



# HANDBOOK

## **PATRON**

1997 Val Arnold

## **LIFE MEMBERS**

1985 Val Arnold  
1987 Peter Crawley  
1988 Allan Estcourt  
1989 Bill Penno  
1989 Ann Penno  
1997 Paul Rogers  
2005 Mack Bargrove  
2005 Bev Bargrove

## **PAST COMMODORES**

1974-76 V. Arnold  
1976-78 P. Crawley  
1979-80 G. Peterson  
1981-82 K. Fitzgerald  
1982-84 R. Nicholson  
1984-86 H. Sutcliffe  
1986-88 B. Wilson  
1988-90 P. Rogers  
1990-92 B. Sommerville  
1992-94 B. Hornblow  
1994-95 V. Arnold  
1995-97 A. Abbott  
1997-99 B. Dennehey  
1999-01 J. Hallett  
2001-03 T. Thompson  
2003-05 A. McHardy  
2005-07 D. McGowan  
2007-09 B. Holt  
2009-10 Graeme Jenkins

# **WELCOME**

## **To the Bay of Plenty Trailer Yacht Squadron**

This handbook has been produced for your information. It covers a variety of activities available, matters of interest and a guide to the acceptable use of the Squadron's facilities at its headquarters situated at Okawa Bay, Lake Rotoiti.

Since its inception the Squadron has promoted trailer yachting with an emphasis on family participation, cruising and friendly racing. For the more competitive yachtsperson the Squadron's programme also caters for the serious racers with well-promoted events, and a Wednesday night series that includes Olympic type courses.

So whatever your yachting interests be they racing, cruising or just plain sailing you can almost be assured that somewhere on Lake Rotoiti there will be other yachties who will offer you rivalry, hospitality and friendship which at the end of the day not only measures your success, but also the success of the Squadron.

The Commodore

## **SQUADRON HISTORY**

The history of the Bay of Plenty Trailer Yacht Squadron is said to have commenced on Saturday evening of April 1974 in Te Arero Bay when three yachts anchored together at the head of the arm. They were Peter Crawley's "Limelight", Graham Petersen's "Atlanta" and Val Arnold's "Pliedas".

Over a social hour on "Atlanta" those present felt there must be other kindred spirits in the Rotorua district who would enjoy sharing company and the excellent sailing available on the Rotorua Lakes.

At a public meeting attended by 33 boat owners and 14 other interested persons a steering committee was elected, and after investigating various possibilities of the Rotorua Lakes area for a yacht squadron, Lake Rotoiti was chosen as home waters. The Bay of Plenty Trailer Yacht Squadron was born.

With Te Arero Bay on the northern shore of Lake Rotoiti offering an all weather shelter it very quickly became the base to operate various racing and social events and with the development of toilets and the fresh water spring it still plays a significant role in the Squadron's activities today.

The Squadron from its beginnings has conducted regular events on Lake Rotoiti endeavouring to encourage participation of members and friends alike.

The years of 1977 to 1993 saw the Squadron accept responsibility for organising and controlling North Island Trailer Yacht regattas and in more recent times the Noelex 22 Class Championships.

Over the past years the Squadron has developed into a very strong and effective organization with a membership of some 100 yachts. Its committee has accepted additional responsibilities and was the Executive Committee for the New Zealand Trailer Yacht Association from 1990 to 1992 and managed those affairs to a very high standard.

With this calibre of membership along with the interest and commitment of the Squadron continuously growing in stature, the Bay of Plenty Trailer Yacht Squadron has more than developed those other "kindred spirits" that were first thought of in April 1974.

## **OKAWA BAY RESERVE**

Maori gifted the Okawa Bay Reserve to the Rotorua County Council in 1972. The Squadron was formed in 1974 and originally operated from Otaramarae.

An informal agreement with Council was reached in 1976, which allowed the Squadron to develop and use the area now occupied. The Squadron has undertaken comprehensive development works at this location since they have occupied the site. One such development is the toilet block, which is available for public use. The public has access to all areas of this pleasant reserve other than the launching ramp.

## **MARINA - OKAWA BAY**

Since 1976 Okawa Bay has been the Squadron's headquarters after it was agreed with the Rotorua Council to undertake a project and develop this area of land as a recreational reserve.

For some years the Squadron had been using the launching facilities at Otaramarae but with the rapid growth of boating in general, the area was becoming very congested.

The Squadron in realising the increased interest of Trailer Yachting had for some time been making enquiries for other suitable sites, until foundation member Peter Crawley discovered the Okawa Bay Road Reserve area.

