

# Bilgewater

May 2021



Dawn of the Saltwater series





## *Bilgewater May 2021*



### Committee Members

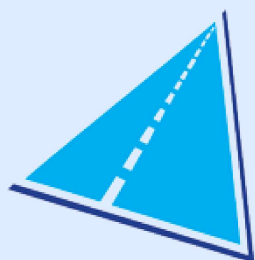
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Jim Pasco	Treasurer	021 143 1199
Greg Reeve	Secretary Handbook	
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### Non Committee Members

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

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*Bilgewater May 2021*



## *Commodore's Report*

Another successful season sails off into the distance.



It has been so pleasing this season to see a noticeable increase in the number of trailer yachts participating in club events (particularly when the weather plays ball). Apart from two events where the forecast was looking marginal, most events had 10+ yachts entering. It was also pleasing to see so many members who have only been with the club for a couple of years or less gaining in confidence, towards the end of the season most boats were confident enough to fly their kites.

The season finished with the saltwater series. This year we decided to hold the event in Kawakawa bay, and I think all will agree that this was a great venue for this event. If anyone has any feedback for this event it would be great to hear it. For next season we are hopeful of running a couple of these events. A full report can be found in this edition of the Bilgewater.

The night race was held in the leadup to the saltwater series. I was pleasing to see that this was also well attended and was a great learning experience for those who participated.

The start of Winter isn't the end of sailing. There are a few events that some of our sailors may be interested in:

- Pine Harbour Cruising Club (PHCC) run their winter series and our club's keeler skippers are always on the lookout for crew. Murray Pearse or Jim Pasco would be good places to start if looking for a boat to crew on.
- The Bay of Plenty Trailer Yacht Squadron (BOPTYS) also run their winter series. Either enter your own boat or crew on someone else's. Let me know if you want more info or would like to find a boat to crew on.
- Finally Ngaroto are running their winter regatta in August. This is usually a fun event and a great way to shake off the cobwebs in the leadup to next season.

James



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## *Upcoming Events*

### *Sailing Events*

**PHCC Winter series race 3 - Sunday 30th May**

**BOPTYS Brass Monkey race - Sunday 6th June**

**BOPTYS Winter series race 2 - Sunday 13th June**

**PHCC Winter series race 4 - Sunday 13th June**

### *Nog n Nater*

**Prize Giving dinner - Keg Room Rototuna - Tuesday 25th May 6:30pm.**

**AGM - Hamilton Yacht Club - Tuesday 22nd June 7:30pm.**

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### Prize Giving

On Tuesday the 25th of May we will be holding the annual club prize giving. As with last year we will be holding the prize giving at The Keg Room at the Rototuna shopping centre. The cost will be \$39 per person and includes:

Pizza bread for the table to share (GF option)

Main

Sirloin steak, roasted potatoes, sauce Bearnaise (GF option)

Or

Chicken parmigiana, charred broccoli

Dessert

Sticky date pudding, caramel sauce, cream

Or

Chocolate brownie, vanilla ice cream (GF)



If you could RSVP by this weekend that would really help to ensure the catering is done correctly.

This was a really good event last year and is an excellent way to celebrate the end of another successful season.

Doors open at 6, dinner from 6:30.

Hope to see you all then.





## *Bilgewater May 2021*



### *AGM*

On the 22nd of June we have our Annual General Meeting at the Hamilton Yacht club. This is the time of year where we look ahead to the next season and beyond.

This year we had a very small committee and as we continue to develop our club, it would be great to get a few more members involved in the planning and organisation. Nominations for committee along with any other agenda items or remits need to be sent to the secretary by the 8th of June.

Along with the election of officers and committee members we will also have a chance to discuss the new proposed handicapping system.

Hope to see you all then.





## Bilgewater May 2021



### Race Report Saltwater Series and Night Race

Friday the 30th of April saw our clubs first night race for a number of years. A reasonable fleet of seven trailer yachts braved the moored boats of Kawakawa bay to start the race in a clear, but moonless night. The course saw the fleet sail from near the Kawakawa bay boat ramp, around the sandspit lighthouse and down to Ammo bay to anchor for the night.

Most of the fleet stuck together through the race which resulted in a very close finish with E Type 2 finishing a mere 7 minutes ahead of 4th placed Charley.

A great learning experience for all involved and hopefully this can be the start of a regular series of events.

I have seen photos of the start, but there wasn't much to see...

Trailer Yacht Night race - 30th April 2021

	Boat Name	Finish	Div	Owner	Design	Elaps'd	Open race			Club race		
							Rate	Correct time	PI	H'cap	H'cap Time	PI
Div One	Aperitif	10:03:00 PM	1	Reeve	Joker 820	2:33:00	0.821	2:05:35	6	1	2:05:35	6
	Charley	9:05:07 PM	1	Hayward	Noelex 25	1:35:07	0.845	1:20:22	4	1.03	1:22:47	4
	E Type 2	8:58:40 PM	1	Beecroft	Elliot 7.4 (WK)	1:28:40	0.885	1:18:28	1	1.02	1:20:02	2
	Fantasia	9:02:20 PM	1	Bonnett	Joker 820	1:32:20	0.855	1:18:57	3	1	1:18:57	1
	Signs Of Life	9:02:30 PM	1	MacDonald	Young 77	1:32:30	0.850	1:18:35	2	1.02	1:20:10	3
	Suzie	9:17:00 PM	1	Martin	Noelex 25	1:47:00	0.845	1:30:25	5	1	1:30:25	5
Div Two	Winds up	10:24:00 PM	2	Geddies	Davidson 20	2:54:00	0.604	1:45:02	1	1	1:45:02	1





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The Following morning saw the running of this years Saltwater Series. Most of the boats from the Night Race hung around, with a few extra joining them in the morning.

