

BILGEWATER

October 2024




Time to go sailing again... Golden hour from Wayne Johnstone on Falkor



COMMITTEE DIRECTORY 2024-2025

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Our first and foremost objective is to encourage and support safe family sailing – both cruising and racing

Vice-Commodore's Comment

Rest assured, Murray is recovering well from his knee operation and expects to be on the water - sooner than you might think! In the meantime he's asked me to write this month's Comment.

Compound Open Day and Mast Raising

This day was hugely successful with one of the best turnouts in recent decades that people can remember, with almost a record number of people in the compound at once! Boats were cleaned, masts were raised, rig tensions were checked, some trailers got a tickle up, and new gravel was spread. There was also construction work making new wall linings for the new shed.

There are so many people to thank for making it a success I'm hesitant to even try for fear of missing someone. Thank you everyone who turned up, cared for your boats and the compound, helped others, organised or just added to the good vibes.

School Holiday Cruise

We had a number of boats who braved an average weather forecast to be rewarded with largely glorious weather. 9 squadron boats were out over various days for the event, with some christening new boats and new anchorages. It was great to see a few kids out on the water too with it being school holidays. Dolphins and Whales were spotted, hills were climbed, fish were caught, and most importantly sails were hoisted every day. This event is turning into a great pre-season shakedown tradition to learn what needs doing on one's boat before the first Passage Event on Labour weekend.

Participation

It feels like a cracker of a season is about to kick off. There has been more interest in passage events and cruises than ever for this early in the season. It's great to see a real buzz around the squadron and we're always keen to hear your ideas.

The addition of a cruising division to the trailer yachts has met with interest, and we are hoping to have at least 5 boats in that division. It caters for several of our members' desires: It's great for newer sailors or those nervous about starts, and also great for those who may have a slower boat yet want to feel in amongst the fleet.

We still have the greater portion of boats keen for the racing division. It's good to remember that in our club even our racing division is very relaxed, especially for newcomers. The cruising division still has the opportunity to record your elapsed time, and there will be a small prize at the beach gathering. Starts are a breeze in this division, as you don't have to worry about being over the line early – just remember to record your time (at both ends if you are early).



Perpetual Motion enjoying bluebird conditions on the way to the mast-raising

Compound

There are still a few members that haven't collected their compound keys. The last 2 years we have had higher than ever interest in the compound, with the waiting list often growing to 5. Sailing with the squadron is key to having your spot renewal considered, and we really don't enjoy turning people down (either for renewal or new members needing a spot). If you need a hand getting on the water please reach out to myself, other committee members, or other club members. We're happy to help you get your boat sailing.

The primary purpose of the compound is to help members participate in sailing with the club, and it hurts to see unloved and unsailed boats, especially when there are members eagerly waiting for a spot. If you haven't got your key yet, please send a self-addressed envelope to Hugh Beecroft (details in the handbook). If you haven't got your physical handbook yet (digital copies have been emailed), please see Anton or myself on the water.

Keelers and Trailer Yachts

This year our primary goal is to get the trailer yacht and keeler fleets interacting more. We've started out by sailing to the same destination for our first passage event, moved the Kawau race/cruise to Waitangi weekend with warmer water and fairer winds (book your Friday off now!), and extended it to both trailer yachts and keelers. We've changed the course orientation (e.g. round Ponui) so that we are sailing the same direction, and hopefully we'll get the timing right so that the keeler fleet will sail through the trailer yacht fleet.

We've also got our inaugural "Crew on a keeler" short race on Labour weekend (Sunday). A great chance for trailer yacht owners to have an opportunity to experience keeler sailing, as well as an opportunity for keeler owners to take bragging rights on how their boat goes when fully crewed. As always, it's our members who make the club and the events, and your enthusiastic participation in these events is what will make it an event to remember.

Cruise to Great Barrier Island

This is fast approaching, so get planning now, if you've never done it and are curious definitely reach out to the committee or other members who have been before. It's a wonderful sailing experience – last year we had 19 boats, and members often crew on other boats rather than sail alone.

