

# The PARROT



A publication of the Tutukaka South Pacific Yacht Club Inc.

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## SAILING IN OTHER PLACES.

I have scrounged this article from sail.com. (Kindly permitted by the editor.)

Roy is a long time member of the club.

### **Coutts Quarter Tonner sailed at Cowes Isle of Wight.**

"A special feature this year has been the appearance of Roy Dickson, a very familiar sight



on the Waitemata Harbour, and one of the crew of 45 South which won the Quarter Ton Cup for New Zealand in Deauville (FRA) in 1975 - a win which launched the career of designer Bruce Farr, and created the Farr 727 class. New Zealand won again in 1976, in the Whiting design, Magic Bus, and failed to get a boat away for the defence due to lack of funds in 1977. The top boat that year was Black Fun designed by Laurie Davidson. Yes, that is three top boats in three successive year from three different NZ designers.

*Roy Dickson at the helm of Enigma.*

So the Quarter Ton class has a special place in NZ yachting history, and it is great to see Roy Dickson and his crew make the effort to get to Cowes, and sail again."

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### **Winter series report:**

TSPYC's 2010 winter series saw eight races successfully held, in weather conditions which ranged from near-calm to a 48-knot rain squall during the final race.

Highlights of the series included a visit from whales, orca and dolphins during Race 4 in May, and some very close tactical racing on the final stretch to the finish line within the confines of the harbour on a couple of occasions.

The series was also characterised by close results on corrected time, courtesy of club handicapper John Holdsworth.

The outcome of the series went down to the wire, with two boats - Standing Ovation and Heartbeat - going into the final race with equal points on handicap. The race began in very light airs but the fleet later encountered a rainsquall peaking at 48 knots (forcing most boats to take in sail). However, the breeze quickly dropped away again in the wake of the squall, leaving the fleet beating into the harbour against a patchy breeze and an outgoing tide.

A margin of just 34 seconds was enough to give the series to Heartbeat over Standing Ovation, with Seabird III in third place. Other yachts which took part in individual races during the winter series included Gunsmoke, Penguin and Delta Lady.

## A JOURNEY By Chris Buckley

We were sitting around the kitchen table last January, enjoying a summer breakfast and browsing Craig's list to see what the current crop of boat bargains looked like. As usual, they all looked good but there was nothing there we couldn't walk away from – except this 36 foot CT trawler in Marina del Ray Harbour, Los Angeles, did look a bit interesting. The boat was the right size, had low hours and was well-maintained – and the price was right. A quick phone call to the broker who painted a picture of marine perfection. I was on the big 747 heading for California two hours later, and next morning I was standing at the front door of the broker's office waiting for them to open.

Marina del Ray is huge, the boats are huge and there are no semi-floating wrecks anywhere among the 6,000 plus slips. There are more mega-gin palaces than sail boats by at least a factor of ten. Talk about culture shock. Tutukaka Marina would fit in a single slip in MdR.

The broker arrived and kindly offered to take me for coffee – or a stronger (gin-based) drink at one of the numerous watering holes. I was his first client in 3 months and he thought the phone call from me the day before had been a prank call – and that's why he didn't pick me up at the airport. Pete finally took me down to see the boat. It had been for sale for 3 years and had had no prospective clients aboard for more than a year. The aft cabin was occupied by Pete's teen-age daughter and she was still asleep so that placed some limits on the inspection. Luckily the diesel wouldn't start so we didn't have to disturb her. As they say in the trade "the boat didn't show well".

I did learn a lot. "Low hours" means the hour meter stopped working ten years ago. "Shows like new" means that's what it looked like when it was new. Just don't expect the boat to look like that now.

I spent the next month looking at over one hundred west coast trawlers before giving-up and returning to Tutukaka. Bargains were to be had but they all had major issues like leaky decks, shot diesels, rotten fuel tanks, dry rot in the main salon and even structural problems with the hull core. The thousands of Chinese trawlers built in the 70's and 80's were really beginning to show their inferior materials and shoddy construction. They were either project boats or heading for the great boatyard in the sky. Didn't quite give up but the dream was gradually going to background mode. Business called this time and after a week I was back on my way to California to look at some landslides. I ended up staying in Anaheim just a few blocks from where the Willard trawlers are built. I had a very pleasant visit to the factory and the light came on – the Willard 40 pilot house was the right boat for us. They had built 13 of the exact model we wanted and there were two used ones for sale - one in Washington, and one in Florida. In the US boat prices are highest in the Northwest and lowest in the south east. A Florida boat is half the price you would pay in Seattle. Or for the same price you can get twice the boat.

There is the small issue of getting the boat from Florida to the west coast but heck they do that every day don't they? Besides the journey is what its all about. The broker was in Fort Myer, Florida, the boat was in Punta Gorda and I ended up in the Central US thanks to a blizzard in New York. But the new Pete kept it all glued together and one by one the problems and issues were all eliminated. The boat became ours on March 23, and Ersin and I moved aboard a boat that had been stripped of everything that wasn't nailed down. The basics were all there and the pleasure of dealing with



our broker and just being aboard a boat that had been a distant dream was a life milestone. 'Manaia' was ours and we were on our way with 3,800 miles to go. The decision of trucking or shipping as deck cargo did not fit our vision; on April 1, we headed south for Panama.