Round the buoys racing is an excellent way to sharpen your sailing skills, and it was great to see some crews, who don't normally do this kind of racing, giving it a good go (I'm looking at you Suzie).

On Falcor we saw the weather forecast was for Southeasterly winds and as we started to set the course this looked like it was going to be the case. Unfortunately, once we had set a pretty standard port



course we realised that the wind was a pretty steady Easterly and the course we had set would not create good racing (lots of boring reaches). But the day was ticking and we had to make a plan. In the end we decided to move the start line closer to Karamuramu Island and run a Starboard course which allowed for a nice long unwind leg to the first mark.

Race 1 was a tester with a single windward/leeward lap. Most people got off the start line well and we were now more comfortable with the procedures.

Race 2 and 3 were the longer Triangle/Sausage course that took the fleet right past the boat ramp.

We finished the day with a repeat of race 1

Saltwater series May 1st 2021																		
	Boat Name	Div	Owner	Design	Open results							Club Results						
					Rate	R1	R2	R3	R4	Total	Result	H'cap	R1	R2	R3	R4	Total	Result
Div One	Aperitif	1	Reeve	Joker 820	0.855	6	6	6	8	26	6	1	6	6	6	8	26	6
	Charley	1	Hayward	Noelx 25	0.845	1	1	1	3	6	1	1.03	1	2	2	3	8	2
	E Type 2	1	Beecroft	Elliot 7.4 (WK)	0.885	2	4	5	2	13	3	1.02	2	5	5	2	14	4
	Fantasia	1	Bonnett	Joker 820	0.855	4	5	4	5	18	5	1	4	4	4	5	17	5
	Indulgence	1	Gordon	Noelx 25	0.845	7	7	8	8	30	7	1	7	7	8	8	30	7
	Signs Of Life	1	MacDonald	Young 77	0.885	3	3	3	4	13	4	1.02	3	3	3	4	13	3
	Suzie	1	Martin	Noelx 25	0.845	5	2	2	1	10	2	1	5	1	1	1	8	1
Div Two	Farr Farr Away	2	Jones	Farr 6000	0.745	1	1	1	1	4	1	1	1	1	1	1	4	1

This is an event that we hope to grow next season, with the series split over multiple weekends throughout the season. Any feedback is always appreciated

James





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## *An Ode To A Seagull*

Some of us are long enough in the tooth to remember the good old days, when the British Seagull, (The Best Outboard Motor for the World) were widely used in all sorts of inappropriate situations. I remember puttering across the Dart in Devon back in the sixties, and I had one with the Hartley 16 that I bought back in 2013 that must have been 40 years old, and started first pull. ah those were the days.



The Seagull outboard motor was originally developed in Bristol in the early 1930s and was widely used in the Second World War, because it could run for twenty-four hours at a stretch and be used on assault craft. After 1949, huge numbers were produced and exported around the world until the mid-1990s when the engine design was over taken by Japanese mass manufacture, design, and flashy advertising.

But you can still get spares ... and the motor has a cult status both in NZ and the UK; there is annual race down the Waikato for souped up Seagulls. The mind boggles.

Recently, I came across an appreciation of the Seagull Owners Operation Instructions in a British Magazine (B Hopkinson, Slightly Foxed 26, 2010) titled, "ALWAYS CARRY A SPARE, GOOD PLUG."

The Operating Instructions for Models 40 & 100 (14th edition c 1960) began:

**READ THIS CAREFULLY BEFORE ANYTHING ELSE.**

The world of engine owners is divided into two classes ... the vast majority are those who never get into any trouble, and get heaps of pleasure, both for themselves, their families and friends, day in and day out ... whilst the second class is a very small minority which is always in trouble, causing misery to itself and constantly drawing on the kindness and good fellowship of other people for aid and assistance.

Curiously enough, this minority is always by far the most vociferous, and has no hesitation in blaming the equipment fated for use, both verbally and in print.

Frankly, blaming engines and everything to do with them may have had a certain amount of basis in fact twenty or thirty years ago, but today it just doesn't hold water ... to be in trouble today is seldom the fault of the engine, whatever its make ... once or even twice, may be bad luck, but continuous trouble is nothing else but a reflection on the user ...

**WHETHER YOU JOIN THE HAPPY MAJORITY, OR EXPERIENCE THE IRRITATION AND UNCERTAINTY OF THE TROUBLE BRIGADE IS ABSOLUTELY UP TO YOU AND NO ONE ELSE.**



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... In many ways a motor is like a human being ... normally, it is fit and well, but it must have some essential things in life, and if it doesn't get them it falls sick.

It is absolutely essential that the fundamentals of life are provided for a motor, and almost all the ailments attached to outboard motoring can be accounted for by the attitude of 'it doesn't matter ... this'll do ... that'll do'.

Let us say at once, this won't do, and is asking for trouble.

Your 'Seagull' doesn't ask for very much, and there is no difficulty in giving it what it requires ...

and so on in similar vein, until in CAPITAL LETTERS:

'USE THE RIGHT PLUG ... ALWAYS CARRY A SPARE, GOOD PLUG... ALWAYS CARRY A PLUG SPANNER ... don't be under the impression that any old plug will do; it won't.

and

Always remember, however, that it's a waste of effort to try to drive a boat above its calculated maximum ... So don't use a scrap more throttle opening than is necessary. It only makes a lot of noise ... and use very much more fuel.

And finally this gem:

'Lastly, remember that in any motor boat, however quiet, your voice can be heard much more clearly by surrounding craft than by your own companions. A supposedly confidential and innocent comment about the people or their boats may well become unknowing a public broadcast. There's probably enough trouble waiting for you when you get ashore with out adding to it.'

They don't write user manuals like that any more.



Nigel McCarter (High Time)