



Townson Owners Association

Incorporating Townson 32 Association

31A Takutai Ave, Bucklands Beach, Auckland 2012

Phone: 021 758 101, Email: tonykendall@xtra.co.nz

Web site: townsonownersassociation.org

Your June Townson Winter Report

Greetings everyone,

I think that Cold has finally arrived. Leaves are dropping off trees and going without a singlet isn't wise anymore, or a jersey. While the sun is out, OK. I also noted that the wind while sailing to windward has an unpleasant chill. Green mould is appearing on shaded places. While raising our main, we noted black on the threads in the sail fabric. It looks a bit ugly. Doyles have suggested that we wet the sails with moss and mould removers to get rid of the black. Let's hope that we can get our sail looking clean again. Maybe take them home for the Winter?

If you are thinking of closing your Townson down for the Winter, take extra care to ensure that ventilation will go right through the boat from stem to stern or as best you can. Cold wet air leaves mould and a bad smell when Spring comes around.

Our Name Change is Official

The banks have been tightening up on banking details for internet payments where the name that you indicated has to match their records with account numbers. We have notified ASB Bank that we have been using **Townson Owners Association** for a few years now after the "Other" Townson numbers began to exceed the Townson 32 numbers.

We have had the ASB Bank make the Official change for our future activities.

We are now as per our letterhead, **Townson Owners Association. 12 3053 0385593 00**

New Member.

We are pleased to welcome **Gary & Kerry Adams, Caress**, the original Townson 32. They keep her in Te Kouma Bay and will be pleased to make contact with any Townsons that may be visiting the Coromandel.

For Sale. Rob Warring has notified us as follows :

Khadine, T32 #1966. It is with reluctance that we have to put our Khadine 1966 Townson 32 up for sale. Since becoming Grandparent parents to our 9yo grand daughter our circumstances have changed and we are not using the boat as much as we would like, so we need to find a new home for her. We have her on a mooring in Putiki Bay, Waiheke. We have kept her well. Had two months out of the water Sept/ Oct 24 with good maintenance and three coats of antifoul.

In tidy condition and ready to cruise, 18hp two cylinder Volvo diesel three bladed prop fixed, self furling jib, spinnaker, two mainsails etc etc . If anyone might be interested, please let us know, my phone number is 0212096457 and I can give more detail as to her condition and extras. Asking \$18,000 ONO.



For Sale: Margaret Cammell has **Amaryllis**, Townson 34, #2947, built by Des Townson. In excellent sailaway condition. On E pier Half Moon Bay Marina. 021 987 411

For sale: Licada, Townson 32, #2522. Ross Thomas advised that **Licada** is for sale, moored at Herald Island, 027 412 8428

Rescue!! Starfire, #1509, Starlight Design. Looking neglected (very neglected)! moored in Matiatia and looking close to derelict. About 8 years ago, she was looking in mint condition, but now? She is looking very sad. We think that age has caught up with **John Mosheim**, 027 572, 7847. Three years ago, he had plans to “do her up” but that appears not to have eventuated. I cant contact John but have put this notice in here hoping to save her from demolition. Any heroes?

New Owner: Mike & Anne Fitzgerald, living in Whangamata have owned the Townson 30, **Firebird**, originally owned by Kim Goldwater, and kept her in the Whangamata Marina for some time. She is in excellent condition and has just had new sails supplied. Due to Mike's impulsive enthusiasm, he has just gone and bought **Jenanne II, Townson 36** through the brokerage of John Macfarlane (ex Talent), 021 163 4280. Right now, Mike has 2 Townsons with split loyalties Between **Firebird** near home and **Jenanne II** in Westhaven. Mike is looking forward to cruising in the Hauraki Gulf from now on.

A Question!!

*What is the Difference between **Leaking** and **Sinking**.*

***Leaking** : when you **can** bail out water faster than it is coming in!*

***Sinking** : when you **can't** bail out water faster than it is coming in!*

Get Away weekends in May.

10, 11 May. **Sunlight** sailed off to Owhanake in a 25 to 30 knot Southerly to have the boys off **Restless** and **Chris & Deene Lomond** off **Greyhound** arrive also. The bay is nice but disastrous when those high wake launches roar past on their way to Oneroa and send in huge waves that have nearly everyone standing on their ears for a time. Even other large launches in the bay with us did massive rolls. Not at all pleasant.

17, 18 May. Islington Bay was our destination on the Friday night with no wind, glassy calm and not too cold. **Tactique, T28, Dan & Verity** arrived in the night also and then went swimming in the morning!!! My wife **Peggy** went swimming also. Don't they know it is COLD? Not good for my ego! By Saturday evening we had **Bob Ellis, Takahoa, Sara Poore, Moonlight Lady, Richard Dodd, Starlight, Julian Mitchell** and crew, **Limerick** and **Sunlight** scattered at the head of the Bay. **Limerick** and **Starlight** had just participated in the Classic Yacht Association Cruising Rally to Te Kouma and had had a very nice ride back across to Islington Bay on the Saturday in the company of the Classic yacht **Prize** and **Chad Thompson**. The H28 Association held a Rally at the same time at Islington Bay with 4 attending. We were chased home late in the morning with threats of heavy rain. The Northerly 20 knots plus winds sped us home before the rain (a drizzle and then it poured). **Tactique** arrived back at her moorings in all that rain with crew looking like drowned rats.

