Committee

The Waikato Yacht Squadron Presents  
**The 39th Gulf Classic**  
February 26-27-28th 2021



**Entry Fee: \$60**

**Maraetai Beach Boating Club**

**80 mile Keeler Division**  
**40/60/80 mile Trailer Yacht Divisions**

**Briefing/Registration 8pm Friday 26th**  
**Racing from 10am Saturday 27th**  
**Prize giving Sunday 28th**

**Facebook: @Gulfclassiregatta**  
**Website: [www.waikatoyachtsquadron.org.nz](http://www.waikatoyachtsquadron.org.nz)**  
**Email: [gulfclassic100@gmail.com](mailto:gulfclassic100@gmail.com)**





*Bilgewater January 2021*

## *To gybe or not to gybe.....that is so often the question.*

Isn't it simply a matter of changing tack downwind? How simple is it on an AC75 at speed? For many people gybing will simply be slowly changing direction until the wind gets behind the main and "crash-bang". It is, but the consequences of getting that sequence wrong and not controlling things can be devastating, particularly in 25kts or more of wind. Yes you might be game to carry out a "crash gybe" during a start sequence when much of the inertia of the main and boom is absorbed, to a large degree in the rounding up effect as one goes thru the sequence but there are many scenarios where total control of the boom and main sail are imperative. Gear damage, and personal injury are very likely if one does not keep control of the main boom and sail. Once the wind gets behind the sail as one gybes and the whole sail and boom starts the short travel across the boat it will be extremely hard to control. "Crash" is an apt word to describe the gybe. The most likely damage is the mainsheet attachment to the boom parting company or the boom simply breaking. Many boats may in fact sail with a preventer to the boom on the leeward side of the boat when sailing flat off for a long spell simply to prevent an accidental gybe when running down a sea and sailing by the lee inadvertently.

So the first question one might ask, if the wind is getting strong and only the skipper can be that judge, should we not simply round up and tack. There may be a big swell running, have we room to round up, what are you rounding, an island or a race mark, what is around you that you should consider, other boats and where on the swell should I gybe? Those are questions for debate but clearly speed is of the essence both from the issue of boat speed as well as the execution.

I was on my very first offshore trip back from Tonga to NZ in 2000 and was on deck in 25kts plus in the small hours of the morning with the wind over the stern in very big seas, with frigate birds swooping across our stern. I had been sailing on the helm on my own and riding down some big seas when the skipper came on deck and talked to me about going on to the other tack, we were on port and if we didn't change our course we might miss NZ completely. We discussed the issues and agreed that although we were sailing in bigish seas a round up and tack was going to be a better option.

The issue would be to complete a round up without being slammed by a breaking sea as we came broad side in the trough or the biggest issue will be not to get caught in the middle of the tack and end up in irons, in a big sea!!!! Exciting stuff even when one goes around the slow way?

So both methods of changing direction have their challenges but what I want to address is the methodology for a heavy weather gybe safely. One thing to consider as you ponder this story is not only the sheer weight of the main boom but the inertia of the main sail and boom if it is left to literally "crash" across the boat and all the ancillary damage that could occur.

I used to sail a P class yacht as a kid of 10 on Hamilton lake and nothing scared me more than heading for the bottom mark down at the Hospital end with boats all around in 20kts knowing you were committed to the gybe at the mark. In that scenario the rounding was a big round up so took out a lot of inertia but some of us still ended up in the lake!



## *Bilgewater January 2021*

We have gybed in a controlled manner 100's of times safely on our Joker 820 and continue to do so on our current and much bigger yacht. We gybed recently at the start of the Ponui island race as we rounded the cardinal mark off Flat Island.>>>We slowly bear away, as I haul in on the main sheet, with the traveller locked in the centre until I have the boom amidships, the mainsheet is tight and all the power has gone from the main, the wind is flowing down either side of the sail and the boat continues its slow turn and I release the main sheet and out goes the sail on the other side and I "ease" the traveller down to the side (Good word that). Simple!! <<< That process may only take moments, in fact just seconds but sufficient time to depower the main and take the inertia out of the whole setup. The only issue that can cause concern is the snag or tangle in the main sheet as I ease it through the gybe. I observed AC60 yachts during the 2000 & 2003 cup in fresh Hauraki Gulf conditions and they did exactly the same procedure. Those were big main sails and heavy booms and there was simply no way they could go thru a crash gybe on those yachts. So try it next time you're out, maybe just in 15kts and get the hang of the process. To be quite frank....I wouldn't have it any other way!!!!