Even though the land was a low lying swamp covered in scrub, the members of that time collectively visualised that with drainage, landfill, ~~and~~ future roading and grassed areas, the reserve could be developed into a permanent site for the Squadron's future.

After some preliminary work had been finalised it wasn't long before the members had built a launching ramp and with the erection of retaining walls, a jetty, and the placing of 12 moorings, fulfilled the Squadron's ambitions.

Over recent years however, the jetty area has been expanded and over 50 moorings were available, complete with enclosed dinghy storage facility, the marina serves an ever-increasing demand of usage by trailer yachts.

In 1990 the Squadron with the Rotorua District Council undertook another project and erected the public amenities building on the reserve using volunteer labour. Today this building contains toilets and storeroom and serves as a base for the Squadron.

In recent years, the Squadron has developed a secure hardstand area for yachts and a secure car park. These developments meant the Marina watch duty required of members was no longer required.

## VISITORS

Lake Rotoiti has always been an attraction for yachting visitors and the Bay of Plenty Trailer Yacht Squadron welcomes them to use our facilities.

The Squadron does have a strong environmental policy and earnestly requests all members and visitors to take extreme care when using Lake Rotoiti, making special efforts to respect the many reserves and other restricted areas around the lake; especially taking note of the Squadron's "zero-discharge" policy.

## SAFETY AND TRAINING

### TRAINING

The Safety and Training officer is a member of the committee whose specific responsibilities are assisting with the training of members in sailing skills and techniques and ensuring that safety standards are adhered to. Over the years, training has been organised on either an individual basis, or more commonly, as a group weekend training session.

The greatest difficulty facing the Training Officer is to find out what individual members do **not** know or are having difficulty with. Whatever training system is in place, very little will happen unless you, make the critical contribution of **asking for help....**

Training in sailing skills is a central part of safety on yachts, so unless you and your crew are able to sail your yacht competently in all weathers, get in touch with the Training Officers and ask for a little of their time.

### SAFETY

A copy of the Yachting NZ handbook is available from the Squadron Secretary and this is our "Book of Rules". Please purchase a copy and read it! One section is devoted to the safety regulations for trailer yachts and we recommend that all our members equip their yachts to a minimum of Category C. This specifies and recommend all sorts of equipment, most of which is good common sense and designed for your benefit and safety. From time to time spot checks will be made on your boat.

One of the best investments you can make in the area of safety and learning (after Category C) is to enrol in a Boat Masters course.

Basic understanding of weather and wind is part of these courses and additional reading is available through the local library on many aspects of yachting.

## **CLUB NIGHTS**

Meetings of Squadron's members are held on a regular basis during the sailing season.

These meetings take the form of a social gathering and form an integral part of the Squadron's activities. Your participation, therefore, at Club nights is an important facet of your club membership.

## **CRUSING - SOCIAL**

At the Annual General Meeting a cruising committee is appointed to plan Squadron Cruises and social activities involving the membership for the coming season.

The committee is comprised of the Rear Commodore and a sub-committee of around four members. Their first task is to get ideas from other members on where they would like to visit or cruise in the new season. The committee must plan cruises that are safe for those participating and are enjoyable for all the family.

The Squadron is most fortunate in that we have so many lakes within easy reach to choose from. The coast, with its safe harbours, is very popular with members who want salt-water experiences.

Cruising is one way to meet members in a relaxed and entertaining way. There are bush walks to waterfalls, or just a nice beach to relax on. Just imagine getting up around 9am, having a late breakfast, then a talk with other members and discussing the day's programme. After that, sailing for a couple of hours to another bay for more relaxation, fishing or bush walks. If this is you, then contact the Rear Commodore or read the cruising article in "The Mainsheet", the Squadron's monthly newsletter.

Another task the Rear Commodore has is to award the cruising trophy to the member who does the most cruises during each season. This trophy was donated by the Blackwell family and is awarded at the Squadron's prize giving at the end of each sailing season.

The 'Social' function of this committee is to plan and run the Squadron nights and many other social events for each season. These generally have guest speakers and/or a programme designed for the enjoyment of all those who turn up.

The social events are your entertainment, so to make your season entertaining, the committee invites you and your family to come along and enjoy your Squadron.

# WOMEN ON WATER

Women on Water provides a full sailing, cruising and training programme for our women squadron members and other women who wish to have a go at sailing, be it cruising, racing or both. Involved in the WASP Lake Races through-out the season.

