

SAILAWAY

Winter 2008



New Zealand Trailer Yacht Association Inc.
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New Zealand Trailer Yacht Association

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New Zealand Trailer Yacht Association is administered by a Council elected annually by member Clubs and Owners Associations.

Cover Photo. Colourful spinnaker run at the NZ Trailer Yacht Championships hosted by Navel Point Yacht Club, Lyttleton. All other photos are from the same event.



Presidents Report

This year has flown by. NZTYA has held the SI Trailer yacht champs at Aviemore, kindly hosted by Timaru Yacht and Powerboat Club. There was a large fleet contending the 3 races on Saturday in breezy conditions. The Thing with Aviemore is that the weather at that time of the year is always warm as the day gets longer. As is usual for Timaru events the social side, which is equally important in fostering yachting, was well supported.

The Trailer yacht champs were at Lyttelton, hosted by Naval Point yacht and powerboat club and with their natural flair for running these events, everything ran smoothly. These were run in conjunction with the Farr trailer yacht nationals and the Ross 780 Champs. The numbers were down for our champs so I would wonder whether the time of the year is best suited for this. If anyone has an opinion on this please email me and let me know your thoughts.

Taupo yacht and powerboat club hosted the North Island championship and had 3 divisions of boat there

That was very encouraging to see as we don't always get a lot of the C Division boats.

We are currently working through setting up a new website, this will feature a blog where any questions can be asked and members can hop on to answer them, this should make for some interesting replies as those who are most able to answer will be helping out their fellow yachty.

There will be other interesting features as well and we will let you know later when all is up and running.

I like the majority of our members are watching what is happening with fuel prices, the question of how much travel will we all do in the coming season has to be considered. I hope that we are able to continue our travel to other clubs and events and also see a chance for the trailer yacht movement to grow as power boat owners find it more costly to enjoy their boating. I believe that yachting is still an affordable sport and hopeful that we will continue to enjoy this.

Keith Hollick, NZTYA President.

Dates to Remember.

NZTYA Annual Meeting of Representatives: 18th, 19th, 20th July in Dunedin.

NZTYA New Zealand Trailer Yacht Championships.

2009 Lake Taupo Yacht Club.

2010 Wakatipu Yacht Club.

North Island Trailer Yacht Championships.

2009 Waikato Trailer Yacht Squadron.

2010 Whangarei Cruising Club.

South Island Trailer Yacht Championships.

2009 Otago Trailer Yacht Squadron.

2010 TBA.

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North Island Trailer Yacht Champs & Noelex 25 National Champs

The North Island Trailer Yacht Championships were held, together with the Noelex 25 National Championships, at Taupo on the 22nd, 23rd and 24th of March 2008.

Lake Taupo Yacht Club was very fortunate to have National Race Officer, Gerald Martin, in control. Gerald had a 60 degree Trapezoid course laid which enabled him to do a brilliant job of separating the two fleets into non-overlapping diamonds, whilst retaining a common start/finish line for all yachts.

The days were warm and sunny, BUT, very little breeze. Very much to his credit, Gerald managed to get the scheduled seven Trailer Sailor races

With 14 Noelex 25s, 6 Sports Boats and 9 Div A, B, C yachts, on the water, Taupo township was really treated to a spectacle. The two big pluses of Taupo are the close in sailing and the fresh water, negating the need to wash down and flush outboards.

The Noelex 25 fleet was comprised of yachts from Napier (6), Nelson (1) Naval Pt (1), Taupo (4), and Bay of Plenty (2). It was most gratifying to host yachts from across the ditch.

There was also a good representation of North Island trailer yachts, with Tauranga, Lowry Bay, Evans Bay, Opuia, Weymouth YC and, of course, Taupo in the mix. Thanks guys for coming through to Taupo!

A big thanks must also go to the NZ Trailer Yacht Association for both their support for the event, and provision of the very handsome trophies.

Results:

Division A.

1 st	Inxs	XS8	Rex Mangham	TYPBC	
2 nd	Hawkeye		Farr 740	Eden Burney	LBYC
3 rd	Plyable		A	Bernie Dale	LYYC

Division B.

1 st	Black Mamba	Gazelle II	Daryl McGee	EBYC
2 nd	Stinger	Gazelle	Mike De Ruyter	EBYMBC
3 rd	Idle Torque	Ross 650	Brent Aitkin	LYYC
4 th	Equinox	Gazelle	Sean Murrie	Island Bay

Division C.

