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*Newly restored Rawene presents a magnificent picture*

## *Rawene Revived: Edwardian treasure as good as new*

After a racing incident in the season before last when *Rawene* was T-boned in a vigorous starting melee, Robert Brooke hauled her home to Waimauku for a major refit. Logan Bros were no longer in business at Mechanics Bay and Arch Logan was no longer around to supervise her repairs at

the yards of Bailey & Lowe, Colin Wild or Bill Couldrey. Of course nobody, these days, is better qualified to do the job than Robert. He set to with Arch, Alf and Jack Gifford looking over his shoulder.

The straining to *Rawene's* fabric was much more extensive than at first thought. Robert made the

decision to replace a great deal of her deck when he found some anno domini deterioration as well as the physical damage. Considering that Logan Bros' tradesmen had laid that kauri deck in 1908, it was with some ambivalence that Robert faced this decision.

Logan Bros built *Rawene*

for Alf Gifford of St. Mary's Bay. She was launched on 24<sup>th</sup> December 1908 for the 1908-9 season. Confusingly, she carries "1909" on her tiller head plate. Gifford was a well to do tailor and a skilled yachtsman. His previous boat was the 35ft launch *Kotiro*

*Cont. overleaf*

***Rawene continued ...***

built for him by Logan Bros two years before.

Because of the enormous rise in popularity of motor launches at the time, *Rawene* was Logan Bros' last major yacht commission before they closed their yard in 1911. She was designed as "a fast cruiser", but had no auxiliary. The hull was built to the Logans' extremely high standards, frameless and with three diagonal skins of kauri timber. Technically she was a 9 metre.

Alf Gifford, and after him his equally talented son Jack, raced *Rawene* continually with the Royal New Zealand Yacht Squadron from her launching. Both became Commodores, Alf in 1924 and 1935, and Jack in 1953.

*Rawene* had many racing successes over the years. Her performance was so good under her highly developed gaff rig, and their sense of tradition and respect for her makers were so great that the Giffords were never tempted to change to the modern Bermudan rig like most of her Logan and Bailey contemporaries. In the first echelon of Auckland racing yachts only *Rawene* and *Ariki* held out against 'modernization'. The Giffords always kept her impeccably maintained too and, except for additional lead on the keel in 1911, never modified her in any way from original.

By 1980, Jack Gifford was too elderly to maintain and enjoy *Rawene*. He passed her over to the ownership of the Brooke family who have continued to care for her while racing her hard. Apart from unobtrusively installing an engine to suit

modern marina conditions, Robert Brooke and his sons and grandsons have done a wonderful job in keeping this

Edwardian treasure in fine original order.

Now that she has emerged from her year-long overhaul,

*Rawene* is as sound today as she was in 1908.

***By Harold Kidd***



*Above: The superb quality of the restoration is revealed in the impeccable interior  
Below: Rigged stepped, covers on, Rawene is ready for action.*



*Hornblower* after launching shows her distinctive repainted transom mural

## Hornblower returns to sea after two-year restoration

By Anita Matthews



*Hornblower* has been tirelessly restored over the past 28 months by proud owners Lyn and Andrew Peat.

The 37ft yacht was designed and built by Jan Kesell, Lyn's father in 1973, Jan a professional trumpet player hence the name *Hornblower* worked at nights and built the boat during the day taking about a year to build and launched in September 1974. With a beam of 10ft 6 and draft of 6ft 6 the light displacement design was thought to be well ahead of its time when first launched.

Jan kept the boat for 18 months before she went on to be owned by Jim Boyd who successfully raced her in harbour and coastal races for 15 odd years. In the early nineties Jim Boyd offered the boat back to Jan and the family and the offer was keenly taken up. After another 15 odd years of regular use the boat was in need of restoration, so the decision was made to take her out of the water in April 2007

John Hughes who was an apprentice to John Lidgard oversaw the major reconstruction along with a lot of hard work by Lyn, Andrew, family and friends over a 28 month period.

The restoration has kept within the spirit of the modern classic era using the original build elements which feature a hull of double diagonal kauri glassed over, copper roving, a fin keel with kauri deadwood, laminated kauri floors attached with copper roves.

The transom holds a mural originally hand painted by Liz Granger in 1974 and repainted as part of the restoration by Lyn's daughter Amber, a feature *Hornblower* is well recognised by. *Hornblower* was re-launched on Friday 7 August in perfect conditions at Westpark Marina. The event was eagerly attended by up to 150 family and friends many of whom had sailed on, raced against or had helped with the restoration

Lyn and Andrew are looking forward to sailing *Hornblower*

again in the Classic Yacht Association of New Zealand's modern classic fleet and with the Clear Water Cove and Mahurangi yacht clubs, as well as the Short Handed Sailing Association.

