

Summer 2004

Sail Away

Magazine of the New Zealand Trailer Yacht Assn (Inc)



NEW ZEALAND



TRAILER YACHT
ASSOCIATION

History...

About Trailer Yachts and the NZTYA

Trailer yachts, as we know them today, began in 1958 with the design by Richard Hartley of the "Hartley 16".

This small boat was built originally from plans and later on from kitsets and by 1979 some 4,800 had been constructed. The little 16 footer provided comfortable sailing for several people 'on a day' basis, with bunks for two when cruising. With a towing weight of 454 kg including the trailer it could be towed by a small car and was easily handled.

In 1962 Hartley 14 and 18 came off the drawing board as the recreational sport of trailer sailing became popular. The Noelex 22 appeared in 1968, the Aquarias 22 in 1974, and by the mid 1970s many other designs were evident.

During the 1970's the move was from timber or ply construction to glass reinforced polyester (GRP), followed by female moulded GRP boats which became the norm. This production method enabled boats to be built faster with better consistency in hull shape, yet still allowed owners to finish off the boat interior at home if they wished.

In 1979 the Government imposed a 20% sales tax on boats and caravans, being classed as pleasure items, and this move effectively killed the booming trailer yacht production. Since then trailer yachts have been produced at a much slower pace, most being constructed as 'one offs' with very few GRP moulded boats being produced. During the 1980's most of the moulds fell into disrepair or were purchased and moved to Australia.

It was also during the mid 1970's that the New Zealand Trailer Yacht Association Inc. was formed as a committee of the NZ Yachting Federation, and design parameters were formalised. Because the yachts were designed to be towed on the highway towing regulations ensured that they be no wider than 8 feet 2 inches.

Now for a design to gain NZTYA approval it must meet the criteria set down in Yachting New Zealand's Safety Regulations, Part V - Trailer Yachts. In essence the main requirements are that it:

1. Be a monohulled cabin yacht.
2. Be propelled principally by the use of sails and suitable for family participation in recreational yachting activities.
3. Have a maximum beam of 2.5m.
4. Be fitted with at least two internal berths.
5. Be fitted with a retractable centre-board.
6. Have a maximum draught of 760mm with the centreboard retracted.
7. Have an internal cabin length of not less than 40% of the length of the boat.
8. Have an auxilliary motor.

Since its formation the NZTYA has granted approval for 158 different designs. Most of the boats produced in the 1970's are still being sailed and many active Owners Associations still exist for the popular designs.

The NZTYA has developed an efficient system which rates each design to its potential when racing. This enables fleets of mixed designs to compete against one another with their race results being adjusted according to their rating providing interest and excitement at Club level for all yachts no matter how large or small.

In the 1990's boats like the Thompson 750 were designed and, at the request of the owners, the NZTYA created a new category which enables these fast trailer

yachts to be sailed competitively in a 'sports' mode. The rules applying to these Sports Trailer Yachts are currently under review to meet the needs of the 21st century.

In 2004 there are a lot of boats which are up to 8.0m in length, boasting a spacious comfortable interior which is capable of sleeping five or six people when cruising. These same boats are developed using modern construction methods and the latest materials, providing exciting sailing for the enthusiast when racing.

If you are contemplating the purchase of a trailer yacht we would suggest that you contact a nearby Club and ask to have a look over the types of boat within your budget. There are many design variations depending on whether you are a Racer, Cruiser, or a combination of both. Be sure to also consider the all up weight of the boat complete with trailer, equipment and personal items as you will need to consider your towing vehicle as well.



Foreshore and seabed and recreational yachting for future generations

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President



NZTYA's president, Nigel Lancaster of Waikato, was raised in a sailing family and at the age of eight began his on-water career in a P-class on Hamilton's Lake Rotorua, and off the Thames coast.

He returned to sailing after a 15 year break and in the late 70's with his wife purchased a Hartley 16. He joined the Waikato TYS and sailed from Kawakawa Bay. A short time later they bought a Coronet 20 in which they expanded their cruising and racing in the Gulf. "In 1990 we completed and launched our Joker 820 "Hydrous" and since then we have sailed all round the Hauraki Gulf to places such as Great Barrier and Mercury Island."

The resolution below, moved and carried at the last AMR of NZTYA, has been sent to the Prime Minister as requested.

"That the NZTYA congratulates the government on its initial resolve to legislate, if necessary, in order to preserve ownership of the coast and seabed of New Zealand in the Crown, thereby preserving for all New Zealanders unfettered access and freedom of navigation and would encourage Government not to back down in the face of racially based political pressure. This association resolves to focus attention of Yachting New Zealand and other parallel organisations to this potential threat to their customary rights in order to strengthen the call for this Government to exercise its full sovereignty in this matter."

This is indeed heavy stuff but in my time afloat there has not been the potential to restrict our playground as it were, in any other form, in such a menacing way. Thanks to Ron Quennell the proposer of this resolution and for speaking so passionately about the issue at the meeting.

For all of us who either sail in boats, build sand castles on the beach with kids or just walk along and enjoy the solace that the beach can bring, this issue has the potential to galvanise all fair minded people of this nation in a way, the likes of which, we probably have never seen before!

Let me introduce those yachties that are currently elected to work on your behalf for the greater good of Trailer Yachting.

President: Nigel Lancaster, resident of Thames and owner of a Joker 820 and sails on the Hauraki Gulf. Member of Waikato Yacht. Squadron.

Immediate Past President: Lee Jordan, resident of Tauranga, owner of Young 7.7 and sails on the Tauranga Harbour and Rotorua lakes. Maintains the continuity to the executive. Member of Tauranga Y.B.Y.C.

NI vice President and Secretary: Mac Macintosh, resident of Hamilton and also the owner of a Joker 820. Sails on the Hauraki Gulf and Lake Ngaroto. Has taken on the role of secretary with great enthusiasm. Member of Waikato Y.S. and Ngaroto S.C.

SI Vice President: Jon Olds, resident of Timaru, owns a Wagstaf 6 and sails regularly on the south island lakes. Maintains the south island perspective. Member Timaru Y.B.C.

Treasurer: David Hillar, resident of Mangere Bridge and owner of a Gazelle. He sails on the Hauraki Gulf and is a member of the Waitemata T.Y.S. He brings good accounting experience to the role.

Publicity/Editor: Mike Coupe, resident of Foxton Beach, Commodore and owner of an Aquarius 22. He sails on Wellington Harbour with the Evans Bay Yacht and MB Club and brings much needed enthusiasm from the capital.

Technical Officer: Brad Scott, resident of Rotorua and owner of a Ross 650. A



member of the Bay of Plenty T.Y.S., he sails on the local lakes and harbours and maintains a balanced view of our much vaunted rating system with a great deal of technical nous.