Looking forward to the season ahead, chomping at the bit for both Labour weekend and Barrier. Loving the energy that is brimming for this season, and as always if you need a hand, or have questions, just give me (or any of us) a call – we love helping our fellow members.



Vice Commodore

PS If anyone is interested in crewing onboard *Escargot* for Labour weekend I could do with a crewmate or two.

Upcoming Events

October

October Nog n Natter	Tuesday 22nd
<ul style="list-style-type: none"> ● An explanation of Racing Rules for Sailing presented by Gary Smith, a racing judge from Yachting New Zealand ● Something for everybody, from first time to seasoned racers ● Our YNZ rep Kelly Mulcahy-Fong will also be joining us <p>Tuesday 22nd October – 7.30pm at Hamilton Yacht Club</p>	
Labour Weekend	Saturday 26th – Sunday 27th
<p>Passage Race 1</p> <p style="padding-left: 40px;">Tamaki Strait/Waiheke Channel</p> <p style="padding-left: 40px;">See Page 8 for Notice of Race</p> <p style="padding-left: 40px;">Saturday 26th October</p> <p>Crew-on-a-Keeler Short Fun Race</p> <p style="padding-left: 40px;">To be organised at beach gathering the day before</p> <p style="padding-left: 40px;">Sunday 27th October</p>	

November

Great Barrier Island Cruise	Saturday 9th – Saturday 16th
<p>Annual cruise to Great Barrier Island</p> <p>Saturday 9th November – Saturday 16th November</p> <p>(meeting Waiheke Channel on the evening of Saturday 9th November for departure on Sunday 10th November)</p> <p>See article on Page 9-12 for important cruise details</p>	

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.

Save the Date – Gulf Classic 2025

Gulf Classic 2025 will be held on the weekend of 15-16th March 2025



From the archives:

E-mail (Elliot 7.4), Tanifarr (Farr 6000) and Fine Entry (Ross 780) battling it out in the Gulf Classic 2018

Handicapping for 2024/2025 Season

Keeler Handicapping

This season we have changed from a progressive handicap adjustment from race to race, across to a fixed handicap rating that will only be reviewed once during the season. Adjustment will only be made if the personal skipper correction factor is seen to be significantly out of alignment with other skippers. This change was initiated by Tim Hayward with the idea of encouraging more participation. We have also found that because we have had such a small keeler fleet in the past 2 seasons, the progressive handicap programme has not worked well. Tim, with input from Jim Pasco and Nigel Lancaster, has set the skipper personal handicaps. Note that results will still be published through the Halsail software package the squadron maintains, and you will receive race day results at your email address or WhatsApp account following each race.

Waikato Yacht Squadron – 24/25 Keeler Handicapping					
Yacht	Design	Owner	Open Divsn	Skipper	Handicap Divsn
			PHRF	Experience	Handicap
St Julienne	Lotus 9.2	Rodger Bonnett	0.695	0.98	0.681
Kashan	Beale 12.5	Josh Little	0.820	1.02	0.836
Louisa	Hanse 350	Tim Hayward	0.728	1.02	0.743
Audrey	Hanse 370e	Bryan O'Brien	0.780	1.04	0.811
Acushla	Farr 1020	Jim Pasco	0.742	1.04	0.772
Afterguard	Davidson 35	Murray Pearce	0.735	1.02	0.750
Passing Fancy	Davidson 35	Nigel Lancaster	0.735	1.04	0.764
Ocean Lure	Hanse 415	Don Woolerton	0.786	1.04	0.817
Kingfisher	Lotus 10.6	Greg Reeve	0.730	0.99	0.723
La Di Da	Wright 11	Mike Whitburn	0.750	1.01	0.758

Note: If you do not see your boat listed here, and you intend to participate in the Passage series, then please contact Rodger Bonnett or Murray Pearce, and we will allocate a handicap rating.

