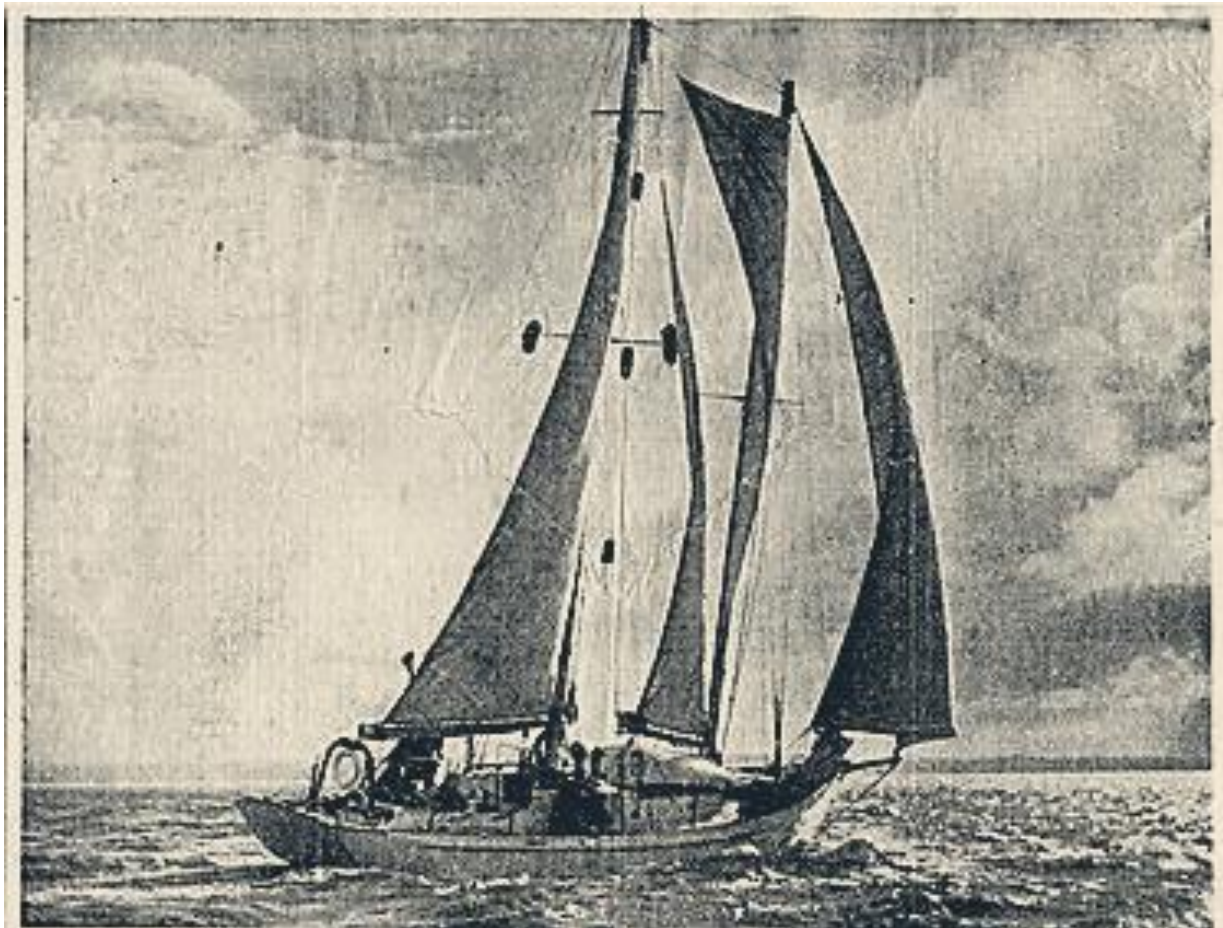


Wakaya

1946 JACK BROOKE CLASSIC OFFSHORE YACHT



A New Zealand blue water legacy awaiting resurrection

Wakaya is not being offered as an ordinary production yacht. She is an important survivor from New Zealand's post-war sailing heritage: a powerful 41-foot timber offshore yacht with documented Pacific passages, a respected designer and a story extending across eight decades.

Today, she offers the right custodian a rare opportunity to preserve and revive a vessel whose history cannot be recreated. Wakaya requires restoration, commitment and informed ownership—but the reward would be the return of a genuine New Zealand voyager to the water.