That's the current team, geographically spread but with sufficient experience to move forward from the excellent work of the Tauranga team. This spread is most probably only viable in today's hi tech world when we can keep in touch by a relatively cheap means.

A couple of issues to consider in the next year include:

- improving club communication and extending membership to those clubs who remain outside the association umbrella; and
- developing a better forum for discussion and debate of yachting issues at the annual meeting.

In addition I imagine we will all watch with much interest developments of the coastline debate.

I welcome your correspondence on any Trailer Yacht issue.

lancasta@ihug.co.nz or
president@traileryachts.org.nz

Nigel Lancaster
Hydrous

NZTYA Technical Officer's Report

New design

One new design has been submitted to the NZTYA for approval. It's a design called DiDi26, from Dudley Dix Yacht design. It's described as a radius chine plywood Trailer Yacht. A simple plywood boat, with a choice of 2 rigs and designed to be within the abilities of amateur builders (some thing we haven't seen for a long time). It has a drop keel, with bulb.

The interior has two layouts, with good sitting headroom, enclosed head, galley, sink, icebox etc ... If you would like to know more about this design check out the designers web page:

(www.dixdesign.com/26didi.htm)

One is currently being built Christchurch.

Self righting test

One self righting test result has been forwarded. The number for a Thompson 8RC and is 1.72.

SRI's

Self righting Index. We don't have these numbers for every design, but we do for

most designs. These numbers are listed along side the NZTYA Ratings. A copy can be downloaded from the NZTYA web page.

(www.traileryachts.org.nz).

Mishap report

We have one mishap report since the last newsletter.

Nolex 25 (Otago Harbour)

Sailing in local wind of 16-20 kts with the kite up The course took the boats in the race between two islands. In this area the wind increased in speed and varied in direction. This resulted in a major round up, tossing the crew off the boat. The boat lay on its side far enough over that the centreboard self retracted into the hull, and consequently the boat rolled upside down. The boat sank while being recovered.

We thank the owners of this yacht for sharing this unfortunate mishaps with us, allowing us all to understand the circumstances and learn from their experiences. Thank you.

Meeting the safety specifications

Some older designs do not meet the current safety regulations, as they were set up from the factory. For example the Sabre 20 only has one cockpit drain. It is recommended that clubs use education of the owners to see these sort of anomalies removed. Ridged enforcement of rules for minor issues will not win any of us friends, but on the other hand the rules are in place for good reason.

LTSA news

The LTSA has released a 'yellow' draft of the Land Transport Rule: Vehicle lighting (Rule 32005). In total there are 140 pages. There doesn't appear to be any frights in there for us.

Bradley Scott
scottbj@ihug.co.nz



Basic trailer yacht upwind sail trim techniques

by Mark Wallis, Doyle Sails

Maximum draft should be positioned between 35 and 45% of sail width from the leading edge, but this can vary according to conditions.



This shape variation is related to tension on the luff, leech and foot. The draft position varies with the wind speed.

- When the wind strengthens the draft tends to move aft.
- When the wind decreases the draft tends to move forward.

Adjust tensions on the sail in relation to the wind strength to maintain the draft at the correct position.

A straight trailing edge allows for a freer air outflow and influences the power of the sail. A better wind angle can be provided with a curved trailing edge, but this will reduce the air outflow (i.e. cause drag). You will learn how to obtain the best performance from your sails according to sea and wind conditions.

In general, a sail is always fuller at the base than at the top and will have a fuller leech in the lower part and a straighter leech in the head. This is known as twist.

A balanced helm should mean good sail trim and good boat speed. Headsails and mainsails are constantly interacting and a bad air outflow from the genoa will have a negative effect on the main.

Light wind - 0/12 knots apparent

The headsail luff must be flatter with a fairly tight leech in flat water. In sloppy sea conditions the draft should be forward with the genoa car perhaps 1 or 2 holes forward of normal with the sheet eased very slightly to open the leech.

Pointing in these conditions is less important than boatspeed. Speed will help prevent the boat being knocked sideways by waves and helps the keel to work better.

Medium wind -12/20 knots apparent

The mainsail should be flattened, Cunningham should be coming on to flatten the bottom of the main and pull the

draft forward to around 33% and the leech relatively tight, easing the mainsheet bit by bit to open the twist as the wind builds.

The mainsheet traveller is being gradually eased down the track to ease pressure on the helm.

The genoa should have more halyard and the car should be coming back to flatten the foot and open the upper leech to spill the wind to prevent backwinding the mainsail.

Strong wind - over 20 knots apparent

A balanced helm is of prime importance here!

- A mainsail which is too large or full will increase weather helm.
- A mainsail which is too small compared to the headsail may cause the yacht to get lee helm which makes the yacht slip away to leeward and could be dangerous.

Generally the mainsail should be flat with maximum outhaul, Cunningham on, the leech twisted (mainsheet eased slightly) and the traveller dropped away to leeward according to helm pressure.

Best performance is gained with the jib halyard cranked up more with maximum draft around 33% from the luff, the foot flat and the leech opened up to spill the wind.

The genoa car can even be shifted aft from normal 1 or 2 holes in extreme conditions. Remember it is always a good idea to try heavy weather settings before you need them so the skipper and crew are familiar with the procedure!

Correct interaction of main and jib will make sailing smoother. The power ratio fore and aft of the boat's centre of lateral resistance determines the balance and this is directly related to the sail shape.

These tips are a general guide but will suit most yachts. If you would like to discuss your yacht in detail contact me here at Doyle Sails NZ Ltd, phone 09 307 0799, 025-226-1196 or email me at:

wally@doylesails.co.nz



Good reasons to insure with the NZTYA group scheme

by Graham Dowling, Crombie Lockwood

The Crombie Lockwood/NZTYA insurance group is one of the main funding sources of the NZTYA.

The association receives payment from Crombie Lockwood Insurance Brokers directly related to the premiums paid by those members participating in the insurance group. It is funding that is most appreciated and very necessary.

Your local club, trailer yacht squadron or class association secretary will soon have a new information pack on hand that will include a brief description of the latest coverage and the current premiums etc. These new packs are expected to be sent out shortly.

However, some of the most important facts will not be in the information folders. It is information not known by all as personnel changes have been many over the years and this is the history of the insurance group and its support to the NZTYA. Here are a couple of quick questions for you:

1. How long has the insurance group been operating??
2. How many years has the NZTYA been receiving funding from the insurance group??

Answers:

1. The group was started back in about 1976 by Graham Dowling now with Crombie Lockwood in Tauranga.
2. Funding to the NZTYA began soon after and while the actual date is shrouded in the mists of time it probably commenced in the same year.

Yes, that's right, the NZTYA has been receiving financial support from the brokers for about 27 years!!

Insurance group membership numbers have been up and down over the years and it is fair to say that this has generally been relative to the effectiveness of the NZTYA and the club, squadron and association executives.

