



# **The First 50 Years**

**50TH  
ANNIVERSARY  
MEMORIAL  
BOOKLET**

**1974 - 2024**

### **PATRONS**

1997-2016 Mr Val Arnold  
2017 - present Mr Don McGowan

### **LIFE MEMBERS**

1985 Val Arnold 2005 Mack Bargrove  
1987 Peter Crawley 2005 Bev Bargrove  
1988 Allan Estcourt 2009 Don McGowan  
1989 Bill Penno 2012 Mike Muncaster  
1989 Ann Penno 2015 Allan Civil  
1997 Paul Rogers  
2019 Brad Scott, Judy Scott  
2020 Ron Backhouse  
2022 Jo Martin, Clive Martin

### **COMMODORES**

1974-76 Val Arnold  
1976-78 Peter Crawley  
1979-80 Graeme Pettersen  
1981-82 Ken Fitzgerald  
1995-97 Art Abbott  
1997-99 Barry Dennehey  
1999- 2001 John Hallett  
2001-03 Tony Thompson  
2003-05 Adrian McHardy  
2005-07 Don McGowan  
2007 Graeme McConnochie  
2007-09 Bruce Holt  
2009-11 Graeme Jenkins  
2011-13 Jackie Holt  
2013-16 Bradley Scott  
2016-17 Brian Gilliland  
2018-19 Jo Martin  
2019-21 Jimmy O'Callahan  
2021-22 Leonie Kibblewhite  
2023 Adrian McHardy –

### **CLUB CHAMPIONS**

Year	Person	Yacht
1976	Peter Crawley	Limelight
1977	John Ray	Pumpkin
1978	Lindsey Moore	Karearea
1979	Colin Moore	Alcazar
1980	M.Tindal	Bredalabne
1981	J.Mathews	Huggy Bear
1982	M.Dixon	AquaFlyte
1983	V.Arnold	C'Est La Vie
1984	H.Sucliffe	Excalibur
1985	A.Sands	Shades Of Grey
1986	B.Scott	Wild Orchid
1987	B.Scott	Wild Orchid
1988	No Record	No Record
1989	P.Rodgers	Galadriel Of Lothlorien
1990	A.Civil	Major Tom
1991	T.Hembrow	Honey Suckle
1992	A.Civil	Major Tom
1993	N.Austin	Honey Suckle
1994	N.Austin	Honey Suckle
1995	V.Arnold	C'Est La Vie
1996	A.Civil	Major Tom
1997	H.Fitzgerald	Rock N Roll n
1998	A.Civil	Major Tom
1999	M.Luke	Chantilly
2000	B.Holt	Hot Mumble
2001	W.Schefer	Intermizzo
2002	V.Arnold	C'Est La Vie
2003	T.Thomson	The Tease
2004	T.Poolman	Tight Fit
2005	C.Macindoe C.Macindoe &	Sub 60
2006	A.Civil (joint)	Sub 60 & Major Tom (Joint)
2007	No Record	No Record
2008	T.Poolman	Tight Fit
2009	D&M Howes	Cheers
2010	T.Poolman	Elliot 7
2011	A.Civil	Major Tom
2012	D&L Goddard	Lady Penelope
2013	D&L Goddard	Lady Penelope
2014	A.Civil	Major Tom
2015	A.Civil	Major Tom
2016	A.Civil	Major Tom
2017	J.O'Callahan	Aquila
2018	D&L Goddard	Visions
2019	J.O'Callahan	Night Nurse
2020	T.Poolman	Elevation
2021	D.Civil	Major Tom
2022	D&L Goddard	Piccolo
2023	S.English	Endurance
2024	D&L Goddard	Lady Penelope

Welcome to this 50<sup>th</sup> Anniversary Booklet. This is not a definitive history of the Squadron but a recollection of the many highlights of the Bay of Plenty Trailer Yacht Squadron since its formation in 1974

## **EARLY DAYS**

1958: The first trailer yacht was designed by Richard Hartley. (The original Hartley 16)  
A little bit of history of that time.



In the 1970's the boat ramp at Otaramarae on Lake Rotoiti was shared by power boats and trailer yachts alike and friction often arose during launching and retrieving. The trailer yachts had to raise and lower their masts on the water due to the overhead power lines at the launching area.

The boat ramp at the Okawa Bay Camping Ground was also used as was the ramp at the Taheke Motor Camp. This facility was also used by members of the Rotorua Pleasure Boat Club.

## 1974:

At the end of summer 1974 three trailer yachts – Pleides, Limelight, and Atlanta anchored in Te Arero Bay on Lake Rotoiti. Many of us will know this bay by its more familiar name of Big Sandy.

These boats were owned by Val Arnold, Peter Crawley and Graham Pettersen. After a few drinks (Waikato and Volluto Rosso spring to mind) the germ of an idea was sown. Why not see if any other like-minded sailors would be interested in forming a club. As a result of their discussion that evening they decided to hold a public meeting.

## May 1974

A public meeting was held at Cornish's Coffee Lounge. Bob Scott of the Rotorua Yacht and Power Boat Club along with Val, Peter and Graham chaired the meeting. Over 50 people attended and a steering committee of 7 people was formed. They were Val Arnold, George Stacy, Ted Millar, Peter Crawley, Graham Pettersen, Alan Escourt and Jill Stacy.

Over the following few months several options were mooted.

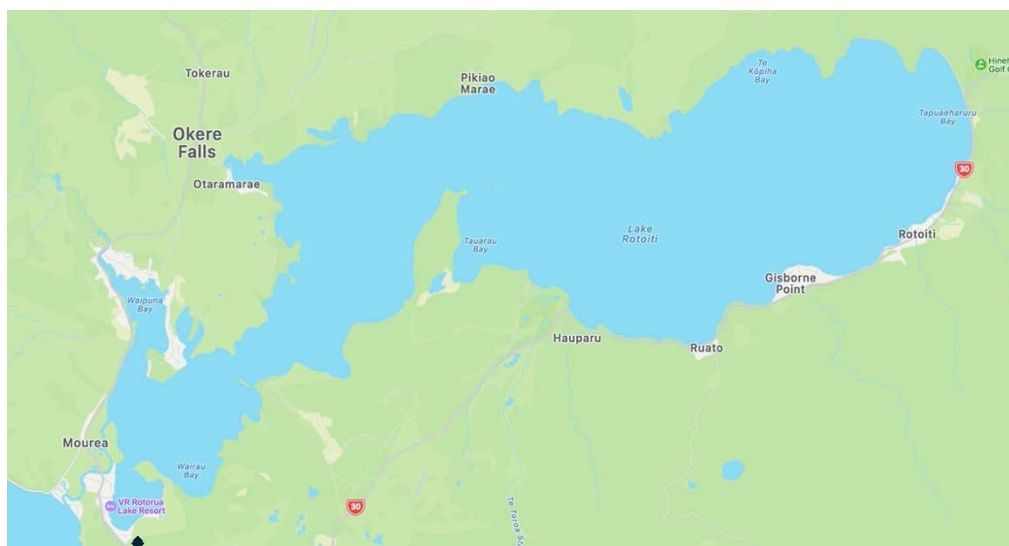
Membership of the Waikato Yacht Squadron

Membership of the Taupo Yacht Club

Membership of the Rotorua Yacht Club

The outcome of these investigations was that in June 1974 the Bay of Plenty Trailer Yacht Squadron was formed in association with the Rotorua Power Boat Club. 50 people attended this inaugural meeting of BOPTYS.