Nigel Lancaster..







*Bilgewater January 2021*

## *Race Report ... and the Joys of Being the Race Officer*

Trailer Sailer, Hooks Bay Regatta - 12th December 2020 - Tim Hayward "Charlie"

Well we made it to the beach gathering after the Hooks Bay Race and I happily declared to everyone attending "whew we successfully completed that, now I can relax". The fact is I get a bit stressed when I'm the Race Officer. That's probably because I have only done it once before and the first time around it was somewhat challenging. "No, no, you're not finished yet" was the retort. "We now have a policy where the Race Officer has to do a Bilgewater article on the race", so here goes (then I can finally relax!).

My only other time of being Race Officer was the Motuihe Race 2 years ago, which is supposed to finish in Islington Bay, Rangitoto. As a fairly new Squadron member of just 3 years, I have never even sailed into Islington Bay so I was a bit stressed about managing that race. As it turned out a change of destination was called for due to the wind direction. In consultation with the keeler Race Officer we made our destination West Bay, Motuihe Island. We had a few issues conveying the change of course to the trailer yachts and the boat that was leading (for privacy reasons I won't say who but the boat is a Joker 820 whose name starts with "F" and ends with "a") actually sailed to West Bay, Rakino Island rather than Motuihe. Right name, just the wrong island! I wasn't allocated a Race Officer position the following season, which I put down to me messing up the Motuihe race the previous year. A blessing in disguise perhaps.

However, low and behold this season we were allocated ..... the Motuihe race again. Aargh! So when Dean Hermann advised that he was unavailable to officiate for the Hooks Bay race and would I swap races, I gladly accepted. So Hooks Bay it now was – 12 December 2020. This should be easy!

With reasonably strong winds predicted, my wife Jo wasn't keen to sail, but my grandson Benjamin who has sailed once before was up for the challenge. We launched on Friday night just as a front came through. The southwest wind was so strong that, with our boat Charley on the leeward side of the pontoon and no ramp staff on duty, Benjamin and I together only just had enough combined strength to hold a dockline to stop Charley blowing away. We slowly inched her out to the end of the pontoon cleat by cleat. I figured we could reverse off the end of the pontoon and the bow would blow downwind meaning we could then just motor straight out. That worked perfectly much to my relief. With a sprinkling of rain the front then passed and the wind died down significantly.

With Saturday's wind forecast to be 15 knots, perhaps occasionally gusting to 20 knots, we only had five trailer yachts entered – all in Division One. However, in my book two yachts on the water anywhere is automatically a race, so five would be fine. Four of the boats overnighted in Ammunition Bay on the Friday night, with the other, Suzie, in Wreck Bay.

Now my daughter, Benjamin's mother, can be prone to stress and worry. I have absolutely no idea where she gets that from genetically. I had assured her that Benjamin would be fine with me; safe as houses! At anchor I said to Benjamin "don't tell your Mum but Ammunition Bay where we are anchored is actually shown on the chart as being within an 'Explosives Danger Area'. But there's no explosives here". Or maybe there are? I explained to Benjamin the safety equipment on the boat (VHF, flares, locator beacon, fire extinguisher etc.) and went to great lengths to explain the dangers with gas and the need to always turn it off at the bottle. We then set about cooking a gourmet meal of canned macaroni cheese and after lighting the gas stove it went out. We turned it back on without thinking to ventilate the area to ensure there was no residual gas. I won't go into further detail but as a result Benjamin said he would never forget the dangers of gas! Hmmm – no explosives in Ammunition Bay.