E.g Davidson 35, finishing at 2:44.17pm, assuming 10:30am start, and skipper adjustment of 1.04)

Elapsed time = 4h 14m 17s

Adjusted elapsed time = 3h 06m 54s (4:14.17 * 0.735) (Open Series)

Handicap adjusted elapsed time = 3h 14m 22s (3h 06m 54s * 1.04) (Club Handicap series)

Trailer Yacht Handicapping

This year's handicapping for trailer yachts will be a continuation from last year. We will continue using the Halsail system, and two handicap systems will be in play:

Open Handicap

This simply takes the NZTYA handicap (e.g. 0.845 for a Noelex 25) and multiplies it by your elapsed time, to get your adjusted elapsed time. Thus if a Noelex 25 finishes a race at 2:14.17pm (assuming the race started at 10am):

Elapsed time = 4h 14m 17s

Adjusted elapsed time = 3h 34m 52s (4:14.17 * 0.845)

This is also the handicapping system we use for all of our Round the Buoys races

Progressive Handicap

A progressive handicap adjusts after each race. The goal of a progressive handicap system is to give everyone the best chance of winning a race on a given day, especially if they sail better than they ever have before. A progressive handicap will reward those who sail close to their boats' recent performance and those who improve the most.

For the trailer yachts we will be using one of the progressive handicap systems that Halsail provides. One of the things that can skew the handicaps quite radically is boats whose adjusted elapsed times fall outside a normal distribution curve. This mainly happens if a boat has an uncharacteristically bad race (e.g. loses a halyard, breaks something onboard but still finishes, or if there is a radical windshift (or tide shift) leaving the trailing boats in very different wind and significantly elongating their finish times. We intend to preserve the finishing order, however the handicapping team may adjust the finishing times for trailing boats should it be deemed important to preserve a fair race series.

Towing a dinghy

Towing a dinghy for the Progressive Handicapping system will be no long-term disadvantage. The handicap adjusts every week, and will effectively factor this into your corrected times. For best results we recommend that if you tow a dinghy, you always tow a dinghy each week, as this will give you the best progressive adjustment and best reflect your efforts and improvements.

The open championship is just a touch more serious, and boats who are serious about trying to win Open championship races typically stow their dinghy, make friends with boats with dinghies, or make a deal with a cruising yacht to tow their dinghy. We have realised that making adjustments to the Open Championship for dinghy towing doesn't result in a fair comparison, and the progressive handicap system already self adjusts.

Thus we will be making no manual adjustments for dinghy towing this year.



Notice of Event for Passage Event 1 – Saturday 26 October

Trailer Yachts

Course: TBC - Waiheke Channel Area, Cruising division 9:30am start, racing division 10:30am start

Event coordinator: Flip Rayner (021354773)

Entries: To the Event Coordinator by WhatsApp or VHF channel 77 by 0920 hours advising name of yacht, number of crew on board.

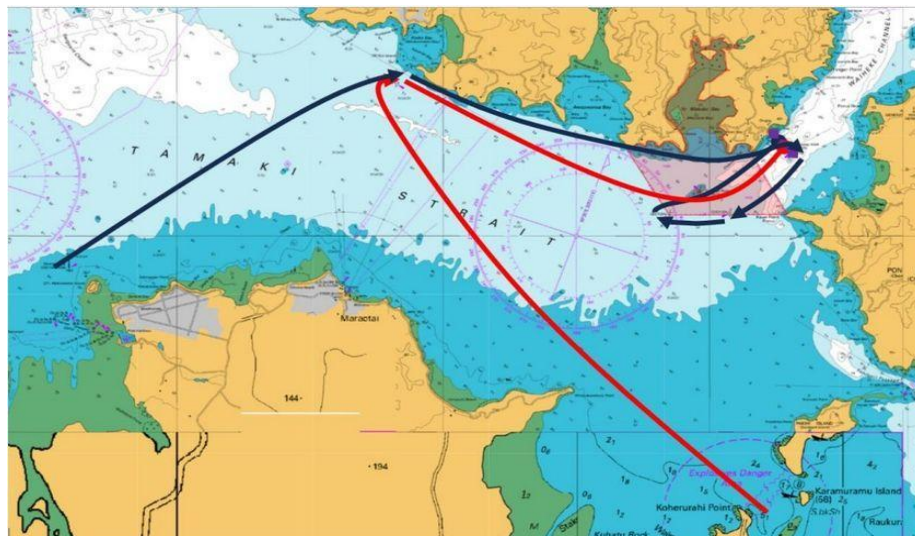
Keelers

Course: Course 3 - Sunday Rock, 11am start (for tide) to converge with trailer yachts

