

BILGEWATER

January 2025




*“Well, it's not far down to paradise, at least it's not for me
And if the wind is right, you can sail away and find tranquility...”
(Acheron, down in Four Fathom Bay, Pelorus Sound)*



COMMITTEE DIRECTORY 2024-2025

Committee Member	Portfolio	Contact
Murray Pearce	Commodore Halsail Handicap Administrator Gulf Classic, Sponsorship	027 495 1223
Flip Rayner	Vice Commodore Race Officer TY YNZ and NZTYA Liaison	021 354 773
Chris Martin	Treasurer Gulf Classic KKBC Liaison	021 137 8205
Andrew Jones	Secretary Membership Manager	022 326 1993
Anton Post	TY Representative New Members Communications Bilgewater, Handbook	021 296 9346
Rodger Bonnett	Keeler Representative Quartermaster	021 423 457
Luke Feldman	Compound Member Liaison Safety Coordinator	021 0811 5015
Mark Bang	Social Convenor TY Handicap Administrator	027 238 5148
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Hugh Beecroft	Compound Convenor	027 496 7033
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Our first and foremost objective is to encourage and support safe family sailing – both cruising and racing

Commodore's Comment

The new year's sailing season has been fine but windy for those of us cruising or racing. I cannot recall a season where we have had wind like this over the Xmas and new year period, both at sea and on land. However, many of our members have made the most of these conditions to enjoy the inner gulf sailing destinations and anchorages. For those of us on WhatsApp and the WYS Trailer Yachts page, there has been endless commentary on the thrill's spills and advice between our TY skippers. I note the WYS Keeler page has been far quieter – maybe we just don't have the same nimble fingers...

Your committee has been in recess for this past month and enjoying our sailing without too much attention to squadron management. However now we are all back on deck and planning out the back half of our season. We have a busy February sailing calendar, culminating in our Gulf Classic Open Endurance regatta scheduled for the 15th-16th March. We have been a little late getting our NOR finalised, but by the time you read this the entry link on our website will be active, and Facebook promotion well underway. Again, we have secured excellent sponsorship for the event, and we trust that everyone supports these sponsors and tells them our appreciation if you purchase their products.

Anniversary weekend saw the Motuihe race run as our 4th event of the Passage series. By all accounts it was well run and well sailed under some fairly blustery wind and sea state conditions. I was also advised of a man overboard incident where the crew member was retrieved successfully, albeit with some difficulty re boarding without a transom ladder. I look forward to members comment and advice on this important safety item to have particularly on TYs without an open transom.

Looking into February, we have a keeler race to Kawau on Waitangi Day, with the TY fleet cruising to Tiri or Kawau for the weekend. See notice from Anton on this event. On the 1st of March we have a new event for the squadron being the round Waiheke race. We have not raced this island for a few years, so I look forward to it being an excellent addition to our sailing calendar, and a good warmup for the Gulf Classic.

We have had a recent influx of new members all who are seeking compound berthage. As our compound is fully booked your committee will now need to look at berth holders who are not actively sailing with the squadron or are not using their boats. So just a reminder that a condition of compound use is active participation in squadron events. The compound is not a boat storage facility, so unused and poorly maintained/presented boats will not be tolerated.

Lastly, I want to acknowledge two of our fleet who competed in the Mercury Bay Boating Club New Years Day regatta and competing for the Millennial Trophy. This regatta has been around since 1946 (or so I was told), and the two Waikato boats *Afterguard* and *Orca* placed very well, with *Afterguard* taking the win on handicap and *Orca* taking second place on Racetrack handicap results.

Looking forward to seeing you all on the water in the next weeks.

(Commodore) Murray

Upcoming Events

February

Ladies' Brunch	Saturday 1st
See details in this issue Contact Phoebe Feldmann to RSVP	
Keeler Passage Event 8	Thursday 6th
Keeler race to Kawau (see NOR in this issue)	
Midsummer Cruise for all yachts	6th - 9th
To Rakino, Tiri, Kawau. See details in this issue	
Dress-up Cruise & Social Event	Saturday 22nd
Hauraki Deception – calling all Gangsters and Moles, to solve a Murder 1920's flapper/gangster dressup, cocktail competition. Details to follow soon.	
February Nog 'n Natter	Tuesday 25th
Man overboard and Safety Equipment	

March

Passage Event 5	Saturday 1st
Round Waiheke for Keelers and Trailer Yachts (may be partial depending on conditions) Trailer Yachts Cruising division will definitely be partial Beach gathering – TBA, but intention is for all fleets to be together	
Gulf Classic Endurance Race	14th to 16th
Get your entries in now. See details in this issue	
North Island Trailer Yacht Championship	Saturday 22nd
Run by BOPTYS on Lake Rotoiti	
Passage Event 6	Saturday 29th
Trailer Yachts – TBC Beach Gathering – Waiheke Channel	Keelers – Tarahiki

Last call!



Hi team! We are looking forward to seeing all the WYS ladies on 1st February! 🍹 Please continue to RSVP via text message to Phoebe on 0211867857. And if you know any other ladies who would like to come along please RSVP on their behalf 😊

Car pooling from Auckland available 😊🚗

Safety Update

We had an incident during a recent race where a relatively inexperienced crew member who is not a Squadron member went overboard unexpectedly.

Thankfully they were wearing a life jacket, and were uninjured. Nobody panicked, and they were retrieved without major issue.

However this is a timely reminder to all to check your safety plan on the boat, and to be aware of your skipper obligations. Our trailer yacht races are held under Part 5 Category B of the Yachting NZ regulations. See particularly Page 89 onwards.

https://www.yachtingnz.org.nz/sites/default/files/2022-03/YAC240587%20YachtingNZ%20Safety%20Regulations%20-%20Mar2022%20-%20ONLINE_0.pdf

For example (not exhaustive, so please take the time to read the above link):

- “9.01 Yachts shall have fixed or portable boarding equipment such as a ladder or step to enable easy access on board for a person returning from the water.”
 - o Interestingly even on a boat with open transom, it can sometimes be a challenge to get the crew member back on board.
- “11.02 A marine VHF radio shall be carried and available for use at all times. Radio operators are reminded of the requirement to hold an operator’s license and call sign for a marine VHF radio.” [Ed – in an emergency you will not get in trouble if you don’t!]
- “12.01 A lifejacket of at least 50 newtons of buoyancy, one for each crew.”
- “12.02 One horseshoe type life buoy or life ring equipped with a whistle (without a pea) shall be carried in an accessible position.”

Also please remember the skipper responsibilities, as detailed in 2.0 (p16). As the skipper is responsible for all crew, they should be aware of crew’s experience and abilities and also provide suitable inductions and instruction where required.



