

In conjunction with
the Ponsonby Cruising Club
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CLASSIC YACHT ASSOCIATION OF NEW ZEALAND



CLASSIC YACHT

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QUARTERLY

Issue 10

January '98

During November the 52 foot Logan Brothers designed and built yacht Iorangi was put aboard a ship destined for Sydney.

Iorangi is one of five major A class Logan Brothers yachts, the others being Thelma (1897), Rainbow (1898), Arika (1904) and Rawhiti (1905). Iorangi was built for the famous Wellingtonian Alexander Turnbull in September 1901 and has been a part of Auckland's Yacht Fleet since 1913.

As reported in this magazine the Association is concerned to protect New Zealand's classic yacht fleet from loss overseas, where their monetary value is significantly greater than it is in New Zealand at present. The Department of Internal Affairs with the New Zealand Customs department strictly enforces the provisions of the Antiquities Act to control the export of historic items, which includes yachts and other vessels with an age of more than 60 years, or of historic or cultural significance. Due to an oversight the New Zealand Customs initially allowed the vessel to be shipped to Sydney. However the Department of Internal Affairs, New Zealand Customs and Australian Customs with the help of the Association, had the yacht seized on arrival in Sydney under Australian law which makes it illegal to import antiquities which have been illegally exported from other countries. It was not difficult to persuade the authorities of the historic nature of the vessel.

The yacht was at risk of being forfeited to the New Zealand Government until the new Australian owner agreed to allow the yacht to remain seized by

be deposited with the New Zealand Government which will not be refunded until the yacht returns to New Zealand.

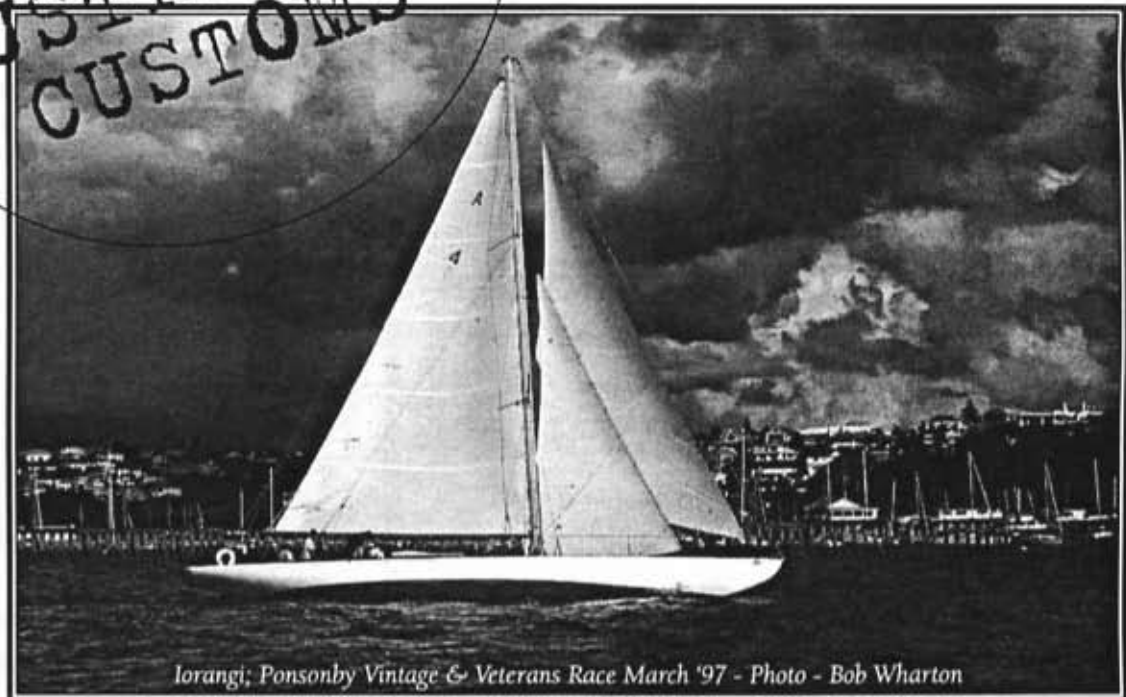
(b) The yacht is to be restored under the supervision of a recognised marine architect.