Event coordinator: Murray Pearce (0274 951 223) and Rodger Bonnet (021 423 457).

Instructions: From the start line at Pine Harbour – to the Rocky Bay yellow Buoy (STB) – to Sunday Rock (STB) – to eastern fishing reserve marker (STB) – to Western fishing reserve marker (STB) to the finish line between Orapiu Wharf and Sunday Rock.

See **Black Line** below for indication of course (written instructions take precedence):



Note: The RO reserves the right to modify the course depending on conditions. Updated advice will be given at the briefing (at 0920 hrs for TYs and 1030 hrs for Keelers).

As usual we plan to anchor in a sheltered bay (in or near Waiheke channel) on Saturday evening for prize giving and a beach gathering. The club BBQ will be running.

Any skippers only wanting to cruise to the destination are most welcome to join the cruising division or meet us at the beach gathering. Listen on VHF CH 77 for any updates on the day.

There is a crew-on-a-keeler fun race on Sunday with a prize for the winning team. Chance to have your keeler fully crewed with trailer yacht members. Likely a short 1.5 hour race. This will be on Sunday 27th October at 9:00am starting very near our overnight anchorage.

Great Barrier Cruise – 9th to 16th November 2024



Our Great Barrier Cruise is running again this year and is an opportunity not to be missed! Your cruise co-ordinator is Anton on *Perpetual Motion* who will be available on Ch 77 or mobile. If you are participating this year please message Anton (SMS 021 296 9346, Facebook, etc) to confirm your intent any time beforehand so we have a feel for numbers.

All boats will gather during the course of the day on Saturday 9 November in the Waiheke Channel (likely Chamberlains Bay or Manowar Bay).

Weather permitting we plan to get depart at 0930 hrs on Sunday morning, heading for The Broken Islands and entry to Port Fitzroy Great Barrier Island. This is approximately 36 nm and you should allow for a full eight hours sailing, motor sailing if necessary to get in before dark.

If you are unfamiliar with the entrance to the Broken Islands from the south let Anton know so that we can arrange for your guidance.

Remember to listen in to Channel 77 at 0900 hrs and 1600 hrs each day for any Squadron messages as to the any planned activities for the day/evening.

Smokehouse Bay Facilities

Pizza oven – bring some pizzas with you for eats in the evening.

Hot shower – heated by the wetback boiler outside the hut. This boiler does not light and fuel itself so if you use it then be prepared to gather fuel and keep it alight for the use of all of us. The same goes for the pizza oven with lighting and fueling.

There are also **BBQ pits**, **fish smokers**, a **book exchange** and other amenities.

At the end of our stay we want to be able to say that we left all the facilities in as good or better condition than when we arrived.

There is **no rubbish collection** on Great Barrier Island so you are required to take away with you everything that you bring to the Island.