Nog n Natter – Hamilton Yacht Clubrooms - Tuesday 25th Feb at 7:30pm

It's been a while since our last get together (if you dont count bumping into each other in the compound...)

Come along to this one though because you're directly involved in the topic of interest this evening.

ITS MAN OVER BOARD!!!

The idea for this Nog n Natter came from some conversation at our last beach gathering in Islington Bay (Anniversary weekend)

- Ever wondered how you can prepare for and perhaps prevent the chance of it happening?
- How would you respond if it does happen – what would you do?
- How would you recover from it – what do you need to think about once the person is safe back on board?

If you havent given this much though you really need to, so I'll see you there

NOTICE OF RACE

Passage Race 8 - KAWAU ISLAND - Keeler Division

DATE: Thursday 6th February 2025

START TIME: 1015 hours from the start line off Pine Harbour Marina. Start sequence will be as described in the Racing instructions in the club 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 race co-ordinator by VHF channel 77 by 0945 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 1000 hours by VHF radio channel 77 where the race officer will advise of any changes to the course or racing instructions

COURSE: From the start line outside Pine Harbour, to a finish line off Martello Rock, Kawau Island. There are no fairway marks. The course is designated Course 1 in the club sailing programme and shown in the handbook.

START LINE: Will be between the nominated start boat and the Dennis rock cardinal mark

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. They should, then, advise the race officer of their finish time after the race officer has completed the course. Alternatively post your finish time on the WYS Keeler WhatsApp forum.

RACE OFFICER: Nigel Lancaster – *Passing Fancy*

An evening get-together at the Kawau Island Boat Club for all skipper and crew, gathering from 1730hrs (subject to any race officer amended instruction)

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

Gulf Classic Endurance Regatta 2025

This marquee event is scheduled for the weekend of 14th to 16th March. For our new members, this event is an open regatta that has boats from outside clubs competing.

It is held out of the Maraetai Boating club at Maraetai Beach.

This year we have made some alterations to our divisions with the addition of an A and B division for the 60-mile Trailer course. Divisions this year are:

- Keeler division - raced over an 80NM course
- TY60 Division A - for boats rated 0.885 to 1.00 and raced over a 60nm course
- TY60 Division B - for boats rated 0.792 to 0.884 and raced over the same 60nm course
- TY40 Division - for boats rated 0.700 to 0.811 and raced over a 40nm course

You will note the crossover of ratings 0.792 and 0.811 to allow any of these boats to enter the 60-mile race if preferred.

We will also allow boats rated below 0.700 and above 1.00 to compete on application to the GC race committee. These boats will be checked for compliance with NZTYA rating standard, skipper/crew experience for lower rated boats, and then allocated a handicap rating by the GC race committee.

We again have strong sponsorship support, so lots of goodies up for both our winning skippers and also crew prizes. North Sails are back onboard with their high value \$ vouchers for a keeler and Trailer Yacht skipper draw.

So, I encourage members to register their entry through the WYS website using the Gulf Classic drop down menu to access the Notice of Race (NOR) and the entry form under the 'Gulf Classic 2025' tab.

<http://www.waikatoyachtsquadron.org.nz/gulf-classic-2025.html>

Looking forward to a great event

Commodore (Murray)

For the GC Committee



Positions Vacant – Gulf Classic Committee

We are looking for assistance with organising the Gulf Classic Endurance Regatta, to be held on the weekend of 15th March 2025.

At present, Chris Martin and Murray Pearce are the committee tasked with organising the Gulf Classic. They would like a further 2 or 3 people involved, and preferably outside of existing committee, so as to spread the load and get more members experienced in organising a big open regatta like this.

If anyone would like to volunteer then please call Murray on 0274 951 223.



*The crew of **Afterguard** after winning the Millennial Trophy – Nick, Aaron, Murray and Corbin*

New Members

Andrew Higgins has recently purchased the Farr 7500 *Innisfree*. Andrew knows Mark and Raewyn Pasco, who are also restoring a Farr 7500, Farr Trek. Eventually we may have 4 7500s in the club! Andrew has sailed smaller boats, and has now been single-handing *Innisfree* all over the Gulf. He would like to meet like-minded people and become a better sailor.

Matt, Angela, Hazel and Liam Fairweather have joined with their Noalex 25, *Aurelia*. They want to meet like-minded people and learn about exploring the Hauraki. Matt has dinghy experience from way back and also some experience on keelers. He knows Dean Hermann.



Report on Passage Series 3

Hooks Bay Keeler Race Report – from Louisa’s Perspective (Tim and Jo Hayward)

For some reason every time we are race officers / start boat something seems to go wrong. However, when we were asked to be race officers for the Hooks Bay keeler race, I was determined that things would be different this time around. We’d plan well and make sure everything went right.

The Hooks Bay race goes from Pine Harbour along the north side of Waiheke Island to Hooks Bay and for today’s race, with the beach gathering with the trailer yacht fleet being at Man ‘O War Bay, we decided the finish line would be at the Pakatoa wharf. All up a distance of about 20 nautical miles.

It is just over an hour from our berth at Half Moon Bay to the race start at Pine Harbour. We arrived in plenty of time and anchored Louisa to set up the start line - in a position where it was least likely that anyone would collide with the start boat! Tick. We rehearsed the start sequence, recorded the entries, and completed the race briefing. Tick. All was going well. With the first mate operating the hooter at the appropriate times, I ran through the countdowns over the VHF radio. 10 minute countdown, then 5 minutes, 4 minutes 1 minute to go countdown. I looked at my watch and saw we still had two minutes to go. Darn it! “Sorry people, another 1 minute signal to come shortly”.

Then finally the first mate sounded the start hooter and the fleet of 6 keelers were successfully away. Well, everyone except us of course, as being the start boat we now had to weigh anchor, hoist our sails and get started. We then take our own late start time which is adjusted against our finish time.

Now, as start boat I don’t like to be too far behind the fleet, so it tends to be a mad rush to get underway. As I am sure everyone except me knows, being in a rush is never a good thing. In fact, a particularly bad thing in this case, as in my haste to hoist our one year old shiny mainsail I put a decent tear in it. We only have a new mainsail because on our first outing after purchasing Louisa (which was last season’s Great Barrier trip), on our return to Auckland when I was flaking the mainsail I put a finger through it! In for repair at the sailmakers they gave us the bad news. They concluded that the previous owners when at anchor must have never zipped up the sail stack-pack (aka top-zipped sail cover), which meant the leech had been overly exposed to UV. Although not showing obvious signs of damage, the entire leech was found to be like tissue paper and the sail uneconomic to properly repair. We had hoped to get a few seasons out of it, but a new mainsail was needed. And now through my haste I have caused a tear in our lovely new mainsail. I am gutted!!