Generally, when club membership numbers have been up so has the number of trailer yachts insured through the insurance scheme and to complete the circle the financial support to the NZTYA has been greater.

The principle involved with the group is to have Trailer Yacht claims dictate

Trailer Yacht premiums without the influence of other types of vessels.

The insurer chosen by the broker is Vero Insurance Ltd. (previously named Royal/Sun Alliance) who have an experienced marine hull department and who have worked well with the broker to make this group a success.

Schemes such as this need volume. They need participation by a majority rather than just a few in order to continue to be a success and in this case to continue to provide funds to the NZTYA.

In the previous years the scheme rates were considerably less than individual premiums elsewhere, in fact there were instances where the cost was less than half the cost of other quotations.

The premiums then were a real breakthrough for trailer yachts and while the current terms are not that much different from those in use in say 1980, the cost of hull insurance over all is much lower than it was. Therefore, while the savings may not be as great you, as members of clubs, squadrons and associations affiliated to the NZTYA you do directly benefit from the funding package.

It is not all about the amount of premium saving it is also about support, firstly from you to the insurance scheme and in turn from the scheme by way of financing back to the NZTYA which is effectively financial support to you as its members.

To summarise; the NZTYA and you as its members have received great financial support from the brokers for your insurance group for many years. It is important that we as members with trailer yachts to insure support the Crombie Lockwood/NZTYA insurance group brokers and ensure the continuation of their ongoing assistance.



It's always better to 'stay on top'

by Jim Lott, Maritime Safety Authority

The freedom provided by a yacht and the ability to relax and catch a few fish appeals to more of us each year.

The behaviour of the vast majority of small boat skippers has always been very good and, in spite of ever increasing congestion in many popular areas, is perhaps even improving. Sadly, there are always a few who have little thought for anyone else.

But our freedom on the water comes at a price. That price is taking responsibility not just for the safety of our boat those aboard, but also for complying with all relevant maritime rules.

Not knowing those rules is never accepted as an excuse, even though many plead ignorance of the law following an incident.

Freedom to go on the water occasionally comes at horrendous cost when a family member loses a life in a boating accident.

About 20 people lost their life last year and most boating fatalities can be avoided. Just as we know that we increase our chances of avoiding being killed in a car crash by wearing a seat belt, so wearing a life jacket could avoid 70% of the deaths that occur in pleasure boats.

Almost all skippers are aware of the requirement to carry a correctly fitting life jacket on every boat and more and more people are choosing to wear a lifejacket at all times.

There is also a legal requirement to wear a lifejacket in all but the most benign circumstances. Too many skippers do not ensure this happens, but it is clearly stated in the Maritime Rules, and that compliance is their responsibility.

The Maritime Transport Act also makes it **an offence to operate a boat in a way that causes any unnecessary risk to persons or property.**

Even to maintain a boat inadequately is an offence. Following a drowning last year, a skipper was convicted and heavily fined when his boat sank and his companion drowned. The skipper had failed to seal some holes that

fastened seats to the buoyancy tanks each side of his five-metre dinghy. The skipper also failed to carry lifejackets on board.

There is no doubt that compliance with either of these requirements would have allowed all on board to stay on top and live when the boat was capsized without

warning by an unusually large wave.

Unusually large waves are quite common. They are not freaks, but they do occur randomly. Capsizes are also common.

There is no such thing as a 'slow' capsized; all occur very quickly and very suddenly with almost no warning. This is why lifejackets are required to be stowed in a 'readily accessible' place.

Accessible means they must be available in the case of a sudden mishap. If they are not available to the occupants after a boat has capsized, then they are not stowed correctly. Without a lifejacket it is very difficult to stay on top.

Some boats, such as inflatables, float level following a capsized. Even when inverted, essential equipment such as flares and life jackets can be retrieved from a boat that is level.

Most other trailer boats and dinghies either sink, or float vertically with the bow just out due to the weight of the outboard.

Time and again accident investigators at the MSA find that people have died in a boating accident because they could not retrieve lifesaving equipment stowed inside the boat.

Nearly all who die are males. Most fatal accidents involve trailer boats under six metres long.

Often the skipper has had several years experience without having a mishap. Frequently their focus is on fish and not enough thought goes into the boat, or more importantly, how they would '**stay on top**' in any emergency situation.

Rather than assuming "it will never

will be accessible after a capsized, that flares are up to date and can be reached, that knowing the VHF will not work when wet and having a waterproof hand held unit, keeping a cell-phone sealed in a plastic bag in your pocket, doing that extra little maintenance and making sure the latest marine forecast is obtained.

Very few people are now stupid enough to be in a boat without a life jacket, but all too many are choosing not to wear them. Then there are those who will pay careful attention to wearing lifejackets with the family, then go out with their mates in worse weather without a lifejacket in sight. Who said 'real men don't wear lifejackets'? Those who died last year were real men. Just ask their families.

While wearing a lifejacket could well be a lifesaving decision, there is more to 'staying on top' than ensuring you will float.

The vast majority of calls to Coastguard for help are for mechanical problems. Ensuring the car is always serviced and will not let you down does not seem to be a problem to most. But ensuring the boat is maintained gets less attention. Batteries are a prime source of trouble and simply charging them does not ensure they will cope with a day out fishing. A tow home costs much more than a new battery.

Staying on top also means knowledge of the rules that apply.

While being caught taking too many fish now results in severe financial penalties, fines up to \$10,000 and prison sentences are also available to the courts for maritime offences. With over 300,000 boats in New Zealand, a number increasing by over 10,000 each year, there is more and more need for every skipper to be fully aware of all the rules that apply.

We have not followed Australia in having a compulsory test before you are allowed to drive a motor boat, but this in no way reduces the requirement to know the rules.

The courses such as Dayskipper, run at very low cost by Coastguard throughout the country, are

well pat-ronised and provide the essential knowledge.

Skippers who understand their responsibility are not just going to stay on top, they will also help to ensure that the freedoms we all appreciate will remain free from unnecessary bureaucracy.



happen to me", skippers who ask themselves "how would I cope if my boat capsizes without warning?" will always be better prepared and so often it is the small things that prevent a common accident becoming a fatality.

Small things, like ensuring lifejackets

Inaugural Paradise Cup International Regatta

The inaugural International Regatta for the Paradise Cup (for the Dot Dinghy Class and similar vessels meeting loosely set class rules) was sailed in Paradise Bay, Ponui Island, New Zealand, on Sunday 8th February 2004.

The Regatta attracted high profile entrants from offshore (offshore Ponui Is, that is) and a large crowd of enthusiastic spectators both on the water and on the Queen's Chain.

A message of congratulations is expected shortly from The Duke of Kent, and his attendance is expected at the next Regatta when he will have made sure that he has no other prior engagements.

His telegram congratulates the Race Committee for its initiation of a world-class event and he advises that he has directed that a British syndicate is to prepare immediately for the next Regatta. (Unfortunately, we have not heard from Prince Charles.)