## RACING

Racing is the best way to learn how to handle your yacht in various weather conditions. It disciplines you into learning how to sail your yacht from A to B efficiently, because, one day you will find yourself (with family) in a situation that requires you to do so. It is a **FUN** way to learn with others how to sail and to join into the fellowship of the Club with members of similar interests.

Racing is conducted in divisions where a handicap rating is applied to each yacht based on it performance. Handicaps are adjusted after each Championship Race for the top and bottom quarter of the fleet. Points are allocated using the Olympic scoring system. Novice and experienced yachties **DO** have an equal chance of winning any race and thus a chance at the club prizes and trophies within their division and the Overall Club Champion Trophy.

Racing consists of 7-9 Championship races annually, with 5-7 races to count for Championship points. All races are sailed on Lake Rotoiti.

The club holds two types of races:

Olympic Type	Triangular courses around buoys set by the Race Officer of the Day.
Lake Races	Sailing around various permanent marks on the lake with the course decided on the day.

Some races within the Championship series form a Pennant series. Pennant series are made up of 3 specified races with the overall handicap winner receiving a Pennant.

Other regular annual racing events may include:

Round Rotoiti Race	Single Handed Race
Endurance Race	Seamanship Race
Ladies Race	Wednesday Night Series
Mates Race	Beazley Shield Race Series

For serious racing, a Wednesday night nine race series is held fortnightly during the period of NZ Daylight Saving. These start about 6.00pm and finish about 7.30 – 8.00 pm followed by prize giving. If you have any queries about racing, contact any member of the committee, who are listed in every Mainsheet newsletter

**Get the best out of your yacht, come racing with the family and enjoy the fellowship of the Club**

## NEWSLETTER

The Squadron produces a monthly magazine, "THE MAINSHEET" to keep all members informed about the Squadron's activities.

Regular articles from various members appear in each issue and the Squadron encourages contributions about members adventures or other items of interest. For those who wish to place 'For Sale' advertisements, this is a free service for financial members.

'THE MAINSHEET' is posted to other trailer yacht squadrons and yacht clubs throughout New Zealand. For any further information you may require contact the Squadron's Secretary.

### OWNERS RESPONSIBILITY

**"The safety of a yacht and her crew is the sole and inescapable responsibility of the Owner, who must do their best to ensure that the yacht is fully found, thoroughly seaworthy, and manned by an experienced crew who are physically fit to face all types of bad weather. They must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. They must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is used".**

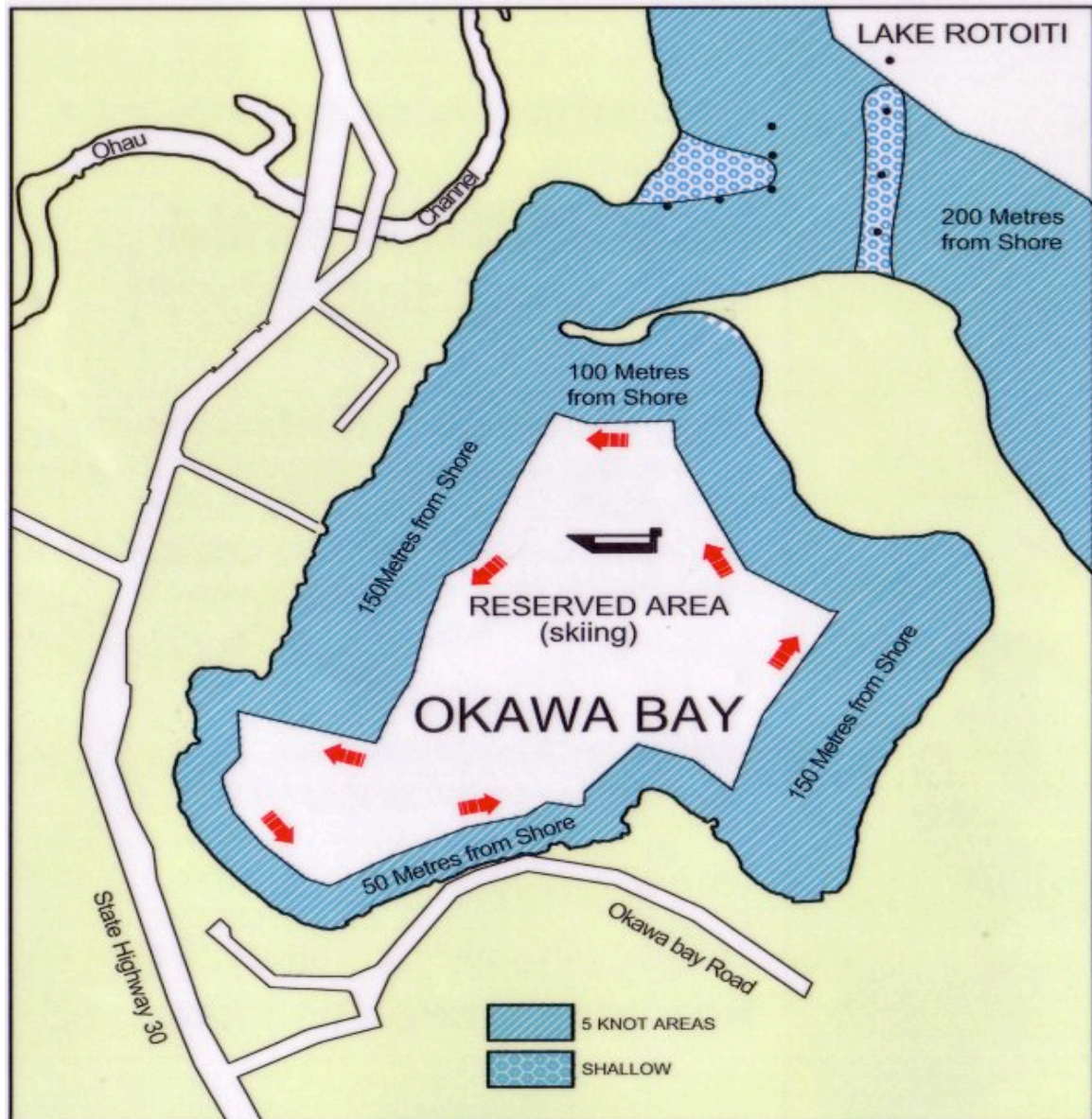
**"It is the sole and exclusive responsibility of each yacht owner/representative to decide whether or not to start or to continue in any event".**

