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LINDAUER REGATTA

Gales, calms and heaven in between

What a fantastic regatta! The variety of weather – from a gale on the Friday, to flat calm on Saturday and followed by Sunday's perfect 15 knot breeze – must have, at some stage, suited every competitor.

Luckily gear breakages on Friday were few with most effort going into pumping the smaller yachts dry after the finish. Upon shipping a few 'green ones', *Natica's* inflatable lifejackets down in the cabin inflated with a resounding bang. John Bertenshaw was heard to remark that sailing *Waione* was like being on a 41 foot bidet!

The launches had a great regatta, with log rallies on both Saturday and Sunday. The first two launches on Saturday, *Florence Dawn* and *Ferro*, finished only one second apart after a 17 mile course. On Sunday, Dick Coughlan in *Ferro*



Waione showing Waitangi the way to the next mark on the stormy opening day. Terry Fong photo.

outdid the rest of the fleet by finishing the 11 mile course 3 seconds outside his allotted time. An amazing feat when you consider that neither watches, speedos nor GPS are allowed!

The 15 visiting Australians, led by the President of the Australian Classic Yacht Association, Mark Chew and the three Irish, led by the Irish President of the Old

Gaffers Association, Stephen Clarkson, added another wonderful dimension to the regatta.

The Aussies are planning a regatta to be held in Melbourne, to which CYANZ members will be invited. Initial talks are to time the regatta to coincide with the Melbourne Cup, with Melbourne Cup Day being a lay day.

Joyce will keep you posted.

Thank you to all competitors for taking part and a very big thank you to Lindauer, our family of sponsors, Tony Stevenson, Joyce Talbot, Chris Collins and the Race Committee for a fabulous regatta.

*Tony Blake
Chairman*

Moments of glory throughout the fleet

The release of all that energy on the start-line in the heavy airs of the first race seemed to gather momentum even in the lighter conditions of Saturday and Sunday. The intensity of the racing, accompanied by all of the typical camaraderie of a Classic Regatta had most of the yachts in the 1st Division enjoying their moments of glory:

- *Arcturus* storming through the fleet on Day One of the Regatta; schooners just love those conditions.
- Mike Mahoney's *Tawera*, carrying her big asymmetric, sailing away from the rest of the fleet.
- Warren Tuohey's *Katrina* sailing like a little terrier, always in the running,

and sailing well above her waterline length.

- John Gorter's *Iorangi* showing that when great depth of experience is combined with beautiful speed potential she can do a sail away that has the opposition falling back over the horizon.
- And finally, *Prize* proving to be most consistent, even sailing up with the spinnaker carriers, *Tawera* and *Iorangi*, on

Day Two.

The extremes of weather provided a great test of the allround ability of the crews and speed potential of the yachts. The spinnaker handling of the crews of *Tawera* and *Iorangi* was well tested, especially on the Saturday, with both crew losing track of how many hoists they completed on the way to the Orapapa Island, while all the time *Prize* quietly sailed around and

over them with the gentle tug of a modest sized Yankee.

Warren Tuohey, at 70+ showed his crew, in the boisterous conditions of Day One, how the foredeck should be run. And if you are in need of a good bowman, call Ed Cook of *Mariquita*. He certainly has *Prize's* bowsprit sorted even when it's under water.

A special thanks must also go to the Regatta's sponsor, Lindauer, from the bottom of *Prize's* bilges where Michael Wentworth of Lindauer did a marvellous job pumping the good ship out after she was laid over on her beam-ends, filling the cockpit with more water than I have seen in the cockpit in 57 years of sailing her.

Chad Thompson

The Col Wild Trophy for the 'Good Guys'

The old Logan/Bailey rivalry was to the fore once again on a grand scale confirming, as most Bailey boat owners already know, that the good guys (Bailey boats that is) are entitled to hang on to the Trophy for another year. *Prize* 1st in Division 1 and *Waione* 1st in Division 2. Unbeatable!



*Iorangi leading
Hornblower, Prize
and Waitangi
Terry Fong photo*



Skipper's in a fizz, get the valium

From our point of view on *Waione*, we're pleased at our line honours and handicap wins, but a bit disappointed that we only had two boats in our division, *Waione* and *Waitangi*. No matter, we treated it like a match race and went out to beat *Waitangi* and try and beat some Bermudans on the line.

Day One: 20 to 25 knot forecast and solid 30 and 35 with squalls well over 40. Sailing a gaff boat can be a challenge because basically you have to decide what sail you're carrying before the race and live with the decision. This is because reefing is such a difficult operation as you have to go head to wind to tie in the reef points. Time lost doing that will often cost a race. Our policy is to reef before and shake it out if we need to.

