

Classic Events



ISSUE # 4

MARCH 1996

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Soren Larsen (Photo, Terry Fong AFA photography)



The Soren Larsen powers through the sea off Tapeka Point

TALL SHIPS RACE INTO THE NEW YEAR

The Russell Boating Club's twenty first 'Tall Ships Race' and third 'Classic Invitation' race on Sunday 7th January, looked set for an excellent sail as the day dawned overcast with big swells and cloud scudding in from the North East.

Sixty five boats aimed for the line at noon, the big square rigger Soren Larsen had her bowsprit right there as the little Lucy, a 22' open fishing boat of Tasmanian origin ducked and dived between the crowd of sails gasping for clear air. The sleekest boats, the Iorangi, Rawhiti and the extraordinary double ender Fiery Cross, in the Classic division, and Black Panther, Tindora and Calamity Jane leading the Tall Ships fleet.



Once clear of the confused seas off Tapeka they soon formed a procession of pure hull speed, a composition in canvas, spreading out from the Black Rocks to the Ninepin. No one blinked, all carried full sail on a brisk, tight reach.

Unfortunately there was too much north in the breeze to allow the larger ladies of the square rigged division to lay though to the pin. However on the

continued on page 3

CLASSIC CALENDAR

MARCH

- Rangitoto Festival of the Sea Classic Yacht Race 01, 02, 03/03/96
-  Duder Cup Regatta (DYC)
- The Sir George Winstone Silver Yacht Trophy Race for Classic & Vintage Yachts 1pm 02/03/96
- Steinlager Harbour Race (PCC) 6pm 08/03/96
- Steinlager Harbour Race (PCC) 6pm 15/03/96
- The Scott Wilson Classic (CYA) 11am 16/03/96
- Steinlager Harbour Race (PCC) 6pm 22/03/96
-  Wooden Boat Workshop Vintage & Veterans Regatta (PCC) 12pm 24/03/96

continued on page 3



NGATARINGA

You may have noticed a variation in the writing styles of the three boat articles that we have so far had. This is because these articles are written by the owners of the boat themselves, thus lending an individual flavour to the story, as well as I'm sure, a certain amount of well intentioned shall we say, bias! Robert Burling, co-skipper of the *Iorangi*, asked about the distinctive styles of these articles and brought it to my attention that I had not made their authorship clear.

So, my apologies to those who were unaware of the flavoursome source of these articles.

(Thanks, Ed.)

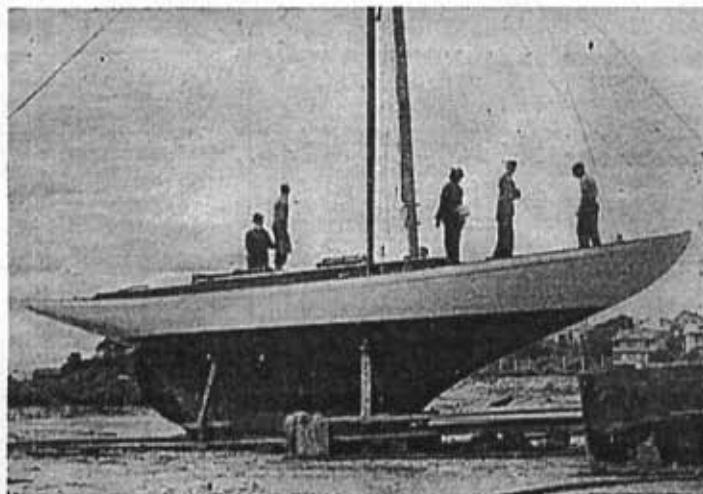
In January 1939 the Colin Wild design cruising yacht *Ngataringa*, was launched for Mr R.T.P. Philson of Stanley Point Auckland. The cutter rigged 43' loa yacht was triple skin kauri with a 29'9" waterline, and was launched with a 7+ horsepower petrol engine and a folding propeller. Mr Philson owned her for 9 years, in which time she performed well, excelling when running and reaching in rough conditions. She and fellow A class *Matia* won the 1947 Auckland Anniversary regatta in a nail-biting dead heat finish.

The *Ngataringa* and the *Little Jim* have a long-standing cruising and racing association. In an early story when the two boats were cruising together in the Bay of Islands, the crew of the *Little Jim* twisted the arm of the Robertson Island farmer Mr Baker, for a sheep. Mr Baker protested that neither of the crews would have the skills to dress the sheep. At that point, two crew members from the *Little Jim*, a sheep farmer and woman trainee doctor, stepped forward to offer their services to do the honours. When the task was completed, the meat was slung in muslin 15' off the deck of the yacht – much to the amazement of other cruisers in Otehei Bay! To complete the occasion, Bill Miller cooked the meat to perfection at the local hotel, to whom he had sold an English coke fired Aga cooker.

Ngataringa has been blessed by a string of careful owners who maintained her to an extremely high standard. Barry Winter, who painted her sky blue, the same colour as the much admired *Tamariki* his previous yacht, then the Walker family of Epsom, and Ray and Betty Thorpe who purchased the yacht in 1962 at the recommendation of Bressin Thompson

and owned her for the following twenty years. When asked his thoughts on his beautiful craft, Ray Thorpe said the *Ngataringa* was – "A yacht that looked like a yacht, unlike those of today that look more like a launch". In 1982 John Smythe bought the *Ngataringa* and raced and cruised her for twelve years before selling her to her current owner.

In November 1994 it was on the market and for me it was "Love At First Sight", and, "YES PLEASE" to the offer to take her for a sail. From there on in, *Ngataringa* and I have been inseparable. The survey at purchase showed a boat in sound order, but with much scope for getting her into tip top order. What then followed was three months of professional restoration at The Boat Yard, and many, many hours spent by myself, and a tireless team of supporters including co-owner Jude Casey, my Uncle Pino, and many, many family members and friends. The long list of work compiled when I bought the boat, including new cabin, deck, motor, teak-work, wiring, hatches and windows has been slowly

