



Get out and Enjoy Great Cruising in the Winter

*Words and Photos
by Jason Prew*

How many times during the winter do you look at those perfect clear days and wish you hadn't taken the contents of your boat home for storage?

For the dedicated few that cruise their boats year round, it's a great opportunity to enjoy empty anchorages, a good book and a toasty warm interior, provided you have timed your weather window well. There are a few basic items that can help out immensely with enhancing your comfort levels. If you are lucky enough to have a traditional kerosene lamp, make sure you are running odourless lamp oil; this small flame can take the chill off your cabin and provide ambience by the boatload. A hint that was shared with me recently by the Iorangis was to put an upturned terracotta pot on your stove and run it for a few minutes to heat the pot – this will serve to heat the cabin for a period. If your boat is prone to damp and you keep it on a marina, make sure you grab a dehumidifier



*Top: Wairiki with a winter anchorage all to herself.
Above: Sparkling winter sailing in the Hauraki Gulf.*

and run it on high the day before you leave to remove the last of the moisture in there. Lastly, don't forget before you leave anchorage in the morning to boil some water and put it in a thermos, nothing beats a nice hot cup of your favourite brew while you're being frozen sailing to your next anchorage! So pick your weather, grab that book, and I'll see you out there!

Remembering the low black schooner that started the America's Cup saga in 1851



What a spectacle the America's Cup Class catamarans are, rounding marks dead flat on their foils at 30 knots! The schooner *America's* first major yacht race was another spectacle of yachting might and courage. Imagine sailing a 100ft schooner across the Atlantic Ocean as a business venture to make money by winning races! A daring feat accomplished by a New York Yacht Club syndicate in 1851, challenging 15 entrants from the Royal Yacht Squadron around the Isle of Wight. The venture was a success, and in 1857 the *America* syndicate donated the grand trophy to the New York Yacht Club (it seems strange to re-gift a trophy, but at the time it was normal for a winner to have ownership). The club drafted the 'Deed of Gift', which today in its 3rd revision remains the document outlining conduct and validity of any challenge for the Auld Mug. – **Nathan Herbert**

Mighty Ariki has new guardians

The 54ft gaff-rigged cutter *Ariki* was built in 1904 for Charles Horton as a cruiser/racer, a dual role she performed extremely well for many years. Fast-forward to 2017 and, after a period of little sailing, she has been purchased by Andrew Barnes of Auckland.

Ariki has already been hauled out and is receiving the care that such an Arika (Chief) rightly deserves, starting with making her



Ariki undergoing an extensive refit.

watertight, including a slick new coat of hull paint.

Andrew and partner Charlotte have a great attitude towards classic ownership, purchasing *Ariki* because it was the 'right thing to do' to restore her and contribute in a positive way to

Auckland's unique maritime culture. To ensure *Ariki* is as accessible as possible, the owner has had a berth built for her at Auckland's Maritime Museum, so the public can enjoy her. Here she will undergo work on her interior, ready for the famous

CYA race to Patio bay (watch out A division!).

Her owners are keen to hear any information, or stories of her past, and invite you to connect on Facebook 'Ariki Classic Yacht', or email Charlotte at arikiclassicyacht@gmail.com.

Safeguard our Maritime Heritage

By Nathan Herbert

New Zealand has some of the best sailing and cruising grounds in the world. We have small sheltered coves formed by our unique volcanic areas, vast sandy beaches and steep rocky open coastline.

Hand in hand with these aesthetic qualities are unique weather patterns. Our classic vessels must be kept safe and secure during bad weather, and vital systems kept in good shape.

We have seen far too many classics being severely damaged, wrecked and written off from bad weather, or neglect. While some circumstances may be unavoidable, these boats are more important to NZ

than a modern factory-produced boat and must be treated with extra care. When I hear that a boat has sunk in a safe mooring area, or gone on the rocks from her mooring in a blow, my first feeling is sympathy for the owners. Then come the questions: "When was the mooring serviced last?" "Was the foredeck rotten?" "Are the bilge pump systems regularly checked?"

We must be diligent with maintenance and check the boat physically at her moorings before, and visually during bad weather.

As a classic owner, you already have huge pride in your vessel and will most likely be a practical sort,



A sad sight for the classic fleet – *Daisy* driven ashore.

making the odd repair yourself.

This being the case, remember a few things: 1) Check your vessel often. If you are away during bad weather, have a friend check your vessel. 2) Keep your bilge pump systems in good service and check your skin fittings for signs of age and weakness. 3) Keep your mooring lines and ground tackle in good condition, with proper fastening to your vessel. 4) As a last resort if you are no longer able to care for her, make her available

for the next person to own and love.

We are not owners in perpetuity, and we are not the only people to have had our lives enriched by our boats.

As such, take extra, obsessive care with your classic's seaworthiness. Make sure that the public who love seeing your yacht, the yard-walkers who love chatting about your launch, and future generations of New Zealanders get to experience what you are privileged enough to enjoy today.

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