



Right: Chad Thompson (left) receives his Life Membership award from Hamish Ross, Patron of the CYA.

Chad Thompson honoured with CYA Life Membership

Chad was one of the original four founders of the CYA in 1995 and has remained closely involved for the last 25 years in helping to promote and preserve New Zealand's classic yacht heritage.

Before the CYA was established there was little focus on New Zealand's quite remarkable yachting heritage that our forefathers bequeathed us and most were falling victim to neglect, decay and worse still to backyard butchering.

Chad's great enthusiasm for classic yachting was impossible to ignore. He quickly became essential to the Association's establishment and has remained steadfast to its objectives and never far from the centre of its life and vitality.

He has promoted New Zealand's Classic Yacht scene overseas, resulting in international recognition of New Zealand's yachting treasures in publications such as *Classic Yacht* and *Wooden Boat*, to make New Zealand part of the international revival of classic yachting as a recognised and active sailing class.

Without Chad's energy and boundless enthusiasm, the Association would have achieved little what it has managed to do and it is far richer for his sustained contribution over the past 25 years.

Many of our special treasures would have been lost. He has been associated at various times with not only *Prize* but also *Little Jim*, *Thelma*, and *Ariki* to name a



few of our fleet. This is what it is about – saving one yacht at a time. We now have an enviable world-class classic fleet.

It was my absolute honour and pleasure to present, on behalf of the Classic Yacht Association of New Zealand, a Life Membership to Chad Thompson, a scion of a family whose name has helped build every Westhaven yacht club and to which Chad has added new lustre.

This Life Membership does

not mark the end of Chad's classic yachting career, but to quote Winston Churchill when he was about Chad's age: *"Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning."*

That is the CYA story as well as Chad's. He joins Harold Kidd, Joyce Talbot and Robert Brooke as a Life Member.

**Hamish Ross, Patron
CYA of New Zealand**



Korara's 'quick tickle up' slows down . . .

By Anatole Perry

Classic yacht *Korara*, with a hull of kauri and cabin sides and interior of solid teak, was built in 1962 by Ron Gurr and Snow Waters to a modified *Mary Islay* design by John E Powell. The *Mary Islay* was designed for sport fishing purposes in the unforgiving English Channel and needed to be capable of maintaining her cruising speed in inclement weather, hence the steadying sail.

Unfortunately, there do not appear to be any early photos of *Korara*. If anyone has any old pictures, we would be very interested to see them.

We brought *Korara* down from Whangaroa in a storm in late 2017. She was in tidy original condition, but needed a repaint and a few minor adjustments.

In 2019, after a trip overseas, first to Antarctica, where my wife Jennifer ran the marathon, and then to South America to warm up again, I decided to pull *Korara* out of the water for a 'quick tickle up'. Yeah right!

A couple of small leaks in the deck led to a repaint and varnish. As I stripped back, a few bits of rot were found (mainly in areas where poor earlier repairs had been done when she reverted from a modified twin mast setup back to her original single mast). Next came the decision to glass the decks – more stripping, back to the beautiful kauri.

Some rust spotting suggested it would be worth removing the side chain plates. That, in turn, required taking out the fuel tanks for access. It was then

found the tanks and U-bolt fittings needed replacement. In addition, some cracked ribs were found behind the fuel tanks. The ribs were repaired, new chainplates made, and new fuel tanks fabricated in a new design to fit the space.

Because I'd stripped the outside teakwork, I was obliged to carry on into the wheelhouse, so it matched. This turned into quite a time-consuming job, but it does now look marvellous!

But there was still more to do. Insurance required the existing gas setup and stove to be abandoned. I installed a Force 10 stove, along with a cunning new gas locker that tidies the gas bottle away and meets compliance requirements.

The hull was in fairly good shape, but we decided to

also tidy up and respray the topsides and remove the rig to facilitate rewiring.

Unfortunately, just a matter of weeks before *Korara* was due to be re-floated, she was burgled. This was a crushing blow; after six months of work she was unusable and our Christmas holiday plans scuttled.

Many crucial and irreplaceable parts and fittings were stolen, including all my tools. The thieves even pulled the steps up and ripped out the bilge pump and float switch. She had been completely cleaned out.

It has been quite a journey since, and finally *Korara* is nearing completion again and I've rediscovered my passion for her.

Watch out for her in a bay somewhere this Christmas – she will definitely be out!