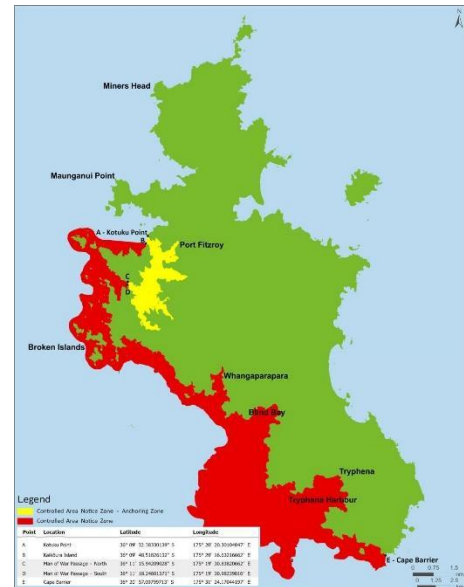
Anchoring

Here is the current map of anchoring restrictions (as at 30 September 2024). Sadly this means the cruise will officially bypass most of the west coast. We will spend most overnights in Fitzroy Harbour (particularly Smokehouse Bay) and north (Nagle Cove, Katherine Bay, etc). However this still allows us plenty of opportunity for adventures.

You are **allowed to transit and even fish and dive** in these areas, just no dredging, anchoring or any other activity that risks disturbing the sea floor. Grabbing a mooring ball is also fine (subject to the usual conditions of the owner having precedence).

Please note that our advice from MPI has been that **safety always takes precedence** – if you are caught out in bad conditions, then you are legally permitted to anchor where you need to. In this case try to clean and sanitise your anchor and chain when you retrieve them.

However, a good sailor does his best to avoid being caught out if at all possible.



Quiet anchorage in Smokehouse Bay

Note – some preparation guidelines are below, but the whole point is that we are travelling as a group and will try to support each other however needed.

Food

Most of us bring enough food to be self-contained for the entire week (with spare for bad weather). Or you can bring a fishing rod and live by faith!

Don't forget your pizza bases for the pizza oven. BBQ food is also popular.

There is a general store at Port Fitzroy (short sail from Smokehouse Bay) for emergencies but prices are extreme. They do have ice and beer. The store at Tryphena (where we can't anchor) is pretty much normal Auckland dairy prices.

Water

You should bring plenty of fresh water for drinking and cooking.

There is rain water available at Smokehouse Bay, not certified for drinking without boiling, but it tastes fine apart from a bit of sediment.

There is a boat filling hose at Port Fitzroy wharf, which is also untreated stream water - it tastes great, but has small pieces of sand and sediment.



Port Fitzroy Wharf

Fuel

You should bring sufficient fuel for (at worst case) motoring for 8 hours.

There is self-service card-based 91 and diesel available at Port Fitzroy wharf (and probably Tryphena wharf, where we can't anchor, but you can probably tie up briefly). Obviously you will need sufficient 2-stroke oil if required.



Royle Flush heading back from an epic day at Arid Island

LPG

You can leave your gas bottle at Port Fitzroy general store to be refilled. It can take a couple of hours.

Cash

EFTPOS and Credit is readily available on the island, but it is wise to bring some cash too.

First Aid and Communications

The Great Barrier Cruise is one of our more remote cruises.

This is a great opportunity to make sure your first aid kit is up-to-date, and that you can deal with bleeding, seasickness, allergic reactions and any other specific medications you or your crew require. Don't forget that you can always get assistance and advice by VHF, whether from the squadron on Ch77 or on emergency channels.

We also highly recommend that all crew know the emergency contact (ICE) for each crew member, particularly if you are not travelling with your family.

We recommend filing a trip report with the Coastguard, which is also a good opportunity to test your radio transmission.

As always, all our VHF's will be receiving on Ch77, but if you have dual or triple watch then you should also be monitoring Ch16 (Distress) and Ch60 (Outer Hauraki Gulf Coastguard).

Note that cellular coverage can be limited at Great Barrier, so let those at home know that if they need to contact you urgently and can't get through to you, they should contact the Coastguard, who will be able to reach us.

Mobile Communications

Our previous experience is that Port Fitzroy and the surrounding bays seems to have good to medium reception on 2 Degrees and One (Vodafone). There is limited to zero reception at water level for Spark, Skinny etc (you can climb a hill to get some reception). You could buy a prepay 2 Degrees SIM card if you need phone reception, as we will likely spend most of our time in this region.

The southern end of the island (no anchoring - mooring only) e.g. Tryphena has Spark reception but no 2 Degrees / One (Vodafone) reception. If you venture inland you will have mixed results, with very few points having reception on both networks.

