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Patio Bay one of the best ever

I find myself writing 'the best/biggest/most popular event' quite often for various articles about the CYA. At the risk of sounding like these are exaggerations, may I say that the Patio Bay BBQ and Race weekend just held, was right up there with the best!

By no means the best for yacht racing. There was little to no breeze, causing many to abandon the race and motor to our destination. This didn't dampen spirits, however, and the wooden fleet enjoyed real summer weather and a big turnout.

The festivities ashore were as good as, if not better than, ever, with a fantastic



atmosphere, laughs all around and the traditional A-Class keg of rum to enjoy. Biggest thanks go to our kind hosts, Margaret and Bert Woolcott, whose classic Kiwi bach we invade; we couldn't do it without your generosity.



Words and Photos by Nathan Herbert

Nit-picking over Lucinda's lumps and leaks



Before launching the *Lucinda*, I was reasonably confident that she would be a tight boat, as she had no leaks before she came out for the restoration. People were amazed at how little the planks 'opened up' while she was hauled for such an extended period on concrete. Come launching day, we wondered just how many pumps we would need, but she barely leaked a drop. A small pool formed in the bilge each night, a combination of leaks from the traditional flax packing gland, and the plank seams getting their first taste of water.

Great, I thought; soon she will be drier than most classics out there and I can gloat about it! Now three months down the track and I am still addressing the odd leak, perhaps resigning myself to the same damp (salty, so no rot) bilge, which many can relate to. Perhaps stripping the many layers of underwater hull paints to bare wood has allowed the water to creep in? Or maybe, just maybe, my perception of a dry bilge has changed since I got her; she was a wreck with few positives. Now, I seem to be spending my days nit-picking and finding fault in my paint jobs, my woodworking and the rest! Perhaps you can relate. – **Nathan Herbert**

Electric power is smooth, silent and clean

By Nathan Herbert

So far as classic yachts are concerned, we discuss their beautiful sheerline, the rake of their stem or their powerful rig. Very rarely do we focus on the motor; tucked away so we don't have to see or hear it, we forget that this dirty but essential item exists. Not so with two very special Taupo-based yachts. *Barbary* and *Agathis* are owned by Sarah and Jamie Looner, who enjoy the silent, vibration-free progress that only electricity can provide.

Built early last century in California, the *Barbary* has a chequered history including international passages, nuclear protesting, near-destruction and even rumour of having being won by Errol Flynn in a card game!

The Alden-designed *Agathis* has enjoyed a more pampered life, which started in 1976 in Auckland with the Court family, well known on



Photos Jamie and Sarah Looner

The Barbary and Agathis at Lake Taupo's Maori Rock carvings.

the Waitemata from the early days as having owned some of our most beautiful boats.

What both of these yachts share are electric motors. After purchasing *Barbary* in 2011, Sarah and Jamie began an extensive restoration and re-power. The powerplant is an Elco EP-4000 unit, which provides the diesel equivalent of 40 horsepower and can push *Barbary* along at 6.8 knots max, or 5 knots for 12 hours, more than enough for a lake crossing!

Safety on board is paramount, and the batteries

are housed in an airtight enclosure, fan-vented to the outside of the hull to prevent any fume build up. Of course one thing with batteries is that they must be charged. The *Barbary* and *Agathis* (a.k.a *Barbary II*) occupy marina berths at Taupo Boat Harbour, and can be simply connected to shore power

each night to recharge ready for the next day's adventures.

The *Barbary* operates tours on Lake Taupo sailing to the 14-metre high Mine Bay Maori Rock Carvings on scheduled trips up to four times a day, soon to be joined by *Agathis* with her new electric motor.



A neat engine installation and (right) the enclosed batteries.

Paint your bottoms and tauten your lines – it's regatta time ...



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