### TROPHIES AVAILABLE

Endurance Race A & B Division  
Seamanship Race A & B Division  
Round Rotoiti Race A & B Division  
Most Improved  
Ladies Race  
Cruising Trophy

Single Handed Race A & B Division  
Beazley Shield Race Series – Best Noelex 25  
Handicap Champion A & B Division  
Merit Award  
Overall Club Champion  
Stirrer's Award

## OKAWA BAY



- Areas defined on the map as 5 KNOT AREAS are conditional areas and may be used by power vessels and water-skiers as an ACCESS ONLY to the RESERVED AREA, where travel must proceed in an anticlockwise direction, provided they do not endanger, obstruct or interfere with any other craft or person using those areas.
- The RESERVED AREAS may be used for water-skiing or like activities during the hours between 7 am till half hour after sunset daily.
- No other activities eg. Bathing, fishing, yachting etc. shall be carried out in the RESERVED AREA while it is being used by power vessels and water skiers.

## MARINA FACILITIES AND OBLIGATIONS

- Mooring shall not be used for overnight accommodation.
- Work on yachts shall be only of a minor type, the Marina Convener must approve any other work.
- Yachts shall not exceed 5 knots within the mooring area
- Yacht owners must ensure that all halyards are tied clear of the mast to prevent clanging at all times while yachts are on moorings or in the marina.
- When using the club dinghy please consider other members who may be waiting to use it, and return it to dinghy rack as soon as possible.
- All members are requested to use the buoyed access way moving to and from the lake.
- Marine type toilets are not to be used on the lake. (Rotorua District Council Bylaw). Chemical toilets must not be emptied into the lake or ashore; we provide a facility for disposing of chemical toilet waste at the marina toilet building (by ladies toilet).
- All waste (greywater) must be contaminated on board yachts until disposed of appropriately on shore.
- When using the marina, launching ramp, clubhouse, dinghy compound, secure car park or hardstand, members are requested to consider the local residents and keep noise to a minimum at all times.
- Please ensure that you lock the ramp, clubhouse, dinghy compound, secure car park and hardstand at all times after use.
- No member shall permit friends or relatives or others to use the Squadron boat ramp other than to launch a trailer yacht, or as permitted by the executive committee of the Bay of Plenty Trailer Yacht Squadron.
- Please restrict berthage at the jetties to a minimum. Extended periods of time other than loading and unloading must be notified to the Marina Convener or a Committee Member.

## PLACES OF INTEREST

### **THE PYLONS AREA**

Within this area sailing in an easterly direction Kuharua Point on port is an ideal place for anchoring on either side.

