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## *Tamariki's Tasmanian Cruise*

*Back in February, we brought you the first part of Tamariki's travels, having left New Zealand last winter and journeyed to Vanuatu, Chesterfield, and down the east coast of Australia. In Part 2, Tamariki arrives in Tasmania in time for the Australian Wooden Boat Festival and explores the amazing cruising grounds around Hobart.*

**Words and photos by  
Peter Mortimer**

Twelve miles south of Hobart, the Derwent River runs into Storm Bay. Immediately to the west of this juncture you can enter the channel between Tasmania and the Bruny Islands. North and South Bruny Islands are connected together by a long narrow sandy spit, which all together form a 30 mile long barrier from the southern ocean on Tasmania's lower east coast.

Oriented approximately north-south, The Channel, as this stretch of water is known, provides an unparalleled cruising ground, with many large bays, some with well protected anchorages.

Barnes Bay is such a haven with a very safe anchorage

known as "The Duck Pond", which is sheltered from almost anything. After you have experienced the often rapidly changing weather in Tasmania, you understand why it's important to know of these anchorages. It is very windy and a secure anchorage allows you to sleep at night.

Flat calms do occur as a high pressure center passes, but then it's back to 20 to 30 knots from all quadrants very often in the same 24 hour period as yet another front barrels through.

A sailing friend remarked recently that while Tasmania updates its coastal weather forecasts three times a day, for their southern waters it is done every hour. In

March a deep depression in the Southern Ocean lashed Maatsuyker Island, six miles south of Tasmania with 55 knot NW winds producing seas and swells with a combined wave height of 16m. Don't want to be there eh!

About 15 miles south of its northern entrance, The Channel opens to 6.5 miles, its widest part, close to the entrance of the Huon River. A major industry of the Huon valley is fruit growing. Peaches, nectarines, early apples and cherries were in season during February and March.

Fresh Huon cherries are delicious and complemented perfectly by FRANKS cider. In fact, FRANK also make



*Tamariki anchored in the Huon River, Tasmania.*

a cherry cider, which is delightful. In their heyday the apple orchards of Huon valley were the biggest in the southern hemisphere. During the 1950's, around 2-million tonnes per year of Huon apples were sent to Europe and Britain. The industry collapsed when the Common Market was formed in 1960's. Britain's way of saying, "Thanks for all your help mate".

The 18 mile long navigable portion of the Huon is very pretty with orchards and cherry farms everywhere. Port Cygnet, about eight miles up the Huon hosts a folk music festival annually.

Most of the Huon River has tide-dependent navigable depths, but immediately past Port Huon a narrow windy section gets very shallow and I practiced rubbing barnacles off the keel.

The small town of Franklin a further five miles in is home to the Wooden Boatbuilding Centre, where wooden boatbuilding is taught.

At Huonville, situated at the river's upper end, I spent a week alongside a free public wharf while exploring the town and going to the "Taste of Huon", an annual food and cider festival. FRANKS cider again perfectly complemented the Tasmanian salmon taster plates. Music was pretty loud, the Blues Brothers even louder, but the whole atmosphere was great.

Stay tuned for Part 3 - The d'Entrecasteau Channel to Recherche Bay.



# Mightiest Mullet Boat of Them All

*What are the chances of having two Tamariki's in one edition of the Journal? Tamariki (L11) is mullet boat royalty, having won the Lipton Cup a staggering 13 times. She has been a fixture on the Waitemata for more than 85 years.*

## **Words and photos by Martin Robertson**

Martin and the crew at Robertson Marine & Composites at Warkworth, have started on *Tamariki's* rebuild. The first steps were to push and pull her back into the 'right' shape, an exercise that involved ropes, props and bracing to get her there and hold her thus, while temporary bulkhead/frames were made up and fixed in place.

Then, after turning her the wrong way up, all the ribs were removed and a start has been made in boring out and plugging the many, many nail holes. Some of those old ribs will get temporarily fixed back in place in order to hold the planks securely enough for the rest of the hull restoration to progress.

Interestingly, she would seem to have been a touch over-length and grew further as her gunnels were sucked in to where they needed to be. Martin's dad, Chris, reckons we can blame the cloth tape



*Tamariki coming back to life ahead of the 100th Lipton Cup in 2021.*

measures used back in those days and an overly zealous person on the end of it!

It wouldn't be the first time a boat was found to be over-length – witness *Taotane's* bow and the bows of her fibre glass progenies. So, part of the restoration work will be to correct that anomaly.

The final result will be a restored hull which will be better than new, good for the next 100 years!

The establishment of the Tamariki Charitable Trust is

being advanced. Its purpose will be to own, restore, maintain and campaign her and with a principal goal of ensuring the future of our historic mullet boats as a viable racing class well into the future and to create the opportunity for aspiring young sailors to experience sailing on these great boats.

To that end, the Trust will have a strong connection to the PCC and the Sailing School. Trustees will include Richard Allen, who is

preparing the Trust Deed, Grant Macduff, our esteemed Commodore (and dare I say, future *Tamariki* skipper), Graham Andrew and myself.

We need an accountant to come on board (not necessarily as a Trustee) as there are statutory requirements that a Charitable Trust must meet and to properly handle donations and grants and all matters financial.

The Trustees will be most encouraged by your participation in this endeavour. All donations will be tax deductible. If this project interests you and is something that you wish to support, please contact Rob Warring.

*• Those wishing to inspect progress are welcome to visit Robertson Marine & Composites premises at Warkworth, by appointment please.*

*Contact Martin Robertson on 027 205 0653.*