1 st	Cippola	Minetun	Stephen White	LYYC
2 nd	Pure Magic	Noelex 22	Ric Turner	Weymouth YC

Sport Boat Division.

1 st	030	Magic 25	Mike Hindrup	LYYC
2 nd	Fifty Fifty	Thompson 650	Tony Smith	RYC
3 rd	NZL70		Joe Dale	LYYC
4 th	Team Sex	Magic 25	Anne Hirst	Richmond
5 th	002	Magic 25	Hamish McHardy	LYYC
6 th	Snatch	Shaw 655	Stuart Wilson	Opuia

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Trailer Yacht contingent gather for a moving Anzac Day ceremony. **Yachties pay respect to the Fallen.**

By Graeme Stilwell

It was an Anzac Day commemoration with a difference when, 38 crew from 17 trailer yachts from Timaru and Dunedin enjoyed the long weekend sailing on Lake Benmore.

In a moving ceremony a special Anzac service was held at the Lake's edge, led by Dunedin yachting Alistair Campbell, before yachties sailed off down the lake.

Many yacht clubs throughout the country have trailer yacht sections and the Timaru Yacht Club's contingent have enjoyed sailing on the hydro lakes over many years.

Timaru member Laurence Smith said the Anzac Weekend cruise started at the Ohau C launching ramp end of Lake Benmore.

Anzac Day dawned, in perfect conditions, fine and calm, with light frost, ideal conditions for our special Anzac Day ceremony. Thirty eight yachties grouped around to participate in the ceremony. "Alistair Campbell spoke of the history about the Anzacs and what it meant to the current generation," Mr. Smith said.

He said a moving poem was read by Colin Smith of Timaru, before the ceremony closed with the Last Post being played on a bugle by Martin Kimble, of Dunedin, followed by a minute's silence. It was an emotional time, which brought tears to many eyes as we remembered what these people sacrificed so that we may enjoy our lives in all of nature's glory and freedom, Mr. Laurence Smith said.

Following the ceremony, the group enjoyed a cooked breakfast put on by the Dunedin Trailer Yacht Squadron. They then set sail for Shepherds Creek (an inlet off the west side of Lake Benmore) where they planned to spend the night.

Results for NZTY NZ Championships 2008.

Naval Point Club Lyttelton

Division 1



1st Voodoo Magic, Elliott 5.9,
Milton Bloomfield, NPCL.

2nd Freak Brothers, Elliott 6.5, Bill
Frater, TYPBC.

3rd Planning NZ, Elliott Ness,
Elliott 7, Matt Hunter, WYC.

4th Chocolate Fish, Elder, Peter
Hurst, NPCL.

5th Unleashed, Cook-Lang, Bruce
Lang, NPCL.

Division 2

1st Aquasition, Gazelle, John Begg, NPCL.

Division 3

- 1st Piracy, Noelex 22, Vince Williams, NPCL.
2nd Double Dark, Noelex 22, Alex Bruce, OTYS.
3rd Superann, Noelex 22, Daniel Meehan, WYC
4th Snagglepuss, Sigrid 6, Criag Keenan, PPHYC
5th Sunseeker, Noelex 22, John Cullens, NPCL.

Farr 6 Division.

- 1st Izzy , Farr 6000, Paul Wallis, NPCL
2nd Toss for Boss, Farr 6000, Michael Wooding, NPCL.
3rd Kostalott, Farr 6000, Steve Garland, NPCL.
4th Farsighted, Farr 6000, Michael Fursden, NPCL.
5th Kilex, Farr 6000, Geoff Swan, TYPBC.



Ross 780 Division.



- 1st Coalition Split, Ross 780, Richard Hawkins, PCYC.
2nd News Boy, Ross 780, Mathew Stechmann, RPNYC.
3rd Fine Entry, Ross 780, Craig Shearer, RPNYC / LBBC.
4th Light Fingers, Ross 780, Bruce Jackson, NPYC.
5th Bonkers, Ross 780, Ian Horner, NPYC.
6th Chaos, Ross 780, Derek Stewart, WYC.
7th Flat Tack, Ross 780, Roger Allen, NPCL
8th Da Vinci, Ross 780, Warick Jensen, TBCC.
9th Favoured End, Ross 780, Alvin Frew, OTYS.
10th Breathless, Ross 780, Willie Newman, NPCL.
11th Trail Blazer, Ross 780, James Ensor, NPCL.
12th Southern Growler, Ross 780, Lindsay Talbot, NPCL.