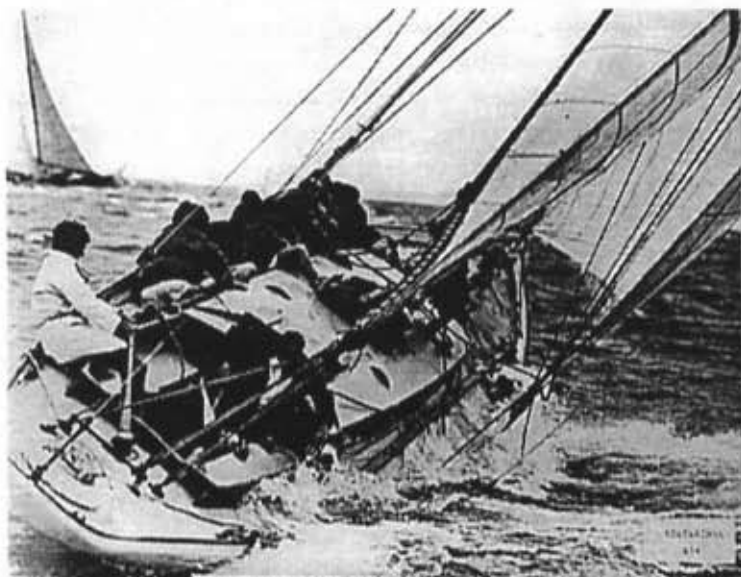


FIRST OF THE SEASON'S NEW A CLASS YACHTS
The 43-foot yacht built for Mr. R. Philson by Mr. C. Wild of Stanley Bay, ready for launching presently.

Photo courtesy of the late Clem Bartlett whittled down and the interior is now all but finished. Hopefully now, all that remains is a new set of "Prize" beating sails!

Thanks for the inspiration Chris* (*Moana*), and watch out Hamish* (*Little Jim*)!

Greg Scopas



Ngataringa in flight



CLASSIC CALENDAR cont'd

MARCH

Steinlager Harbour Race (Final)
(PCC) 6pm 29/03/96



The National Maritime Museum
Heritage Regatta (CYA) 31/03/96

APRIL

Auckland-Tutukaka Race
(PCC) 6pm 04/04/96



Anzac Day Regatta (VCC)
..... 25/04/96

MAY

Musto Winter Series
Classic Division 05/05/96
Musto Winter Series
Classic Division 19/05/96

CYA SUMMER CIRCUIT

The above mentioned races 6-9 form the new CYA Summer Circuit. A best of 5 Races Point System is being run with a function/prize giving to be held on Tuesday May 14th at the Ponsonby Cruising club. Chad Thompson has donated the magnificent Prize Tiller Trophy. The Ponsonby Cruising Club has several interesting old cups for the series and support in the form of spot prizes has so far being donated by Frank Warnock of Shore Sails, Mike Rees of Mike Rees Castings and Kiwi Yacht Consultants.

Tall Ships Race into The New Year cont'd

home run sheets were more eased, and with the swell on the quarter, good times were made. Tearing home first was the John Spencer designed schooner Black Panther from Whangarei. She finished the eighteen mile course in an hour 36 minutes. A few minutes later came the Sparkman and Stephens Swan 57Tindora from Finland, then came the Logan thoroughbreds Iorangi and Rawhiti. Calamity Jane, a centerboarder was close by with the Herreshoff inspired Jim Young designed knitting needle, the Fiery Cross. This was Fiery Cross' day, winning the Classic Invitation on handicap.

The Tall Ships trophy for handicap honours went to the stout 51' topsail schooner Windborne, from Waipiro Bay. Designed and built in Cornwall in 1928 to the pilot cutter model, she was in top form proudly striding to the 'Pin and back, delighting in the twenty knot breeze.



Aoreere and Annabelle cross the finish line

After the famous hangi, and presentation of trophies back at the Matakauwhi Bay clubhouse, memories of the first Tall Ships Race were shared by the early competitors who are still coming back to share in this spectacular race, twenty one years later.

(thanks to Christine Hall and the Russell Boating Club for this contribution on a spectacular celebration of twenty one years of Tall Ships racing at Russell)

Left: Old Glory, 2nd on line, 27th on handicap!

Below: Sheena approaching Robertson Island



MAHURANGI REGATTA

The serious boaties amongst us had polished up the cups, taken the weather forecast with a bucket of salt, and set sail for Mahurangi on the final weekend in January in blustery conditions. The threat of a sub tropical cyclone reduced the usual turnout by about a

third, but luckily failed to materialise on the day as the boats gathered in Sullivan's Bay for what has been the premier event in New Zealand for classic boats.



Tamatea

The boaties were as keen as ever. The Kerikeri contingent had left their boats at home because of the battle with oncoming seas from the Bay of Islands, and came down by land instead to crew the Auckland boats. Terry Fong was keyed up to give the race the same spectacular coverage he gave the Russell tall ships race and all was set for a great race in New Zealand's oldest regatta. Unfortunately a disagreement arose between the two yacht clubs organising the event which resulted in a few problems which was disappointing for the racers.

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CLASSIC EVENTS PAGE 1



Amakuru II (1936) Photo boat for the day.

AROUND THE YARDS

McMULLEN AND WING

McMullen and Wing's biggest job at the moment is the \$10m refit of the 1903, 300 tonne, 130' Shenandoah. The Shenandoah's hull was originally riveted iron plates. With 80 men currently working on her replacing virtually everything, she will go back in the water in May after nearly a year of very intensive work. Also in their yard at the moment, is the 85' Metolius, built in the Royal Huisman shipyard in Holland 3 years ago. She is here for a minor refit. The 60' Camper and Nicholson design Palmareis is also in for a refit.

Probably one of the most memorable refits recently, was the 125' Bruce King design Hetairios. Grant describes her as the most magnificent sailing yacht he has ever seen, and considering he has worked on some of the best boats in the world in his many years with McMullen and Wing, this is some praise. Her hull is 6 (yes, six!) skins of cold moulded mahogany, with a mirror finish to the gleaming black paintwork. She draws 10' with the centreboard up, and 29' with the centreboard down. She was in at McMullen and Wing's for repair work after she'd dismasted off Lord Howe Island. An unforgettable boat, unfortunately she sailed off on another cruise last year!

Contact: Grant Thomas at (09) 573 1405

ORAMS

Orams have four overseas boats in their sheds at the moment which have come all the way to New Zealand for various degrees of refit work. Two American boats, 'Itaska', a 150' steel boat, and the 'Spes Nostra', a 94' combination construction. Also, the 120' alloy boat 'Imagine', and the 85' steel constructed 'Astroid', are in for full refits. Out of the league of most of our members, but Orams have earned an international reputation which keeps them very busy.