After a motion by Harvey Hornblow and Michael Muncaster the Executive Committee was made up of the following members. Commodore - Val Arnold, Vice Commodore - Graham Pettersen, Rear Commodore - Peter Crawley, Secretary/Treasurer - Barry Grayson, Social - Hillary Pettersen, Publicity - Colin Lundy, and Bob Blackman as general committee representative..



BOPTYS Okawa Bay – Lake Rotoiti

July/August 1974 the first Mainsheet was printed.

BAY OF PLENTY TRAILER-SAILER SQUADRON.

Newsletter No.1 July, 1974.

Commodore's Notes:

WELCOME TO the Trailer-Sailer Squadron. It is very pleasing to see the group formed with so much support and enthusiasm. We have recorded 33 boat owners who attended the general meeting; plus 14 interested persons, a list of names from surrounding districts to contact. I believe our association with the Rotorua Yacht and Power Boat Club will be of great benefit to us and will assist yachting in the area. In return I trust we can offer some interesting evening and friendly socials.

Vice-Commodore Graham Pederson and I attended a recent committee meeting of the Yacht Club and were met with the utmost co-operation and understanding. All our requests and suggestions were agreed to. Our sincere thanks to Bob Scott and his committee for their ready help.

May I suggest that everyone devotes every effort to getting boats ready for the Opening Day, and perhaps a Trailer-Sailer Boat Show which could be held in Rotorua.

Val Arnold.

Racing Plans from the Vice Commodore:

THE RACING programme is intended to provide friendly competition in which the whole family participates. Races will be held on a triangular course or, if the weather is suitable, the race will be to a picnic beach. Tentative dates for racing are.

Labour Weekend, December 1, February 9, March 2, one day in April. Further details on racing will be included in the next newsletter.

Graham Pederson.

Cruising with the Rear-Commodore.

IT IS proposed that initially we cruise on our own local lakes till experience and skills are proven. Then we can safely go to more demanding cruising areas such as Whitianga and the Hauraki Gulf. Listed are some possible cruises:

- Labour Weekend: Rotoiti cruise after Opening Day race.
- December: Cruise on Lake Ohakuri.
- Auckland Anniversary Weekend in January: Guests of Taupo Yacht Club and lake cruise.
- February: Tarawera cruise.
- April: End of season cruise on Rotoiti.

Anybody who has cruising experience in other areas, or has constructive cruise suggestions please contact me.

NOTE: We hope to have an experienced sail-maker advising on sail setting and boat tuning in late September.

Peter Crawley.

On the Social Side:

SEVERAL ideas for Social activities have been lined up for our first year.

- Instruction session:- Motor maintenance, sail tuning, racing rules, cruising hints, lake by-laws, sanitation.
- Natter and noggin sessions.
- Christmas Social with R.Y. & P.B.C.

At all of these events we expect to see wives and families.

For our first evening we have invited Martin Foster to show slides taken on his circumnavigation of New Zealand in his 28ft sloop "Truant". You may have been following his progress in the "Sea Spray".

Mrs G Pederson.



By November 1974 - 26 trailer yachts were active in the Squadron.

With the help of the Rotorua County Council Lake Inspector, Bill Loper, work around Lake Rotoiti was undertaken by members of the Squadron. Included in this work was the moving of the ski lane from Ngongoahi Bay (Chung Chung) to Ngapuka Bay and the clearing of scrub at Te Arero Bay (Big Sandy).

A pipe was installed to access the natural spring water there. Squadron members also cleared an area known as the Poplars for a Squadron meeting place on the lake.

## **THE SQUADRON EXPANDS**

**1974/75**



During the next season a small committee was formed to investigate the south east area of Okawa Bay as a possible mooring area and enquiries were made to the Rotorua County Council. It was suggested by the R.C.C. that a proposal be forwarded to them outlining the Squadrons requirements.



The plan submitted was for 12 pole moorings, a 30 foot jetty, a ramp a parking area and a future toilet area. The R.C.C. agreed to the plan and gave permission for 10 moorings, the jetty and the ramp.



Many Hands Make Light Work  
August to October 1975/76

Over the following months half round steel drums were filled with concrete, 28 mooring blocks arrived, dredging around the foreshore was undertaken and a retaining wall was built. An underground stream was diverted to the reserve boundary and manuka and flax bundles were placed in the swampy area before the area was filled with surplus dredging material along with other debris prior to top soil and grassing.

Mention must be made of the main workers in this enormous project. Peter Crawley, Bill Penno, Yo Sands, Keith Ross and Brian Briggs.

Many other Squadron members contributed to this project but their names have been lost in the annals of time.





### **1977/ 1984**

Significant progress was made to the jetties. During this time, a second jetty being installed and breastwork completed.

### **1980**

BOPTYS became an Incorporated Society. Lindsay Moore, solicitor and BOPTYS member was the driving force behind this accomplishment.

As the work on the jetties and retaining wall were completed the Rotorua District Council granted BOPTYS the lease for the whole of the Okawa Bay Reserve including the ramp and jetties.

### **1989**

Many members of the Squadron had discussed the need for some form of permanent facility that would serve the expanding membership. With that end in mind 37 people attended a general meeting at the Rotorua Yacht and Powerboat Club to discuss plans for a clubroom and boat storage area.



Foundations for the toilet block / Club House

Within a month BOPTYS Commodore Brian Sommerville with Bill Tevendale and Art Abbott met with the Rotorua District Council to discuss plans for the construction of a clubhouse. The plans were approved and building consent granted. Some discussion as to whether Squadron funds (held in a term deposit) be used. At a general meeting the membership were advised that under Squadron rules the funds could be used.

Building of the clubrooms commenced in October 1990.

Again many members of BOPTYS contributed to this project, Noel Blackwell and Mack Bargrove among them.

Over the following winter roof extensions and a seating area were completed as well as a concrete patio area and in 1995 the clubhouse extensions were completed.





The BOPTYS Club Rooms  
*(the only yacht club in New Zealand without a 'Mortgage')*

Looking back on all the projects which the Squadron has undertaken over these early years to give BOPTYS facilities that we are all still enjoying to this day I can't help but be amazed at the skills, determination and sheer hard work of the members of BOPTYS.



## MARINA WATCH

1992/2003

During the 1983/84 season vandals destroyed marina signs and the barrier arm to the ramp. It was then decided that an overnight marina watch would be organised. Further attempts at vandalism were thwarted when lighting was installed and a barrier arm which closed off the whole of the car park area and access to the ramps and jetties was also installed. The gate was locked (stopping access by the general public) after about 2100 hours on Friday and Saturday nights.

BOPTYS members were rostered on either a Friday or a Saturday night. All activities were recorded in the "Marina Duty Watch Log Book"

This book recorded (sometimes in great detail) the comings and goings of yachties and the general public. The Marina Watch continued for about 20 years.

Looking through the comments recorded makes very interesting reading. The last couple of pages show that the Marina Watch was reaching the end of its useful life. Paul Rogers who was Security Officer at the time wrote "Marina Watch ended 30 March 2003. and the last recorded entry was 19<sup>th</sup> and 20<sup>th</sup> April 2003.

15/1/03. WINDFLOWER  
PETER HANSEN 5:30 AM.  
3 CARS 1 TRUCK/TRAILER  
ALL OK 2/3 8:00 AM

Norm Stanard.  
Ring me 3453656  
ADRIAN

7/3/03. IN TIME 7 SASSA.  
1 CAR + TRAILER  
GATE CLOSED 21:00  
" OPENED 07:30  
ALL OK.