Then, while I am unfurling the jib so we can cross the start line, and of course lamenting the torn mainsail, the first mate has a momentary lapse on the helm and forgets Louisa has a wheel not a tiller as Charley did. Next thing we are turning the wrong way, have an accidental gybe and are heading straight for nearby Denis Rock, which is the other end of the start line.

Fortunately the first mate has a calmer temperament than I do. Once we are back on track she reminds me that we can have the sail repaired, we are both still alive, life is wonderful etc. etc. (which of course it is) and eight and a half minutes after everyone else has started we are finally on our way. Oh how I love being the start boat!

We are cruisers who race, not racers who cruise, and Louisa is a performance cruiser not a race boat. Nevertheless after several years racing sailing dinghies in a former life, once we are in a yacht race it is ‘game on’ for us (well at least for me, perhaps not so much for the first mate). It’s just how it is if we are in a race on our boat. I am always assessing the conditions, looking for wind shifts and constantly trimming our sails with an eye on our speedo to make sure any adjustments increase our speed. If we are to have any chance of catching the boats up ahead today, it is going to require intense concentration. And all the more so when we see that Bryan and Nelson on



Orca

Audrey have raised a big red asymmetric spinnaker for the first downwind leg from Pine Harbour to Owhanake. At least Jim on Acushla probably won't be flying a spinnaker as IZ believe his crew, four legged Holly, can't yet manage the spinnaker pole.

I'm also thinking tactics. The tide is coming in, so is against us for this part of the race and may well be against us after we round Thumb Point at the top of Waiheke in a few hours time, as the tide will by then have turned. We decide it will be best if we can keep out of the tide which means we will sail close to Waiheke despite the possibility of less wind.

After half an hour we have managed to make ground on the fleet and have reeled in Greg and crew on Kingfisher 2, so that's a start. At this stage the three leading boats Audrey, Passing Fancy, and Acushla are all well off the coast as we reach Waiheke. I always remember a saying of Hugh on E-Type 2 that "you'll never win a race by following everyone else" which convinces me even more to stay out of the tide and sail close to Waiheke. In fact we keep a close eye on the depth sounder as we pass very close to the rocks off the headlands of Matiatia and Owhanake. Sailing close to Waiheke also means we are sailing a shorter course and all up we do seem to be making good ground, as the three leaders are clustered in a close battle further out to sea. The first mate is saying "hopefully they are so focused on beating each other that they don't see us creeping up the shoreline behind them".

As we head past Oneroa it looks like we are now almost even with them. This is going well, which means my thoughts rise above our torn mainsail. Then, as we reach Onetangi the wind drops and for almost an hour we only manage about 2 knots of boat speed. Audrey has lowered her spinnaker and the three boats out at sea all look to have their jibs poled out. For the life of us we can't get our jib to goose wing in the light breeze, so we sail more of a broad reach which keeps us near Waiheke and stops the jib flopping from side to side, but we pretty much lose all the gains we had made. And there's a new threat on the horizon. Kingfisher 2 behind us has now raised a large spinnaker and is rapidly closing in. Good on Greg – apparently it's the first time they have flown

the spinnaker since purchasing Kingfisher. Admittedly they had an hourglass twist for the first 5 minutes but to their credit they persevered and got that sorted out.

We don't have a symmetric spinnaker with a pole but we do have an asymmetric one that we have never used and which is really only suited to sailing angles rather than dead downwind. I briefly consider getting it out from down below but then think one torn sail is enough for today and who knows what else might go wrong. And of course the first mate has made it clear on more than one occasion that "that sail isn't going up if I'm on the boat".

With our race now turning to custard, my thoughts return to our damaged mainsail and what a terrible day this has been. Of course the first mate gets my mind back on track reminding me that we have eight and a half minutes on everyone (that's what first mates are for), as does the breeze moving more to the north and rising a bit. In fact the breeze shifting and increasing just enough that after a gybe we find we can nicely lay Thumb Point / Hooks Bay without needing the jib goose winged and we are now back up to 5 knots boat speed. Life is good again.

As we approach Thumb Point, the front three boats are still well off the coast out near Gannet Rock. I'm thinking they will surely lose speed having to head further downwind against the tide, while we hopefully sneak through on the inside, which we did. It looks like we might be ahead of all of them as we head further downwind past Hooks Bay towards Anita Bay. With Kingfisher still on our tail with her spinnaker up and Audrey equal with us but further out to sea and with her big spinnaker raised again, it's time to see if we can now successfully goose wing the jib to not lose too much ground. So the first mate takes the helm sailing dead downwind while I become a human whisker pole, poling out the jib with one arm on the sidestay to stop me being pulled overboard. It worked now that the breeze is stronger and kept our speed reasonable. The only downside with being a human whisker pole is that both of my arms are now 10 centimetres longer.



Passing Fancy and Audrey Approaching the Finish Line after nearly 5 hours Racing

The way this is going I'm now thinking Audrey will get a line honours win which is good for them and Kingfisher should get a well deserved handicap win, while we should still have a reasonable result. Then, just as we started to pass Anita Bay, before Kauri Point, I said to the first mate – "woah, look over at the shore, there's wind coming from a different direction, time for us to sheet in both sails as quickly as we can", which we did. The new breeze arrived and we took off. Meanwhile caught in the wind change, Audrey with her spinnaker up headed off in the wrong direction towards Coromandel so they could get their spinnaker down. At the same time Kingfisher's spinnaker blew back on her mast. So both those boats had a problem that kindly let us get away.

From there it was a good 20 minute upwind beat to the finish line at Pakatoa wharf in 10 to 12 knots of breeze, which is Louisa's happy place. She revels in those conditions, which means all we had to do was pick a few windshifts to tack on and keep a loose cover on the boats behind. And would you believe it, after 4 hours and 49 minutes of intense concentration we find we are first over the finish line. It hasn't been such a bad day after all!

And as for our mainsail, I feared we would be unlikely to have it repaired before Christmas which might mean our plans for extended cruising over January would be in jeopardy. However, a big shout out to Doyle Sails who when I contacted them on Monday said "don't worry we'll have it repaired and have you back on the water for Christmas". Marvellous!