(c) Export consent will be granted for a period of 2½ years although application may be made for a further period of 2½ years after which the vessel is to be returned to New Zealand.

which classify as antiquities, are not permitted as a general rule to be sailed offshore. The classic racing yachts were for the most part designed as harbour, or coastal racers, and not for offshore conditions. The Association suggested to the Department of Internal Affairs that yachts be given permission to depart New Zealand on a temporary basis only, and should be required to be shipped to and from New Zealand, and should not undertake significant off shore passages.

New Zealand Customs have revised their procedures to ensure that older vessels being exported are cleared by Internal Affairs, who will seek guidance

**IORANGI
SEIZED BY
AUSTRALIAN
CUSTOMS**



Iorangi; Ponsonby Vintage & Veterans Race March '97 - Photo - Bob Wharton

Customs pending negotiation.

Those negotiations have resulted in the new owner applying for retrospective permission under the New Zealand Antiquities Act. The Association understands that consent is to be granted, but on the following conditions:

(a) A bond of NZ\$200,000.00 must

This settlement will see the work done on the vessel in Sydney and ultimately returned to New Zealand in hopefully, fully restored condition.

In the wake of the tragic loss of Queen Charlotte the Classic Yacht Association has become concerned to ensure that historic New Zealand yachts

from the Association and others. Hopefully these events will result in a better appreciation of the New Zealand legal requirements both locally and overseas and the desirability of strong and active controls to prevent the permanent loss of our yachting heritage.

By Hamish Ross

THE *Classic* EVENTS CALENDAR

1997-1998 Season

January

- ▶ Mahurangi Weekend Friday 23 January - Night Race to Mahurangi.
- ▶ Saturday 24 January - Classic Division Mahurangi Festival Regatta.
- ▶ Sunday 25 January - DYC Around Islands Race (optional) (not a Logan or CYA race).
- ▶ Saturday 24 January - Anniversary Regatta - Race to Auckland.

February

- ▶ RNZYS Kawai Weekend Thursday 6 February - Night Race to Kawai.
- ▶ Friday 7 - Harbour Race.
- ▶ Saturday 8 February - Round Kawai Race.
- ▶ Saturday 21 February and Sunday 22 February - CYA Annual Family Picnic. Overnight BBQ and Raft-Up at Islington Bay (social function only).
- ▶ Saturday 28 February 1998 - DYC's Regatta for Geo Winstone Memorial Trophy.

March

- ▶ Saturday 7 1998 - RNZYS race to Te Kouma for E J Mitchelson Memorial Cup.
- ▶ Saturday 21 March 1998 - PCC+s Vintage and Veterans Regatta.

April

- ▶ Saturday 4 1998 - RNZYS Race around Rangitoto.
- ▶ Sunday 19 April 1998 - PCC Closing Day Regatta.
- ▶ Saturday 25 April - VCC ANZAC Day Regatta (Old Crew Day).

▶ = Logan Cup races (total of 14 Logan races)

Scott Wilson Memorial race to Patio Bay

The second event on the Logan racing calendar for this season was the Scott Wilson Memorial race to Patio Bay. The weather couldn't have been better, and 8 boats took off from the line at Browns Island in an improvised flag start after the air horn gave up at the crucial moment. Prize left first and led the fleet all the way down the southern side of Waiheke to the finish line. Tawera ran second most of the way and luckily for Hinemoa (unluckily for Tawera!) who was close behind, Russell Brighthouse missed the crucial Sunday Rock mark. (This is the second year running this has happened to a boat, could it become a regular feature of the event?) Prize was first on line and handicap, but it was the K class boats who really showed their form, with the Helen coming in second and Katrina third. It was a wonderful performance from the Helen

which has recently arrived from Tauranga. Yum Yum came first in the second division, with Irene second and Nomad third. Nomad was forty minutes late to the start line after her trip down from Gulf Harbour, and yet she crossed the finish line not far behind the other boats - a performer to keep an eye on!