Contact: Craig Parker on 025 723 616



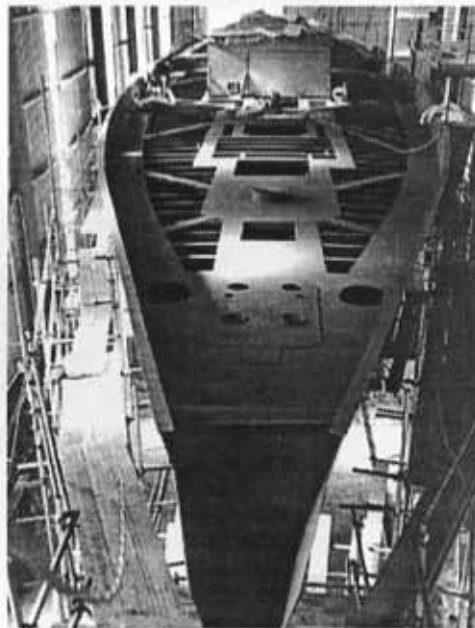
Above: The original topsail rig circa 1902. Compliments of Herbert Fahnstock, Grandson of Gibson Fahnstock Sr.

Right: Shenandoah undergoing a refit at McMullen & Wing.

SJ ASHBY, WOODEN BOAT BUILDERS

Ashby's yard at Opuia in the Bay of Islands, has seen most of the Northland boats at some stage or other, and many Auckland and overseas boats too, needing repairs on a Bay of Islands cruise. At the moment they are building a four diagonal skin kauri, 54', 40 tonne pleasure boat as well as small refits for a number of yachts. They are primarily wooden boat builders but have also diversified to other mediums with changing demands. One of the boats built by Ashby's 16 years ago, the 45' Landfall, achieved unfortunate notoriety recently when she was wrecked on the East Cape.

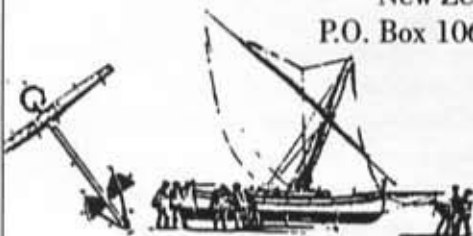
Contact: Jim Ashby on (09) 402 7483



the BOAT Yard

*Restoring New Zealand's Classics!!
Supporters of the Classic Yacht Association*

New Zealand National Maritime Museum, Hobson Wharf
P.O. Box 106091, Auckland 1. Ph 09 366 3949. Fax 09 377 6000.



BOAT BUILDING COURSES FOR LOVERS OF WOODEN BOATS

The Boatyard offer boatbuilding courses for all aspects of boat building from making a simple oar to the boat of your choice.

With the variety of courses on offer it is possible for anyone with a love for wooden boats to indulge themselves in a course on most aspects of boat building with either maintenance in mind, or prior to building a new wooden boat of your own. Courses for March filled very quickly and there are only a few places left in April and May. Phone Herbert on Auckland 366 3949 for further information. Further on into the year courses offered are:

- **Hooked on Boats, beginner.** An introductory course to the fundamentals of wooden boat building where students get to build a clinker skiff.
- **Oarmaking workshop.** This is self-explanatory, and you get to take your oars home at the end of the course.
- **Building a round-bilged clinker boat.** This course is four 2 day, stand alone modules covering lofting, setting up the materials, planking, and steaming. The modules can be done as a course or individually. Participants need to have reasonable woodworking skills. Winter workshops for this course, including all four modules, is the major prize at the Hobson Wharf museum race this year.
- **Carvel boatbuilding course.** A thorough insight to the methods and tools used to construct carvel planked boats including planking, caulking and steam bending ribs.
- **Modern Wooden Boatbuilding.** Shows the variety of choices in construction methods, practical projects, and an emphasis on proper gluing techniques.
- **Commission your own boat.** Call to discuss your own project with The Boatyard.

The Round-Bilged Clinker Boat course is being offered by The Boatyard as the major prize in the Hobson Wharf race this year. It will be run in August – just in time to learn the proper way of doing things, for the annual maintenance season. A clinker dingy really is the mark of a discerning wooden boat yachting, it marks you out from the rest of us who have fibreglass utilitarian numbers, so make sure you're entered in the race!

Phone Herbert at The Boatyard on Auckland 366 3949 for course information.

SOURCES

A long hot, high pressure shower on your boat?



(Hannah Gorter gives a demonstration of this model in the cockpit-cum-bathroom aboard Thelma at left). White Star products sell a weed-sprayer, with a shower nozzle fitted. Boil the kettle, add to sprayer and mix to required temperature, pump up pressure and you've got enough water for 2 people to shower and wash their hair under a full pressure hot shower. Ours is still going strong after 5 years at sea. RRP is \$99.00, but White Star will give CYA card holders this breath of luxury for only \$88.00!

White Star Products, 58 Frost Rd,
Three Kings. ph: Jillian at 620 7109

THE SOCIAL DIARY

Our Christmas raft up on X pier at Westhaven was postponed due to the weather, necessitating a last minute change of venue for a BBQ at the Ponce instead. This was as enjoyable as ever with a few of us returning home later than planned that evening!

The raft up finally eventuated for our February meeting. We decided to charge \$1.00 for a sausage wrapped in bread with sauce, and \$2.00 for a can of beer, meaning the event didn't cost the club anything, and providing those who attended with an enjoyable if somewhat 'simple', meal!

**NEXT MEETING: TUESDAY
12TH MARCH, PCC 6PM.**

Gordon Southee, an old salt from the Ponce, has offered to show members how to get knotted at the next meeting(!). With a view to the fact that the old men who know how to do sennet work for tillers, wheels etc. won't be around forever, he has gathered "a few strings together" and is prepared to show anyone who wants to learn about sennet work, how to begin in this beautiful craft.

Cheers, John

LETTER FROM THE EDITOR


We have been lucky with gratis contributions from some excellent professionals in their field for this issue. The photographer Terry Fong from AFA photography took helicopters to both the Tall Ships and Mahurangi events and got some excellent shots. So if you haven't seen him for photos of your boat already, he is excellent value and took shots of almost all of the boats on both these regattas. Some like our front page ones, are really magnificent. Graphic designer Mark Bartlett has put in a lot of work on the burgee and come up with a design which encapsulates all that we want to say and conforms to the myriad rules surrounding this tradition.

If you would like to see the story of your boat in Classic Events, put together 1-2000 words and a few good photos and send them to me. We have now reached the end of the stories written by the easily editorially accessed four (!) who founded your Association, and so I'm now on the hunt for boat articles for the upcoming editions. I am interested in all types of old boats. I can tighten up the story if need be so don't worry too much if you haven't written for an audience in a while. Seeing as Robert brought the authorship issue to my attention, I have asked him to do the next article! So look forward to the story of the magnificent lorangi- affectionately known as "The Snake", in the next issue.