Life is catching up on us !!!!

**If you are happy and you know it, it's your medications.*

**Love is --- how excited your dog gets when you arrive home.*

**I don't care who dies in the movie, as long as the dog lives.*

**My wife tells me that I only have two faults,*

1. I don't listen

2. Something else

**I used to be able to do cartwheels, now I tip over putting on my underwear.*

**Day 12 without chocolate! I have lost hearing in my left eye.*

Classic Yacht Association May Cruise to Te Kouma Harbour

Richard Dodd, **Starlight**, T32 took up the invitation from Classic Yacht Association to join in with their May Cruise to Te Kouma. **Julian Mitchell**, **Limerick**, T32 joined up with them off Waiheke Island on the sail back.

Richard reports:

We set sail on **Starlight** from Auckland on a three-day sailing adventure, charting a course through the scenic Hauraki Gulf to Te Kouma Harbour.

There was only one rule: the mainsheet must not come hard aboard. **Starlight** (936) rendezvoused with **Chad Thomson's Prize** (A15) off North Head

on the first leg to the tranquil waters of Te Kouma Harbour on the Coromandel Peninsula. We were joined en route by **Roselle**, an Australian-designed and built replica gaff rigged Couta Boat – like a mullet but slightly bigger and with more freeboard. We had a magnificent downwind sail in 15 knot south westerlies arriving at dusk to enjoy a rum aboard **Prize** in the peaceful surroundings and tranquillity of Name Bay. The following morning was picture perfect. **Hayden and Linda Afford's Kumi**, a 1904 Bailey and Lowe classic launch, arrived and together we all congregated on **Dave Paynter's Rosette** to check her out, before beginning our return journey back across the Firth of Thames.

We set off in light northerlies and just laid Thumb Point at the northeastern tip of Waiheke where we were joined by **Limerick**, **Julian Mitchell**. Together we all cracked sheets and reached along the Northern bays of Waiheke Island towards Islington Bay. The sheltered anchorage provided a perfect second night and once again we all piled onto **Prize** for a debrief and a rum. There were several other Townson yachts in the bay that night including **Takahoa** and **Sunlight** which was moored on the far side of the bay. The following day was gloomy as predicted so after briefly catching up with **Tony and Peggy on Sunlight**, we weighed anchor and headed for our respective home bases under mainsails only.

The late autumn trip was a perfect mix of sailing, relaxation, comradery, generally great weather and natural beauty. Worth thinking about including on the Townson events calendar for 2026.

Gadabouts.

As a result of our notice about the Winter Solstice Dinner, I received some apologies from members in many parts of the world. Don't some people get around!



Debbie Aldred, Shadow, is bashing her way to windward to Austral and Gambier Islands and around French Polynesia, **Rob and Pam Lorden, Manutaki II** are in Cairns and **Mervyn and Heather Hoe, Aoreremoana**, are overseas, During the Cook Strait crossing by **Mike and Finn Drummond** on their Zephyr Class Townson dinghies, **Richard and Clare Brown, Madrigal** were passing them on the ferry. Somewhere down there also was **Neil and Maureen Gillard** in their campervan. All while the rest of us are enduring rather cold stuff.

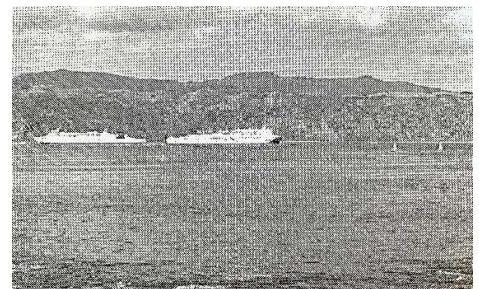
Zephyr Dinghies Over Cook Strait

Late in 2024, **Mike Drummond** suggested to his son, **Finn**, that they sail Zephyrs across Cook Strait.

After six months preparation, they towed two Zephyrs from Auckland to Picton and prepared them for 'the crossing', planning to leave from Picton, through the Sounds across the Cook Strait to Worser Bay, Wellington. Tidal movement in the area is strong, so this had to be considered in their planning.

They loaded VHF radios, AIS transponders, EPIRBs, flares and navigation lights. Electronic compasses were added which proved useful in setting headings across the Strait. Finally, they taped laminated charts to their forward bulkheads.

They stopped overnight at the entrance to the Tory Channel at Okukari Bay leaving at 8.00am.