14/3/03. No one on duty!  
AGAIN!!! What's happened to  
the system?  
SCANNING & FINDER

15/3/03. Russell Burton (GNSR) on duty  
Only two cars. MOSTLY, 477125 in Mamm  
Very quiet night. What happened to  
the second duty person!  
Gate closed 8pm (Daylight ending) opened at  
6:30 (9 AM + 12 hrs)

17/03. Could a double be up  
in clubhouse for members  
to check. - Only in XRS NY  
booklet. Replied.

21/3/03. ATHENA ON DUTY. GOLF THIRK VELUZZO.  
2 CARS. ALL QUIET.

22/3/03. Bull-Dime Handy. 3x us as about in water. No  
call well.  
STAVE  
QUIET NIGHT

23-3-03  
Ravens from 10pm  
Day Night Beds  
Call was at 07:00

When was the MARINA WATCH?

24/3. Carliha & Suedi O'Brien  
3 Cars + 1 Trailer.  
ALL OK.

PLEASE FOLLOW UP ON MARINA WATCH PROBLEM  
BEFORE WE HAVE A VEHICLE PROBLEM!!

Marina Watch ended 30/3/03  
who decided this? PV Rogers  
Security Officer

24/3. Carliha & Suedi O'Brien  
5 Cars  
ALL OK.

25/3. Carliha & Suedi O'Brien  
6 Cars + Yachters  
3 Cars  
1 Camper van (Bus)  
2 Campers.  
3 Yachts.  
ALL OK.



## **CONTROVERSY AT THE LAUNCHING RAMP**

The boat ramp at Okawa Bay had been for the exclusive use of BOPTYS members as it was the Squadron who built and maintained it.. At the Key Change nights each year one of the keys that members received was a key to unlock the swing bar across the launching ramp, thus allowing them to launch their boat..

In 2012 while I was Commodore, the Executive heard vague rumblings that one of the local iwi groups was unhappy with the ramp only being accessed by our membership. The Ngati Pikaio Environmental Group wanted the ramp to be open to the general public. They threatened to blockade the ramp, not allowing BOPTYS members to launch their boats. Such was the furore that this caused that it made headlines in the local paper and the story made national radio and TV news.

The blockade by the Ngati Pikaio Environmental Group was supposed to happen on Thursday December 11<sup>th</sup> 2012.

The Executive had made the inevitable decision to bow to public pressure and open the gate for all boaties to use. So after Wednesday Night Racing Allan Civil the Vice Commodore, swung the gate open and secured it with a padlock.

On the Thursday night the protest group arrived ready to blockade the ramp. They found the gate padlocked open and although they waited for several hours no trailer yachts were to be seen. BOPTYS always raced on Wednesday night not "Thursday."

Thus disaster was averted and the ramp has been open to the public ever since.

Because the ramp is now deemed a 'public ramp' Rotorua Lakes Council and Environment Bay of Plenty have been involved with the maintenance of the ramp.

Over the years this has presented its own challenges especially with 'wake' boats who power their boats onto their trailers, thus digging out the bottom at the end of the ramp, but in the main BOPTYS members co- exists happily with the general public.



BOPTYS on a Club Day.

## KEY CHANGE NIGHTS

In the good old days before electronica became a part of our daily lives, all financial members of BOPTYS had a 'master key' that would allow access to the Clubhouse, dingy locker and eventually the Hardstand/Boat Park.

Key change night was a great social feature of the BOPTYS calendar. Usually in either September or October BOPTYS members would meet at a cafe or bar. The Lakefront Cafe and the Pig and Whistle venues spring to mind. If you were a financial member for the upcoming season you exchanged your key for a new key. This allowed you entry to all BOPTYS facilities. BOPTYS had a cache of about 5 rotations of these master keys. If you hadn't paid your fees you couldn't get a new seasons key.

These evenings were great fun – a time to catch up with sailing buddies, catch up on the gossip and of course replenish the coffers of BOPTYS.

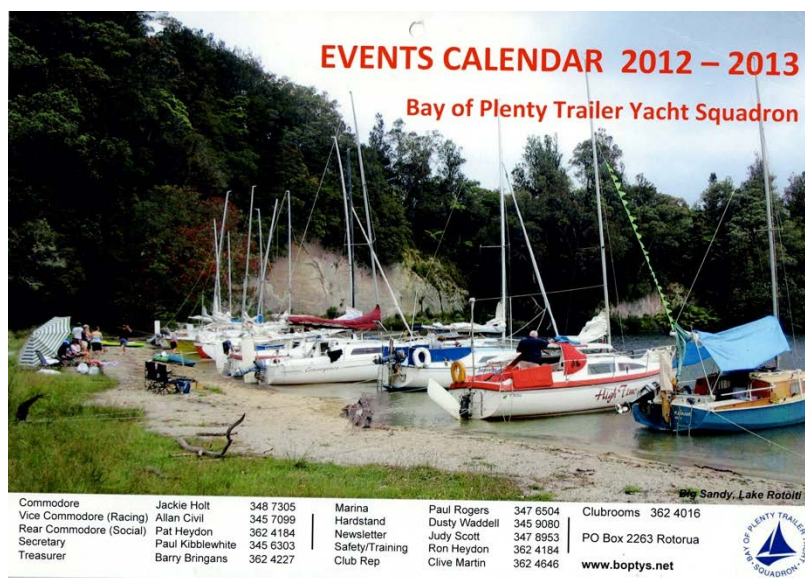
As BOPTYS evolved an annual calendar was added to the goodies given out on Key Change night. Since then the calendar has been given out each year to all financial members. It is always interesting to see what the photos on the new calendar will be.



**EVENTS CALENDAR  
2020 - 2021**

Commodore: Jimmy O Callahan 345 5769  
Vice Commodore (Racing): Leonie Kibblewhite 0278 964 211  
Rear Commodore (Social): Brian Connell 021 183 4988  
Secretary: David Goddard 347 3454  
Treasurer: Paul Andrews 021 770 674  
Past Commodore: Jo Martin 362 4646

Boat Park Manager: Ron Bouchouse 027 303 8632  
Safety and Training: Brad Scott 347 8953  
Marine Manager: Scott Hewelson 021 210 9203  
Club Representative: Eric Williams 027 2655 747  
Editor/Publicity: Judy Scott 347 8953  
Patron: Don McGowan



**EVENTS CALENDAR 2012 - 2013**  
Bay of Plenty Trailer Yacht Squadron

Commodore: Jackie Holt 348 7305  
Vice Commodore (Racing): Allan Civil 345 7099  
Rear Commodore (Social): Pat Heydon 362 4184  
Secretary: Paul Kibblewhite 345 6303  
Treasurer: Barry Bringans 362 4227

Marina: Paul Rogers 347 6504  
Hardstand: Dusty Waddell 345 9080  
Newsletter: Judy Scott 347 8953  
Safety/Training: Ron Heydon 362 4184  
Club Rep: Clive Martin 362 4646

Clubrooms 362 4016  
PO Box 2263 Rotorua  
www.boptys.net

Bay Sandy, Lake Rotoliti



## **THE NEW ZEALAND TRAILER YACHT ASSOCIATION.**

NZTYA was formed in the mid 1970's and since its formation it has granted approval for some 158 different designs of trailer yachts. Many of these designs were produced in the 1970's but are still being sailed today.

The 1979 'Boat Tax' was imposed and effectively killed the booming trailer yacht production. During the 1980's many moulds fell into disrepair or were purchased and moved to Australia.