If anybody is bringing Starlink (**Bella Rose?**) then please share the Wifi password!



E Type 2, Perpetual Motion, Royle Flush, Escargot, Cortez, Hold On II and Clearwater the night before departure from Manowar Bay

Mast Raising and BBQ – 5th October

Despite forecasts, the weather was fine, and this event was very well attended with at least 22 vehicles and 40 members participating.

There was a great community vibe, with many people picking up a rake to spread gravel, or helping each other to raise their masts.

Much positive feedback was received, with at least 4 relatively new members plus a number of others getting assistance with their masts, wiring, and other maintenance.

Thanks also to those who contributed home brew or cake to go with the BBQ.



Also take a look at Kent Zhang's drone video taken on the mast-raising day:



<https://www.facebook.com/1524867858/videos/g.555473981318062/582558187537975>

Inner Hauraki Shakedown Cruise – 5th to 9th October

as experienced by Flip on Escargot

After beautiful weather at the mast raising, we realised we may have left our departure a little too late in the day to make use of the gorgeous weather that had been. Jesse and his two kids Cooper and Myka were completely new to sailing. While the launch and initial sail hoist were smooth the first front hit near the Ammo Bay sandbar and Flip was left to sail in the rain while the crew huddled down below. Luckily the front blew through quickly, leaving light winds, but a bit of a washing machine sea state and some mild seasickness. *Perpetual Motion* was on our horizon, so we decided to use the iron sail to catch up so we could sail together.

After changing headsail to the #2 genoa, we sailed up the Waiheke Channel neck and neck with *Perpetual Motion*, eventually spotting *Royle Flush* and *Kingfisher II* in Wairere bay (just south of Man o War). *Melody* and *Quest* were already tucked in up in Man o War bay. Alas the swell made our raft-up attempt with *Kingfisher II* rocky and short lived, so we anchored off the stern of *Royle Flush*, cooked dinner and then buzzed over to *Royle Flush* for a combined birthday celebration (there were 5 people onboard with a birthday this month). The kids and Jesse were amazed at the size and beauty of *Royle Flush*, and I, as always, felt so welcome and appreciative of Roy, Jeremy and Kat's hosting. What wonderful people to have in the squadron and so generous at sharing what they have. As happens midnight soon arrives and I buzzed back to *Escargot* where Jesse and the kids had already retired.



The next day (after an unsuccessful attempt at fishing off the mussel farm) *Perpetual Motion*, *Melody*, *Kingfisher II* and *Escargot* all headed to Mens bay on Rotoroa. On the way we were entertained by a pod of 5 dolphins. The excitement never fades from seeing dolphins, and it was hard to distinguish adult from child with the thrills of delight echoing around the boat.



Dolphin swimming alongside *Perpetual Motion*

We went ashore at Mens Bay. If you've never been there Rotoroa is a beautiful island. It has great short walks, historic buildings, varied terrain and environment, toilets, showers and fresh water. It is also predator-free and has a plethora of native birds (including Kiwi). In the daytime you'll see Pūkeko, Takahe, and Weka in abundance roaming the bush and open spaces. We decided to head up the hill to North Tower and for a modest 12-minute walk from the museum/info centre the view is just fantastically rewarding.

We returned to Mens Bay via Ladies Bay and a short walk around the coast as it was low tide. Soon we were off and headed for Rocky Bay for the night. *Melody* opted to head closer to Kawakawa bay as with 6 people (including 3 kids) onboard a Sabre 22 they were heading back the next morning to avoid any inclement weather.

As happens when 2 sailboats are on the water (3 in this case) the passage to Rocky Bay soon turned into a race. Jesse was still getting his "helm legs" and Anton jumped ahead of us as we sailed through the Ruthe Passage. In the calm protected waters of the Waiheke

channel Anton was gaining on *Kingfisher II*, and we were eventually gaining on both boats.