41 ft Length overall	1946 Launched	Heart kauri Hull construction
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A restoration project with genuine offshore provenance

A yacht born for ocean passages

Designed by Jack Brooke in 1938 for Auckland carpenter Syd Hamon, Wakaya was conceived as a robust offshore yacht capable of serious Pacific cruising. Construction began beside the Tamaki River at Panmure, but the Second World War intervened. Shipwright Edwin "Ted" Hay acquired the incomplete yacht in 1944 and, with Owen Jackson and Robert Warder, completed her after years of part-time work. She was launched at St Mary's Bay in December 1946.



Left: Wakaya on the hard while rigging was in progress. Right: a contemporary newspaper account announcing her intended Pacific cruise.

Her first Pacific voyage

Wakaya departed Auckland on 21 June 1948 for the Cook Islands. During the passage she endured a severe gale and was repeatedly swept by heavy breaking seas while riding to a sea anchor. Her crew's account records that she proved her strength. The voyage continued through Mauke, Rarotonga and Aitutaki, followed by Tonga, before her return to Auckland in November.

Decades of continuing adventure

Ted Hay lived aboard and cruised Wakaya extensively, including voyages to Tonga and Fiji. Whangarei sailors Geoff and Christine Wooding purchased her in 1984, undertook major work and returned her to offshore service. Subsequent cruising included New Zealand's east coast, New Caledonia in 2000 and 2001, and Vanuatu in 2003, 2006 and 2010.

Few restoration candidates arrive with such a well-documented record of ocean voyaging and such a strong connection to New Zealand sailing history.

Design and principal particulars

Wakaya’s heavy-displacement form, generous beam and long keel reflect an era when offshore yachts were expected to be strong, sea-kindly and self-reliant. She was originally rigged as a staysail schooner, later converted to a ketch and subsequently to a sloop.

Item	Recorded particulars
Designer	Jack Brooke
Builder	Syd Hamon; completed by Ted Hay with Owen Jackson and Robert Warder
Launch	December 1946, St Mary’s Bay, Auckland
Type	Classic timber offshore cruising yacht
Original rig	Staysail schooner
Later rig history	Converted to ketch and subsequently sloop
Length overall	Approximately 41 ft / 12.2 m
Waterline length	33 ft 3 in
Beam	12 ft
Draft	Approximately 6 ft 6 in to 6 ft 8 in
Construction	Heart kauri with pohutukawa ribs, as historically advertised
Keel	Full keel
Original displacement	Approximately 15 tons
Original sail area	Approximately 1,100 sq ft
Engine	Reported 60 hp Ford diesel; present condition and particulars to be verified
Registry	Reportedly registered in Part A of the New Zealand Register of Ships; current status to be confirmed

Historical measurements and machinery particulars should be independently confirmed during survey and inspection.



The opportunity to bring Wakaya back

Wakaya will not suit every buyer. Her next owner should approach her as a significant restoration project rather than a turn-key cruising yacht. She deserves a purchaser who understands traditional timber vessels, accepts the importance of a specialist survey and is prepared to establish the true scope and cost of her resurrection.



Why Wakaya is worth saving

- A recognised Jack Brooke design with distinctive 1930s offshore influences
- Traditional New Zealand timber construction in heart kauri with pohutukawa ribs
- A documented 1948 Pacific voyage and later passages to Fiji, Tonga, New Caledonia and Vanuatu
- A direct association with experienced New Zealand offshore sailors and shipwrights
- A strong story for private custodianship, syndicate ownership or a heritage-led restoration

Inspection and due diligence

Prospective purchasers should commission an experienced wooden-vessel surveyor and suitable marine engineers. Particular attention should be given to the hull planking, ribs and frames, keel and floors, fastenings, garboards, horn timber, deck structure, chainplates, spars, rigging, machinery, tanks, electrical systems and all equipment. Restoration scope, haulage, storage and ongoing berth requirements should be assessed before purchase.

Wakaya represents something increasingly difficult to find: an authentic New Zealand offshore yacht whose history has survived alongside the vessel herself. For the right person, this is more than a purchase. It is the chance to write the next chapter.

ARRANGE A VIEWING OR DISCUSS THE RESTORATION OPPORTUNITY

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IMPORTANT INFORMATION

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