South Island Trailer Yacht Champs & Aviemore Classic

On Saturday the South Island Trailer Yacht Champs along with the Noelex 25 and Ross 780 class champs were held at Lake Aviemore. Racing consisted of four back to back races. There were 62 yachts racing in four divisions plus other yachts entering the in non-competitive fun race.

The North West wind was 20 – 25 knots with gusts reaching into the mid 30s. These big gusts were coming from 3 different valleys at the top end of the lake.

Race One

Ameldee was competing in B division, which was the second division away. Three Joker 820s, a Gazelle, a Fiona-Marie, and 11 Noelex 25s entered in Division B.

Ameldee got a good start to windward in clear air, we were the third boat around the top mark. Our kite launch was no good with a wine glass that would not come out so we didn't muck around and pulled it down. Still 3rd at the bottom mark, heading back up to the top mark we could see a lot of yachts having major problems trying to fly their kites.

At the top mark again there were lots of yachts around us as we had caught up with slower A division boats. We had a good kite run down to the bottom mark and ready to do another lap but saw two Noelex 25s finishing, so we sailed the extra 40 meters and Mistress another 100 meters back down and went through the finish line by the committee boat only to be informed that we did had another lap to go.

This cost us a couple of places but we were still ahead of Saka and Mistress, finishing 3rd or 4th with Saka 100 meters behind.

Race Two

Another good start by Ameldee, things went quite well in this race. We had some trouble controlling the kite it seemed to take our concentration away from the race course. But we still finished in the top third of our division. Mistress lost a man overboard and took a long time to retrieve him. He got that cold he could not climb back onboard by himself.

Race Three

The wind was building in strength. Ameldee got a perfect start being right on the line as the gun goes, or were we a bit over. We heard a sound signal and decided to go back and dip the line just in case. Luckily for us there were no boats to windward so it doesn't take long to go back and start again. This race is much closer between the three Jokers. At the top mark Ameldee is just in front of Saka so we both fly our kites. Mick was on the helm going down wind, there was a lot of swearing and cursing coming from him about our sanity flying the kite in these conditions.

But Nigel and I were determined to stay in front of Saka. Nigel got a bad rope burn on his finger when he had to dump the kite sheet in a huge gust so things were quite hectic.

When we dropped the kite some how the jib got wound around the forestay and took ages to fix which let Saka fly past and stay in front of us right till the finish line.

Race Four

We were now down to storm jib and one reef in the main. The traveler is right down the track and we are not game enough to fly our kite anymore. We are able to take more notice of what everybody else is doing, lots of broaches and yachts rounding up. Witnessed a Noelex 25 run over an Elliot's sail and mast when they got knocked flat right in front of the Noelex, luckily no damage was done to the kevlar main. Ameldee had a close call beating up wind with a boat coming down wind that had to give way to us. He did but not by much and as we met a gust heeled us over towards him and they got a gust from the other direction and heeled over towards us. The two mast tops were only inches away from each other, Ameldee was doing 6 knots and the other boat would have been doing 8 knots plus. It still gives me the shivers thinking about what could have happened. That ended up being our best finish in our division and out of the Joker 820's the placings were Ameldee first, Saka second and Mistress third.

On Sunday the Aviemore Classic was run. A long distance race of about 20 miles, two laps around a triangle course. Conditions were a NW wind 20 - 25 gusting mid 30s.

85 boats entered, 26 either DNS or DNF. Seven boats were dismasted, a Farr 6000 capsized. There were a lot of damaged sails and gear. Ameldee had one reef and the jib and we didn't fly our kite, thought it wasn't worth the risk. Keith decided it wasn't worth risking breaking gear and decided not to start. Ameldee and Mistress had a good race against each other with Mistress passing us on the second triangle and pulled away to finish 9minutes in front. We had to work hard but could see all the mishaps and boats motoring home with broken masts or damaged gear. It was good to see the top boats and crews really flying in the testing conditions.

We finished well down the fleet but came through with no damaged gear at all and were dry and comfortable. I said to Nigel half way through the race that I am still very pleased I decided to build a Joker 820 and wouldn't change.