Escargot

Results for Passage Series 3 – Hooks Bay (7 December 2024)

TY Racing Handicap

ECHO Analysis Hooks Bay (Race 3), 7 Dec 2024 10:00:00 , race officer was Flip Rayner, wind was 10 to 15 kn W

Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points	Next Hcap
1	T4211	XS8	0.938	INXS	Angus Jones	12:30:00	2:30:00	2:20:42	1	0.954
2	T588	Catalina 7	0.844	Hue and Cry	Luke and Phoebe Feldman	12:49:02	2:49:02	2:22:40	2	0.856
3	T4175	Ross 780	0.933	Ricky Bobby	Nigel White	12:38:00	2:38:00	2:27:25	3	0.940
4	T2768	FAR 6000	0.752	Farr Away	Andrew Jones	13:16:13	3:16:13	2:27:33	4	0.758
5	T3247	Gazelle Mk	0.916	Escargot	Flip Rayner	12:41:20	2:41:20	2:27:47	5	0.922
6	T3028	Noelex 25	0.892	Orca	Karl McGaughran	12:47:01	2:47:01	2:28:59	6	0.897
7	T719	Noelex 25	0.858	Scimitar	Geoff Tompson	12:59:00	2:59:00	2:33:35	7	0.857
8	T3702	Elliot 7.4	0.965	E Type 2	Hugh Beecroft	12:39:34	2:39:34	2:33:59	(8)	0.964
9	T1579	Gazelle Mk	0.817	Kinaboys	Ken Thomas	13:13:13	3:13:13	2:37:51	9	0.812
10	T3992	Young 6.0	0.871	Young Gem	Greg Morgan	13:01:30	3:01:30	2:38:05	10	0.865
11	T2764	Noelex 25	0.845	Huzzah	Allan Geddes	13:57:21	3:57:21	3:20:34	11	0.805

TY Racing Open

Race 3, 7 Dec 2024 10:00:00 , race officer was Flip Rayner, wind was 10 to 15 kn W

Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	T3247	Gazelle Mk	0.8200	Escargot	Flip Rayner	12:41:20	2:41:20	2:12:18	1
2	T4211	XS8	0.8890	INXS	Angus Jones	12:30:00	2:30:00	2:13:21	2
3	T588	Catalina 7	0.7950	Hue and Cry	Luke and Phoebe Feldman	12:49:02	2:49:02	2:14:23	3
4	T3028	Noelex 25	0.8450	Orca	Karl McGaughran	12:47:01	2:47:01	2:21:08	4
5	T3702	Elliot 7.4	0.8850	E Type 2	Hugh Beecroft	12:39:34	2:39:34	2:21:13	(5)
6	T3992	Young 6.0	0.7920	Young Gem	Greg Morgan	13:01:30	3:01:30	2:23:45	6
7	T4175	Ross 780	0.9330	Ricky Bobby	Nigel White	12:38:00	2:38:00	2:27:25	7
8	T2768	FAR 6000	0.7520	Farr Away	Andrew Jones	13:16:13	3:16:13	2:27:33	8
9	T719	Noelex 25	0.8450	Scimitar	Geoff Tompson	12:59:00	2:59:00	2:31:15	9
10	T1579	Gazelle Mk	0.8200	Kinaboys	Ken Thomas	13:13:13	3:13:13	2:38:26	10
11	T2764	Noelex 25	0.8450	Huzzah	Allan Geddes	13:57:21	3:57:21	3:20:34	11

TY Cruising

ECHO Analysis Hooks Bay (Race 3), 7 Dec 2024 09:40:00 , race officer was Flip Rayner, wind was 10 to 15 kn W

Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points	Next Hcap
1	T1065	Noelex 25	0.835	High Time	Nigel McCarter	12:33:20	2:53:20	2:24:44	1	0.858
2	T2963	Merlin 6.1	0.707	Clearwater	Sven Ladewig & Esther Schoenberger	13:11:12	3:31:12	2:29:19	2	0.721
3	T1156	Noelex 25	0.819	Charis	Ged Arbuckle	12:50:05	3:10:05	2:35:41	3	0.828
4	T3490	Ross 780	0.896	Skywalker	Peter Klinkhamer	12:34:51	2:54:51	2:36:40	4	0.905
5	T1137	Joker 6.7	0.755	Sugar Shack	Ian Scottock	13:17:45	3:37:45	2:44:24	5	0.755
6	T939	FARR 7500	0.794	Swashbuckler	Russel Osbourne	13:22:21	3:42:21	2:56:33	6	0.783
7	T600	Noelex 25	0.835	Indulgence	Bruce Gordon	13:21:36	3:41:36	3:05:02	7	0.816
8	T4266	MAGREGOR	0.818	Bella Rose	Darren Johnson	13:39:30	3:59:30	3:15:55	8	0.792
DNF	0	Hartly 21	0.723	Roger That	Michael Sarcich				9	0.723
DNF	680	Farrier Tr	0.995	Thruppence	Chris Jereb				9	0.995

Keeler Handicap

Hooks Bay (Race 3), 7 Dec 2024 10:00:00 , race officer was Tim Hayward, wind was 8 to 15 kn W

Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	9120	HANSE 350	0.7720	Louisa	Tim and Jo Hayward	15:19:13	5:19:13	4:06:26	1
2	3907	Lotus 9.2	0.6810	St Julienne	Roger Bonnett	16:07:00	6:07:00	4:09:56	2
3	6730	Lotus 10.6	0.7230	Kingfisher II	Greg Reeve	15:49:15	5:49:15	4:12:30	3
4	6258	Davidson 3	0.7640	Passing Fancy	Nigel Lancaster	15:32:40	5:32:40	4:14:09	4
5	6590	FARR 1020	0.7720	Acushla	Jim Pasco	15:40:00	5:40:00	4:22:29	5
6	9898	HANSE 370	0.8110	Audrey	Bryan O'Brien	15:33:10	5:33:10	4:30:12	(6)

Keeler Open

Race 3, 7 Dec 2024 10:00:00 , race officer was Tim Hayward, wind was 8 to 15 kn W

Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	9120	HANSE 350	0.7280	Louisa	Tim and Jo Hayward	15:19:13	5:19:13	3:52:23	1
2	6258	Davidson 3	0.7350	Passing Fancy	Nigel Lancaster	15:32:40	5:32:40	4:04:31	2
3	6590	FARR 1020	0.7420	Acushla	Jim Pasco	15:40:00	5:40:00	4:12:17	3
4	6730	Lotus 10.6	0.7300	Kingfisher II	Greg Reeve	15:49:15	5:49:15	4:14:57	4
5	3907	Lotus 9.2	0.6950	St Julienne	Roger Bonnett	16:07:00	6:07:00	4:15:04	5
6	9898	HANSE 370	0.7800	Audrey	Bryan O'Brien	15:33:10	5:33:10	4:19:52	(6)

Report on Passage Series 4

No trip report contributions were received at time of going to press.



Audrey as taken from Louisa heading for Awash Rock during the Motuihe Race



Kinaboys, eventual TY handicap winner



TY Race start!