Two white Zephyr dots

The winds looked after them across the Strait giving them mostly 15 to 18 knots breeze from the North West, occasionally 20, over a lovely swell that allowed them to surf down the wave faces, sometimes hitting 13 knots SOG. That is pretty fast for a Zephyr.
No tacks or gybes for 4 hours. After a final slog upwind, they landed at Worser Bay.
30 nautical miles and 6 hours sailing.

Our Mid Winter Solstice Dinner.

Due to our earth's wobble, the sun has now reached the furthest point North of the Equator, Tropic of Cancer, (equivalent to Taiwan and Hawaii) giving them their longest days and shortest nights (Summer) and us our shortest days and longest nights, (Winter).
Now, our life warms up as the sun now heads South towards the Tropic of Capricorn (equivalent to Rockhampton, Australia, or Minerva reef). Things begin to grow and the societies affected make their celebrations. Some one in New Zealand called it Matariki, but it is a world wide celebration.
We had an excellent gathering of members at the Devonport Yacht Club to celebrate the Winter Solstice. We used to have our dinners close to the date until the Government made the occasion a holiday, so we became the Three Little Pigs and now celebrate early. We had two tables set out and nicely decorated with candles, Townson logo labels and sprigs of Rosemary to add flavour to the evening. It is always a pleasure to see the enthusiasm that Townson Owners show in talking and catching up with fellow owners. It was a good evening, again.



Stuck Anchors.

Catching underwater cables. A recent conversation took place about the cables running out of Owhanaike Bay, Waiheke Island and who hasn't caught them and then escaped. Various methods were used to get free from being trapped. We thought that we could pass on our experiences.
First, look towards the shore in your vicinity for large white triangles marking the beginning of an underwater cable. If there is one, be VERY careful about where you drop your anchor and avoid the area.

If you hook a cable, you have a few alternatives.

1. Most expensive – cut your anchor warp, buoy it and go employ someone to dive for it. Ugly!
2. Raise your warp and anchor as far as possible off the bottom eg 2 or 3 meters. This will put a raised loop in the cable. Tie a disposable cord around the warp using rolling hitches and tie to your bollard. Let your surplus warp hang loose from the bow – enough so that the anchor when dropped will not quite touch the bottom. Gently reverse away from the spot until the boat doesn't go any further. This will put a curve in the cable so that when let go, it will begin to fall towards you.
Begin to drive the boat forward quickly. As you move over the cable, quickly chop the cord to let the anchor drop hopefully ahead of the cable as it falls. The anchor should fall ahead and free of the cable, the boat should pull the anchor away from the cable and you should be free. (*We have done this 3 times successfully – once off Deadmans Point, Coromandel*)
3. If you happen to have an easily accessible 2nd anchor, set a trip line on it so that it will release fluke downwards and set it on the cable and take up the load.
Set your boat over the cable and release your original anchor by moving the warp forward either in a dinghy or by careful forward motion in your boat. Once retrieved, use your trip line and free your 2nd anchor. Hopefully you will be free.

Catching a tree!

We have hooked 3 trees in our lives – in Whangaparapara, Wairahi Bay and Kaiarara Bays, all Great Barrier Island. They have all been over 3 metres in area of branches. In all cases, we have had to have outside help.

1. You have no anchor holding you in place, so you are drifting.
2. Usually, the anchor and chain will be very entangled in the branches with the chain very enmeshed, so not easily untangled.
3. Access to the mess from the deck is mostly impossible.
4. We usually tie a loop of rope through the branches to release the weight on the warp and anchor and then proceed to try and untangle it all, provided that you won't be blown ashore somewhere. This is not an easy job!
5. In all cases we have needed someone in a dinghy doing the untangling as we try and manoeuvre the boat away from the shore.
6. We don't have an easy solution other than our sympathy. Any suggestions?

Stuck in Rocks!

You will know when you are stuck in a rock. There is no give in the warp. It is stuck solid and the warp will become bar tight. How deep are you? Diveable? Go diving and also search for other anchors in the area.

If no to the above, ease out a lot of warp and motor slowly ahead so that the warp is trailing behind you until the anchor takes up. You could drag the anchor forward out of the rock. Beware of the warp catching in your propellor or rudder.

An alternative if you have a 2nd anchor is to make a loop of chain around your warp, tighten it and drop it all the way to your anchor. Hopefully, you can catch the anchor shank and then drive forward pulling both warps forward and away from the rock or whatever you have caught.

So far, we have been lucky by pulling forward.

Watch your area. 2 times, we have approached a suspicious anchorage with deep water and large rocks ashore. What might it be like below? In both cases, we attached a trip retrieving line to our anchor. The anchor has stuck and we have retrieved it with the extra line by moving forward slowly. Phew!

Hunker down for the cold part of Winter, watch the condensation and mould and moisture and let's look forward to warmer and sunnier days ahead.

Tony Kendall,
Sunlight