Bruce Keen, Ameldee

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SOUTH ISLAND TRAILER YACHT CHAMPIONSHIPS

SATURDAY 20TH OCTOBER AT LAKE AVIEMORE

MARINE AUTO AVIEMORE CHAMPS RESULTS 2007

Division A

- 1st Coalition Split – Richard Hawkins – Ross 780 – Dunedin
- 2nd Freak Brothers – Bill Frater – Elliot 6.5 - Timaru
- 3rd Sticky Fingers – Peter Taylor – Elliot 6.5 – Timaru

Division B

- 1st Skybird – Craig Hart – Noelex 25 – Queenstown
- 2nd Combat – Gordon Taylor – Noelex 25 – Alexandra
- 3rd AquaDomus – Alistair Campbell – Noelex 25 – Dunedin

Division C

- 1st HardCorePawn, Tristin Ornsby, N 22 – Christchurch
- 2nd Piracy, Vince Williams, N 22, Christchurch
- 3rd Charade, Alex Bruce, N 22, Dunedin

Ross 780 Class

- 1st Coalition Split – Richard Hawkins – Dunedin
- 2nd Chaos – Derek Stewart, Queenstown
- 3rd News Boy - Pete Richards, Chch

Noelex 25 Class

- 1st Skybird – Craig Hart – Queenstown
- 2nd Combat – Gordon Taylor – Alexandra
- 3rd AquaDomus – Alistair Campbell – Dunedin



MERIDIAN ENERGY – AVIEMORE CLASSIC - 2007

1st Overall

Meridian Energy Trophy

Coalition Split – Richard Hawkins – Ross 780 – Dunedin

1st Overall on Handicap

Oborns Nautical Supplies Trophy

Chocolate Fish – Wayne Cooke - Elder680Mk2 –
Christchurch

Fastest Trailer Yacht

Lake Aviemore Motor Hotel Trophy

Chocolate Fish – Wayne Cooke - Elder680Mk2 –
Christchurch



A Division & Farr 6000 Class

Herrons Homestyle Trophy

- 1st Toss for Boss, Michael Wooding, Farr 6000, Christchurch
- 2nd Farsighted, Michael Fursdon, Farr 6000, Christchurch
- 3rd BlueTack, Tim Hughes, Farr 6000, Christchurch

Alliance Textiles Swandri Trophy

Handicap

- 1st Farrstar – Barrie O’Neill – Farr 6000 – Waimate
- 2nd Kostalott – Steve Garland – Farr 6000 – Christchurch
- 3rd Kilex – Geoff Swan – Farr 6000 – Ashburton

B Division & Noelex 22 Class

Gleniti Auto Services Trophy

- 1st Piracy – Vince Williams – Noelex 22 – Christchurch
- 2nd Charade – Alex Bruce - Noelex 22 – Dunedin
- 3rd Lyric – Neil Chandler - Noelex 22 – Timaru

Marine & Auto Trophy

Handicap

- 1st Kahlua – Dean - Noelex 22 – Christchurch
- 2nd Rangatahi – Dragos Blaga - Noelex 22 – Dunedin
- 3rd Desafinado – Barry Hawkins - Noelex 22 – Dunedin

C Division & Noelex 25 Class

Speights Trophy

- 1st Bigfoot – John Penno – Noelex 25 – Christchurch
- 2nd Starship, Graeme Whorskey, Noelex 25, Queenstown
- 3rd Together – David Penno – Noelex 25 – Waimate

Handicap

- 1st Ivanhoe – Doug Mather – Noelex 25 – Timaru
- 2nd Impulse – Bill Penno – Noelex 25 – Waimate
- 3rd Alchemy II – Selwyn Sloan – Noelex 25 – Christchurch

D Division

South Canterbury Toyota Trophy

- 1st Coalition Split, Richard Hawkins, Ross 780, Dunedin
- 2nd Chocolate Fish, Wayne Cook, Elder 680 mk2, Chch.
- 3rd Freak Brothers – Bill Frater – Elliot 6.5 - Timaru

Shell Stafford Street Trophy

Handicap

- 1st NewsBoy – Pete Richards – Ross 780 – Christchurch
- 2nd Unleashed – Bruce Lang – Unleashed – Christchurch
- 3rd Sticky Fingers – Peter Taylor – Elliot 6.5 – Timaru