Since its inception BOPTYS has been involved with NZTYA and over the years members of the BOPTYS have served on the Executive of NZTYA.

In 1988 when the NZTYA Annual meeting was held in Wellington it became evident that many local people were unavailable to stand for office. BOPTYS stepped up to the mark. Paul Rogers became President, Harry Sutcliffe Vice President, Annette Sands Secretary, Bryon Sommerville Treasurer, Richard Mansell Technical Officer and Brad Scott Publicity. Other council members were Dave Bang, Dave McGaffin, Brian Gray, Noel Blackwell, Val Nicholson and Bill Penno.

Since that time many of BOPTYS members have held roles on the Executive of NZTYA.

One of the major initiatives of the NZTYA was to establish stronger relationship with Yachting New Zealand. A memorandum of Understanding was established following a AMR in Rotorua. Soon after the NZTYA held a position with the YNZ KORC, initially held by Brad Scott and later Lee Jason, from Tauranga. One of the major achievements was the alignment of 'Safety Standards' a project lead by John Lidgard. Today we see our Safety Regulations appear as Part V in the YNZ safety handbook.



Brad Scott has been an integral driving force behind BOPTYS



In 1978 BOPTYS held the North Island Trailer Yacht Regatta and since then we have hosted both North Island and National Trailer Yacht Championships on many occasions.

In 1999 40 yachts contested the NZTYA Nationals on Lake Rotoiti. This season BOPTYS will again host the NZTYA North Island Regatta.

As you read this account you will see that BOPTYS has been, and continues to have a real presence in trailer yachting in New Zealand through its involvement with NZTYA either having members on NZTYA Executive or by hosting the many National and North Island Championships.



North Island Trailer Yacht Champs B Division.

## **THE HARDSTAND/BOATPARK**

### **1998/2001**

One of the most significant projects undertaken by BOPTYS in recent years was the construction of the Hardstand.

In 1998 BOPTYS approached the Okawa Bay Trust with a proposal to lease an area of flat land adjacent to the Okawa Bay Reserve and build a compound that would provide storage for up to 30 boats on their trailers.



The Okawa Bay Trust after discussions with their members agreed to lease the land to BOPTYS. This proposal was welcomed enthusiastically by the membership when it was announced at a club meeting.

A small group of members kickstarted the project by giving an initial amount of \$150 each (this was part of their subsequent Hardstand fee). This enabled the project to get underway and with Rotorua District Council giving a 10 year interest free loan of \$10,000 all the financial considerations were fulfilled.

Over the next few months all the legal requirements needed by both the Okawa Bay Trust and Rotorua District Council were completed and in mid-April work began in earnest.

Again the skill and tireless efforts of BOPTYS members came to the fore as within a few months the shape of the Hardstand began to emerge. Tony Thompson was appointed project manager. He was ably assisted by Dave McGaffin, Colin Head, Don McGowan. Others involved in this project were George Carson, Garth and Jan Wilson, Adrian McHardy, Bruce and Jackie Holt, Brad and Judy Scott to mention just a few. Many other



BOPTYS members toiled away at the working bees that were organised to complete the project.

The original facility was able to store 50 yachts



The complex was officially opened by Okawa Bay Trust Chairman, Dave Dorsett, Mayor Graham Hall and Patron Val Arnold in 2001 and a photo of the opening with relevant information was published in the Daily Post.

A few years later due to the overwhelming success of the original 50 boat storage area, and with a new renegotiated lease a second storage area was built. This now allowed BOPTYS to have 100 boat storage spaces. Since then a wash-down pad and a lifting frame have been added. Also two containers were purchased. One to hold a newly purchased patrol boat, and race equipment and the other for general storage such as chairs, tables etc.

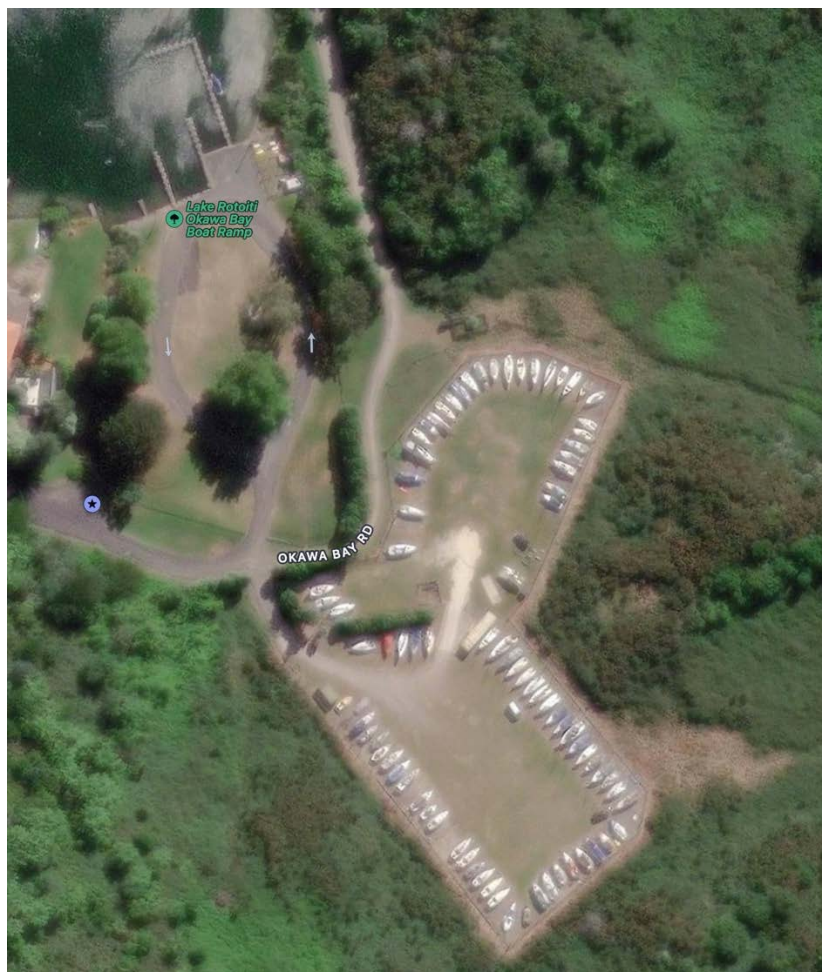


Hardstand Extensions





BOPTYS – Patrol Boat “Kowhai”



Google Map view BOPTYs Boat Park

## **THE WORLD BLIND SAILING CHAMPIONSHIP REGATTA 2009**

**12<sup>th</sup> - 22<sup>nd</sup>**

**MARCH 2009**

A little bit of history regarding BOPTYS's involvement with Visually Impaired Sailors and then the New Zealand Blind Sailing Association.

In 1988 the Executive appointed Harvey Hornblow to be the Squadron's Visually Impaired People (VIP) representative. Harvey organised 5 boats to assist VIP sailors to sail down to Cherry Bay, lunch there and return to Okawa Bay. Thus began BOPTYS's involvement with Blind Sailing.

In 2002 some of the Squadron, with their boats, headed to Auckland to the RNZYS to assist with training and racing with Blind Sailing New Zealand. Boats involved were The Tease (Tony Thompson), Wairua Express (Adrian McHardy), Hot Mumble (Bruce and Jackie Holt) and Blue Thunder (John Hallett). These boats all had visually impaired sailors, either as helm or crew. A great time was had by all, both on and off the water.



The Australians secretly training on Lake Burly Griffen – ACT.