Phone me in Auckland (09) 2929 100 if you'd like to talk about your story first. Or, post to PO Box 169, Clevedon.

Sandra
Editor, Classic Events

p.s. MEMBERSHIP ISSUES: We have been told of one member who did not receive the last newsletter. We sincerely apologise for the oversight, and if you know of other members in the same situation, please let us know.



AFA
PHOTOGRAPHY LIMITED

**Photography
by Terry Fong**

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Mobile 025-770 099

THE CLASSIC YACHT ASSOCIATION BURGEE DESIGN

Having called for submissions for a Burgee design it became apparent that a number of people have put many hours into coming up with the best design for our Association. Our coordinator was graphic designer Mark Bartlett (Katrina II), who spent some considerable time researching the subject in the archives of the Auckland Library. Mark was obviously became totally engrossed in the subject and has summarised his findings on the requirements and flag etiquette surrounding a burgee in a three page memo to the Association. These findings will play a major part in the final decision for our official burgee. If you would like a copy of the summarised requirements for flag etiquette, contact me and I will either post or fax them to you.

Mark's final design is:



Other suggestions are:
Graham Gilliver



Gordon Southee



Lauren Emanuel

Based on the traditional "Flotilla" pennant, (white background with blue horizontal lines top and bottom), to capture New Zealand's history of flotilla events from the waka migration to nuclear protest. Polynesian symbolism between blue lines to link the burgee to Aotearoa.



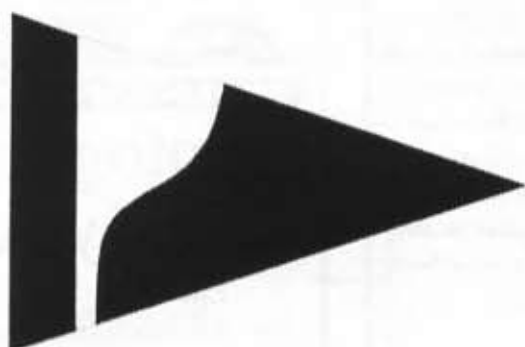
Bob Cornell

"...A bold gold 'moku' (sic) on a deep blue or black background would have some symbolic values"

(With the fleur-de-lis pattern carried on many trail boards in mind, I drew this pattern as an interpretation of Bob Cornell's suggestion. It has similarities

with the koru (fern, life), the moko (facial tattoo, or signature), and the traditional fleur de lis, can suggest a whale, or, a breaking wave, and reflects the choice of the maori names carried by many boats. -Ed)

John Smith



Letters to the Editor

Attempting always to surpass the standards achieved by other publications, Classic Events can announce that like one of its other competitors, we too now have a battle over a highly contentious issue raging through the channels of letters to the editor!*

DEAR EDITOR

In the December issue, Chad Thompson of Prize laid down a challenge, declaring Prize to be the fastest A Class under fifty feet. Not surprisingly, Peter, John and I have responded on behalf of Moana

Jenny Smith

THE SUR (*) -PRIZE

'95, and the season is off with a flurry

Cob-webbed sails are bent-on, in expectant hurry

The crews are all ready, full of fervour and glee

Classic yachts grace the reaches of Mahurangi

Warm breezes see sails hoisted high to the mast

Testing skippers and crews, the bow-waves cream past

Fast, sleek in the water, Moana is ready

Chris puts her about and then holds her steady

He's sailing her high, the crew's full of ardour

"Who says that young Prize is most fast in the Harbour?"

Our length's less than fifty... it's a good even match

And we'll show this old girl's a hard yacht to catch!"

Now Prize's young skipper, a charmer called Chad

Calls out to the fore-deck, "Where is she me lad?"

Then over his shoulder, so close he's espied

Moana, A9, flying fast alongside

"Better turn off the motor!" he calls to his crew

"Pull that sheet, tweak that sail, while I think what to do!"

He twirls his moustache, gives a bit of a grin...

"Fetch a beer.. or better, a large dose of gin!"

"Throw over some ballast! Let's lighten this boat!

For we are the fastest under-fifty afloat!

Don't worry me lads, for I've thought of the answer..

We'll come up inside her.. we'll just have to chance her!"

"Just slightly to port will see us get through!"

He shaves past a headland, with rocks in full view

Moana's ahead, no need to give room

But Chad keeps on going. Will this be his doom?

"Good God!" cries Moana, "She's got nothing under

If we push her up now, she must come asunder!

In classic tradition she lets young Chad by

"We've the speed and the skill Chad, but can't let old ships die!"

So Chad, alas Chad, though claims you have made

The time is a-coming when debts must be paid

Next season again the start gun will sound

Neither wit, charm, nor flattery will save you next round!

(*)Shorter Oxford English Dictionary: 'sur': prefix, 1.: above, over, more than, exceeding, in advance of, superior to.

P.S.

It's a pity Chad's doom has already been sounded

When rounding Home Point Prize certainly grounded

The new season's half over, Moana's supreme

So hurry up Chad or its only a dream!

THE "SECOND PRIZE"!

Chad seems to invite this sort of commentary! One of many conversations at the Mahurangi regatta was about the refusal of the yachting federation to acknowledge the chronology of the boats when names are registered, hence Aorere (1892) is Aorere IV, and the Duder cup carries the insignia Thelma II for the 1895 boat, while the K class version carries her name unadorned. Chad commented to Robin Elliot that the Prize was the sister ship to the Onelua. John's quick rejoinder to this was "Does this mean that Prize is actually the "Second Prize"!"

THE EDITOR

I must tell you how much I enjoyed your issue 3.

This took me back to the late forties when I was an engineer on coastal ships that called into Auckland. Shipping turnaround was not very fast in those days. This gave me plenty of time to prow around the haul out areas when I had time off.

The names of most of the boats were then common to any one who was interested in keel yachts. A lot of them were at that time converting to Bermudan rig, as I was with Thelma.

I soon learnt the same lesson about the mast step as had some of the owners up north. I see in the item about 'The Wooden Boat Workshop', that Tucana and Dawn are listed as having had work done on them. These boats were household names down here when I was a lad, as is the Thelma, John's one, and, the K class.

You seem to have a full programme for the season, and so are going to be busy.

The lorangi as your article says, was in Port Chalmers for several years. She was sailed to Lyttelton to race during that time and finally when sold back to Wellington, she averaged over 13 knots running up the coast only to be dismantled entering Wellington heads. This was told to me by a Mr hack Morgan who was a part owner. He was on the vessel for the trip up the coast.