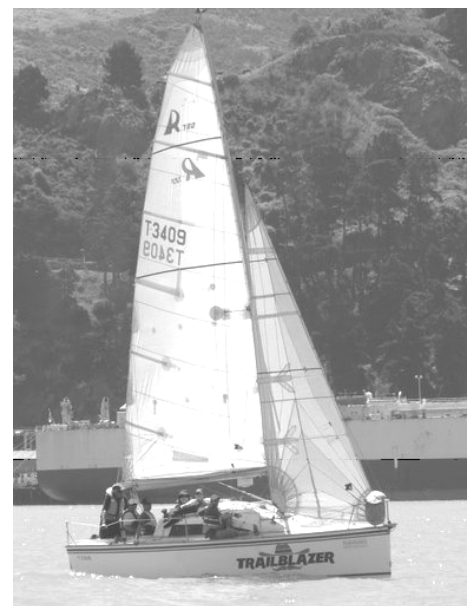
No Spinnakers Division

Meridian Energy Trophy

- 1st Naomi – David Hayton – Noelex 25 – Christchurch
- 2nd Skidmark – Les Baker – Noelex 25 Timaru
- 3rd Sirocco – Maurie Bootherstone – Aquarius – Timaru

Gilchrists Garage Trophy

Handicap



- 1st Extravagance II – Colin Smith – Farr 6000 – Timaru
- 2nd Skybird – Craig Hart – Noelex 25 – Queenstown
- 3rd Elmar – Andrew Swallow – Moonraker 19 – Timaru

Bill Burgess Memorial Trophy

Elmar – Andrew Swallow – Moonraker 19 – Timaru

Aquarius 22 Class

- 1st Marguerita – Ron Chave – Oamaru
- 2nd Sirocco – Maurie Bootherstone – Timaru
- 3rd Sullidae – Barry Delvin – Oamaru

Ross 780 Class

- 1st Coalition Split – Richard Hawkins – Dunedin
- 2nd NewsBoy – Pete Richards – Christchurch
- 3rd Spilt Milk – William Early – Dunedin



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ATTENTION SABRE YACHT OWNERS

The Sabre Owners Association is trying to update our database and is trying to find as many of the 87 Sabre 20's, 30 Sabre 22's and Sabre 25's that may be about. We currently have about 30 boats on our database at this present time.

If you own a Sabre Trailer Sailor, or know someone that does – in use or not, under cover and under a tree even just parked in a shed – we would like to hear from you. There have been one or two stripped and being used for fishing boats. We would like to hear from their owners as well.

We have a number of people wanting to buy a Sabre yacht, so if you know one for sale or you want to sell yours please send us the details.

Send your contact details to:

Clive and Jo Martin

Box 7118 Ph. PH: 07 362 4646

Te Ngae FAX: 07 362 4696

Rotorua 3042

Happy Sailing.



CONVERSION OF A MERLIN TRAILER YACHT.

By John Knotts.

I purchased a Merlin (Wizard 2501) last November. I have sailed this for a full season after doing some remedial work to get the vessel seaworthy as it had been left laid up for several years.

For the last few years I have crew raced with our Keelers while sharing a Cav.39 I joined our active cruising division of Tauranga Yacht & Power Boat Club and have been amazed at the sailing enjoyment our harbour has to offer trailer yachts, and am also amazed at the enjoyment to be had from owning a trailer yacht. Having sailed keelers for most of my life, my last vessel was a 62ft ketch so you can see I have come down in size but not in enjoyment.



I have been very disappointed in performance of the Merlin in the light conditions, she was well behind the Sabres and Farr 6000s, but is a good volume very strong laid up and comfortable when cruising, even when we had 12-15knt the other boats had the legs.

I therefore embarked on modifications this winter. I have fitted a scoop of about 600mm, the main has been replaced and the boom lengthened from mainsail foot of 2.45m to 3.45m. This has increased the sail area from approx 7.5sq.m to 13.5sq.m with a fully battened main with the first reef bringing the area to the old main dimensions. I have also placed more lead on the rudder as the centre of effort has moved aft a little Launching is eagerly awaited by all at our club and I think I may have to have the first sail in the dark to save possible embarrassment. I have tried to get information on Merlins but there does not seem to be an Association for them. I would like to find out more technical information on these vessels and would like to make contact with others who own one of these yachts to share information.