In 2004 BOPTYS hosted the first Blind Sailing Championships. Tony Thompson (The Tease) and his crew of Rob Aislabie, Eddie Moree and Shannon Leslie, all BOPTYS members won the Nationals. Rob Aislabie was named New Zealand Blind Sailor of the Year.

The initial involvement took place at the World Blind Sailing Regatta in New York. Tony Thompson proposed that NZ host the next Worlds, with BOPTYS being the Organising Authority.

In 2007 after discussions with Blind Sailing New Zealand, BOPTYS was formally asked to be the Organising Authority to run the 2009 World Blind Sailing Championships. Further discussions with BOPTYS Executive ensued and after gaining agreement from them an organising committee was formed.

Tony Thompson was the initial chairman, later taken up by Don McGowan, with committee members Adrian McHardy Allan Civil, BOPTYS Commodore Bruce Holt and Jackie Holt and Garth Wilson. Ann Managh was hired to be the main fundraiser as she already had experience tapping into large funding sources.

Because of the immense effort required to source the \$250,000 required to run the regatta The Bay of Plenty Disabled Sailing Trust was established. This enabled funding applications to go to the correct funding bodies.

Support was also given by the Rotorua District Council, Noelex 25 Owners Association, Yachting New Zealand, New Zealand Community Trust, Rotorua Yacht Club and the St Johns Ambulance Association.

The boats to be used in the Regatta were Noelex 25's and the organising committee had to provide

30 boats. This included reserve boats. Many of these boats were owned by Squadron members. All boats were to have new a main and jib supplied by Doyle Sails. ( Jonty Farmer) All boats needed to be identical and the boat owner or owner's rep was to be onboard each boat for each race, as well as the race crew.



The Regatta was sailed on Lake Rotorua in March 2009.



A huge fundraising effort was undertaken . Bay Trust and Rotorua Energy Charitable Trust were the main sources of funding along with other minor funding sources. Approximately \$250,000 was needed to run the regatta. I think in the end \$300,000 was raised.

One week before the Worlds BOPTYS held the Noelex 25 Nationals, sailed on Lake Rotorua. This was a great shake down event in preparation for the Worlds.

Teams from New Zealand, Australia, United States of America, Canada, Japan, Italy, Norway, Finland, France and the United Kingdom all converged on Rotorua and after several days of practice the competition began.

Over 100 volunteers were involved in running the regatta, providing support both on and off the water, launching and retrieving boats, providing food and drinks and help with the many problems that arose.

From that first day of practice, the powhiri and flag raising and opening ceremony, through six days of racing to the end of a magnificent Prize Giving and dinner at the Novotel, it was a fantastic week.

At the final wash up by the Organising Committee it was revealed the Regatta had made a profit. As a result of this windfall, of approximately \$ 30,000 BOPTYS gifted this money to the newly formed Bay of Plenty Disabled Sailing Trust.

The Trust purchased 3 Access dinghy's with trailers and established a base at the Rotorua Yacht Club. This group has now morphed into Sailability Rotorua and provides sailing experiences for many visually impaired and physically disabled sailors.

This year BOPTYS was the organising authority for the HANSA Nationals (renamed from the original Access boats). This regatta was held on Lake Rotoiti, which presented some minor logistical problems, which were quickly overcome.



Hansa 303 Class national Championships – Lake Rotoiti 2024.



Sailors from all over the North Island attended and once again members of the Squadron stepped up to provide support both on and off the water. The two days of racing provided fierce competition both in the single handed and double handed classes.



'Merehi Maxwell' Hansa 303 Doubles National Champion 2024.

## **CRUISING**

### **THE EARLY YEARS**

The first part of the booklet has mainly be concerned with physical development of the Squadron (the bricks and mortar, so to speak) It has also outlined the vast endeavours BOPTYS has been involved with over the years.

But BOPTYS is first and foremost a yacht club and this next part of our history outlines both the cruising and racing activities members of BOPTYS have been involved in both, in our home waters of Lake Rotoiti and other sailing venues around the country.

Along the way there have been many highlights, a few controversies and a couple of very sad moments.

In the early years of BOPTYS's existence cruising and racing events were pretty informal affairs. But in 1975- 77 (exact dates are a little hazy) around 30 yachts participated in the first official BOPTYS cruise. This took place on our home waters of Lake Rotoiti. As well as members of our own Squadron there were members of the Waikato Yacht Squadron. And by all accounts this cruise was a great success.

Following on from this very successful event it was decided that some rules for both cruising and racing were necessary.

In June 1975 At the Squadron's Dinner and Prize Giving, attended by 65 people, Peter Crawley and 'Limelight' was awarded the first racing championship. At the time there were about 26 yachts in the racing fleet.

At the Squadron's first Annual General Meeting a few weeks later it was agreed that a Safety and Training Officer be appointed to the Committee bringing the membership of the committee to 8.

### **MEMORABLE CRUISING ADVENTURES**

Again, exact dated are a little uncertain but I think it was in 1976-77 that BOPTYS organised its first 'Blue Water' Cruise. Members of the Squadron met at North Harbour, Kawau Island and then the fleet cruised to many parts of the Hauraki Gulf. I can just imagine the 'sundowners' enjoyed by all after a great days sailing.

Also at this time John Hudson in his Tasman 20 'Kotare' sailed single handed from Tauranga to Great Barrier Island.

You must remember that in those days there were no electronic mapping devices, no G.P.S or chart plotters and no cell phones. Charts and VHF radios were all anyone could rely on.

An interesting note on this is that over the following winter months Peter Crawley conducted a Boat Masters Course (30 members passed the exam) and some more experienced sailors passed the Yacht Masters Coastal Course.

Now moving on to another very exciting cruise. In 1992 Commodore Harvey Hornblow and 2 crew members sailed his yacht Chuzenji ll across Cook Strait to Pelorus Sound.

They then ventured through the notorious French Pass down to Nelson and onto Golden



Bay. After sailing back to Ship Cove they set off to Plimmerton ahead of a 30 knot gale. Skipper, crew and yacht all survived this amazing adventure.



The next Cook Strait crossing (that I know of) by a BOPTYS member was undertaken by Don McGowan sailing Never -Never Land, an Alan Wright 7 metre trailer yacht. Don was accompanied by his wife Janine, daughter Emily and a family friend. Just last week I talked to Don about this expedition.

“Never again” were his first words. Crossing Cook Strait was very challenging. With only charts as the method of navigation calculating tides, danger spots like ‘Cook Rock’ and the vagaries of the wind, Don and his crew were very pleased to make the safety of the Sounds. But for the rest of their time in the Sounds they were buffeted by katabatic winds howling down from the steep hillsides. Crossing Cook Strait on their return to Mana they sailed into 50 knot plus winds. The Coastguard at Mana was scheduling in

every 15 minutes but with a storm jib and a double reefed main they made it back safely to shore.

Many other hair raising tales have been told over a quiet rum at the end of the trip and I'm sure we will continue to hear of more exploits in the coming years.

Another notable sailing feat involved two past members of our Squadron sailing around the world. In 2008 Cathy Lines and Werner Scheffer purchased a Mick Orchard 37ft centre cockpit keeler 'Legend II'.

They sailed this sturdy vessel around the world. During their travels they sent back emails to the Newsletter Editor of BOPTYS which were then published in the Mainsheet. Some of our members were able to sail with them on one or more legs of their voyages. Safe to say, they, and their boat returned to their home port of Tauranga at the end of a wonderful adventure around the world.