Key skippers, Meiklejohn and McIntosh sparred vigorously during their warm up and tuning preparations while the postponement flag remained aloft, awaiting infill of sea breezes.

Conditions soon filled in from the north-west. When the race committee had finished their cups of tea and magazine articles, they signalled the final course. It had a long leg to windward, a short broad reach and an off-wind leg to the finish line that was set under the sterns of two closely placed Joker Committee yachts.

The spectators on the various other vessels marking the outer extremities of the course hauled in all fishing lines that had been left out and beach spectators ran for a better view close under the start and finish line.

In the last few seconds before the start, both Bubbadubs and Bees Knees challenged for the windward position and there was some barging by the swinging stern of one of the official's vessels, but no protest flags appeared on the Dots.

At the start, (given from Dubs), both Dots hardened up very quickly and speed to windward with spray erupting from their bows. Meiklejohn was seen to be



wiping his specs, but McIntosh, fearing loss of his in the vigorous conditions had carefully stowed them on support vessel (Fantasia), so had an immediate advantage over Meiklejohn and took the lead to windward.

There were noticeable differences in sailing style, with McIntosh working in orangutan fashion with arms between the boom and the tiller, while Meiklejohn remained on the floorboards concentrating on tangles in the mainsheet that threatened his credentials, (but purportedly reducing windage, which is normal with threatened credentials).

On reaching the top mark, Bees Knees overlaid it in expectation of a large wind-

shift that was seen approaching and Bubbadubs was temporarily clamped in irons as Meiklejohn continued to extract mainsheets from under his bottom. Meiklejohn was still troubled with obscured vision and took some time to fill the mainsail on his proper course. (It is uncertain whether his vision difficulty was still from salt encrusted specs or eyes watering due to sudden tightening of the mainsheet down there somewhere.)

On the wing mark, both vessels rounded with vigorous gybes leaving only millimetres between the mark's anchor rode and their gunwales. Spectators on-board the mark vessel lowered their sunnies and put their magazines aside to

get a better view of the exciting race that was developing.

The run to the finish under the Committee vessels was without incident and saw Bubbadubs gather in Bees Knees as the wind filled in behind. However, it was not enough and well ahead, Bees Knees took the gun. The Committee including Mssrs Dudley and Curley dogs were surprised at the speedy return of the Dots and there was much woofing.

Bees Knees returned back up the course to locate Bubbadubs, indicating the spirit of good sportsmanship that was required in the Notice of Race, an aspect which the Regatta has now become famous for.

While making ready for the second race, Bubbadubs went to shore for further fine-tuning and was seen to be using auxiliary propulsion at one stage. However this was before the preparation flag, so no protest resulted. A large crowd gathered around Bubbadubs to admire its sophisticated layout and deck equipment.

Immediately after the start of the second race, Bubbadubs was able to climb

higher when McIntosh lost his orangutan grip for a couple of seconds. Meiklejohn then put dirty wind all over Bees Knees. McIntosh was seen to be suffering severely in the aroma, derived as it was, from the fluid sustenance enjoyed the previous evening, whilst setting the Regatta Rules.

Both Dots then tightened up and laid over into angles of heel that showed the strong fight that was going on and sped towards the top mark, with spray hissing from their bows.

The on-board spectators rose to their feet in the excitement as the two yachts fought side by side for a sniff of clear air, hurtling past various dinghies, rubber duckies and fizzie toys tied on the sterns. Bees Knees called for Bubbadubs to "hold her proper course" (and his wind), which she did, avoiding a potentially serious Protest Hearing. Then Bees Knees broke out from under and was first to the top mark with Bubbadubs nearly bumping her stern as they rounded judiciously wide and laid over in the new tack on a broad reach.

They rounded the wing mark in the

same positions but Bees Knees rounded too wide, allowing Bubbadubs to slip through. They closed down on the finish with hardly a second between them.

As they approached the finish line, Bees Knees, being clear behind had to swerve left and right to prevent climbing into Bubbadubs and the wind therein. Meiklejohn took the race with the spectators astounded at the speed of the yachts as they shot over the line.

Exhausted, and noting the rising wind conditions, the two skippers called for deferral of further races. This was granted by the Race Committee. The skippers retired to de-rig and restore fluid balances.

During the Regatta de-brief, Meiklejohn reported his difficulty with sheets near his private parts and McIntosh reported concern for his sweaty palms. Given these technical difficulties for both skippers it was agreed that the match was a draw and a third race was not required.

This report is issued subject to Copyright, by The Race Committee: Chris, Nicky, Dudley and Curley Woof.



NZTYA Championships 2003/2004 and Meridian Energy Aviemore Classic

1st Overall Meridian Energy Trophy

Neill Chandler – Timaru – “Lyric”

1st Overall On Handicap Oborns Nautical Supplies Trophy

Neill Monk – Dunedin – “Percolator”

Fastest Trailer Yacht Lake Aviemore Motor Hotel Trophy

Bruce Lang – Christchurch – “Unleashed”

A Division

1st Herrons Homestyle Trophy, Robert English
Dunedin – “Aphrodite”

2nd Don Dalton – Christchurch – “Short Circuit”

3rd Alan Sutherland – Dunedin – “Hot C Air”

Handicap Alliance Textiles Swandri Trophy,

1st Colin Moodie, Dunedin “Stix & Strings”

2nd Jim Patterson – Christchurch – “Crickle”

3rd Norm Sinclair – Dunedin – “Ceiling Zero”

B Division & Noelex 22 class

1st Gleniti Auto Services Trophy, Neill Chandler
Timaru – “Lyric”

2nd Bill Hall – Christchurch – “Ten Speed”

3rd Robert King – Timaru – “Delinquent”

B Division

1st Handicap Marine & Auto Trophy, Owen Churchman
Alexandra – “Coupe De Grace”

2nd Mike Hansen – Queenstown – “Sweet Talker”

3rd Nigel Bamford – Dunedin – “Ragtime”

C Division & Noelex 25 Class

1st Speights Trophy, Richard Hawkins –
Dunedin – “Wavetrain”

2nd Neill Monk – Dunedin – “Percolator”

3rd Kevin Brown – Dunedin – “Cabernet”

1st Handicap Bernina Sewing Centre Trophy, David Penno
Waimate – “Together”

2nd Keith Maydon – Dunedin – “Blue Inn”

3rd Rod O’Brien – Christchurch – “Sound Of Silence”

D Division

1st South Canterbury Toyota Trophy, Lyn Scott
Christchurch – “Icebreaker”

2nd Milton Bloomfield – Christchurch – “Voodoo Magic”

3rd Ian Griffiths – Christchurch – “12 Gauge”

1st Handicap Shell Stafford Street Trophy, John Begg
Christchurch – “Aquisition”