Talking about costs of boats, Charles Bailey told me that the Thelma cost £150 to build in 1895.

I could ramble on but will get this in the post before christmas. Wishing you and your Association all the best for the festive season, and the summer activities.

Y.S. FL (Steve) Carey

DEAR EDITOR

I'm writing to thank the members of the association who have so generously contributed to the restoration of the yacht Prize through the sale of the calendars.

The work is now well advanced with: the bib partly replaced and reinforced; the garboard plank recorked and refastened; bulwarks and toe rails replaced; chain plates and gammon iron removed surrounding timbers treated, and refastened; strengthening of the running backstay mountings; all of the skin and deck fittings removed, surrounding

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THE RACING PAGE

THE WOODEN BOAT WORKSHOP/ PONSONBY CRUISING CLUB RACE

24th March 1996. The Wooden Boat Workshop are putting up one of their famous, and highly prized clinker dinghies as a spot prize for this year's race. Cause indeed to get out on the water. There is going to be a big party back at the Ponse afterwards and a whole lot more prizes into the bargain. So fill in the entry form below and sure you make it to this event, even if you're not actually sailing. See you there!

THE WINTER SERIES

Musto sponsor the Ponsonby Cruising Club's winter series of races, with daily prizes of Musto gear, and Musto prizes for the overall winners, so its a pretty attractive prize pool.

The 9 race series starts on the 5th May with races fortnightly on Sundays, with a 1pm start.

HOBSON WHARF MARITIME MUSEUM RACE

With one of the prizes being a \$600.00 boat building course donated by The Boatyard, this has to be a great attraction for kiwi do-it-yourself traditional boaties. Boats gather for a barbecue at the museum afterwards and can moor in the museum basin so we can all inspect each other's boats with ease! 31st March, 1996

* NEW EVENT * THE SCOTT WILSON CLASSIC

The owner of Tawera Russell Brighthouse, has organised a new race to Patio Bay on the south western corner of Waiheke in what is hoped to become an annual event. There will be a rabbit start off Motuihe island at 11am on Saturday 16th March, down to the family cottage at Patio Bay where there will be a marked finish line. Contact Chad on 378 6271 if you don't know what a rabbit start is. There will be a BBQ on the beach in the evening, and presentation of the Trophy, followed by a leisurely sail back to Auckland the following day.

THE RANGITOTO FESTIVAL OF THE SEAS

1, 2 and 3rd March. The Classic Yacht Race will be an integral part of the Festival and is intended to provide a contrast to the modern majesty of the Superyachts Imagine and Atlanta. The race is especially designed for members of the Auckland Classic Yacht Register and their friends, both sail and motor.

The racing will benefit "Children Action", the charity founded by Swiss banker Bernard Sabrier, owner of Imagine, one of the superyachts participating in the Rangitoto race. Imagine is up on the slip at Orams, as mentioned in the 'Round the yards' article. The organisers Promo, are modelling the festival on La Nioulargue, the biggest annual classic yacht event in Europe, and hope to have the festival running on an annual basis well in anticipation of celebrations for the America's cup racing. See the Classic Calendar for further details of the racing.

ENTRY FORM:

Ponsonby Cruising Club Vintage and Veterans race, in conjunction with the Wooden Boat Workshop.

Name: _____

Address: _____

Ph: _____

Fax: _____

BOAT: _____

Sail #: _____

(information for handicapping)

LOA: _____

LWL: _____

beam: _____

draught: _____

FEE: Boats 18' and over: \$15.00

Boats under 18': \$10.00

Post to: Ponsonby Cruising Club, PO Box 47 010,

Ponsonby with fee.



Specialists in the restoration of Classic Boats
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Auckland 1

BIG KEELERS FIGHT THRILLING DUEL

REGATTA HIGHLIGHT.

New Boat Ranger Defeats Veteran Rainbow by 12 Seconds—But Handicap Honours Go to Rainbow.

Flying up the gulf from Motuihi in front of a strong nor'-easter, with spinnakers crowded out in front, the veteran Rainbow and the new keeler Ranger fought a thrilling duel towards the end of the first-class keelers' race in to-day's anniversary regatta.

The two craft had clung together throughout the four-hour race, and they turned for the final run home less than a minute apart. Ranger won by twelve seconds.

The meeting of the two boats was the highlight of the day. It was the clash of the old and the new in yacht construction—the matching of the craftsmanship of 40 years ago with that of to-day. Though Ranger finished first, she could not concede nine minutes' handicap to the graceful Rainbow. The honours of the day, therefore, would appear to lie with the doyen of the A class fleet.

Interest in this class was intense, but there was a plethora of other thrills for the thousands of spectators who lined both shores and moved about the harbour. Capsizes were frequent, and accidents were not uncommon among the larger craft. Several of the keelers lost their masts, and there were many cases of split mainsails and broken running gear.

With all sails drawing, the big A class keelers were a spectacular sight when they crossed the starting line and, heeling over to the freshness of the nor'-easter, lay down harbour close hauled until they cleared the flagship. Most of them then stood over for the north shore.

Though Waiomo was first to glide over the line, interest centred in the progress of Rainbow and Ranger. Rainbow stood third and Ranger seventh, but after several boards they stood out together in the leading bunch.

The leading boats drew round on the starboard tack soon after the start. This gave them the benefit of the ebb tide and carried them up to windward of the fleet. Ariki, Waitangi and Victory held on the port tack toward Orakei.

Before long it was evident that the Bermudan-rigged Ranger was not going to run away from the fleet, as some yachtsmen had expected she might. Rainbow, sailed by her owner, Joe Patrick, clung closely to her, and the two keelers

disappeared toward Rangitoto in company with Rawene, Prize, Nga Toa and Ariki.

Crowds ashore and afloat could then see nothing of the duellists, and they turned their attention to other classes. But after an hour the big craft came back on their run to the mark off King's wharf. Neck and neck Ranger and Rainbow led the fleet. Running abeam, with spinnakers flying in front, they tore past North Head and, rolling heavily in the sea, made for the mark.

"Ranger leads," came the cry. And, surely enough, the new boat was drawing ahead, but Rainbow was close astern.

Eight minutes behind then came Ariki, and behind her, stretched out in a long line, was the rest of the fleet.

"Ranger still leads!"

Ranger's spinnaker began to draw better as they neared the mark, and she gybed round it a full 35s ahead of her rival.