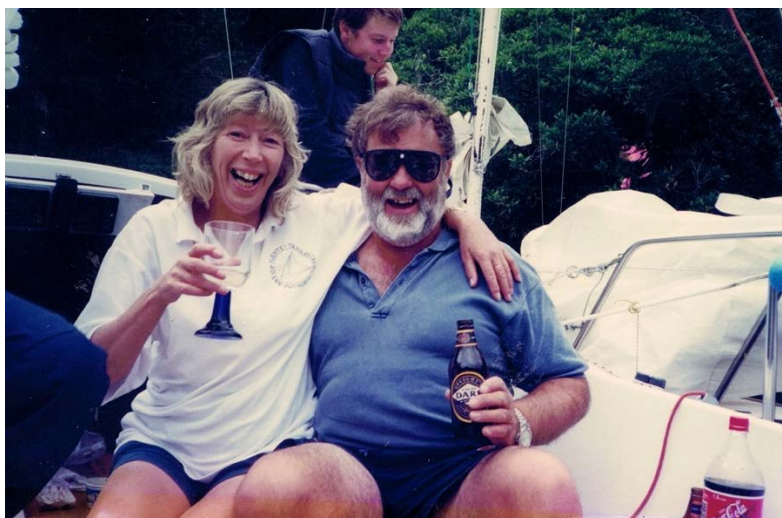
At a Squadron social event last year our guest speaker was Don Calder another member of BOPTYS. He, with his wife and young daughter sailed their new catamaran back from the Mediterranean to New Zealand. Many adventures were had along the way and members enjoyed listening to Don and his family retelling (with accompanying slide show) some of their amazing exploits.

Our Squadron has enjoyed many cruises around lakes, harbours and coastal areas of the North Island. Top of the list would be the following: Lake Tarawera, Lake Taupo, Tauranga Harbour, the Hauraki Gulf, the Bay of Islands Whitianga and the Mercury Islands and Great Barrier Island.



There haven't been many waters the BOPTYS haven't popped into. A Squadron Noelex 25, sailed by the inimitable Cathy Lines and Werner Scheffer, even made it all the way up to Whangaraoa Harbour. These cruising adventures surely go to show the competence and sailing ability of our members and the sturdiness and reliability of member's yachts.





The “Holts” Cruising on Taupo

### **Spinnakers verses non Spinnakers.**

As I mentioned earlier there has been controversy amongst sailors especially regarding racing rules and interpretation of them and racing divisions and handicap numbers.

In 1979 at the A.G.M the sailing programme created strong debate about the use of spinnakers. The event calendar stated that poled out headsails were to be used. This proved to be a contentious issue and a postal vote would finalise the matter. At the fifth A.G.M. a motion from the floor ‘that all club events carry spinnakers’ was passed. However that was not the end of the matter. A handicap system to assist yachties with a fair adjustment to their performance was trialled. All went well until spinnakers appeared and when members excluded themselves from racing events their actions led to increased numbers in cruising events.

This seems to be the case even today. The Squadron has members who definitely enjoy the cut and thrust “blood on the decks” of racing, spinnakers and all, and those members who enjoy a more leisurely time on the water.



Spinnakers – Always a challenge.

## **MORE MEMORABLE CRUISING EVENTS.**

### **The Rum Race**

It is quite hard to decide whether the 'Rum Race' is a cruising or a racing event. I think it is a bit of both. In any case it is a good excuse to dress up, do a little bit of sailing and drink a little bit of rum.

### **Some Historical Background:**

In 1995 Mike Luke and Vice Commodore Allan Civil put their heads together and came up with the concept of a 'Rum Race'. This was disguised under "The Unofficial Pateko Island Cruising Club"

Ever since then this event has been a major highlight on the BOPTYS calendar. The Rum Race involves a 'dress up' theme chosen by the Rear Commodore and the Social Committee.



Prizes are awarded in various categories, a tot of rum is imbibed, mark foy start times are allocated (slower boats first, fastest boat last) and everyone rushes to their boats and away. The first boat to the designated anchorage is the winner.

Beside bragging rights the Squadron now awards the winner of the Rum Race with a paddle.

Over the years we have seen the most amazingly creative costuming and some dastardly deeds taking place as boat race towards the finish line.





I'm sure that many members, past and present can remember taking part in this annual fixture.

This event is still one of the major highlights on the BOPTYS calendar.





## **NOELEX 25 AND NORTH ISLAND TRAILER YACHT RALLIES**

In the early 2000's Commodore Tony Thompson discussed with the Executive the idea of running a Rally for owners of Noelex 25's. The first rally took place on Labour Weekend in 2001 (I think). This was a great success and within two years morphed into The North Island Trailer Yacht Rally. These events were very well supported by the Squadron and by yachties from other parts of the North Island. At one of these rally's over 100 people attended.

They were held at Cherry Bay or Te Arero, on Lake Rotoiti and involved a large amount of organisation. Once again members of the Squadron stepped up. Marques were erected, portable toilets trucked to site, spit roast cookers and other items necessary to accommodate and feed the big numbers who attended were all organised.

Workshops were held covering all sorts of topics to do with sailing. The events catered for both cruising and racing aficionados. A strong emphasis was placed on safety on the water as well as getting the best performance out of the boats. Evening get together were often hilarious with people regaling the assembled gathering with hair raising tales and near escapes while out sailing.

Sadly after a few years the Rallies were not as well supported and the Executive decided that these wonderful events had reached their natural conclusion. But! A renaissance is on the horizon.



BOPTYS North Island Trailer Yacht Rally – Te Arero Bay Lake Rotoiti

## **OFF THE WATER EVENTS AND ACTIVITIES**

BOPTYS has always had a very active social calendar. These events have mostly been organised by the Rear Commodore and the Social Committee. While, over the years many of these activities have been held at our lovely bays around Lake Rotoiti, BOPTYS has also, since the very early days, held many great social events in various venues around Rotorua.



The very earliest gathering was held at Cornish's Coffee Lounge in Rotorua. This was the birthplace of BOPTYS.

In 1975 "65 people attended a Squadron Dinner and Prize Giving where they were served a bottle of bubbly or sparkling grape juice and they danced to music supplied by a stereo. The Plunket Society provided supper" This, I think is the first official BOPTYS Social Event.

Well, we have certainly come along way since those heady days.

In 1979 Gay Sutcliffe, with help from husband, Harry organised "Guess Who's Coming to Dinner"? The answer being "Penny Whiting and Tony Bouzaid" By all accounts a great evening. I have been told that "Guess Who's Coming to Dinner" was held several more times.



*Penny is best known as a yachtswoman and the owner-operator of the Penny Whiting Sailing School, and is recognised as one of New Zealand's top sailing experts. She was awarded an MBE (Member of the British Empire) for services to sailing in 1993.*

The Lakeside Cafe was where many Squadron “Nog & Natters” were held. This cafe down at the lakefront at Lake Rotorua was a wonderful venue for social events. It was run by Allan Civil, ably assisted by his two boys, Scott and Darrell. I’m sure many members will still remember the great evenings held down at the Lakeside Cafe. Sadly the cafe no longer remains as it was demolished to make ways for the redevelopment of the Lakefront at Lake Rotorua.

The ‘Dutch Club’ was, in the early 2000’s, the venue for several A.G.M.’s and Prize Giving Dinners and Dances. On each occasion the hall was decorated with spinnakers and bunting and balloons and after the formalities and a lovely buffet dinner, everyone danced the night away to live music.

The “Pig and Whistle” is another Rotorua icon, having once been the local police station.