2nd Warwick Coombridge – Timaru – “Roaring 40s”

3rd Bruce Lang – Christchurch – “Unleashed”

No Spinnakers Division

1st Meridian Energy Trophy, Mike Mitchell
Oamaru – “Zanzibar”

2nd Bill Burgess – Timaru – “Camla”

3rd Tony Marsh – Twizel – “She”

1st Handicap Gilchrists Garage Trophy, Tony Robinson
Timaru – “Ivan Hoe”

2nd Maury Bootheystone – Timaru – “Sirocco”

3rd Ivan Stevenson – Timaru – “Portfolio”

Aquarius Class

1st Jim Patterson – Christchurch – “Crickle”

2nd Michael Dwyer – Dunedin – “Mademoiselle”

3rd Maury Bootheystone – Timaru – “Sirocco”

Farr 6000 Class

1st Robert English – Dunedin – “Aphrodite”

2nd Alan Sutherland – Dunedin – “Hot C Air”

3rd Colin Moodie – Dunedin – “Stix & Strings”

Farr 7500 Class

1st Mike Hansen – Queenstown – “Sweet Talker”

2nd Kevin McFall – Timaru – “Club Med”

3rd Laurence Smith – Timaru – “Endeavour”

New Zealand Trailer Yacht Championships

A Division

1st Bill Frater- Timaru – “Freak Brothers”

2nd Milton Bloomfield – Christchurch – “Voodoo Magic”

3rd Lyn Scott – Christchurch – “Icebreaker”

Line Honours - Wayne Cook – Christchurch – “Chocolate Fish”

B Division

1st Neill Chandler – Timaru – “Lyric”

2nd Richard Hawkins – Dunedin – “Wavetrain”

3rd Bill Hall – Christchurch – “Outlaw”

Line Honours - Richard Hawkins – Dunedin – “Wavetrain”

C Division

1st Robert English – Dunedin – “Aphrodite”

2nd Alan Sutherland – Dunedin – “Hot C Air”

3rd Colin Moodie – Dunedin – “Stix & Strings”

Line Honours - Robert English – Dunedin – “Aphrodite”

R Division

1st Mike Mitchell – Oamaru – “Zanzibar”

2nd Tony Robinson – Timaru – “Ivan Hoe”

3rd Tim Hughes – Christchurch – “Blue Tack”

Line Honours - Mike Mitchell – Oamaru – “Zanzibar”

Aquarius 22 New Zealand Championships

1st Jim Patterson – Christchurch – “Crickle”

2nd Michael Dwyer – Dunedin – “Mademoiselle”

3rd Barry Devlin – Oamaru – “Sullidae”

Noelex 25 South Island Championships

1st Richard Hawkins – Dunedin – “Wavetrain”

2nd Kevin Brown – Dunedin – “Cabernet”

3rd Neill Monk – Dunedin – “Percolator”



Noelex 25 NZ Champs, Lake Rotoiti

Final Result Entries: 12, Races Sailed: 9, Discard : 2



Sail No	Boat	Handicap	Series										
			Points	Place	R1	R2	R3	R4	R5	R6	R7	R8	R9
3683	Turbulent	1	10	1	13	2	1	1	1	1	3	7	1
325	Wave Train	1	24	2	13	4	3	13	2	2	9	2	2
3228	Blue Thunder	1	27	3	2	8	6	2	7	13	5	1	4
3327	Elerberry Win	1	28	4	13	6	7	3	5	3	1	3	12
3601	Gasparcho	1	36	5	13	11	10	6	4	7	2	4	3
2942	Tease	1	37	6	1	10	2	8	6	6	13	5	9
3628	Corporate Raide	1	39	7	13	7	4	7	3	8	4	6	8
1104	Wairua Express	1	42	8	13	5	5	5	9	5	6	12	7
1178	Azure	1	51	9	13	1	8	10	8	9	7	8	10
1025	Applejack	1	51	10	13	3	9	11	12	4	10	9	5
3565	Sheet Music	1	59	11	3	9	11	4	10	11	11	11	11
3600	Sweet Magic	1	66	12	13	12	12	9	11	10	8	10	6

Noelex 22 NZ Champs, Lake Dunstan

Sailed: 9 Discards: 1 Ratings: None

Pos	Fleet	Boat Name	Sail No	Helm	Club	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
1		Seal	8730	Dave McMillan	Brunner	2	3	1	5	7	13	1.5	10	1	30.5
2		Lyric	1019	Neil Chandler	Timaru YPBC	5	5	DNF	2	2	2	6	9	8	39.0
3		Slipstreak	1074	Gary Hopkinson	Brunner	3	10	2	9	8	7	5	7	4	45.0
4		Freestyle	347	Richard Hawkins	OTYS	6	4	DNF	3	3	8	9	14	2	49.0
5	Silver	Coup de Grace	3995	Owen Churchman	Dunstan	12.5	14	DNF	7	10	3	3	1	3	53.5
6		Double Dark	1166	Ken Camp	Naval Point	8	9	DNF	1	6	14	4	6	6	54.0
7		Special FX	3895	Bryan Hall	Dunstan	11	6	DNF	8	4	4	12	2	10	57.0
8		Knights Pursuit	3056	Alan Holdt	New Plymouth	1	8	DNF	6	9	5	11	15	7	62.0
9	Silver	About Now	3209	Andrew May	Naval Point	10	16	DNF	10	5	1	8	4	9	63.0
10		Harmony 4	3238	Paul Sloane	Tauranga	9	11	DNF	4	11	6	1.5	8	16	66.5
11		Outlaw	3775	Bill Hall	Naval Point	7	7	DNF	DNC	1	11	7	3	11	71.0
12		Delinquent	3844	Robert King	Timaru YPBC	12.5	1	DNF	11	13	10	15	11	5	78.5
13		Lady Penelope	3095	Francis Zampese	Brunner	4	2	DNF	16	14	12	13	5	13	79.0
14	Silver	Rhumb Raider	3246	Barbara Emmitt	Dunstan	16	13	DNF	15	12	9	16	16	21	118.0
15	Silver	SuperAnn	3261	Alvin Frew	Waiholo	14	12	DNF	17	19	18	14	12	15	121.0
16	Silver	Tart'n'Tights	3985	Clark Sinclair	Dunstan	17	17	DNF	12	16	15	17	17	12	123.0
17	Silver	White Pointer	840	Shane Thomson	Wanaka	19.5	15	DNF	13	15	17	10	19	17	125.5
18	Silver	Ragtime	4112	Nigel Bamford	Owaka	15	18	DNF	14	18	19	18	13	14	129.0
19	Silver	Ten Speed	930	Branko Sijnja	Owaka	19.5	19	DNF	DNC	17	21	20	20	18	158.5
20	Silver	Polly Stripper	3334	Daniel Gall	Naval Point	22	22	DNF	18	20	20	19	18	20	159.0
21	Silver	Concrete & Steel	2563	John Pease	New Plymouth	18	20	DNF	DNF	21	16	21	21	19	160.0
22	Silver	Reality Bites	4083	Keith Hollick	OTYS	21	21	DNF	DNC	DNC	DNC	DNC	DNC	DNC	186.0
23	Silver	Half n Half	1725	Phil Heseltine	OTYS	DNF	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	192.0