The western foreshore offers good anchorage and long sunset evenings where the eastern side offers good shelter when westerly winds are strong and funnel down between the Points. On the opposite side between the water ski lane and Tumoana Point, is a very small inlet that provides an excellent anchorage with extreme privacy. *Naturally* this area has many names and obviously many stories to tell.

Safe clearance under the 110,000-volt power wires is 12.8m.

### **HINEKURA BAY**

Midway between Whangamoia Point and Motumauri Island, this tiny bay offers excellent facilities for overnighiting, complete with toilet facilities, a table etc. The M.V. Hinekura used this bay extensively for barbecue excursions for many years.

Clear water and privacy make this little area unique, but tall masts may brush the higher overhanging branches.

### **TE ARERO BAY**

On the northern shores, Te Arero Bay is about one third the distance down the Lake directly opposite Manupuria Hot Springs.

Entering the Bay turning left to traverse this area clockwise, observe firstly the restricted area on portside requesting '*No Mooring*'. Continuing to move west in this very quiet and unique Bay to the top of the 'Arm' one arrives at 'The Landing' where numerous vessels may anchor. Turning right to exit, a number of anchorages, including 'Geriatrics Bay', were until recently available to port. Following a spate of landslips these anchorages are no longer available. 'Little Sandy' around the corner. This area with and 'The Landing' have toilet facilities supplied by the Squadron.

The next bay, the largest, 'Big Sandy' has a freshwater spring at the western end and is the area the Squadron often uses for activities.

The last available spot is 'Two Boat Cove' on port prior to leaving the area. Although 'Big Sandy' and 'Little Sandy' can be affected by southerly and south easterly winds, respectively, Te Arero is recognised as an all weather anchorage.

### **NGONGOAHI BAY**

About 100 meters past Puketapu Point and ‘Honeymoon Bay’ on the northern side, this bay commonly called ‘Chung Chung’ offers an invitation to enjoy its clear waters, sandy lake bed and beach areas under shade as picnic spots.

Many vessels overnight in the area, with toilet facilities supplied by the Squadron available off the beach. The area west of the large tree on the centre shoreline becomes a little stony and on close inspection along the western cliff by the land, the landowner’s water pump can be seen along with the inflow pipe system. Avoid anchoring or polluting the water in this immediate area. On the eastern side a few submerged logs about 10 metres from the shore and bush line can be observed when approaching the anchorage on this side.

Although strong south easterly winds can affect the Bay it is the east to southeast winds that can make the area uncomfortable and at times, inaccessible.

### **KORO KITEWAO BAY**

Situated in the northern corner of the Hinehopu area this Bay has excellent anchorages with deep clear water against the backdrop of Te Papatu Point identified by a large tree on the waters edge in the centre of the beach. Mooring is available against this beach but care should be taken with the submerged logs (the remains of native logging many years ago) about twenty metres to the right.

### **CHERRY BAY**

In a direct line with Ngapuka Bay and Pateko Island on the south side is ‘Cherry Bay’. Over the Christmas period it is not uncommon to find over twenty vessels anchored in this Bay with its forest backdrop, grass foreshore, walking tracks and access road (permit now required to use this road).

The Bay is well sheltered from a southerly and south westerly wind flow, and with a toilet facility is used by numerous families at holiday time.

To the Western end of the larger bay is smaller inlet which can accommodate up to five vessels. Winds from a northerly quarter affect Cherry Bay’s peace and strong winds from a southerly area can affect mainsails when leaving the Bay.

## **MEMBER REGISTRATION**

To register as a member please complete the registration form, which are available from the Secretary.

**JOINING FEES** Only new applicants for yachting membership pay a joining fee, however, should any member resign that membership or fail to pay their account, a new joining fee will be required.

**PRIVACY ACT** Every member of this Squadron is requested to sign a consent form for use of private information in the publication of newsletters, membership register, reports or sponsorship.

### **BRIEF MEMBERSHIP DEFINITIONS**

**YACHTING** Receives all privileges and advantages of the Squadron and may vote on all matters, except office or committee positions.

Must be over the age of 18 and have ownership in a trailer yacht or other approved yacht.

**CLUB** Does not own a yacht but wishes to associate with the Squadron. Receives all privileges and advantages of the Squadron and may vote on all matters, except office or committee positions.

**COUNTRY** A member of another yacht club that visits the area. They may not vote, or accept trophies. Receives newsletter and notices and can attend social functions