So we thought we were pretty clever with our one reef for our 20 knot race. However 40 knots and the

sight of one of those most-well-mannered-of-boats, a Townson 32, screaming past our bow out of control by Islington Bay red buoy made our smug grins disappear in short order. We got pretty well pasted actually, but 500 sq ft of main (reefed) will do that to you.

We finished and most of the fleet did too, so that's a real indicator of just how good our old boats are. Wet? Yes OK, wet but good.

Day Two: From too much wind and a pretty short time over 19 miles, to no wind and nearly 8 hours for 25 miles. We did need a bit of relaxation after the Friday, but how much is too much? About three hours I venture to say. We've all been there I suppose, where we've done fairly well and are up in the front through a mixture of luck or skill or, in our case, a devilish low cunning and a willingness to be ruthless. But seeing your competition

making up a few miles in half an hour with a fresh breeze while you're sitting in a hole the size of the Waitemata harbour...that's tough.

My crew threatened to bring valium out on Sunday for me and the forecast of 5 or 10 knots variable.

Day Three: A whole-sail breeze all race and some fantastic action from where we were sitting as Chad and Tony out-stared each other with the book open on rule 18 muttering phrases at each other like 'overtaking boat' and 'proper course' and under the breath 'he believed that one'. What a sight that was the whole leg down Rangi as *Prize's* boom sat 2 ft to windward of *Waitangi's* cockpit.

We got lucky and called the knocks and lifts well enough to stay in front of *Prize* right through to Northern Leading where, after a totally spectacular bowsprit to counter mark rounding,

we had the satisfaction of closing them out for a short time. Experience and skill will out though, and *Prize* and *Riada* made short work of us from there on, not before *Prize* had a cockpit-filler of a knockdown – a sight I regret missing on film but which I swear was in the order of 60 degrees of heel.

So we finished our regatta pretty well where we wanted to be, although with a hindsight wish for at least one more reef on Friday and the foresight and the courage to follow *Iorangi*, *Rainbird* and *Paramour* over to St Heliers on Saturday.

What a great regatta yet again, what a terrific time we'll have next year with four newly restored gaff boats and the possibility of our other two fine gaff Logans hoisting topsails as well for a potential total of eight gaff Logans and Baileys in Div 2.

John Bertenshaw,
Waione.

6th Annual
CLASSIC YACHT REGATTA
Results



Division One

Line: Iorangi
 1st Prize
 2nd Katrina
 3rd Iorangi

Division Two

Line Waione
 1st Waione
 2nd Waitangi

Division Three

Line Natica
 1st Natica
 2nd Gleam
 3rd Leander VI

Division Four

Line Jonquil
 1st Jonquil
 2nd Loloma
 3rd Wairere

Division Five

Line Hornblower
 1st Princess
 2nd Paramour
 3rd Hornblower

Best Performed Yacht
 Designer Team:
 Bailey – Prize & Waione

Launch Division

1st Ferro
 2nd Florence Dawn
 3rd Silver Spray

Above: Jonquil romps along at her best in the blustery conditions. Below: Deep concentration aboard Grey Seal at the start of a race.
 Terry Fong photos



LAUNCH DIVISION

Revolutions and revelations

The launches continue to play a bigger part in our annual regatta, with two log rallies this year.

The aim of a launch log rally is for each boat to navigate around the course at their nominated cruising speed using only their rev counters to judge their speed. All time pieces and speed indicators must be covered up. Allowances have to be made for the accuracy of their navigation and the effects of tide, wind, the wakes of the other competitors and other non-competing vessels on the course. The winner is the boat that has the smallest difference between its calculated and measured times for the event.

The longer (17.4 NM) and more challenging course on Saturday produced very close results with only a 1 second margin between the time differences of the first two boats, *Florence Dawn* and *Ferro*. *Silver Spray* was 3rd.

The results were again very close for the second and shorter rally on Sunday with *Ferro* finishing only 3 seconds off her calculated time for the 11.4 NM course. *Florence Dawn* was 2nd and *Silver Spray* was 3rd again. The finish was very exciting, with launches and yachts crossing the line at the same time in opposite directions.

The overall results were very close and had to be decided on a countback between *Ferro* and *Florence Dawn* for 1st place. Sunday's very accurate run by *Ferro* gave them 1st place overall. The sponsorship of the launches by Havana Club is much appreciated.

The race committee judged *Ferro* to be the best dressed launch for the regatta after her crew and passengers dressed up in period costume for the Saturday event.

All of the launch skippers agreed that their increased involvement in this year's regatta was great fun and hopefully next year's will be bigger and better.

Ian Gavin



Regatta coverage will be continued in the next issue with reports on Division Three and the Modern Classics.

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