E5-9 National Results - Waikawa

Pos.	Sail No.	Boat Name	1	2	3	4	5	6	7	8	9	10	11	12	Total Score	Discard	Series Score
1st	3935	Lambada	2	1	5	2	2	3	2	3	1	*	*	*	21	5	16
2nd	3700	Slam Dunk	3	3	3	4	3	1	1	2	3	*	*	*	23	4	19
3rd	3976	Ice Breaker	4	5	2	1	1	4	4	4	7	*	*	*	32	7	25
4th	3143	Zoot Allures	1	2	1	6	4	10	3	6	4	*	*	*	37	10	27
5th	3231	Cut Lunch	8	12	10	10	6	2	10	5	2	*	*	*	65	12	53
6th	3802	Pen Wig & Ballcock	6	4	8	5	5	6	11	9	10	*	*	*	64	11	53
7th	3884	Hobo the Butcher	9	6	6	3	9	9	6	11	7	*	*	*	66	11	55
8th	3629	Elliott Ness	13	8	12	13	8	8	5	1	6	*	*	*	74	13	61
9th	3580	Elliott Goblit	5	7	4	9	10	12	7	10	9	*	*	*	73	12	61
10th	3203	Voodoo	10	10	7	8	11	5	9	7	5	*	*	*	72	11	61
11th	3131	The Blurr	12	11	11	12	7	7	8	8	11	*	*	*	87	12	75
12th	3744	Frivolous Fish	11	9	9	7	12	15	12	14	13	*	*	*	102	15	87
13th	3673	Spurt	7	13	13	11	14	11	14	13	14	*	*	*	110	14	96
14th	3760	Sub-60	14	14	14	14	13	13	13	12	12	*	*	*	119	14	105

*Abandoned

New Zealand Trailer Yacht Ratings

The NZTYA has received many letters and emails regarding the ratings of various types of trailer yacht. As a result some have been modified and a list of the official NZTYA Numbers as adopted by the National executive is available below.

The philosophy used is based on that adopted a few years back by the NZTYA ... that is basically boats don't change. So once a reasonable number is established it shouldn't change. In assessing numbers, I have basically taken known performances and compared them to other types of boats reflected in the score sheets.

There are a lot of results available for some classes, and not so many for others. The ones we have a lot of results for tend to be used more often as 'benchmarks', but there is no such thing as 'benchmark numbers'. The NZTYA numbers have to reflect a well sailed and equip example of a class. The last set of numbers released by the NZTYA was dated September 2002. The current ones are dated July 2003.

The major issue we are faced with is owners who are applying new technologies to quiet old boats, so we are seeing some quiet

large performance increases. That is new sail technologies replacing 15-20 yr old sails, new sheets, non design sail plans and a tidy up of the under water areas, and some sharp sailors returning to the sport.

Classes who's number have been changed are listed below, along with a very brief justification or discussion.

Farr 6000, there is an anomaly with boats sailing outside of the class as defined, ie using a genoa, this is now recognised. Elliot 7, this number is lowered slightly. Bull 7000, number lowered. Flush Poker, number increased, reflecting performance in national events. Ross 650, relocated to beneath N25, reflecting results from national event, 2 masters regattas and north island regatta, relativity between bulb and non-bulb models is maintained. Elliot 740 has separate numbers for the wing or bulb (there possibly remains an issue about the spinnaker size). Catalina 7, increase to match results from refurbished boats. Farr 750, increase to match results.

Brad Scott
NZTYA Technical Officer

NZTYA Ratings as at March 2004

Boat Type	NZTYA Rating	Self righting index	Boat Type	NZTYA Rating	Self righting index
Aquarius 22	0.7760	0.860	Elder 680	0.9290	
Aquarius 8M	0.8350	0.860	Elder 680M1 (T1064)	0.9590	
Austral 8	0.9350		Elder 680M2 (T3051)	0.9530	
Beachcomber 6.5	0.7430	0.530	Elder 7.6	0.9060	
Beale 780	0.8720		Elliott 5.9	0.8940	1.608
Birdsall 22	0.7340		Elliott 6.5	0.9450	1.700
Bonito 580	0.6880		Elliott 7	0.9530	
Brooke 25	0.8000	1.160	Elliott 7.4 (Bulb keel)	0.9100	
Bull 7000	0.9300	0.680	Elliott 7.4 (Winged Keel)	0.9050	3.180
Careel 18	0.6630		Elliott 7.8	0.9650	1.220
Caribou 17	0.6900		Elliott 7.8 - Mod (T4052)	0.9850	
Caribou 18	0.7090		Emeny 8	0.8770	
Caribou 20	0.7670	0.450	Empress 20	0.7570	
Catalina 7	0.8050		Explorer 770	0.8600	0.440
Cherry 16	0.6580		Express 780	0.8660	
Chubb 770	0.9500	1.390	Farr 5000	0.6570	0.600
Cirrus 6000	0.7550	0.400	Farr 6000	0.7500	0.650
Coronet 20	0.7430	0.900	Farr 6000 (with Genoa)	0.7600	
Coronet 25	0.8080		Farr 740 Sport	0.8900	1.070
Coxhead	0.8140		Farr 7500	0.8380	1.230
Cresta Craft 5.75	0.6880		Fiona Marie	0.8120	
Dahl 4.88	0.6990		Flush Poker	0.8400	1.010
Dahl 780	0.8640		Freeway 780	0.8870	
Dale 7.6	0.8600		Fun 780	0.8360	
Dale 760 (Bernz)	1.0000		Gazelle MKI	0.8150	
Dale 8.3	0.9760		Gazelle MKII	0.8500	
Dancer 5.8	0.6770	0.960	Given 780	0.8360	
Davidson 16	0.6770		Harness 16	0.7950	
Davidson 20	0.6860	0.950	Hartley 14	0.6120	
Davidson 26	0.8720		Hartley 16	0.7200	0.110
Denison 780	0.8260		Hartley 18	0.7140	0.830
Dibley 650	1.0200	1.095	Hartley 21	0.7330	0.846
Eagle 8	1.0210		Hislop 7.5	0.8040	0.210