INXS, the fastest TY on the day, crosses behind Perpetual Motion



Scimitar

Results for Passage Series 4 – Motuihe (25 January 2025)

TY Racing Handicap

ECHO Analysis Motuihe (Race 4), 25 Jan 2025 09:45:00 , race officer was Chris Martin, wind was 10 to 20 kn NE										
Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points	Next Hcap
1	T1579	Gazelle Mk	0.812	Kinaboys	Ken Thomas	13:37:01	3:52:01	3:08:24	1	0.825
2	G525	FARR 1020	0.889	Perpetual Motion	Anton Post	13:21:00	3:36:00	3:12:01	2	0.900
3	T3992	Young 6.0	0.865	Young Gem	Greg Morgan	13:28:45	3:43:45	3:13:33	3	0.874
4	T588	Catalina 7	0.856	Hue and Cry	Luke and Phoebe Feldman	13:36:16	3:51:16	3:17:58	4	0.861
5	T1065	Noelex 25	0.925	Suzie	Chris Martin	13:21:41	3:36:41	3:20:26	5	0.928
6	T3613	Noelex 25	0.825	Portfolio	Andrew King	13:50:00	4:05:00	3:22:08	6	0.826
7	T3702	Elliot 7.4	0.964	E Type 2	Hugh Beecroft	13:27:07	3:42:07	3:34:07	7	0.954
8	T4211	XS8	0.954	INXS	Angus Jones	13:32:22	3:47:22	3:36:54	8	0.942
9	T719	Noelex 25	0.857	Scimitar	Geoff Tompson	14:14:00	4:29:00	3:50:32	9	0.837
DNF	T4162	Bonito Aqu	0.750	Hold-On II	Mark Bang-Pip Edwards				10	0.750

TY Racing Open

Race 4, 25 Jan 2025 09:45:00 , race officer was Chris Martin, wind was 10 to 20 kn NE									
Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	T3992	Young 6.0	0.7920	Young Gem	Greg Morgan	13:28:45	3:43:45	2:57:13	1
2	T1065	Noelex 25	0.8450	Suzie	Chris Martin	13:21:41	3:36:41	3:03:06	2
3	T588	Catalina 7	0.7950	Hue and Cry	Luke and Phoebe Feldman	13:36:16	3:51:16	3:03:51	3
4	T1579	Gazelle Mk	0.8200	Kinaboys	Ken Thomas	13:37:01	3:52:01	3:10:15	4
5	T3702	Elliot 7.4	0.8850	E Type 2	Hugh Beecroft	13:27:07	3:42:07	3:16:34	5
6	T4211	XS8	0.8890	INXS	Angus Jones	13:32:22	3:47:22	3:22:08	6
7	T3613	Noelex 25	0.8450	Portfolio	Andrew King	13:50:00	4:05:00	3:27:02	7
8	T719	Noelex 25	0.8450	Scimitar	Geoff Tompson	14:14:00	4:29:00	3:47:18	8
DNF	T4162	Bonito Aqu	0.7600	Hold-On II	Mark Bang-Pip Edwards				9

TY Cruising

ECHO Analysis Motuihe (Race 4), 25 Jan 2025 09:30:00 , race officer was Chris Martin, wind was 10 to 20 kn NE										
Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points	Next Hcap
1	T1156	Noelex 25	0.828	Charis	Ged Arbuckle	12:11:47	2:41:47	2:13:57	1	0.834
2	T3490	Ross 780	0.905	Skywalker	Peter Klinkhamer	12:04:10	2:34:10	2:19:31	2	0.904
3	T2963	Merlin 6.1	0.721	Clearwater	Sven Ladewig & Esther Schoenberger	12:50:01	3:20:01	2:24:13	3	0.716
DNF	T4266	MAGREGOR	0.792	Bella Rose	Darren Johnson				4	0.792

Keeler Handicap

Motuihe (Race 4), 25 Jan 2025 10:01:00 , race officer was Bryan O'Brien, wind was 15 to 25 kn N									
Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	G258	Davidson 3	0.7640	Passing Fancy	Nigel Lancaster	12:44:25	2:43:25	2:04:51	1
2	9120	HANSE 350	0.7720	Louisa	Tim and Jo Hayward	12:44:55	2:43:55	2:06:33	(2)
3	9898	HANSE 370	0.8110	Audrey	Bryan O'Brien	12:37:32	2:36:32	2:06:57	3
4	3907	Lotus 9.2	0.6810	St Julienne	Roger Bonnett	13:37:40	3:36:40	2:27:33	4
5	6730	Lotus 10.6	0.7230	Kingfisher II	Greg Reeve	13:37:08	3:36:08	2:36:16	(5)
DNS	6590	FARR 1020	0.7720	Acushla	Jim Pasco				(8)
DNC	6052	Davidson 3	0.7500	Afterguard	M Pearce				8
DNC	8005	Beale 12.5	0.8360	Kashan	Josh Little				8
DNC	8014	Oracle 34	0.7360	Southern Oracle	David Douglas				8
DNC	8559	Wright 11	0.7580	La de Da	Mike Whitburn				8
DNC	9000	Given Voya	0.7550	Royle Flush	Roy Woolerton				8
DNC	9399	Hanse 415	0.8170	Ocean Lure	Don Woolerton				8

Keeler Open

Race 4, 25 Jan 2025 10:01:00 , race officer was Bryan O'Brien, wind was 15 to 25 kn N									
Place	Sail	Type	Hcap	Name	Owner	Finish	Elapsed	Corrected	Points
1	9120	HANSE 350	0.7280	Louisa	Tim and Jo Hayward	12:44:55	2:43:55	1:59:20	1
2	G258	Davidson 3	0.7350	Passing Fancy	Nigel Lancaster	12:44:25	2:43:25	2:00:07	2
3	9898	HANSE 370	0.7800	Audrey	Bryan O'Brien	12:37:32	2:36:32	2:02:06	3
4	3907	Lotus 9.2	0.6950	St Julienne	Roger Bonnett	13:37:40	3:36:40	2:30:35	4
5	6730	Lotus 10.6	0.7300	Kingfisher II	Greg Reeve	13:37:08	3:36:08	2:37:47	(5)

Midsummer Cruise 6-9 February - Kawau Island

Join us for our next cruise!

Let's try for Mansion House Bay, peacocks, the old copper mine, the wreck of the Rewa and some beautiful coastline around Mahurangi and Snells Beach.

Last year some of us did a day-cruise up to Warkworth for a civilised lunch and a supermarket shop, which was well received by all participants.