Mark Bartlett from Katrina once again provided home grown music at the after race function. The round the campfire entertainment included a 'Happy Birthday' chorus to mark Michele Copeland's birthday with backing from 'Ces' off Ngataranga. The sunshine and the breeze provided perfect sailing conditions for the trip back on Sunday and a number of the yachts sailed together up the harbour for a last friendly tussle to round off the weekend.

Social Diary

Social evenings continue at the Ponsonby in the same spirited, entertaining and enjoyable vein that has become the hallmark of CYA meetings. On a number of evenings now we have seen slides of sailing in the old days, showing the yachts off to their full potential, and by the time you receive this magazine we will have had our annual raft up on X pier where we all get to scrutinise each others boats and steal the best ideas for our own projects. Come along - all members and potential members are welcome, and make sure to enter the weekend of 21-22 February 1998 in your diary for the annual picnic and family day - at Islington bay this year.

Cheers, John

Mahurangi Regatta 1998

ANNIVERSARY WEEKEND Sat. Jan. 24th

Classic Wooden Yacht 10th Anniversary Event *Celebration & Party*

- Commemorative Plaque - all entrants
 - Complimentary Keg
 - Big Birthday Cake!
 - Special prizes!
- A Logan Series Event!

Contacts for both events:

Auckland: Greg Scopas - 376 8014
Warkworth: Peter Oxborough - 09 425 5264

CYA Annual Family Picnic

Overnighter
FEBRUARY 21-22, 1998

MARK YOUR DIARY!

Islington Bay, Rangitoto

Barbeque, games - bring the whole crew
for the CYA family event of the year!

The Return of the Rawhiti



An excerpt from a conversation with Brian Lane of the Lane Boatbuilding family, originally from Totara North, Whangaroa Harbour.

Sandra Gorter: Who are these people?

Brian Lane: That's a chap called Roy Johnson, he was one of the crew, there were five of us. That's Norm Vickery. He worked with our Australian office. He was the wireless man, he didn't know much about boats, he didn't need to. A good man. That was Hec Marler in the hat, he was the boss, he was a very good man, and this here was Peter Henley

This is coming back across the Tasman from Australia. She sailed over there in 1905, and we sailed her back in 1947 I think is right. When we left there it was a nice calm evening and we were out a couple of days before the bad weather struck... She shouldn't have left Auckland and she shouldn't have left Sydney, she was blinking hopeless.

When Marler bought the boat she'd been laid up on the hard for oh, I think about ten years and he bought her and put her in the hands of a Sydney naval architect, and we won't mention names here. He took her out to this yard, and they burnt the paint off and they'd burnt the paint off and here was all this bare kauri exposed to the baking sun and the seams opening up. Hec got into this naval architect, and of course he could express himself when he liked (!), they got onto the painting of her and getting all that end of it... smartly.

But this boat had had on two previous decks and they put a new deck on it. But this firm put a couple of diluties on the job. Now the diluties were chaps who became associates of the union during the war when there was far too much work for the proper boat builders, that is, they were taken



L to R: Hec Marler, Roy Johnson, Peter Henley & Norm Vickery. "Crossing the Tasman" 1947

on as auxiliaries. They weren't allowed into the union, you had to show your indenture papers to get in, but they could be anybody. Carpenters or joiners or anything you see. They put this deck on... we won't go into it in too much detail, but it leaked the whole way over. And poor old Norm, I remember had to get into his bunk with his oilskin on. It used to drip on him during the night. That was my job, trying to find this leak. But I couldn't, until we got to Russell, the first time the decks became dry, I could see a little crack along, and I poked into it, and there was nothing there at all. To get to the end of the story, I cut out about six feet of the deck, these diluties had put a plank on that had been the very outside of the tree. All the underside was bark and the bark went up to leave about an eighth of an inch of timber, and all that was under there was the black bark or nothing. So it was pouring down through there. Originally you see she'd had a diagonal deck on it which itself is very strong, and because she was a racing boat the deck beams, instead of being

fourteen inches apart which is what we did in the launches, they would have been about three feet apart. Of course the actual diagonal planking which went over them was sufficiently rigid.