Boat Type	NZTYA Rating	Self righting index	Boat Type	NZTYA Rating	Self righting index
Hislop Special	0.9490		Ross 650 (Bulb)	0.8600	1.017
Honey 27	0.8360		Ross 650 (No Bulb)	0.8430	0.790
Hot Pot 7.7	0.8340		Ross 780	0.9280	1.450
Joker 6.7	0.8200		Rover 6.8	0.7660	
Joker 820	0.8740		Sabre 20	0.7100	0.690
Kestrel 18	0.7040	0.260	Sabre 22	0.7360	
Lambert 7.8	0.9060		Sabre 25	0.8260	
Lidgard 18	0.7550		Sandman 20	0.7340	
Lightening 7.5	0.9300	0.859	Sandpiper 20	0.7560	
Lightening 7.5 -(Mod T3978)	1.0000	0.680	Scintillation 7.8	0.8280	1.375
Lloyd 6.9	0.7930	0.684	Scorpio 25	0.8360	
MacGregor 26 WB	0.8500		Sigrid 6.3	0.8040	
Magnum 20	0.7340		Sonata 24	0.7340	
Mallard 22	0.7580		Tasman 20	0.7470	1.070
Maverick 6.9	0.8720		Tenspeed	0.8920	
McKenzie 780	0.9840		Thompson 650	1.0600	
Merlin 20	0.7130	0.480	Thompson 7M	0.9600	
Midnight 21	0.7600		Thompson 8M	1.1200	
Minetun 6.8	0.7320	1.090	Thompson 8M	0.6488	
Mirador 6.1	0.6940		Trojan 750	0.8120	1.270
Mirador 680	0.8150		Trojan 750 MKII (Bulb)	0.8250	
Monarch/Pacer 17	0.6560	0.630	Tropic 4.6	0.6320	
Moonraker 16	0.6630		Unleashed	1.0180	
Moonraker 18	0.6970	1.232	Van Dieman 5.6	0.7150	
Moonraker 20	0.7750		Variant 22	0.6970	
Moonraker 23	0.8080		Variant 7.7	0.8360	
Moonraker 26	0.8260		Ventura 17	0.6560	
Moonraker 26	0.8260		Ventura 20	0.6870	
Moonraker 8M	0.8350		Wagstaff 22 (1958)	0.7680	
Morgan 7.4	0.9340	0.930	Wagstaff 660	0.7600	
Murchie 595	0.7860		Webster 5.4	0.6620	
Nimbus	0.8350		Whiting 16	0.7720	0.110
Noeleda 7.32	0.7690		Whiting 22	0.7950	1.540
Noalex 22	0.8060	1.180	Williams 6	0.8650	0.640
Noalex 25	0.8470	1.040	Williams 7	0.8840	
Omega 7	0.7750		Witchcraft	0.8200	1.390
Orchard	0.8150		Young 5.2	0.7320	
Pacer 7.4	0.8320		Young 5.7	0.7190	0.328
Pegasus 840	1.0490	0.980	Young 6.0 WB	0.7920	
Quicksilver 16	0.6740	0.370	Young 6.7 WB	0.8280	1.120
Quintet 5.0	0.6940		Young 7.0	0.8820	
Quintet 6.0	0.7750		Young 7.8 WB	0.8820	0.680
Quintet 7	0.8340		Young 7.8 WB - Modified	0.8900	
Quintet 780	0.8430	1.150	Young 77	0.9000	1.870
Redwing 6.0	0.7190		Young 780 Rocket	0.9100	
Rendle 6.7	0.7960		Z5	0.7900	
Retriever 6.7	0.7680				

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New Zealand Trailer Yacht Association

Council Contacts

The NZTYA is administered by a Council elected annually by the member Clubs and Owner's Associations. Meetings of the Council are held on a regular basis. Enquiries should be directed to the Secretary by Mail, Fax or email.

Secretary:

Mac McIntosh
P O Box 10156, Te Rapa, Hamilton
Ph: 021 823 121
Fax: 07 - 849 8240
secretary@traileryachts.org.nz

President:

Nigel Lancaster
Ph: 07 - 868 8661
lancasta@ihug.co.nz

Past President:

Lee Jordan
Phone: 07 - 571 4220

North Island VP:

Mac McIntosh
Ph: 021 823 121
secretary@traileryachts.org.nz

South Island VP:

Jon Olds
Ph: 03 - 686 4837
oldsie@xtra.co.nz

Treasurer:

David Hilliar
Ph: 09 - 634 3556
david@thebookkeeper.co.nz

Technical Officer:

Brad Scott
Ph: 07 - 347 8953
Fax: 07 - 374 8199
scottbj@ihug.co.nz

Y.N.Z. Delegate:

Lee Jordan
Ph: 07 - 571 4220
lejour@clear.net.nz

Publicity Officer:

Mike Coupe
Phone: 06 - 363 8943
pegasus1@xtra.co.nz

Affiliated Yacht Clubs

Whangarei Cruising Club

Physical address: Riverside Drive, Whangarei & Parua Bay
Postal address: Box 1082, WHANGAREI
Phone: 09 435 4167 Fax: 438 9043
Email: nick@wcc.net.nz
Web site: <http://www.wcc.net.nz>

Usual sailing waters: Parua Bay, Whangarei Harbour

Commodore: Mr. John Gentry

Email: gentry@wcc.net.nz

Maraetai Sailing Club

Physical address: Maraetai Park, Maraetai Beach
Postal address: Box 6, Maraetai Beach, AUCKLAND
Email: MaraetaiBoatClub@xtra.co.nz
Phone: 09 536 6649 Fax: 536 5829

Usual sailing waters: Tamaki Strait

Commodore: Mr. Grant Skelton

Email: grantskelton@ihug.co.nz
Phone: 09 536 5227

Richmond Yacht Club

Physical address: Westhaven Marina Auckland
Postal address: P O Box 2149, AUCKLAND
Email: richmondyc@xtra.co.nz
Web site: <http://www.richmondyc.org.nz>
Phone: 09 376 4332 Fax: 09 360 2379

Usual sailing waters: Auckland Harbour - Hauraki Gulf

Commodore: Mr. Ian Bedwell

Email: ian.bedwell@xtra.co.nz
Phone: 09 479 5303

Bucklands Beach Yacht Club

Physical address: Half Moon Bay, Bucklands Beach
Postal address: Box 54005, AUCKLAND
Email: bucksbyc@clear.net.nz
Web site: <http://www.bbvc.org.nz>
Phone: 09 534 3046 Fax: 09 534 3242

Usual sailing waters: Tamaki River

Commodore: Mr. Philip Yuill

Email: phil@autodec.co.nz

Waitemata Trailer Yacht Squadron

Postal address: PO Box 12733, Penrose, AUCKLAND
Email: humespun@xtra.co.nz
Phone: 09 634 3556

Usual sailing waters: Waitmata Harbour - Hauraki Gulf

Commodore: Mr. David Hillar

Email: david@thebookkeeper.co.nz
Phone: 09 634 3556

Ngaroto Sailing Club

Physical address: Bank Road, Paterangi, TE AWAMUTU
Postal address: P O Box 188, TE AWAMUTU
Email: russell.gibbs@xtra.co.nz
Web site: <http://www.teawamutu.net/nbc>
Phone: 07 871 4434