We and a couple of the other boats had hoped for a long and fast spinnaker run from the start at Kawakawa Bay through to the Ruthe Passage and we were all set up for that. However as we went over to anchor Charley for the start line setup, we decided the gusts were way stronger and our spinnaker would have to stay below. With a lingering trepidation of the need to do a better job than our Race Officer position 2 years ago, I set about advising



## *Bilgewater January 2021*

the boats of the start line position, the starting procedure and a course change due to the wind strength. In consultation with two others on Friday we had decided that rather than going out to Hooks Bay, after entering the Ruthe Passage we would circumnavigate Rotoroa and Pakatoa Islands, with the finish line then back in the Ruthe Passage. That would avert a challenging beat back from Hooks Bay into strong winds and we would be able to go straight into North Harbour (Chamberlain Bay) for the after-race beach gathering and to overnight there.

However, only one boat acknowledged the course change. Two didn't hear my VHF call and another was so busy coping with the breeze that they couldn't respond. We eventually sorted that out through interboat relays and then as we approached the start a Joker 820 with a name starting with "F" and ending with "a" was clearly going to be late for the start, while Hugh in E-Type 2 had got his jandal-bulb keel stuck in the mud. Oh dear, why am I Race Officer? We proceeded through the countdown – 5 minutes VHF countdown with Benjamin sounding the airhorn. 4 minute countdown with VHF only. 1 minute VHF countdown and Benjamin's airhorn. I looked down at my watch and it was 0957 not 0959. "Benjamin, I've stuffed it up!!" Onto the VHF "Sorry everyone that obviously wasn't the 1 minute signal. Relax everyone!" Oh dear, why am I Race Officer? We corrected the 1 minute signal and got the start successfully executed at the right time!

Wayne on Falkor had a great start, Suzie was pretty good, followed by Hugh in E-Type 2 who had by then extricated himself from the mud (handy having an electric keel winch). The Joker 820 whose name starts with "F" and ends with "a" looked like he had thought it was a Mark Foy start but he still got away before we did.

By this stage the wind was so strong that I couldn't pull Charley up to the anchor by hand so we had to motor forwards to weigh anchor. It's also not easy hoisting the sails in a strong breeze but after 7 minutes and 50 seconds we were joining the race but well behind the bolters who were flying away downwind. We had a great run down to Ponui as the following sea increased in size. We were on 7 knots plus, occasionally hitting the 8's and we topped out at just over 9 knots. Meanwhile Hugh in his Elliott 7.4 speed machine out in front managed to pass 10 knots surfing on a wave. Great fun!

Compared to the Elliott and Joker 820's, a Noelex 25 is a bit underpowered in light to medium airs, but once the breeze gets up, especially when beating to windward, the Noelex comes into its own. We just needed to hold onto the others who would be faster on this long downwind leg. All the others except Suzie (also a Noelex 25) had reefed which gave us a sporting chance. With their reefing, the two Jokers were perhaps a bit underpowered downwind and we started to catch them sailing along the length of Ponui.

Meantime E-Type 2 and Suzie were way out in the distance. Hats off to Suzie as they are new sailors and Squadron members in their first Squadron race and they were clearly sailing extremely well. As E-type 2 came on the wind into the Ruthe Passage we could see her occasionally spinning out and rounding up in the gusts. "This is great for us" I told Benjamin. "I reckon we should be able to reel in the two Jokers once we go round the corner." Sure enough, despite our unreefed mainsail being somewhat out of shape in the gusts, we managed to claw past the two Jokers. I had said to Benjamin "I reckon this breeze might now be about 22 knots, and Noelexes love going upwind in this, particularly into a sloppy sea". Meanwhile Benjamin had an ever brave smile on his face as we charged along on our ear. Later we found out the America's Cup trials had been cancelled as the wind was 31 knots at Bean Rock, while at Passage Rock just up the Waiheke Channel from us it had gusted to 38 knots. That made me feel better as I had been thinking we would be better reefed but that we shouldn't need to reef Charley in just 22 knots or so.