Well this man got three tenth ply, that is just a little bit thicker than quarter inch and he put sheets of that on butted on each second beam so there was a seam up the middle of the beam. Well of course there's no rigidity in that at all. It was short lengths, and six feet long, and the deck which was only five eighths stuff, it was laid over the top of that,

screwed up from the underside so there were no fastenings showing through the deck itself. Well, for that reason, when this little split leaked, it didn't leak down from where it was, it ran on along from this ply, and of course the boat had a pretty permanent list on- the wind was in the same nearly all the way, and it ran over to the corner and down onto this chap's bunk. And you couldn't tell where it was coming from. The bunk was wet the whole time. She'd taken water over... she's a fast boat and low in the



March '97
Photo - Bob Wharton

water, so she was taking water across her all the time, so, until we got to Russell and dried out I couldn't see where this split was. But by then it was a bit too late.

SG: How long did it take you to get from Sydney to Russell?

BL: To Auckland?... To Russell. I can't be accurate, but I think it was eleven days, and of that thirty six hours, a day and a half, we were hove to. We couldn't do anything. The weather was too tough for her, she was absolutely hopeless. An absolutely hopeless boat, I wouldn't go outside the heads in her. The chaps who took her over (to Australia), they took a month, and I knew because I worked with Billy Logan. He was the youngest of the Logan brothers. He wasn't in the firm but he was down at the yard, he remembered when she went in 1905. Well I knew a chap who lived up in Pleasant road Glen Eden, who had all these old Weekly News'. And when he died he gave them to the Kauri museum, I think its at Otamatea.

SG: Up north?

BL: It's the one with kauri gum in it. And so I went up there and asked their permission and I went through all the 1905 ones until I found the pictures of the boat and its departure with the chaps on board I had them photographed and they've got the nega-

The Return of the Rawhiti

like that towards the water. well we got into this bad weather where we couldn't do anything with her. And I'm quite sure, I said at the time.. the wind was about forty knots which is bad enough but I think a good boat like these boats that are going around



Hec Marler & Peter Henley,
navigation Mid-Tasman

tives there if anybody wants any other copies of them. But it shows the vessel with a low gaff rig.. of course we had the marconi (burmudan) rig coming back, and there was no rail or anything around it, no deck superstructure at all, just this racing yacht.. how they stayed on board goodness knows. There was nothing to hang on to. We had a rail round her, you can see it there I think.

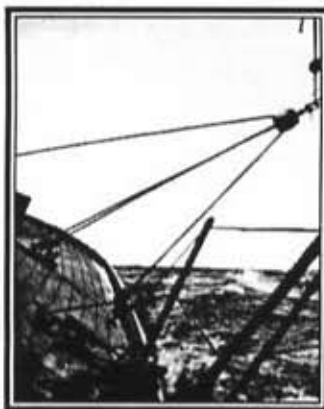
So they wrote an account of it in which they roundly condemned her as a sea boat, and if I'd read that, and from what I saw, I'd have never gone on that boat. We were very lucky actually. If the weather had got any worse we wouldn't have made it, she was hopeless.

SG: Why was she hopeless?

BL: She wouldn't lay up into the wind, you can see this long counter stern here? See that? Well it's a very flat section.

She came around the topsides quite a short distance and then went under flat. So this was a great flat thing sticking out aft. You see, it's.. it isn't steep. If it was up steep like that it wouldn't matter but its lying out flat

the world now they keep on sailing in that. But this yacht was built for racing on the Auckland harbour and cruising up the coast in these little inlets up the coast as far as Whangaroa, and that's what she's good at. She's a very fast boat. And you wouldn't put a chain onto a race horse and fasten it to a kauri log in a swamp and expect it to do the job. And you wouldn't expect a racing boat like this to do an ocean passage in bad weather. And that's what they expected of her. Anyway it got bad, and paid her



"Not a splash - a crash."
like dropping her off the back
of a truck onto concrete.