Then came the long dead beat down to the red buoy off Motuihi, a slog tough enough to take the heart out of any yachtsman. But the crews of Ranger and Rainbow never noticed it. Crouched at their stations, they jumped like lightning to the skippers' commands. There was a lot at stake.

Again the stately craft disappeared toward Motuihi. There was a long wait and then they appeared again out of the horizon.



A class keel yachts away at the start of their 27-mile race. Left to right here are Waitangi, Ranger, Nga Toa, Prize, Victory and Moana.

"Ranger still leads!" went the cry. Through binoculars the spectators could see them bowling up Motuihi Channel. Yawing in the beam sea, they were still fighting their thrilling duel, but Ranger was ahead.

Soon after rounding the mark off King's wharf, on the beat down harbour, Nga Toa carried away her mast. Moana magnanimously stood by, throwing away her chances of winning a handicap place.

Disaster also overtook Matai, taking part in her first regatta. The heavy strain of the race carried away some of her gear, and she crossed the finishing line, cheered by the crowd, under headsails only.

On they came. White pinpricks swelled to the size of newspapers and hulls began to show. Then the naked eye could distinguish the raking masts of Ranger, towering above the stubby gaff rig of the tenacious Rainbow, still gliding in the wake.

Rainbow Won on time

They raced on and soon the spectators on the flagship could see their bows splitting the heavy seas that rolled against them. Ranger was clearly in the lead. Rainbow clung close, however, and seemed to lessen the gap as the crowded down on to the finishing line.

Ranger took the salute of the finishing gun, and a moment later was followed across the line by her veteran rival. Victory, for the moment, was

Ranger's but it was obvious that the handicap honours would go to Rainbow.

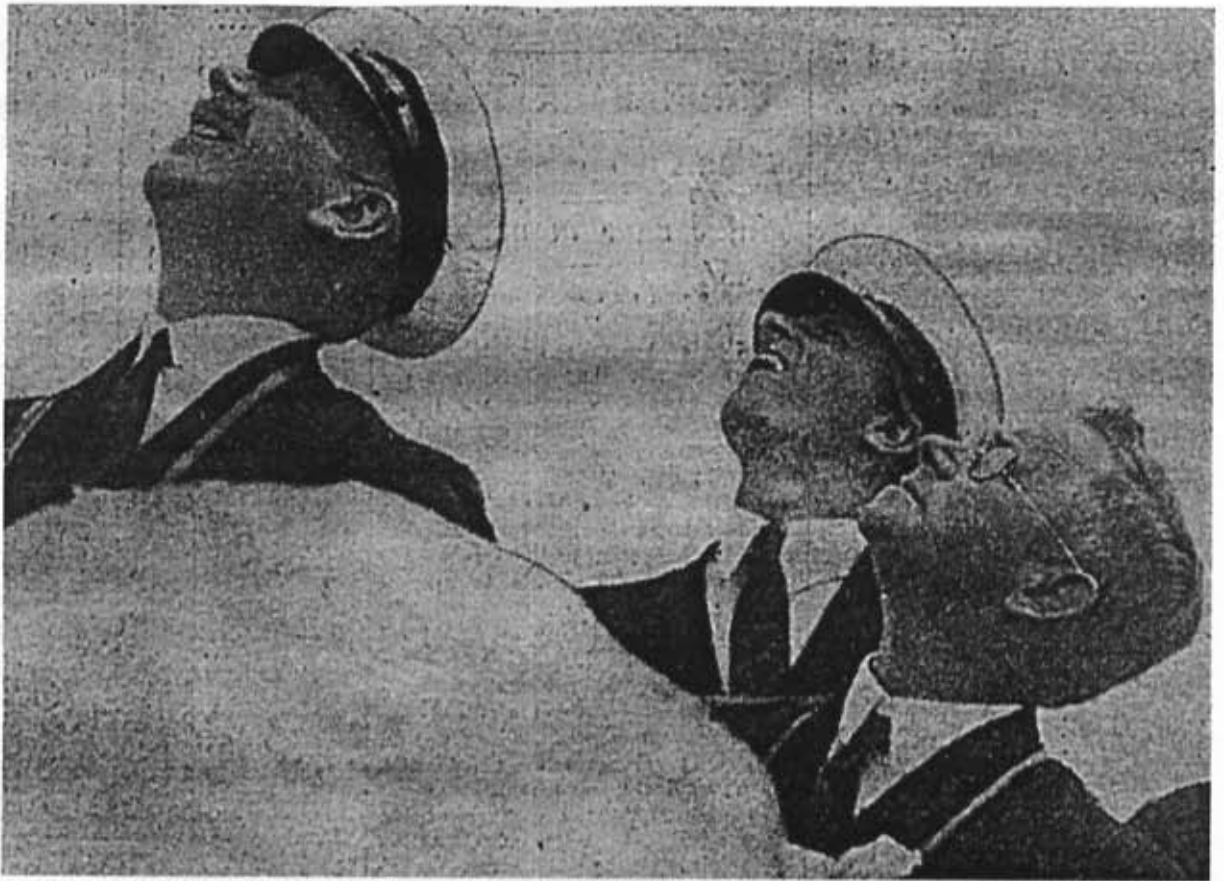
When the rest of the fleet had glided in it was seen that Rainbow had won the day. Ranger was well behind on time, second and third place going to Victory and Rawene.

Few noticed in their excitement that Ariki, another doyen of the keeler fleet, finished third. Racing for the first time in her career on a handicap, she nevertheless failed to get a place.