Once around the cardinal marks off Rotoroa, E-Type 2 and Suzie up ahead took off downwind again at pace, while at this stage we seemed to have adequately dispensed with the two Jokers. A bunch of racing keelers provided quite a spectacle coming down the Waiheke Channel. A couple of the leaders were surfing in the gusts with their gennakers up, and when one started to nose dive its bow-wave spray was higher than the boom – great to watch! And to top it off, the sun was shining.





*Bilgewater January 2021*

*There's Always Something!*

**Johnson®**



His parting words to me were 'may be worth checking the impeller'. John had lent me his 1983 2hp Johnson outboard to power our dinghy. This motor had run for relatively few hours since John bought it new and it had spent most of its life in his shed. It looked clean and new. The original water pump impeller was still in the motor and after nearly 40 years it was possible that the rubber had perished and a replacement was justified.

Seeing as I had just changed the water pump impeller on my Honda 15hp (and so of course was fully qualified to do the same on a much smaller motor) I thought I would get a new impeller and do the job. It should be a fairly simple and quick process - how hard could it be?

So after a trip to Rollo's to get the part, I removed the two bolts holding the gearbox to the bottom of the leg and gently pulled the lower unit. Nothing moved. The lower unit has a long steel shaft (the driveshaft) running from down near the propeller, up the leg and into the engine block at the top and it should all come out as one. Being careful not to damage anything I resorted to giving it a whack with a hammer but still nothing moved. Having got this far I was determined to get it right, particularly as whether it was now or later, someday, someone would have to get the shaft out to change the impeller. There was a moment of joy when the lower unit moved a few millimetres but it jammed there and would not go down any further, nor would it go back up. Seeing as the propeller no longer turned freely I figured that something in the gearbox had moved.

So there was no choice now – I had to take the gearbox apart to free the jammed gears.

The good thing was that I was also able to remove the water pump cover and in a very unconventional way, remove the impeller that I was trying to do all along! The trouble was that there was no way I could put the whole thing back together as the driveshaft was still jammed in the engine block. So I progressively worked my way up the motor, stripping and removing everything that I came across as I needed to get to the crankshaft which was where the driveshaft was jammed. Eventually I had the entire motor stripped into separate parts, got the driveshaft in a vice and used a block of wood to knock the crankshaft off the end. Easy. Now it just had to go back together!



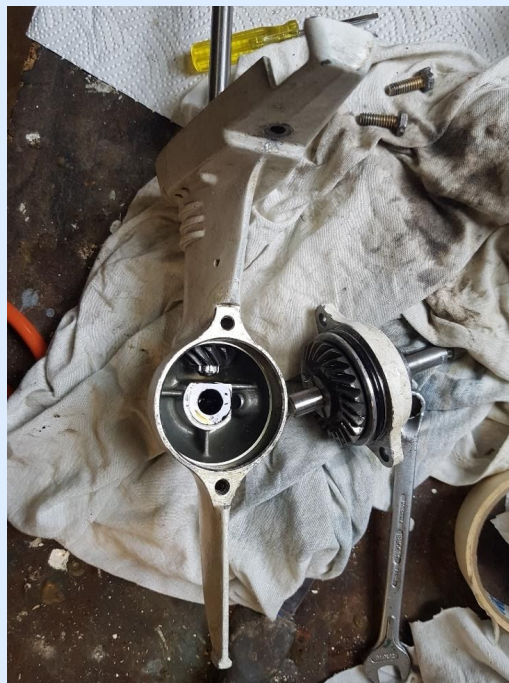


## *Bilgewater January 2021*



The socket on the end of the crankshaft showing why the driveshaft was jammed.

Armed with a few seals, a set of gaskets and the all-important new impeller I started reassembly. The gearbox went together fairly easily.



Gearbox reassembly with the driveshaft showing at the top, lying on the yellow screwdriver.



## *Bilgewater January 2021*

Next step was the water pump impeller – so easy this time!



