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Lucinda Makes a Pretty Splash on Relaunch

By Nathan Herbert

The *Lucinda* was finally launched on 27 August at the Milford Cruising Club's yard. When I filled out my haulage form, I indicated that I would need eight weeks to complete the project – 127 weeks would have been more accurate. Nevertheless it has been a great journey.

I have learned about classic and not-so-classic boatbuilding methods, met some interesting people and had more than a few laughs, usually at my own mistakes! Huge thanks go out to Jason Prew (*Wairiki, My Girl*) who has been brute force, gentle persuasion, and parts courier throughout the project.

My mother, Gwenth



Herbert, grew up cruising on bridgedeck launches and has been a great support for me, reassuring me about how a basic galley will be fine, and accommodation need not be luxurious.

My father is a builder and his skills came in very useful with cabinetry.

It really has been a team effort. Thanks go out to my whole team for what you have helped me achieve.



*Bubbly
gushes as
Lucinda's
much-
awaited
return is
celebrated
in the
appropriate
way.*



Kinks Disappear in little Birthday for Tango

Tango was designed and built by Jim Young between 1954 and 1956. She is reputed to be the first cruiser in the country, and maybe in the world, to be fitted with a fin keel and a spade rudder.

Built in heart kauri planking over spotted gum ribs, she was initially designed as a harbour cruiser/racer of the time with a light structure and generous sail plan.

After a year of ownership, I realised that the mast needed some attention as some



checks had appeared over the last 1.5m of the mast. I also learned and noticed that her mast had been built with a slight kink in it over the top 3m. Therefore, it was decided to rebuild the upper half of the mast to fix the checking problem and get rid of the kink in the mast.

A 5.6 m crown cut piece of spar grade Oregon was cut into four sections to obtain quarter sawn beams. They were then glued by pairs to do the two half section of the mast.

Once glued, the two sections were hollowed out to match the original section.

The two scarf joints were scattered to avoid stress concentration once glued, leading to 5.3m and 4.6 m long sections of timber to be glued and shaped. After some thorough shaping work, the new mast was varnished and prepared to be fitted back on the boat.

Yet, through her life, *Tango's* rig had been modified from a fractional to a masthead configuration. The mast rebuild was an occasion to change the original single spreader configuration to two spreaders for better balance and control of the mast shape. New stainless steel tangs and mast fittings were made for the mast to be raised again.

As a side project, the cabin is currently being rebuilt with a stronger structure and healthier plywood. Once the cabin top and mast are back together, the aim is to bring her to a good finish for her 60th birthday in November.

By Max Goutard

Atlantic to pay a visit to New Zealand



A 185ft three-masted gaff schooner is headed for Auckland. *Atlantic* is a replica of the famous 1903 William Gardner design of the same name, which held the fastest time for crossing the Atlantic Ocean for 75 years. Her skipper, Jim Thom, already has an impressive string of victories from nine seasons in the Mediterranean and Northern Europe on the 1911 cutter *Mariquita*, and is stopping in Auckland on a world cruise. *Atlantic* will arrive this spring and will be on a busy schedule between charters and yard time, but we are hoping they loosen those shackles at some point and grace a CYA event. She might just give our A class classics a run for their money! – *By Robin Kenyon.*