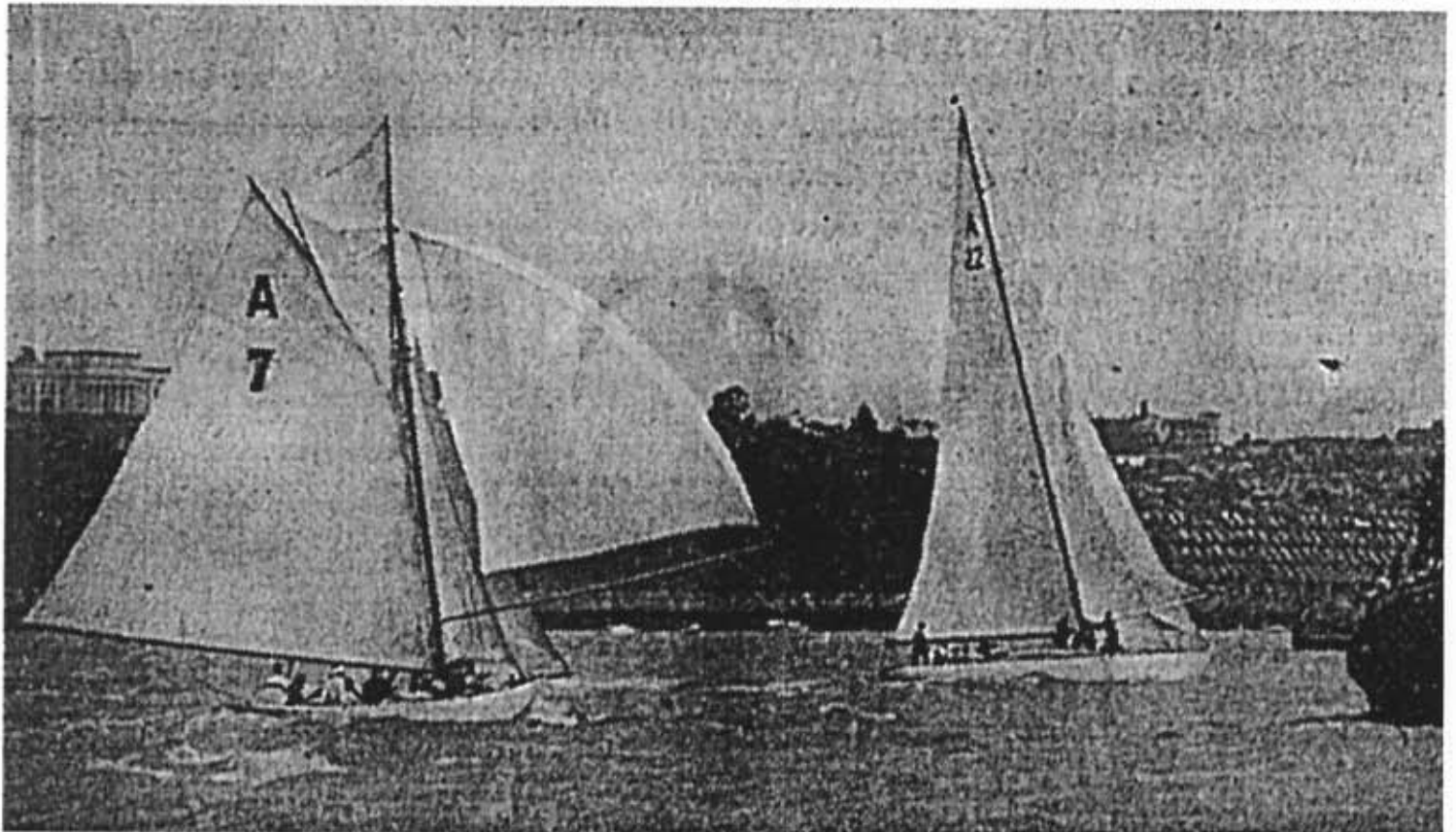
Though she had occupied the place of honour on the scratch mark for 30 years, to-day she was 8m 30s behind the leaders.

The finish was: Ranger, 2h 21m 42s; Rainbow 2h 21m 54s; Ariki 2h 30m 13s; Tawera, 2h 33m 26s; Rawene, 2h 33m 50s; Prize 2h 43m; Victory, 2h 43m 25s; Tamatea, 2h 46m 35s; Matia, 2h 49m 50s; Waitangi, 2h 51m 40s; Ida, 2h 59m 16s; Waiomo, 2h 59m 38s.

Result:- Rainbow 1, Victory 2, Rawene 3.



The Governor-General breaks the regatta flag at the masthead of the tug William C. Daldy to open the regatta. With Viscount Galway are Lieutenant S. R. LeH. Lombard-Hobson, A.D.C., and Mr. G. M. Dennes, chairman of the Auckland Anniversary Regatta.



Finish of the A class keelers' race: Ranger, newest and largest boat of the fleet, crossing the line 12 seconds ahead of the veteran Rainbow. Feature of the day was the exciting duel between these two craft as they raced together ahead of the field. Rainbow won on handicap.

A TOUR OF THE SOUTH ISLAND'S BOATS

For the first time in many years, our Christmas holidays were not spent on the boat, instead I sailed to Picton in the Ponsonby's boxing day race, to meet up with the family for a tour of the South Island. Part of the plan was to drive from marina to marina checking out the old boats of the South Island.

In Picton we saw the Yvonne, now somewhat altered. She was famous for jumping the sea wall in Dunedin. Also there, was the Ngataki, Johnny Wray's old boat. She is well looked after, and had not been back long from cruising in South Africa.

In Nelson we saw a boat called the Tawhiri. Probably about 1930's vintage. A nice looking boat. Also in Nelson we saw the Oyster, a 1900 Bailey, and the Rogue, the "5th" 2+ rater after Gloriana, Thelma, Mahaki and Yum Yum.

In Christchurch we met the owner of the Bona, a 1 rater from 1900. He very kindly showed us around the Banks Peninsula clubhouse and entertained us for the afternoon. We also saw the Pastime up on the

hard looking very forlorn. I understand she has been sold to a syndicate which intends to restore her. Also in Christchurch was the Wairiki, which I know nothing about.

In Dunedin we stayed with Steve and Elva Carey, owners of the Thelma from 1946-68. Steve showed us around the fishing fleet and also took us to see the old Atalanta- desperate for some care and attention. I understand she is for sale. It was interesting spending the day on the harbour aboard the Kate, seeing all the old haunts of the Thelma, the Iorangi, the Tucana, Janet and Matua, just to name a few. It is a pity in a way that these boats have all come north as most of their history belongs to the Otago harbour.

Unfortunately work called (even from a very great distance!), and we returned home after a short visit to Picton again, and this time we saw the Rainbow. Magnificent! We also saw the Marangi, late of Auckland.

If anyone can fill in the gaps on these and any other classic South Island boats, we would be most interested to hear from them.

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Mahurangi Regatta continued from page 3

The organised beach events of the regatta achieved their usual exemplary high standards, with the highlights, for this observer at least, being the great sandcastles made by the children for the competition, and the thrill of the tug of war competition. The winners were a really professional looking team, who I believe almost have naming rights on the trophy for this competition.



Sorceress. Photo Mike Lee (AFA)

Letters continued from page 6

timbers treated, and refitted or replaced; the cover board recocked and refastened; repaired the pin rail; the samson post checked and remounted; replacement of the stopwaters; the rudder blade rebolted to the rudder shaft; the rudder post replaced and recoppered; one keel; bolt replaced and the others tightened.