Enjoying the view over Men's Bay from the Northern Tower, Rotoroa

As we rounded the southern point of Waiheke at Pohutukawa bay we were exposed to fresh winds of 18 knots. In these conditions Greg's wise choice to go with a reefed main was paying off, and we were almost matching the keelers for speed (albeit behind) but not quite managing to point as high. Anton busted out

a clever windward side pass of *Kingfisher II* and Julie stating “we’re just cruising” opted not to luff him up (much to the viewers’ disappointment on Escargot behind).

We picked up moorings in Rocky Bay and convened on *Kingfisher II* for sundowners and excited catchups. *Kingfisher II* is an absolutely beautiful boat – homely and well appointed. One drink may have turned into two, dinner was had and eventually we retired for the night.

The next morning, rain was forecast all day. I awoke to clear skies and Anton motoring past throwing me a plastic plate as a frisbee (one I had left on his boat from crackers and cheese). Anton later radioed to say he almost made it to his mooring in Panmure before getting drenched in the final approach. In that big shower we had hunkered down, busted out the Connect 4, and got to the point of cabin fever.

The skies cleared again, and with significant wind it was decided that reefs might be in order. We sailed for Putiki Bay, and we had barely left Rocky Bay when I realised that sailing with a family requires a different reefing plan. Given I don’t have a furler, I opted simply to drop the Genoa and sail with reefed main only to Putaki Bay. Jesse sailed beautifully and the boat (as nearly always) was remarkably balanced given the lack of headsail. Soon enough we were in Putiki Bay, sailing up the middle bay towards Causeway Road, to check out the house boats. We had to put the keel up to get in close, and I always marvel at the cute nature of some of the boats and ponder if it’s a clever scheme to not pay rates whilst being conveniently permanently docked with the shore.

We met up with *Kingfisher II* in Putaki Bay and had lunch together. The kids were getting along great and having loads of fun playing a table-based magnet game. It’s great to see our sailors making their own fun despite changes in the weather.

With the skies further clearing and the sun shining we headed to Huruhi bay. This often-ignored bay provides great shelter from a westerly as well as walking access to Oneroa (without having to sail around the north of the Island). Again the sail was boisterous. This time we were running reefed main and Genoa 2 (a Gulf Classic winning combination) and had a load of fun on a very fast sail to Huruhi Bay. As we sailed further into the bay we were astounded by the night and day difference of the conditions. The wind and seastate in the bay were so calm and it was clear this was going to be a great anchorage for the night. Both boats picked up moorings and soon enough the *Kingfisher II* taxi tender was in full operation. With both parties ashore we walked along the coast towards Blackpool Beach and Tui Street. We ended up walking past 3 small keelers high on the hightide mark on the beach. It always saddens me to see boats abandoned in this way and left to become the council’s problem.

It doesn’t take long from Blackpool beach and you’re up in the bustling metropolis of Oneroa. The kids were left to go shopping (having to spend their own money) and the adults found a lovely spot to relax and enjoy the view (and \$10 happy hour drinks) at the RedCrab bar/restaurant. I always love the view looking over Oneroa bay, and while this time my boat wasn’t anchored there, it’s a fantastic spot to just relax and take in the crystal blue aqua water. Time truly stops for me in that spot.

We returned to our boats and a shared dinner was declared. We all congregated on *Kingfisher II* again really appreciating the leg (and standing) room aboard. Wagyu beef burgers with spaghetti bolognese, a side of oysters and sausages was what came together. After that followed a 7-player massive card game of cheat. If you’ve never played you’re in

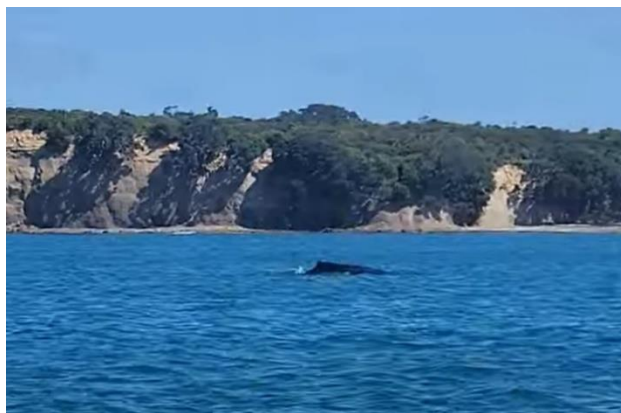
for a treat of silliness, laughter, deception and glory. It was a great interaction with kids and adults and a beer or two may have contributed to the silliness and the bluffs.

