

Classic Events



ISSUE #1

JULY 1995

CLASSIC CALENDAR

OCTOBER

- The Royal Akarana Yacht Club Centennial Regatta
- Coastal Classic 20/10/95
- Maharangi Cruising Club Rakino Weekend 21-23/10 95

DECEMBER

- Devonport Yacht Club
- Tall Ships Race

JANUARY

- Maharangi Cruising Club Old Time Regatta 27/1/96
- Auckland Anniversary Regatta 29/1/96
- Kerikeri Cruising Club Traditional Yacht Trophy 02/01/96
- Russell Boating Club Tall Ships & Classic Yacht Race 07/01 96

MONTHLY MEETING; PONSONBY CRUISING CLUB- 2nd TUESDAY EVERY MONTH. 6PM.

See you next month!

MUSTO WINTER SERIES:

Race Details:

The Second Division is reserved for classic yachts, handicaps as appropriate.

- Racing every second Sunday, next race July 16th- 4 more races to go
- Start at 1.05pm
- Course chosen on the day. Look for the number on the Westhaven Starting Tower
- Race Programme lists courses

Prizes:

We're running a points series over the duration. There are Handicap prizes for 1st, 2nd and 3rd, as well as a spot prize.

For more details contact: Greg Scopas 09 520 9473

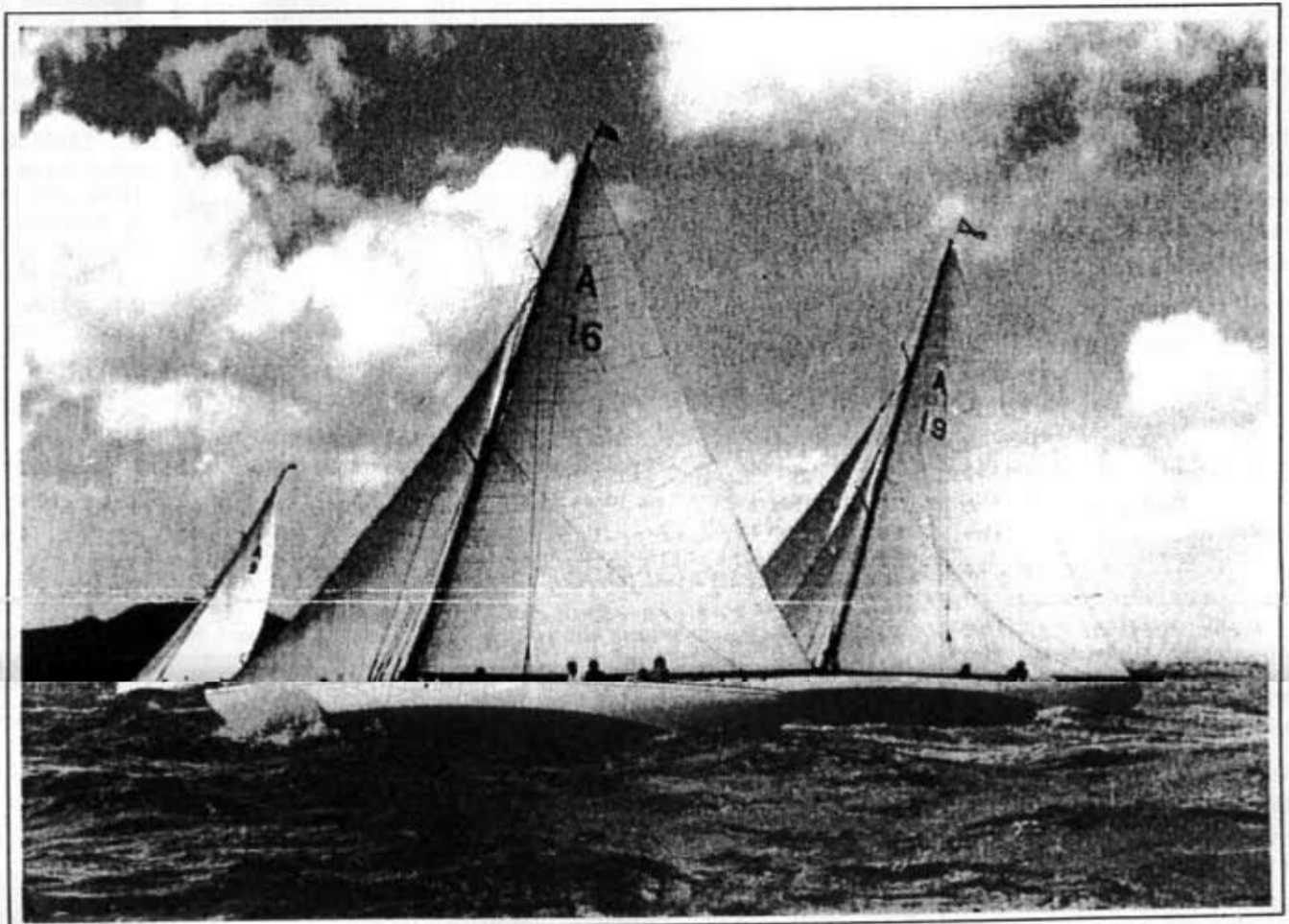


(Artist's impression!)

A Prize Tiller

"Prize has donated a trophy to the club. It's tiller, snapped off clean at the stock. Certainly picked the day (the wrong course was set) to retire."

A Classic Boating Association is Born.



Moana, Little Jim, & Waiomo. "Then as now."

Initially conceived over a few rums, the idea for a classic yacht association was put into action after Chad Thompson, Hamish Ross, John Gorter and Greg Scopas decided to call a meeting of interested owners to gauge the support of others. As events soon revealed, the same idea had also occurred to many other classic boat owners, and as Harold Kidd later remarked the Classic Yacht Association is an idea whose time has come.

Speakers at the inaugural meeting put forward many constructive ideas. Lee Chambers offered administrative support from the Ponsonby Cruising Club for the organisation of races and events for the association. Peter McCurdy of the Hobson Wharf Maritime Museum indicated their support as a natural focal point for activities, and offered short term berthing to out of town boats, prior to races and other association events. Yachting writers Harold Kidd and Robin Elliot offered a number of invaluable suggestions from their experience both as historians and in establishing the M-class association.

Jim McGlashan, owner of Aramoana and Commodore of the Kerikeri Cruising Club suggested that out of town boats would be keen to participate, and that if adequate notice of events and berthing could be organised, more boats from out of Auckland would participate in Classic Events.