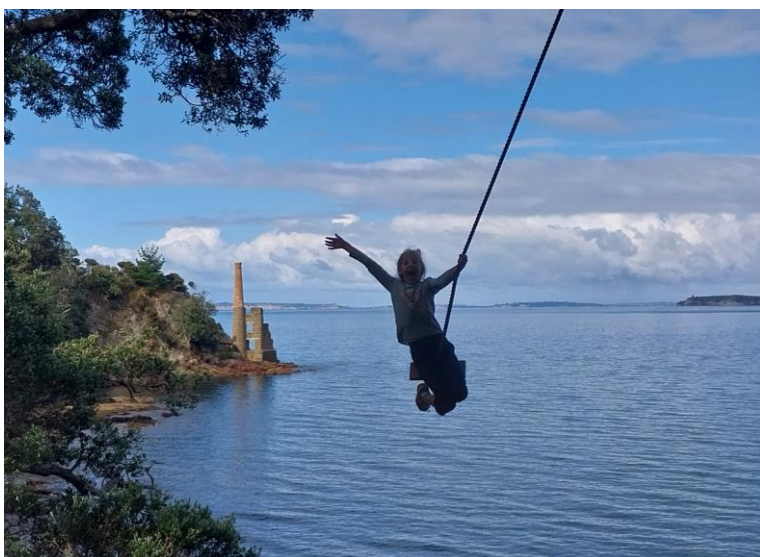
Anton has been appointed as cruise coordinator, so please get in touch on 021 296 9346 to discuss any planning or concerns.



As always, although everybody is happy to help you out in an emergency, it's good to be self-reliant and well prepared too. Please get in touch if you would like to discuss any concerns around provisioning, fresh water, fuel, first aid, tools and spares.

Are your nav lights, VHF and lifejackets up to scratch? Any cruise is also a good time to double check your supplies and first aid kit. While small cuts are the most common thing we reach into the first aid kit for, it's good to make sure that your kit (and you) are provisioned for a number of situations that can occur (e.g. bigger cuts, concussion, seasickness or hypothermia). We are very keen to support you in this, so please reach out so we can enjoy time with you on the water!

Fuel is available at Kawau Island and Gull Snells beach, and one should always have enough onboard to get them back to their home ramp/berth.



Boats

Everyone is welcome, non-members included. We've already got really good numbers attending, and if even half of the "maybe's" attend it will be one of our biggest cruises.

If you haven't indicated already, even if you're just a Maybe, let Anton know so we can make sure we keep you informed of our cruise timing and destination bays.

Restock

All this information is second-hand, rather than personal experience:

- Water and diesel should be available on self-serve pumps at Kawau Island open year round (95 and Diesel)
- Water may be available at the Sandspit public jetty (but definitely members-only at Sandspit marina)
- Restaurant at Sandspit Marina is open and you can berth at the marina for up to 2 hrs.
- Not much at Algies Bay (high tide boat ramp and toilet block)
- Snells Beach has a few liquor stores, a takeaway, a dairy and a Gull petrol station (10mins walk from Beach)
- Warkworth has supermarkets and fuel, etc.

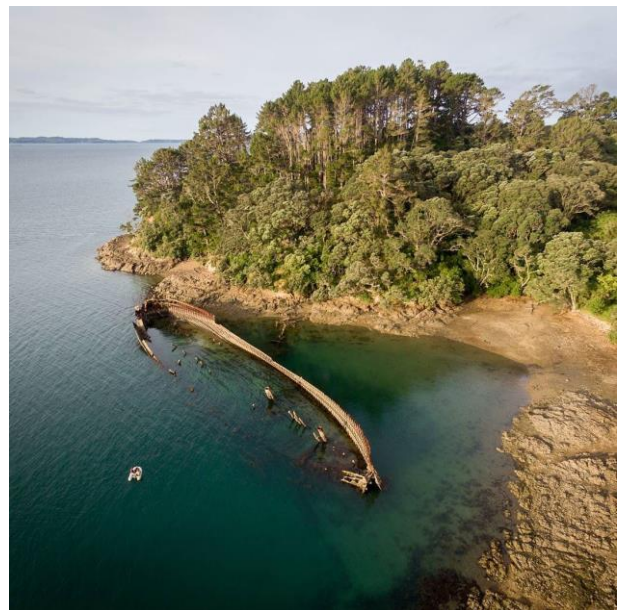
Itinerary

The keelers will be having a race to Kawau Island, and then some will join the cruise from there.

As the cruise is quite short, it would be ideal if as many trailer yachts as possible can launch on the Wednesday night. Depending on conditions and participation we may even try to get further west on the first night. These are all options depending on conditions, so listen out on VHF Ch 77, WhatsApp, Facebook and text.

We will have a very loose itinerary over the coming days, allowing people the option to depart as dictated by weather, work and family commitments. Keep an eye on VHF Ch 77, WhatsApp, Facebook and text for the latest plans.

We are looking forward to a great cruise – come join us for some or all of it.



SailGP

A number of us were kindly hosted for the SailGP on the Sunday by Roy and Jeremy on **Royle Flush**. We had a prime position, directly opposite the grandstand and city backdrop.

Credit to Jaco van Reyneke-Barnard for the stunning photos!