Water pump impeller in its housing. The shaft that turns the propeller just showing, projecting from the white housing.

Next I moved on to the engine block. The 2-stroke is a relatively simple motor to put together – or should be!



Cylinder block with old lower gasket (red colour), piston in place and deposits from cooling water showing on the cylinder head gasket.

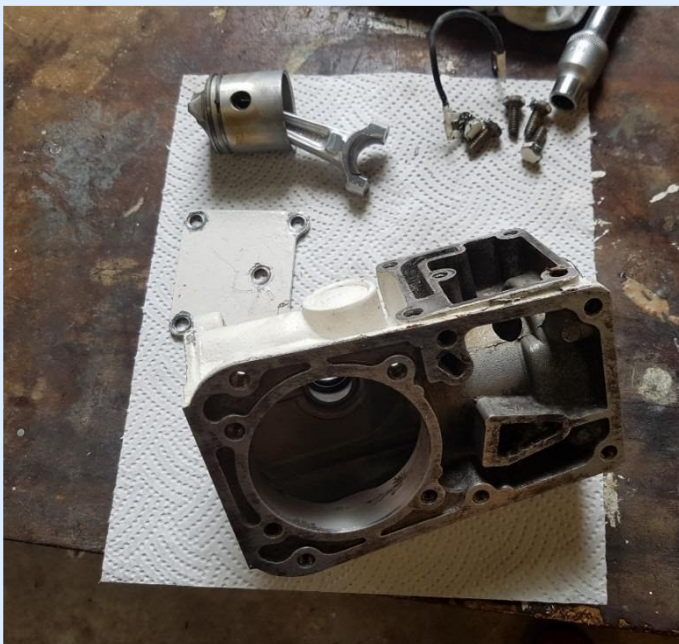




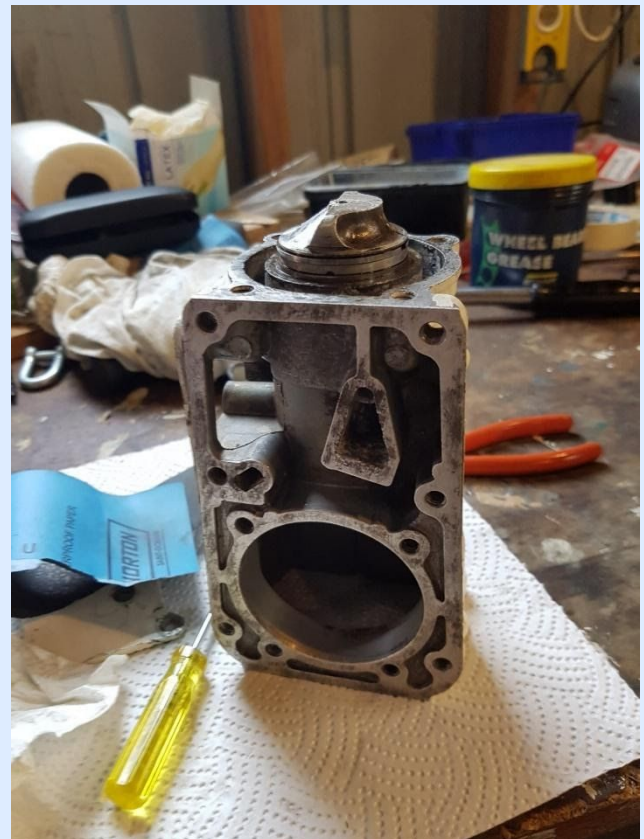
## *Bilgewater January 2021*

I had removed the piston from the cylinder when taking the motor apart and one piston ring had cracked when the piston came out the top end of the cylinder, so I got a set of new rings, fitted them, squeezed the rings and gently pushed the piston into place. Crack! One ring snapped, so another trip to town to get a set of rings.

A week or so later I had the new rings on the piston and as I picked up the cylinder block the piston with its new rings rolled off the table and hit the floor. Crack! Need more piston rings! Unbelievable, but it happened. Finally with its third set of rings, the piston slid into place and reassembly could continue. By now I was on first name terms with the very helpful chap at the parts desk!