Others may be interested in this conversion as it has improved the light weather and general performance by about 50-60%. I have had full main in 15-20Knots and was able to just let the main sheet go when pressed the boat showed no sign of being over canvassed but a tuck in the main would have made for an easier ride but I found myself single handed in restricted waters and was going to weather so was not an option at the time.

The only problem has been the fitting of running backstays, due to the length of the new boom. While this is a pain setting these up each tack it becomes insignificant considering the speed advantage. I tried to sail without the runners but the sag in the fore stay was too much. The vessel now points much higher, has more buoyancy aft so three in the cockpit is not a problem. With three to four on board in the past water came up the cockpit drains as the stern depressed. The fully battened main with lazy jacks is great when single handed. Getting the main up at times can be a problem as you need to power up to windward to set the main. My wife and I have not had much trouble with this you just have to be careful. They double as a topping lift. I made the straps out of webbing with a pop rivet under the boom and an eye to tie off the lazy jacks.

I removed the mainsheet track and car from the bridge deck and have a horse aft to take the sheet. This means a crew can sit on the bridge deck with feet down on the steps without the hassle of the car sliding back and forth.

The scoop stern was formed with 3mm ply on lands at the stern then 40mm foam with glass over.

Kind regards
John Knotts

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*The pessimist complains about the wind
The optimist expects it to change
The realist adjusts the sails*

VOYAGE FROM TIMARU TO BLUFF IN A LYOLD 6.9 TRAILER YACHT.

By Brian Hutton.

After competing in the Stewart Island Race last year and setting up my Lyold 6.9 to Cat A rating I suggested to my friends it would be a Challenge to sail Timaru to Bluff to compete in this years race. The only taker was 80 year old Sandy Begbie who last Easter sailed from Timaru to Oamaru & back with me. He is an experienced sailor, engineer, mountaineer, motorbike enthusiast & a great guy to be with.

We would allow a week for the trip as some days weather would be against us. Sandy, Shane (my nephew) & I set out from Timaru Yacht club 1830hrs. Wednesday 30th Jan. heading in to a 2m easterly swell that came from a storm near the Chathams. The wind was light north-east not strong enough to stop the sails slamming on every swell. By midnight we had only gone about 12 miles but the north-easterly freshened for the next 6hrs taking us south of Waitaki mouth. We ghosted into Oamaru at 0930hrs where Shane returned to Timaru. Sandy & I spent the rest of the day listening to Marine forecasts & decided to leave for Waikouaiti at 0200hrs to beat a southerly change due at midday.

Dawn was to see us off Moeraki sailing with a north- west wind which continued until we were off Waikouaiti at 1100hrs.. We motored into Karitane just as the southerly arrived and sheltered at the south end of the bay. The swell was still with us but we were reasonably comfortable.

Saturday morning after weather reports we decided we could make Taieri Mouth and left Karitane at 0400hrs using the motor across the Dunedin harbour entrance. Coming out of the harbour was the yacht "Morning Glory" bound for Long Point she soon left us well behind in light north-east breeze.

Setting a spinnaker good progress was made, as the wind continued to freshen the decision to drop the spinnaker was made. On going forward to drop the kite my safety harness tripped the spinnaker halyard & we ran over the sail. Goof No 1. We sorted this out okay but decided that Taieri Mouth was out as the north-easterly was continuing to freshen to 25 knots. We put out to clear Nugget Point by 7km and decided to run with it overnight on a storm jib & trail a warp & bucket. This was quite comfortable with the auto-helm in control we were doing 5 knots plus until dawn off the Chaslands. A container ship passed us, disappearing in a few minutes. The wind was now light so we put into Waikawa at 1300hrs Sunday anchoring just inside the river.

The forecast for Monday was a bit doubtful so we waited until Tuesday leaving for Bluff at 0600hrs following a fishing boat out into a big swell which lasted past Slope Point to Waipapa Point . We had a nice run across ToeToe Bay to Dog Island arriving at the Bluff Yacht Club at 1300 hrs., just 25 hrs before leaving for Port William on the Green Point Yacht Clubs race, on Waitangi Day.

On the Thursday morning we motored back to Bluff on a glassy Foveaux Strait and trailered home to Twizel. My boat log now reading 1300 nautical miles in 15 months.

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