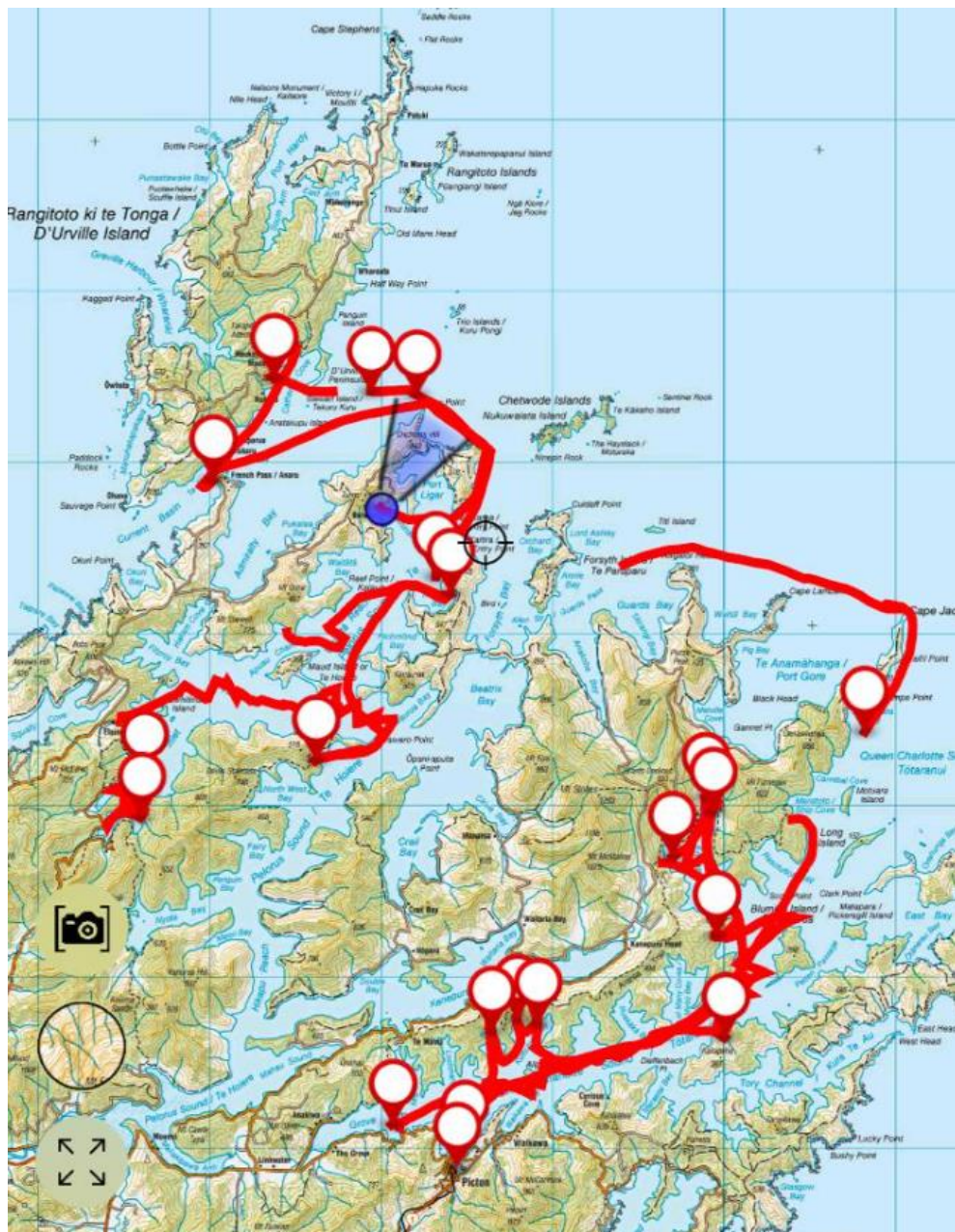


Around the Fleet

There were many reports of fun summer cruising round the Squadron. *Hue & Cry* undertook a single-boat race from Kawakawa to Bay of Islands and back (see report in next section), *INXS*, *Farr Farr Away*, *Blue Thunder*, *Taipan*, *Acushla*, *Bella Rose*, *Suzie* and others cruised around Waiheke, *Orca* went out from Whitianga, and *Perpetual Motion* went to Great Barrier Island for a couple of weeks.

Meanwhile Flip (on *Acheron*) explored Pelorus and Keneperu Sound, but for once was out-adventured, by Clive Tarry on *Quest*, who seems to have covered all of the Sounds, even including French Pass! Looking forward to the trip report, Clive!

I am sure there were many other cruises and adventures large and small. Please send in some photos and trip reports if you are able!



Some of Quest's adventures



Quest enjoys a swim at Te Mahia Bay, Havelock



The beautiful Sounds, from the deck of Acheron



Exhausted from all the adventures on INXS!



Alan and Tracey Lee's new shadesail over the deck at their Northland home

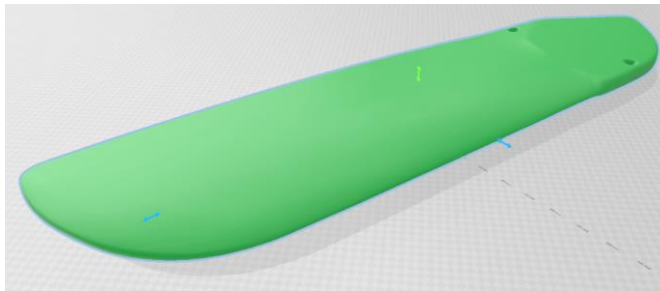
CNC Cutting and 3D Scanning

Following on from *Perpetual Motion's* window upgrade last year, *Hold On II* (Aquarius 22) also made use of Anton's industrial CNC, and reports that their windows are "very good and most importantly watertight".



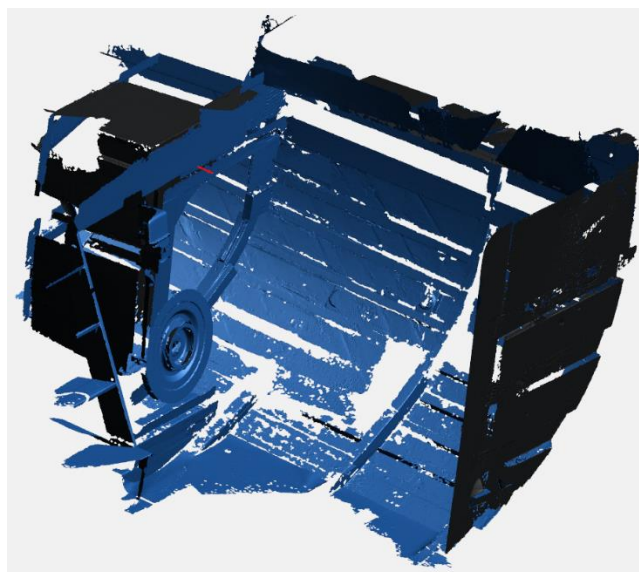
Most recently *Farr Trek* (Farr 7500) has cut some new windows. No photos yet, pending the grand reveal!

Anton also owns a 3D scanner, which is great for modelling and measuring the many curves and odd angles on your boat. As an example, scanning the profile of a rudder, or modelling an interior space in order to install a benchtop or cupboards.



Noalex 25 rudder scanned from physical item

Perpetual Motion window replacement



Engine and galley area on Manutai, allowing accurate measuring for kitchen benchtop and drawers

Feldmann Coastal Classic – Bay of Islands Trip 2024/25

By Phoebe Feldmann

With only 2 weeks of Christmas holidays together (our annual leave usually doesn't align) we had to plan a big trip. So it was decided – Bay of Islands (BoI) and back! This would be the longest we had stayed on the boat and would add to our coastal sailing experience. The journey started back in October with many upgrades/repairs needed on the boat to maximise safety – and comfort to some extent.

After hours of work and much invaluable learning along the way, and revising the annual boat budget multiple times, we set sail on Tuesday 24th December. Some solo tacking at 5 knots up Tamaki Strait while Luke caught up on some much-needed sleep was entertaining. Then a 5-7 knot reach from Sergeant Channel to Te Muri beach near Mahurangi completed the 7 hour sail. Christmas morning was celebrated with cheesecake for breakfast, opening presents and swimming. During the short sail over to Bostaquet Bay on the southern end of Kawau, Christmas Day also gave us a present – a frayed port side stay! Replacing the rigging has been on the list for some time. After much discussion and stress we decided to sail the next day after adding two supporting spinnaker lines to the port side of the mast and seeing how the fray held up.