Cylinder block and piston ready for assembly.



Piston ready to insert into the cylinder block.

It was at this time that a small disaster happened. As I was fitting the end of the piston to the crankshaft the tiny bearings fell out and I ended up sweeping the floor to try to find all of them. These bearings are about 10mm long and 1mm in diameter and you must have them all for the thing to work properly. Once they were all found I fitted the piston cap. One very satisfying moment is when the crankshaft rotates and the piston runs up and down smoothly.



## *Bilgewater January 2021*



Looking down onto the crankshaft with piston rod cap in place (after all the bearings were found).

From here on, by comparison, it was plain sailing - fit the cylinder head with its new gasket to one end of the cylinder block. Then fit the inlet manifold and carburettor to the other end. After bolting the engine block to the motor leg, I was able to insert the driveshaft (still attached to the gearbox) from the lower end of the motor leg, up into the crankshaft, tighten the bolts and it's all set.

The flywheel and magneto system was next to reinstate on the top of the cylinder block, which left just the motor cover and recoil starter to put in place.



Engine block back together – cylinder head in place, with spark plug hole showing.





## *Bilgewater January 2021*

A small hint – there is a red label on top of the motor cover, next to a large screw. When the label says ‘Do Not Remove This Screw’, don’t remove the screw. Of course I removed it. That released the recoil starter which is the spring that pulls the starter handle back into the casing. I ended up with a metal spring uncoiling rapidly and then spent some time rewinding the spring and getting it fitted back into the casing. It did however provide an opportunity to clean and lubricate the starter system. I did the screw up firmly and have made a mental note to follow instructions a bit more carefully in future!

All’s well that ends well and the motor starts easily and runs beautifully.



The reassembled motor.

Dean Herrmann - Jury's Rig



*Bilgewater January 2021*

## **NOTICE OF RACE**

**MOTUIHE ISLAND REGATTA**

**(To Islington Bay Motutapu or Owhanake Bay Waiheke)**

**DATE:** 30th January 2021

**START TIME:** 1030 hours.

**RACING INSTRUCTIONS:** Shall be in accordance to the "Standard instructions of non-regatta races" except those that are altered by these sailing instructions.

**ENTRIES:** To the race coordinator by VHF channel 77 by 1000 hours advising the name of yacht and whether towing a dinghy (trailer yachts only).

**BRIEFING:** The race officer will give a briefing at 1005 hrs on VHF ch 77 advising of any change to this NOR.

**DIVISIONS:** The race will consist of two trailer yacht divisions and one keel boat division.

**COURSE:**

**TRAILER YACHTS:** From the start to the finish at the entrance to Islington Bay. There are no rounding marks on the course.

**KEELERS:** From the start to and through Sergeants Channel, keep Rakino Island to PORT, then Motutapu Island to STARBOARD, to the finish at the entrance to Islington Bay.

**START LINES:**

**TRAILER YACHTS:** Between the start boat and the end of the Ammunition Bay wharf.

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

**FINISH LINE:** The first boat in should establish a line between the port entrance marker and the Emu point headland at the entrance to Islington Bay, and record the finish times of all following yachts in Hrs/mins/secs. On completion of race they should then advise the race coordinator of entrant finish times.

**Note:** If weather conditions require a course change then the finish line for all classes will be at Owhanake Bay on Waiheke Island. This **FINISH LINE** shall be in a line between the first boat in and the outermost headland at the entrance to the bay. The line should be at the entrance to the bay and long enough to accommodate keel boats finishing from the Rakino island side. Any change to the course will be advised at the briefing prior to the start of the race.

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

**RACE OFFICERS:**

**Trailer Yachts:** Dean Herrmann - Jurys Rig

**Keelers:** Roy Woolerton - Royal Flush

**An after-race beach gathering point will be announced at the beginning of the event. The club BBQ will be in attendance**

**Any member/yacht wanting to participate in the gathering but not the race is most welcome.**