By the time we got to Cancun, Mexico, several problems had developed with the diesel and the charging system. Not willing to wait in Mexico, and unwilling to continue to Panama with an iffy heat exchanger, we returned to Tarpon Springs, Florida. We were on our way 30 hours later with a brand new heat exchanger, a working generator and 16 litres of fresh jumbo shrimp.

But this time, we didn't turn left, we turned right heading for the Florida Panhandle and 2,000 miles of the Gulf Intra-Coastal Waterway, and a date with a truck and trailer in Houston Texas. This is what trawlers are all about. You travel at 6.5 knots, you don't tack, you don't change sails or reef, and you burn 1 gallon (4.5 litres) per hour. By the way, the GICW is not used much any more by pleasure boats. Not many marinas (or pleasure boats) survived the hurricanes in the last 5 years. We didn't find a single operating marina or fuel dock in 2,000 miles until we got to Houston Texas. Lots of commercial barge traffic, and they were pleased to talk to us and tell us where the best anchorages were. There were lots of town docks and commercial docks to tie-up at overnight. Lots of chances to buy fresh shrimp straight off the boats. Yum.

The offshore oil spill was a dark cloud on the horizon the entire trip from Florida to Mississippi to Alabama to Louisiana to Texas. We could smell the oil on the windward side of barrier beaches once or twice when we anchored overnight, but in the end, we came through clean after a spectacular trip. At the end of May we were in Seabrook Marina on Clear Lake, Texas, organizing the trailer trip to San Diego. By my count, we had ducked at least 4 bullets so far. When we told the manager the name of the transport company, you could tell that we had just said a very, very bad word. She was obviously looking for a delicate way to tell us we'd picked a loser. The heads-up on picking a transport guy is to be very careful if they ask for a non-refundable deposit or cash before the boat is picked-up. They are probably a broker and don't own a truck.

We made the change to QMR Yacht Transport, and Ken showed up with his big rig the evening before he was due, and by noon the next day Manaia was loaded with the top of her pilothouse 14 feet 7 and one half inches above the ground. So on the Saturday of the Memorial day long weekend Manaia was on Interstate 10 heading west, and we were riding the Amtrack across Texas and the Southwest.

13:00 hours, June 1, 2010: Captains Log; Manaia is back in the Pacific at Driscolls Marina in San Diego.



*Manaia, 40' trawler on the truck in Texas, ready get on the road to San Diego, California, May 2010.*

Circumnavigation of the 48 States is complete. Plans now are to enjoy the west coast from San Diego to San Francisco for the rest of the summer, then leave the boat for the winter at Moss Landing, Monterey Bay under the care of

Ersin and Shandy. As I said before, its the journey that counts and so far, its been one heck of a ride that will not end until Manaia is in her new home of Tutukaka

*Manaia at the guest dock, Morro Bay Yacht Club, California, June 2010.*



#### LIFE MEMBER

Longstanding TSPYC member and past commodore Barry North has been made a life member in recognition of his contribution to the club.

Barry was a member of the original Tutukaka Yacht Club and, with wife Sandra, has been a TSPYC member for 20 years, during which time he has approached both racing and social activities with equal enthusiasm.

He served as TSPYC commodore from 1995-97 and has organised many club events over the years. His exceptional boat-building skills (also seen on many Tutukaka boats) were behind the creation for a large number of the club's trophies, which he has then gone on to win with either Sunday Special or, more recently, Pocket Rocket. Barry's cheerful and tireless commitment to training new crew members has been the first step in many people joining the club.

Barry and Sandra are planning to sell the family home overlooking Tutukaka Marina and move into Whangarei, where Pocket Rocket will compete with the Whangarei fleet (which includes more trailer boats). However, they can be assured that there will always be a warm welcome and a cold drink waiting for them at Tutukaka!

HOVE TO 27/06/10 Hilton Ward

Life, like the ocean, rolls over us, washes us, lifts us aside and puts us back, shows us the way, slows the passage with adverse weather and speeds our passage under favourable conditions. Nevertheless, unplanned and timelessly, relentlessly, it beats on. The Ocean has all conditions in its fathomless store to enhance the passage, slow it or stop it altogether. It makes its own way.

So, like life itself, it shapes our way from beginning to passage end.

After fifteen years cruising, life for us changed when we moved ashore. Having sold our darling *Spindrift* and now boatless I am hove to. It is time to hunker down, plan the next route, save for the next boat. A vessel more suitable for the new planned route through life.

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**The Americas Cup.** Is now to be raced with Catamarans with wing sails.

[www.sail-world.com/nz](http://www.sail-world.com/nz) keeps up with the Americas Cup News so if you are really interested check it out on that web site

Here's to a great summer and successful racing in our local scenes.

For those of you in the Northern Hemisphere I hope the winter is kind to you and if you are still sailing you can still get out on the water especially in the Southern California area, you hardly get a winter down that way;-)

*Great day sailing on Seabird111.  
Just don't look behind. Goat Island  
astern.*

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