Boxing Day started with some spear fishing and swimming before sailing to Leigh with squalls coming through during the 4 hour trip. The frayed side stay held up. We anchored in Leigh for the night and enjoyed a civilised dinner and walk on land. The next decision being whether to sail on Friday or not, with the forecast past Mangawhai and Ruakaka starting at 18 knots (gusting 23) and picking up to 26 knots (gusting 37) by 4pm, westerly/south-westerly. We had a thorough briefing and discussion and decided to test the conditions near Leigh early in the morning with a reefed main and small jib. We made the fateful decision to sail and try to make it in before the afternoon forecast.....

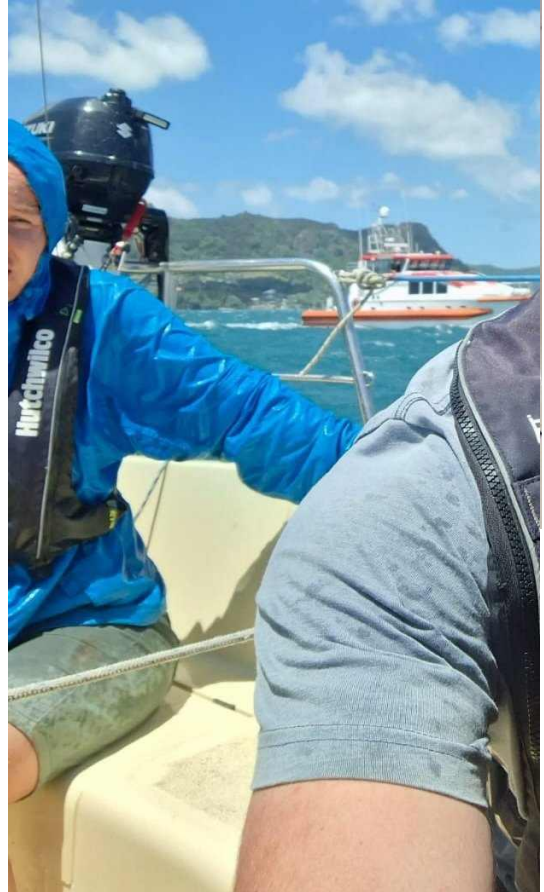


♪ Oh no no no no no... ♪

A very manageable but gusty 6-7 knot sail past Mangawhai saw us making good progress. However, during the start of the sail across Bream Bay (Ruakaka) the wind picked up sooner and greater than forecast and the sea state grew and grew. It is always at the half way point you start to question turning around! It was gusting more and more and becoming unmanageable. We dropped the head sail and tried to ride out the swell but surfing waves at 11 knots with only a reefed main is enough to make your knuckles white with fear. With the conditions still set to deteriorate and 2 hours to reach Marsden Point, we pushed on. A very dicey manoeuvre to douse the main sail was executed after having enough of surfing waves at ever-increasing speeds. The swell was growing so big we could see white beads being drawn up the face of each wave. The dingy was now impossible to bring in and with the boat still surfing the outboard was just managing to keep the course. With

the next concern being the harbour entry very close to rocks and conditions still worsening, we made the decision to contact the Coastguard for support.

Hue&Cry was still handling the conditions but it was getting to the point where I no longer wanted to be on the boat 'handling it.' Two Coastguard boats from Marsden Cove headed towards us taking almost an hour to reach us smashing into the swell and recording winds of 28 knots - gusting 50! The tide was on our side so the sea state was no worse at the harbour entrance. However, conditions were unfavourable for a tow line or support person getting on board, so onwards we pushed with supervision. 2 hours of motor-surfing later and our outboard only just being able to push us the last few hundred meters into the wind to get into the marina, we had arrived safe and exhausted at Marsden Cove Marina. The Coastguard was impressed with *Hue&Cry's* stability in the heavy weather and so was I! After doing the entire 7-hour helm that day I was excited for a nice dinner and warm shower, courtesy of the marina facilities. We booked the next night in the marina as well to give ourselves a rest and time to pick up courage to sail again!



We spent Saturday resting, eating, shopping, and refuelling. Sunday we pushed onwards with a 5-8 knot, 11 hour, down-wind sail to Whangamumu Bay. We motored the last few hours after the wind died down with plenty of time to admire the beautiful coastline. The next day we went ashore to look at remains of the old whaling station. We also managed



WWII Bunker and viewpoint - Moturua Island

to spot some miniature jellyfish and squid while snorkelling before making the trek around Cape Brett to Bol. We anchored in Army Bay at Moturua Island and took an evening stroll to the lookout point admiring all the stress and work we had put in to make it to this point – we had made it!

New Year's Eve was spent walking, exploring the island and snorkelling. Seeing a puffer fish up close was a highlight! We celebrated New Year's Day with swimming, spear fishing (fish for lunch!), watching movies,

snorkelling, and our last dinner in the Bol. It was a short and sweet stay in the Bol with the focus being on accomplishing the journey there.

Leaving at 5am on Thursday 2nd January allowed us to see the sunrise and sail at a 5-6 knot reach getting to Tutukaka by 2:30pm before the forecast picked up. We even saw dolphins as we came into the harbour! Tutukaka was a short stay and we left at 2:30am the next morning to beat the weather again. After almost getting taken out by a flying fish jumping into the boat at 4am, I kept my eyes peeled! Dawn saw the wind pick up and a 4-5 knot reach towards Goat Island. The wind amped up in the last hour resulting in a reefed sail and 7-9 knot surf into Leigh. I was worried it was going to be déjà vu Friday for a moment there! We spent Saturday in Leigh waiting out the bad weather/wind but enjoying time on shore exploring and eating.



Dawn near the Hen and Chickens

We enjoyed a 3-hour early morning sail on Sunday (6-7 knot reach) before the wind and swell picked up again and we bailed out into Bostaquet Bay to relax and reef the sail. As the sun was almost setting, we pulled the anchor up for the final stretch home. We timed it well with a single tack down through Sergeant Channel, motored Tamaki Strait, and parked in Ammo Bay at 4am for a short sleep.

After hauling the boat out at the ramp on Monday 6th January, we were grateful we had made it back in one piece with the side stay still intact! Tune in next time for more ambitious adventures and questionable decisions of the Feldmanns!





Paradise! Mangahewa Bay, Moturua Island



For Sale – Joker 820 – Falkor
Price Reduced to \$25,000



From Wayne Johnstone:

“Falkor is for sale. She is a Joker 820. She well known within the Waikato Yacht Squadron to be a great boat in excellent condition.

Please pass the word around, and if anyone is interested, please ask them to contact Wayne Johnstone (027 623 6366) for further information.”

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