Initial expressions of interest were received from the following boats: Anna, Lolama, Scout, Aorere, Luana, Seaward, Aramoana, Maggie O'er Whitford, Sorceress, Arcturus, Manutara, Spray II, Aronui, Matana, Ta'Aroa, Castanet, Matua, Tamatea, Fero, Melita, Tawera, Frances, Moana, Thelma, Gloriana, Ngataranga, Tucana, Irene, Prize, TusiTala, Jersey Lilly, Queen Charlotte, Undine, Jessie Logan, Quicksilver, Valdora, Lee Tide, Rawene, Victory, Lexia, Reverie, Valdoria, Little Jim, Ripple, Waimana, & Waione.



**INAUGURAL MEETING OF
THE CLASSIC YACHT
ASSOCIATION OF
NEW ZEALAND INC.**

On the 8th May 1995, 23 owners of classic yachts gathered at the Ponsonby Cruising Club to discuss the formation of a Classic Yacht Association for New Zealand.

With yachting currently focused in the public mind, it is an ideal opportunity to launch an active association dedicated to preserving and enjoying vessels representing New Zealand's maritime history. The strong historical roots forged by the early boatbuilders, particularly the Bailey and Logan families whose skills were recognised outside New Zealand in their own time, carry on in the triumphs of today's yachting achievements.

Chad Thompson (Prize), Hamish Ross (Little Jim), John Gorter (Thelma) and Greg Scopas (Ngataranga), decided to form a management team to oversee the establishment of the Association and the publication of a newsletter to keep members informed about its activities*. The enthusiastic support of the Ponsonby Cruising Club has been a vital factor in establishing the Association.

We would like to see the Classic Yacht Association develop into an association not only of current owners of classic boats, but also of previous owners and crew members, whose knowledge, experience, and the tall tales and true that make participating with these old craft the special experience it is.

(* editor's note: apologies for the delay in the release of this newsletter. Baby Hannah Gorter was born at the same time as the classic yacht association. We will be up to speed next quarter.)

New 'Boy' on the course!

Heritage Racing took a new and bizarre twist recently when "Moana" arbitrarily decided to add a new mark to the course. Not content with merely



leading "Ngataranga", they decided to give them an additional navigational hazard, a small boy no less.

It seems apparent that ballast is not only moveable but removeable too. We hope this is not taken as a precedent, especially in light airs.