off to run before it and she was doing knots. She was miles too fast, so they trailed some stuff astern, enough to pull her up, and you understand the seas were breaking and the tops were flying off and it was pretty fresh, and she'd.. fly right up, bow down stern up, and she'd come down with a splintering crash. I said to myself now how will I think of this in years to come? And I thought just.. if you dropped her off the back of a truck onto a concrete road, that's just how it was. Not a whoosh or a splash, a crash. You'd think it was going to split her apart

you know I thought this can't last for long. So they had a drogue, it's a great big canvas thing, about six or eight feet diameter, in effect a big canvas shallow funnel with a bridle at one end and you towed it behind and this great round thing was holding you back you see. Not actually anchoring you. We put this on the stern and she crashed harder then. So they led it around to the bow and you would have thought then that she would have bought the bow up into the wind with the sharp section for'ard and she'd have just ridden it out, but she didn't. How can I show you? (draws a diagram)

You'd expect the boat to lie like that, but it didn't. It lay side on like that you see. She sailed right along there until she was here, as far as she could go. Now you'd expect.. now here's the wind coming here you see. You'd expect her then to do what they call luff up, to come on the other tack and to sail across then and haul up. But she didn't! She put a.. (draws) here we have a final position, she went there!

SG: Back to front.

BL: With her stern to she wore around. She put her stern up to it and down came these colossal crashes again, and she hung there for a while, before she got onto the other board and came back over to the other side again, sailing along, and then up came the stern again, these.. colossal crashes again, godfather! And of course.. you understand, the underbody of a vessel has a centre of lateral resistance. That is the middle point. If you're pushing it sideways, there is a middle point and that's a certain position along below the waterline there. Well in this case its right back here (indicates on photograph of hull), the keel starts there you see and comes right back here, so the centre's right back here. Well the mast was up there forward. And when all the sails were taken off the windage on the mast right forward like that was equivalent to another sail. So it was pushing her head off all the time. She couldn't luff up. That's exactly what she did.

And so they put out oil bags. They said you put out oil bags (in a situation like this). So they put out oil bags to windward, and the seas promptly washed them aboard and we got oil all over the decks and it made things slippery on top of everything else. So Hec said we'll get this thing aboard. So we all got forward on this little skinny deck for'ard and three of us were sick, and me worse than any of them, and we hove away and we hove away. Now on the base of this drogue, this sea anchor, was this trip line. And theoretically when you pulled that you turned the thing around so it spilled all the water out and the thing folded up. But the trip line had gone around and around the main warp, because of course it had been revolving. So anyway we hove away, and we were faced with lifting at least a ton of water because it was full. So Hec pulled out his knife and cut the thing and it went to the bottom of the Tasman and that's where it still is. But after that of course we had nothing and couldn't put any sail on and

we had no means at all of doing anything except leaving it. So she lay what they call a-hull, that is she lay in the trough with the lee deck under, just as though she was hard on the wind with all the sail on. And she was lying like that. And if it was blowing any harder.. the miracle was to me, these great breaking seas all around us, and they didn't break on board. They just went past the stern and past the bow, so it seemed.

During the night one incident later, we were hove right down with the mast in the water, the batteries flew out of the battery boxes and capsized, and the lights went out and the place filled with gas, this chlorine gas.. when the acid mixes with the salt? There was pandemonium for a few minutes but they were a very level headed lot, and that was all fixed up. But that was the only time when she took a sea aboard, apart from this crashing.. but as I say, she shouldn't really have left harbour. If I had known I wouldn't have gone on her. I'd never go again on a boat like that (in the Tasman). One of the books I've got there is the Common Sense of Yacht Design by L. Francis Herreschoff and he specifically states this very thing we're talking about for this type of boat. Don't go outside the harbour in it.

SG: I can just see you there with the chlorine gas and the waves.. it must have been horrible!

BL: Oh well, the original owner thought he'd like to have her in Sydney so some blokes who needed a job took her over and Mr Marler thought well, I'd like to have her and sail her back to Auckland, and that's what he did. But it was a very.. ill conceived. We didn't have any shake down cruise or anything. In fact if we had I for one wouldn't have gone. The Rawhiti is a lovely fast boat and she did what she was designed to do, but you just can't do that sort of thing to a boat like that. We didn't know...



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