The Squadron have held many events in the upstairs rooms there. Key Change nights being one of the highlights. The upstairs room at the P&W has also been the venue for social evenings with guest speakers, and acted as the registration point for 5.9 Traveller Series on occasions.

Since then, the Elliot 5.9 association have been a regular visitor to BOPTYS as part of their national traveller series.



Elliot 5.9 Association racing is always a nail- biter

One of the most interesting guest speakers the Squadron has hosted was Bob McDavitt. Bob was a weather forecaster extraordinaire, being the weather guru for many Coastal Classic Yacht Races and major off shore events.

His tales of the trials and tribulations of forecasting for major races was very entertaining indeed.

Our own Brad Scott, as well as serving on the BOPTYS Executive for many, many years, does have an actual day job. He works for G. N. Science and knows ‘lots about volcanoes’. Brad gave an extremely interesting talk about the Pink and White Terraces, Lake Tarawera and Lake Rotomahana. Thoroughly enjoyed by all who attended the evening.





BOPTYS Christmas Parties have seen many and varied themes to mark the 'season of goodwill'. We have had a very bonnie Santa with his sack full of goodies, hilarious Christmas pantomimes at the V.R. Resort, through to a pizza parties at Eastside Cafe.

Besides the many guest speakers who have enlightened and entertained us over the past 50 years BOPTYS has enjoyed a very active social time on Lake Rotoiti and on quite a few other waters in the North Island.

As I mentioned earlier many of these occasions have been organised by the people who have served on the BOPTYS Social Committee over the last 50 years. Always ably led by the Rear Commodore.



'Sundowners' on the Lake, the Great Easter Egg Hunt, Anzac Day celebrations, Festival of Lights (with the Wooden Boat Society) The Brass Monkey (brrr) plus the many informal gatherings that have happened whenever a few boats have anchored after a days sailing.



“The Wairua” Lake Tarawera.

Lake Tarawera and Lake Taupo have both been favourite places for Squadron rallies. Many of you will remember soaking in the hot water stream at the Wairua on Lake Tarawera or enjoying smoked trout caught by our current Commodore Adrian McHardy.



*BOPTYS Cruise Waihaha Lake Taupo*



Cruising with the “right” Attitude.

## **BOPTYS Silver Anniversary 1999.**

25 years ago , was the squadrons first 'milestone' when we celebrated our 'Silver Anniversary. Many of the founding members were present at the function held at Skyline. June 1999.



Graham, Val and Peter – We owe you all so much

This was a pinnacle moment in the Squadrons' history. Many past Commodores were in attendance – sadly some are no longer with us.





[L-R] Bryon Somervell, Graham Pettersen, Graeme Collett, Harry Sutcliffe, Paul Rogers,  
Peter Crawley, Bevan Wilson, Barrie Dennehy, [seated] Rob Nocholson, Val Arnold, Art Abbott  
**PAST COMMODORES**  
*25 Year BOPTYS Reunion*



[L-R] Allan Estcourt, Paul Rogers, Bill Penno, Ann Penno  
[seated] Val Arnold, Peter Crawley  
**LIFE MEMBERS**  
*25 Year BOPTYS Reunion*

## 2014 -40 Years.

BOPTYS celebrated its 40<sup>th</sup> Anniversary. A splendid luncheon was held at the Clubhouse at Okawa Bay, and it was heartening to see many early members of the Squadron attending.

This was followed by a cruise down the lake in the Rotoiti Explorer (sadly not a trailer yacht, but a vessel able to accommodate over 40 people) The celebrations concluded with a 40<sup>th</sup> Anniversary Dinner at the Rotorua Racecourse.



Rotoiti Explorer a regular visitor to our Mariner



**RACING:**  
**FROM THEN: 1674 TO NOW: 2024**



*some early racing from past BOPTYS members.*

Someone once said to me 'that whenever two boats can spy each other on the water, its a race'. Maybe one of the boats doesn't know it, but be sure that one of them does.

From the very early beginnings of BOPTYS there have been boats racing each other. In the very first 'Mainsheet', published in July 1974 to December 1974 there is a section called 'Racing Plans'.

I quote

*'The RACING programme is intended to provide friendly competition in which the whole family participates. (Yeah Right!) Races will be held on a triangular course or, if the weather is suitable, the race will be to a picnic beach. Tentative dates for racing are: Labour Weekend, December 1<sup>st</sup>, February 9<sup>th</sup>, March 2<sup>nd</sup> and one day in April. Further details on racing will be included in the next Mainsheet'*

*Graham Pettersen. Vice Commodore*

So, from its very beginnings BOPTYS has had a very strong racing component, and this continues to be so even now in 2024.





Close racing amongst two of the clubs Noelex 25s' millimetres apart.

Sifting through the early editions of The Mainsheet it is quite obvious that many BOPTYS members were actively involved in both racing and cruising.

As with any competition sailors like to be rewarded for their endeavours and over the last 50 years BOPTYS has amassed quite a large collection of trophies.

I think it was in 1975 or 1976 that Peter Crawley sailing 'Limelight' was awarded the first Racing Championship.

Today the racing calendar is set at the beginning of each season by the Vice Commodore and the Racing Committee. I'm sure that this has been the case for the last 50 years. Gathering details of early racing formats and results has been a little tricky but reading the names on the trophies awarded to those members gives some insight to the competitive nature of the racing fleet.

I mentioned earlier the debate in 1979 that surrounded the introduction of spinnakers and the division this caused in the Squadron. In 2002/03 Vice Commodore Adrian McHardy announced that "at the request of small boat owners, Division C would be reintroduced"

So it seems that there is often discussion, debate or controversy over handicapping, rules and racing divisions.

As well as very competitive racing amongst our members be it Wednesday Night Olympic Series, W.A.S.P (Wednesday Alternative Sailing Programme), the Winter Series,

the Summer Sailing Series (both of these sailed on the first Sunday of each month) the Round Lake Rotoiti Trophy Race, the Endurance Race, the Night Race, the Single-Handed Race or the many other trophy races sailed over the season. BOPTYS members have also enjoyed great success racing in events around the North Island.



Waikato Trailer Yacht Squadron Hauraki Gulf Classic.

Our Squadron yachts have battled it out, often in quite challenging conditions against yachts from other Squadrons.

The Waikato Yacht Squadron '100 Miler' now renamed 'The Gulf Classic' has a long association with BOPTYS and on many occasions our yachts have claimed the major division prizes. Hot Mumble, Cheers, Wairua Express, E Mail, Major Tom, Elevation, Lady Penelope, Convergence Wild Orchid, Sweet Surrender, Endurance and Open Country (a Beale 10.76 racing under the BOPTYS flag) have all enjoyed success and have been in the winners circle. Waikato Y. S. and BOPTYS have competed for the inter-club trophy and on quite a few occasions BOPTYS has come home with the trophy. ( Regaining the trophy in 2024)





Lake Ngaroto was another venue for some epic races between BOPTYS yachts and other Squadrons.

A special mention must be made of 'Elevation', an Elliot 7, owned and raced by Tony Poolman and his BOPTYS crew. On more than one occasion they have taken line and handicap honours in their division of the Coastal Classic, racing against much bigger keelers.

This race is New Zealand's premier coastal races and is listed among the 10 top blue water coastal classics in the world. So well done to Elevation mixing it with the big boys. Elevation has enjoyed success at Bay of Islands Race Week and Route 'd Rum raced from Auckland to Whangarei plus other blue water races.



Elevation Wednesday Night racing chasing down Major Tom.