However, not only did "Moana" find it necessary to strew the course with pre-pubescent, the skipper (who shall remain nameless) saw fit to

recover said boy while modelling for the community clad only in his Y-fronts. Unfortunately they weren't dress whites. Why ever not Chris?

All photo's courtesy of Auckland Museum

LITTLE JIM

The Little Jim that sails the waters of the Waitemata today is the namesake of a 1901 Logan snapper fishing boat. According to Sandy Metcalf a crew member from the 1950's, the name for the Little Jim was the brainchild of the Italian fisherman who commissioned her. Seeking finance from a publican by the name of Malloy, the fisherman observed Malloy's close attachment to his young son, and he shrewdly offered to name the vessel after Malloy's son.



Little Jim, running under kite.

In 1967 Percy Vos installed a lengthened and heightened cabin top with a small dog box, then popular for more comfortable cruising and her rig was again modified to the rig she presently carries. An engine was also installed for the first time which cost as much to install as the boat had originally cost to build in 1934. From 1976 to 1984 she was owned by John Cronhelm and then by Mr and Mrs Farrand until the late 1980's when she spent several years at Opua owned by Ron and Margaret Sharp. Her current owner, Hamish Ross returned her to Auckland prior to last Christmas and she is now being restored at The Boatyard at Hobson Wharf Maritime Museum where the refit is being carried out and can be viewed whilst work is underway. The fittings and fastenings have



The original "little Jim"

The original Little Jim was wrecked at Catherine Bay, Great Barrier Island on Christmas Day 1933. At the time she was owned by Jim Mitchelson senior who had bought her from the Italian fisherman. Luckily a kindly elderly Aunt, a Mrs Wilson of the publishing family, offered to pay for another yacht to be built to replace the original for her nephew.

Although there was originally a proposal to commission both Logan and Bailey to each tender a design, it was Arch Logan who was chosen to design and supervise when construction of the second

Little Jim began at Couldrey's yard at Northcote a week later. Arch Logan provided a design based on the successful "Britannia" shape, and she was launched less than a year later at Sulphur Point Northcote, on 19th November 1934. Measuring 42' 10" with a 9' beam, 28' waterline and 6'6" draft, she was the first significant keel boat launched since the Prize in 1923 and the Ngatua in 1926 respectively. The launch of the second Little Jim was the start of a period of construction of a number of keel boats that lasted until shortly after the outbreak of the Second World War.

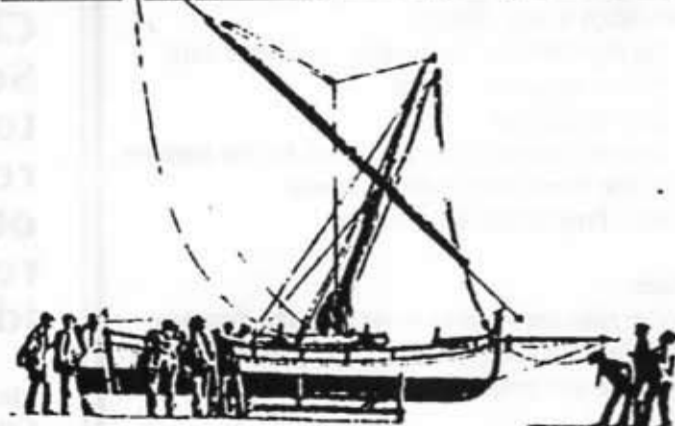


On the day of her launch, 19 November 1934

Little Jim was immediately a successful racer, winning amongst other races, the Anniversary Day Regatta in 1935, the Duder Cup in 1936, and the Jellicoe Cup in 1940, before being put up on the hard at Westhaven along with many of Auckland's keel boat fleet for the duration of the Second World War. Her crew all served overseas and returned safely, and she resumed racing in 1946 as the scratch boat in the Royal New Zealand Yacht Squadron's second division, often taking the gun and occasionally winning on handicap as well. She lost her cutter rig in 1950 when Jim Mitchelson, then commodore of the Royal New Zealand Yacht Squadron, replaced her rig with a powerful sloop rig designed by Jack Brooke. From 1961 to 1976 the Little Jim was owned by Young James' Mitchelson, son of the original owner, and she continued to race with the Squadron.

been found in an excellent state, many as good as the day they were installed, a tribute to Bill Couldrey's workmanship.

The BOAT YARD



Restoring New Zealand's Classics!!

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Hobson Wharf
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CONTACT

Greg Scopas on 520 9473 and leave a message. Heritage racing is good fun and not too serious. So come and show us the cut of your jib, we'd love to see your classic yacht grace the waters of the harbour.