Work still to be done involved: the engine reconditioning; rebuilding of the cockpit; replacement of the shaft log and surrounding timbers; rebuilding the runners for the main cabin hatch; repaired the forward hatch; replaced the electrical system; upgrading of the galley; replacement of the cabin floor; improvement in the ventilation of all areas of the hull.

Your support and encouragement is very much appreciated.

Thank you

Y.S. Chad Thompson

BRITANNIA (1893 - 1937)

Probably the most famous British racing yacht ever built, not only because of her royal ownership but also because of the changes in design she heralded. The Britannia was designed by George Lennox Watson and was built on the Clyde by Messrs Henderson in 1893 for the Prince of Wales, later Edward VII.

STATISTICS

Her measurements were 120 feet overall, 88 feet waterline, beam 23.3 feet, draft 15 feet and a sail area of more than 10,000 square feet on a mast of 110 feet. She required a skilled crew of more than 30. The cost to build her was approximately £10,000.00, a very considerable sum at the time, although in her first few seasons she collected more than her cost in prize money.

INNOVATIONS

It was her spoon convex bow which caused much adverse comment at the time as it was so radical and therefore thought unsuitable for a royal yacht. The bow differed from the usual straight stern and clipper bow styles prevailing at the time. Her remarkable performance in racing caused those early views to be reassessed and the style began to be copied around the world and became known as "the Britannia style." In New Zealand it was not long after her launch that elements of Watson's design was appearing on yachts being designed and built by Logan Brothers and Bailey's. Moana launched in 1895 for the Wilson family was one of the first New Zealand known yachts to be built to the Britannia style.

RACING SUCCESS

In her first season Britannia had 33 firsts from 43 races and defeated the much heralded American yacht Navaho to become national champion and reassert English dominance in sailing. Even the German Kaiser sought to challenge her supremacy in a series of yachts all called Meteor. Her most notable victory was against the American yacht Vigilant, which had just previously beaten Lord Dunraven's Valkyrie in a contest for the America's Cup by winning 11 races out of 17.



Britannia.

She raced up until 1898 and thereafter infrequently until 1913 when she was recommissioned by King George V. Britannia briefly went out of royal ownership during this period.

RECOMMISSIONED

In 1913 King George V recommissioned Britannia and raced her for himself in the 1913 and 1914 seasons in Britain. At the time, the recommissioning of Britannia with the King at the helm had the effect of stimulating interest in yachting in England which was at its peak, when in August 1914, the war put an end to racing. Racing re-commenced in 1919 and the King again recommissioned Britannia at a cost of £50,000.00 and continued to race her consistently until his death in 1936. During this

period she joined and raced with the J-class fleet with success, particularly in a blow. In 1934 her rig was changed from gaff to Bermudan (Marconi) rig. Although she was over 40 years old, she remained very competitive up until her last season in 1936 when she was withdrawn from sailing a year before the King's death.

During her long racing career she started in 625 races winning 231, with 129 second or third places.

THE DEATH OF A LADY

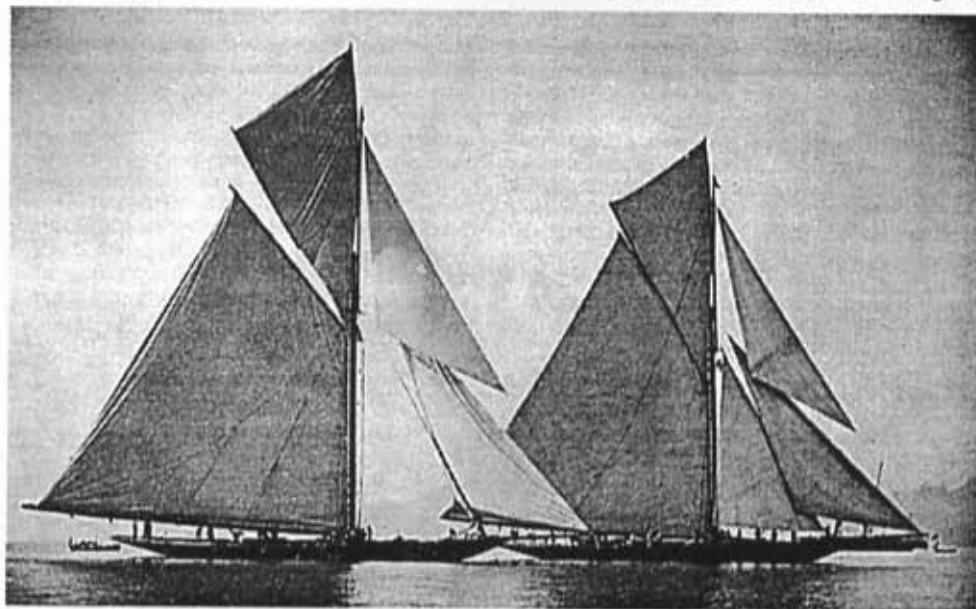
King George V's express wishes were that on his death that unless any of his sons wished to carry on racing her, she was to be sunk at sea in preference to her being broken up. Within four months of the King's death, Britannia was stripped of all her fittings which were sold, no doubt as souvenirs. She was reconditioned 6 times and it is said that when she was finally sunk almost nothing of the original yacht launched in 1893 remained.

On the night of Thursday July 9 1936, she was towed out from Cowes stripped of all her fittings by two Royal Navy destroyers, and sunk in the English Channel with the ignition of several charges in the bilges. Her end received a mixed reaction, and was described by different commentators as "a romantic end for a fine yacht" on the one hand, and "the worst act of maritime vandalism" on the other.

While she is long gone, her influence remains in the design of many of our classic yachts.

(p.s.: There is now some talk of retrieving the Britannia from the seabed.)

(Thanks Hamish, for this contribution on the Britannia)



Britannia and Ailsa off Cannes

Pictures taken from "An Introduction to Yachting" by L. Francis Herreschoff, New York, 1963)

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Chad Thompson

John Gorter


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The Classic Yacht Association of New Zealand has recently been formed to:

- To enjoy the classic yachts of New Zealand through well organised events.
- To liaise with interested yacht clubs and organise events suitable for the classic yachts.
- To develop an annual program of events for the classic yachts.
- To develop a data base of information to assist with the restoration and preservation of the classic yachts. To assist in the establishment of special interest groups focused on other aspects of vintage boating.
- To enable the earlier crews and skippers to keep in touch with the vessels in which they sailed.

If you are interested in being part of the association either as a boat owner of a classic yacht, or having been a crew from days gone by, or are an admirer of these beautiful craft, please write to us, or telephone.



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