Usual sailing waters: Lake Ngaroto

Commodore: Mr. Ross Wren

Email: wrenn.rs@xtra.co.nz
Phone: 07 855 8342

Waikato Yacht Squadron

Physical address: Kawakawa Bay, Firth of Thames
Postal address: P O Box 4263, HAMILTON EAST
Email: paddy.greene@xtra.co.nz
Web site: <http://www.yachtingnz.org.nz/>

Usual sailing waters: Hauraki Gulf

Commodore: Mr. Paddy Greene

Email: wrenn.rs@xtra.co.nz
Phone: 07 855 5394

BOP Trailer Yacht Squadron

Physical address: Okawa Bay Marina, ROTORUA
Postal address: Box 2263, ROTORUA
Email: boptys@xtra.co.nz
Web site: <http://www.boptys.co.nz>
Phone: 07 357 6019 Fax: 07 357 2661

Usual sailing waters: Lake Rototiti

Commodore: Mr. Adrian McHardy

Email: lycoming@compuserve.com
Phone: 07 345 3656

Lake Taupo Yacht Club

Physical address: Ferry Road, TAUPO
Postal address: Box 525, TAUPO
Email: ltyc@xtra.co.nz
Phone: 07 377 2176 Fax: 07 378 6720

Usual sailing waters: Lake Taupo
Commodore: Mr. Herwi Scheltus
Email: herwi@ihug.co.nz
Phone: 07 378 8636

Tauranga Yacht & Powerboat Club

Physical address: Keith Allen Drive, TAURANGA
Postal address: Box 14 352, TAURANGA
Email: Office@yacht.org.nz
Web site: http://www.yacht.org.nz
Phone: 07 578 5512 Fax: 07 578 5595

Usual sailing waters: Tauranga Harbour
Commodore: Mr. Roger Rushton
Email: roger@patspantry.co.nz
Phone: 07 576 3999

Whakatane Yacht Club

Physical address: Kakahoroa Drive, WHAKATANE
Postal address: Box 255, WHAKATANE
Email: brunnies@ezisurf.co.nz
Phone: 07 308 5689 Fax: 07 307 1588

Usual sailing waters: Off Whakatane Bar
Commodore: Mr. Jamie Brunsdon
Email: brunnies@ezisurf.co.nz
Phone: 07 308 5689

Gisborne Yacht Club

Physical address: Kaiti Beach Road, GISBORNE
Postal address: Box 650, GISBORNE
Phone: 06 867 2004

Usual sailing waters: Poverty Bay
Commodore: Mr. John Logan
Email: john.logan@loganprint.co.nz
Phone: 06 868 8266

Evans Bay Yacht and MB Club

Physical address: Evans Bay Parade, WELLINGTON
Postal address: Box 14496, Kilbirnie, WELLINGTON
Email: admin@watersports.org.nz
Web site: http://www.watersports.org.nz
Phone: 04 939 4167 Fax: 04 939 4168

Usual sailing waters: Evans Bay, Wellington Harbour
Commodore: Mr. Warren Rankin
Email: warren.r@paradise.net.nz
Phone: 04 973 6934

Lowry Bay Yacht Club

Physical address: Seaview Marina, LOWER HUTT
Postal address: Box 30533, LOWER HUTT
Email: lbyc@globe.net.nz
Web site: http://www.lbyc.org.nz
Phone: 04 568 3715 Fax: 04 568 3739

Usual sailing waters: Wellington Harbour
Commodore: Mr. Steve Taylor
Email: steve@hufcor.co.nz
Phone: 04 565 3020

Waikawa Bay Boating Club

Physical address: Waikawa Marina, PICTON
Postal address: P O Box 52, PICTON
Email: manager@waikawaboatingclub.org.nz
Web site: http://www.waikawaboatingclub.org.nz
Phone: 03 573 6798

Usual sailing waters: Queen Charlotte Sound
Commodore: Ms Shirley Sprozen
Email: lucas_sprozen@xtra.co.nz
Phone: 03 577 9461

Canterbury Trailer Yacht Squadron

Postal address: Box 8350, CHRISTCHURCH

Timaru Yacht and Powerboat Club

Physical address: North Mole, TIMARU
Postal address: Box 93, TIMARU
Email: timaruyabc@hotmail.com
Web site: www.yachtingnz.org.nz/
timaru_yacht_powerboat_club/
Phone: 03 668 4163

Usual sailing waters: Caroline Bay
Commodore: Mrs. Sarah Miller
Email: sarahmiller@xtra.co.nz

Otago Trailer Yacht Squadron

Postal address: Box 5393, Moray Place, DUNEDIN
Email: penrin@xtra.co.nz

Usual sailing waters: Otago Harbour and Otago Lakes
Commodore: Mr. Keith Hollick
Email: keithho@cerebosgreggs.co.nz
Phone: 03 489 8676

Lake Brunner Yacht Club

Physical address: Moana, WESTLAND
Postal address: Box 87, GREYMOUTH
Phone: 03 738 0555

Usual sailing waters: Lake Brunner
Commodore: Mr. Brian Rowlands
Email: rowlands@minidata.co.nz

Wakatipu Yacht Club

Physical address: Kelvin Heights, FRANKTON ARM
Postal address: Box 182, QUEENSTOWN
Email: act-ceng@es.co.nz

Usual sailing waters: Frankton Arm, Lake Wakatipu
Commodore: Mr. Alan Thomas
Email: act-ceng@es.co.nz
Phone: 03 442 9264

Southland Trailer Yacht Squadron

Postal address: Box 1397, INVERCARGILL



Class Owner Associations

Aquarius 22 Owners

79 seabury Ave, FOXTON BEACH
President: Mike Coupe
Phone: 06 363 8943
Email: pegasus1@xtra.co.nz

Farr Owners

Box 7793, CHRISTCHURCH
Secretary: Ms. Sue Arthur
Web site: www.farrtraileryachts.org

Noelex 22 Owners

13 Kennedy's Bush Rd, CHRISTCHURCH
Secretary: Vern Rolton
Phone: 03 - 322 7777
Email: noelex22@orcon.net.nz

Jokers Association

c/o 10 The Haven, Flagstaff, HAMILTON
Secretary/Treasurer: Grant Penney

Noelex 25 Owners Association

Box 2637, CHRISTCHURCH
David Hayton,
Ph: 03 - 3845305
Email: david.hayton@xtra.co.nz

Sabre Owners

Box 7118, Te Ngae ROTORUA
Secretary: Jo Martin
Phone: 07 - 362 4646



THE NZTYA NEEDS YOU!!
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COMMERCIAL INSURANCE BROKERS

graham.dowling@crombie.co.nz

PHONE: 07 578 7852

FAX: 07 577 1987