This season *Hornblower* will again be sailing in the many events held in and around Auckland and we hope that this fine example of restoration will be encouragement for other owners of boats from this era to see the potential and come out and join them.

### Launch Report

Since the Rudder Cup race last December there have been some serious goings on amongst CYA launch owners. The Launch Subcommittee has beefed itself up and has amazing vigour. Among its initiatives:

- Deciding the philosophy behind the annual race event. Clearly the Rudder Cup night ocean race around Sail Rock can't be repeated every year, but a range of events will provide some thrills for the diesel-heads and involve a wider spectrum of owners. On the cards is a Mark Foy start finishing at Patio Bay on 5<sup>th</sup> December with the CYA yachting events.
- Leaping in to help with the *Maroro* recovery project. This has caught the imagination of launchies and considerable progress has been made towards the recovery of this historic launch from Blind Bay. We'll keep you posted.
- Social events have been well-supported. A recent afternoon and dinner at the Maritime Museum was very much enjoyed.

# Young Nick's return



*Young Nick makes the journey back to the sea*

*Young Nick* was built by Brin Wilson in 1970 for the One Ton Cup to be held in Auckland in 1971. This pretty 36 footer was designed by Olin Stephens in line with the Swan 37. Her construction is three skins of kauri. The bustle is built down on a 12" x 2" kauri core morticed through the keel and linked to floors.

Whilst Lou Fisher owned the boat, she was skippered by Alan Warwick and he also supervised the building process. In the mid seventies she was owned by a syndicate and in the late seventies Richard Stevens bought and successfully raced and cruised her for the next 25 years. Prior to me coming across her earlier this year, she was owned by Paul Denny based in Kerikeri.

She was lifted at Opua and spent seven weeks in Iain Stewarts' paintshop

in Waipapa. The keel was sandblasted and re-painted with all the appropriate layers to ensure good adherence. We used Altex for all the paints, except where varnish was concerned, where we 'put on' Uroxsys. One of the reasons for choosing Altex was, that Ron Brown, who used to be at Epiglass in the seventies and had the 'secret' *Young Nick* gold specs, had moved there. The topsides were next. The surveyor Ted Leeds, painter and boat builder were all very impressed with the original build quality of the boat. There wasn't a crack in the hull. A very thorough sanding, followed by undercoat, the 'golden' (Dijon mustard really) top coats and then several clear coats to finish it off.

The cockpit was the biggest job with small areas of ply needing replacing, drainage holes re-building and then

reglassing the whole area.

In the meantime Northland Rigging took to the rigging, with all fittings coming off, pitting being treated and plastic gaskets under all stainless fittings. All sheaves had seized, so required replacing. Halyards were all replaced, as were the lights. The original rod rigging regrettably needed replacing, since 40 years is a long time and x-raying in Auckland was going to cost almost as much as new wire rigging. 10mm was chosen for the inners and outers; a slight overkill, but that's the equivalent of the rods they replaced.

In the electrical department, only the B&G log and sonar required replacing (with Nexus); the wind gear is still operating. The two horizontally mounted coachroof compasses couldn't be repaired, so in place came

one bulkhead fitted Plastimo. Nav lights not working; haven't found the switch yet.

A 15" Kiwi Prop was fitted, which seems to give good forward thrust, but the reverse is still rather shaky with the engine almost wanting to stall.

The sails, which are mostly 1970 originals, did not require much work. Craig at Willis Sails fitted Kiwi slides on the jibs so they would fit a foil and replaced a couple of leech tapes, a bolt rope and some small general repairs.

The boom is no longer the original laminated flat and short one; it was replaced several decades ago by a longer boom and main with a little more roach. The no.1 genoa at 150% pushes the boat along quite well and 6.5 knots upwind can be sustained for long periods; rough sea or not. Downwind we will just have to practise keeping the 120m<sup>2</sup> spinnaker up longer, to get some higher digits on the log.

One of *Young Nick's* major upgrades was an enlarged rudder, which was designed by Richard with help from Des Townson. It's larger by some 30% which greatly improves the broaches. On the way down the coast we also used the trim tab to good effect.

*Young Nick* is now back in Auckland and I am planning to sail in most of the Wednesday and/or Friday night races plus some of the weekend CYA and Squadron regattas.

*By Frans de Court*

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