The 'Taupo 50', (sadly no longer a race event) was another excellent event in which BOPTYS yachts competed.

Honourable mention must go to Wild Orchid, Hot Mumble, Wairua Express who all enjoyed competing with some success in this race.

Although the Taupo 50 is no longer held, Taupo Yacht Club often hosts the N.Z.T.Y.A North Island Championships and BOPTYS yachts have again been regular competitors.



Major Tom, a Ross 780 has had a stellar racing career both on our home waters and at other venues.

Two years ago BOPTYS hosted the Ross 780 North Island Championships in which Major Tom became the Ross 780 Class National Champion.



BOPTYS Major Tom T3377- 2021 Ross 780 National Champions



Ross 780 Nationals Lake Rotoiti 2021

Although I have listed quite a few BOPTYS yachts who have enjoyed success outside our own home waters there are many more who have competed as well. A big thank you must go to all those competitors who have packed their boats up and towed them to other venues, often many hours away, just to have the thrill of competing against other yachtsmen.

Another honourable mention to our current long serving club secretary David Goddard ("Parker") & also Leslie Goddard. Dave and Leslie own and successfully sail a Noelex 22 'Lady Penelope' Lady Penelope has been very successful boat and has taken many 'scalps' both regionally and in national events.

The Goddards tried their luck moving up to a Noelex 25 'Visions' - but were dissatisfied with it and a few years later re purchased 'Lady P'

Following a full refurbishment and crispy new Pirate Black sails – it now haunts the BOPTYS race fleet.



'Lady Penelope & Parker'

## **WOMEN ON WATER aka WOW**

From the very beginning BOPTYS women have been involved in the many aspects of the Squadron's organisational and social activities. In 1974 Hillary Petterson was elected onto the very first BOPTYS Executive. Since then there have been many women filling roles on the Executive, Social or Race Committees.

In the Squadron's history there have been three women have been elected as Commodore. Jackie Holt (2011-2013) Jo Martin (2018) and Leonie Kibblewhite (2022) As well as these portfolios, many women have served as Rear Commodore, working with their Social Committee providing both on and off water social activities. Leonie Kibblewhite also served as Vice Commodore overseeing racing events.

Just think of all the after regatta dinners and prize giving's that have been held in the last 50 years.



There has always been a team of (mostly) women working behind the scenes keeping skippers and crews well fed and watered.

In 1989 the question arose "Is the club sexist and if it isn't why is a Ladies Race not a permanent event"? The Ladies Race became a permanent fixture on the BOPTYS calendar. And over the years it has assumed various guises, from serious racing to themed fun activities. Next years theme for the Ladies Race is "the 70's" in honour of our beginnings in the 1970's.

For many years the Tauranga Yacht and Powerboat Club has, each summer season been running an event called 'Women on Water' In 2012 women sailors from BOPTYS became involved in these races. Leslie Goddard and Jackie Holt raced in a variety of keelers. Other women also joined them. As part of this programme BOPTYS invited women racers from Tauranga over to Lake Rotoiti for a weekend of racing in trailer yachts. These weekends were held for several years and the visiting sailors were very impressed with the competitive aspects of our trailer yachts.

As a follow on from WOW both Leslie and Jackie have competed in Tauranga to Whitianga Races, Auckland to Tauranga races and in Coastal Classics.





The BOPTYS WoW Team onboard 'Open Country'  
1<sup>st</sup> on IRC 2009 TYPBC Auckland Tauranga Race



Although many of these races have been very competitive it goes without saying that in our BOPTYS fleet we have many very capable women sailors whose husbands, fathers or friends who must be very glad that they have capable women crew who enjoy being out on the water as much as their male counterparts

## **GONE BUT NOT FORGOTTEN**

*"Conscripted by angels for the crew of eternity.  
They now sail amongst the stars with their maker."*

Over the last 50 years the Squadron has lost a few valued members. Many have passed away after long and fruitful lives. The Bay of Plenty Trailer Yacht Squadron wishes to acknowledge all those members who sadly are no longer with us.

But during our 50 years there have been some very tragic accidents involving members of BOPTYS. In 1996 David Williams tragically collapsed while sailing his Elliot 7 in a 'Round Rotoiti' Race.

Allan Civil had been a BOPTYS member for many years and served on the Executive for decades, as Vice Commodore and Rear Commodore among other roles. He was a driving force in many of the projects BOPTYS undertook. He was made a Life Member in 2015.

On the 26<sup>th</sup> May 2016 Allan was tragically killed while working. His sudden death shocked many of his friends and sailing buddies. His boat 'Major Tom' a Ross 780 is still raced by his sons Darrell and Scott Civil.



Allan – repainting a Noelex 30 hidden somewhere on Lake Taupo.

The 'Allan Civil Memorial Classic' was inaugurated by Allans two sons, Scott and Darrel in memory of their father. This race is now an annual fixture on the BOPTYS calendar.

On the 26<sup>th</sup> November 2016 Colin Burson collapsed while crewing in a 'Round Rotoiti' Race.

Despite valiant efforts by all involved Colin could not be revived. He passed away doing what he loved best.

Colin was a permanent crew member on 'Buzz Off' a Farr 750 and is sorely missed by the BOPTYS racing fraternity. Colin also served on the BOPTYS Executive.



Colin on the bow of 'Buzz Off' with Paul Rogers on the helm.



Val Arnolds beloved Noelex 25 – is now living in Havelock, Pelorus Sound



### **‘Final Words’**

#### **From the Commodore: Adrian McHardy**

My association with BOPTYS only goes back to 1995, when we purchased our Noelex 25 “Wairua Express T1104” through Allan Civil who was working for Barry Marsh Marine at that time. Allan of course made sure we were introduced to BOPTYS.

From the very first *introduction* to the squadron, I was amazed and overwhelmed with the warm welcome and the huge amount of support and advice provided from our club members. I had sailed and raced centre boards as a teenager, followed by the hiatus of raising a family. Today – new members still receive the same welcome and encouragement and are greeted like long lost friends. This is one of the strongest hallmarks of BOPTYS. We remain one of the largest trailer yacht clubs in New Zealand, and even host the odd overseas tourist who wish to sail on our lakes.

We have indeed come a long way in 50 years, and I am sure that the next 50 years will be just as exciting. We continue to grow, and we continue to manage our assets.

As a squadron we look forward to the next 50 years.



#### **From the Editor: Jackie Holt**

Researching and writing this commemorative history of BOPTYS has been quite a journey for me. My husband Bruce, and I joined the Squadron in 1998. We owned ‘Hot Mumble’ an Alan Wright 23 ft Catalina. In 2006 we bought ‘Convergence’ an Elliot 7.4. Sadly Bruce passed away 3 years ago but I am still actively involved with the Squadron and race competitively at every chance I get.

As you will discover reading through our history BOPTYS has always been a Squadron with a ‘kiwi can do’ attitude. It is a great tribute to all those who over the years have shown vision, determination, and heart. As our Commodore has already mentioned it is time to reflect on our endeavours over the past 50 years but also to look into the future. What will our Squadron look like in 20, 30 or 50 years time?

I would like to offer my thanks to the many people who have contributed to recording the history of our Squadron over the years and especially to Barrie Dennehy for his ‘Compilation of Activities and Anecdotes’ that he wrote in 2014. This document was an invaluable source of early BOPTYS history. And lastly, thanks to our current Commodore in helping me compile and edit this 50<sup>th</sup> Anniversary Booklet.

[End 03 October 2024]

**Notes.**