The anchorage was gloriously still overnight, and Huruhi now goes into my books as a top Westerly wind anchorage. We awoke in the morning to 10-12 knots of breeze and almost perfectly flat seas.

With the kids still in the fishing buzz we sailed out to Calypso Bay on Motuihe Island. Jesse and Cooper were going ace on the fishing rods, pulling up a number of snapper but alas all had to go back to their freedom due to size. All that is except for one unfortunate snapper who upon being returned to the water was quickly swooped on by a shag ("shaggy"). The shag amazingly swallowed the 20cm snapper whole. This inspired the creation of a slightly repetitive song from Myka that got adopted by the whole boat.



Kingfisher II anchored peacefully in Huruhi bay



Kingfisher II sailed over and we headed into the bay for a swim and some sunbathing. The water was a beautiful clear aqua colour – this little bay is a great day stop that I'll return to.

Alas it was time to say goodbye to *Kingfisher II* and her crew as they sailed back to Bucklands Beach and we headed around the northern side of Motuihe for some more fishing. Let's just say no more fish were troubled in the making of this story, but we did see a whale.



It started off at the North Eastern reef of Motuihe and surfaced several times over the next half hour. It disappeared for an incredibly long time and we thought it must have gone when it suddenly surfaced 2 boat lengths in front of us - giving us quite the fright! I've never seen whales this close in to Auckland before, and not one this big. It was a wonderful site, and our best estimation from the whale identification chart was that it was a humpback.



Jesse enjoying his tomahawk steak!

Once the whale had gone and the fish weren't biting, we decided to head to Awaawaroa so as to be close to Kawakawa for returning home on Wednesday morning. The sail down to Awaawaroa was lazy and peaceful, in fact when the boat dropped to 2 knots it was time to pull out the spinnaker.

Jesse cooked dinner while Cooper and I rigged the spinnaker. We hoisted and she filled perfectly first time. Jesse came out and had lots of fun helming to the spinnaker. It flew beautifully and we were soon back up to 4 knots of steady headway.

We came into Awaawaroa on dusk, with a gentle evening breeze that had picked up a little. It was a crisp clear night and the moon and stars were highlighted brilliantly. It was the perfect tranquil end to our adventure, anchoring easily in Awaawaroa for a peaceful last night.

Yachting New Zealand Discounts

Not everybody may be aware that your Yachting New Zealand membership entitles you to some significant discounts.

<https://www.yachtingnz.org.nz/about-us/member-card-and-app>

Notable Discounts:

Petrol – 12c off Mobil, 9c off BP, 7c off Z, 10c off GoFuel (e.g. Pine Harbour)

Resene – 15% off most paint and decorating accessories (5% off 10L premium paints)

Doyles – up to 10% off sails

Fosters Chandlery Westhaven – 10%-20% off many items

Bluebridge Ferry – 10% off (excludes 15 Dec - 15 Jan)



Newly refurbished and ready for adventures!

Around the Squadron - Maintenance time!

Please send us your photos and stories about what you have been up to...

We are hearing rumours that Darren Johnson's MacGregor 26 *Bella Rose* is now set up as a home office sporting Starlink. Hopefully he will be joining us on this year's Barrier Cruise!

Luke and Phoebe Feldman's rudder on their Catalina 7 *Hue & Cry* is complete, looks beautiful, and is apparently performing well.

Before:



After:

(top section completely rebuilt over the winter, following the blade being rebuilt last season)



For Sale – Joker 820 - Falkor



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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