

THE NEW ZEALAND CLASSIC YACHT JOURNAL

OFFICIAL JOURNAL OF THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND INC.



www.classicyacht.org.nz

ISSN 1175-804X Issue 121 – December 2018

Classics Keeping Legacy Alive in Racing Contests

By Nathan Herbert

A few years ago, I visited my grandmother on a sunny Auckland Anniversary Weekend and, as usual, we discussed Gulf cruising and yacht racing. She mused that I should take the *Pacific* in the tug boat race held each year on the Waitemata. There were a few issues with this, firstly I did not even own the boat, and secondly the *Pacific* was a cruising launch!

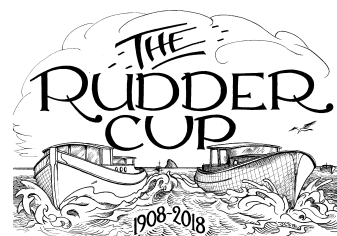
Well I couldn't have predicted it, but fast-forward a couple of years and not only do I now have the privilege of looking after *Pacific*, but she really was a registered work boat and, as such, is eligible for the launch racing on Anniversary Day.

The *Pacific* was built in 1917 by Joe Slattery for my Great Great Grandfather, E J Hobbs, and is a close sister to the *Raiona*, which underwent

substantial alterations in the early days. She is fitted with heavy turned stern posts for towing a cattle barge from Tiritiri Matangi Island to the mainland, and her wide side decks are solid kauri 3" thick for coming alongside. Needless to say, I plan on entering her in the 2019 Anniversary Regatta event.

While I am unable to enter *Pacific* due to prior commitments, the 2018 Rudder Cup launch race is scheduled to take place from Auckland to Sail Rock and back on December 14-15 with a fleet of classics descending on the harbour.

The race is open to all classic launches over 25ft and, being a handicapped race, means that all entrants have a good chance of winning. With HQ being the

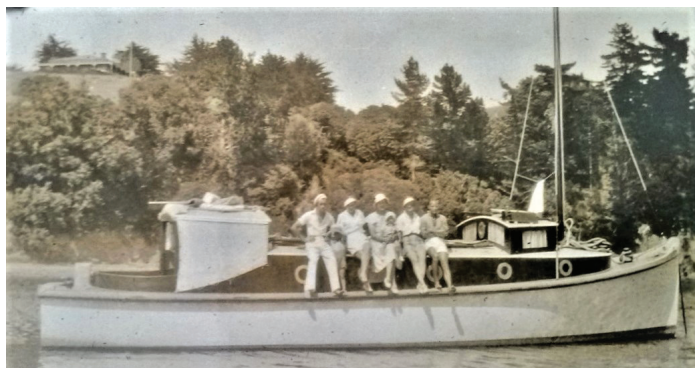


RNZYS Dinghy Locker Bar, even if you are not racing your launch, make sure you attend prizegiving and dinner on the Saturday and enjoy the atmosphere with fellow classic enthusiasts.

If the last race of 2008 is anything to go by, there will be a real mixed fleet with success achieved by all manner of vessels. Event details are available on the CYA website. By registering your interest, we will be able to send you an invitation to enter the race.



Falcon at speed in racing mode. Photo by Waitemata Woodys.



Pacific on an early cruise.

Scoping the Best Anchors and Anchoring Techniques

The CYA Launch Captain Nathan Herbert sat down with Ned Wood, director of CYA event sponsor Manson Anchors to get the low-down on what to look for in an anchoring system.

Kiwi boats are often seen with a 'plough' style anchor. Is this the best for our conditions?

NZ boaties are quite different from our counterparts, especially the USA, as we use our boats in all conditions mainly because we've got a protected coast in a lot of areas, and boating in 20-30 knots doesn't really faze us much. We have used the Manson Plough for a long time which is a very versatile anchor. The downside is that it takes slightly longer to set in harder-packed sea beds. Ten years ago we came up with the Supreme and Boss, which have great holding, and set usually in the length of the anchor itself, meaning in a crowded anchorage you can just drop the pick and open the fridge without having to try and set, reset your anchor multiple times.

Is there a general rule for anchor rode, and how much chain do I need in a rope/chain system?

We'd always recommend a minimum of 1.5x boat lengths of chain, however the more chain you have the better your anchor works. Chain is there to provide weight and produce a catenary curve. Whatever anchor you're using, anchors like to be pulled horizontally not upwards so the chain keeps the pull on the anchor horizontal. The idea of letting out more scope as the wind increases is to negate the tautness of the rode, and keep the pull horizontal. The Boss and Supreme have both been designed to work really well on shorter scopes.

Swivels are popular. Do I need one?

Generally this is where most of the failures occur. Our anchors have been designed to work without the need for swivels, so a good quality shackle, normally one size up from the chain diameter is recommended. If you'd like a swivel, then go for a good quality branded one, not a generic one. Whichever you use, make sure you seize the swivel or shackle with a Loctite or similar product. Too many swivels have come undone and left anchors on the sea floor.

Which anchor for which sea floor or boating style?

All Manson Anchors are designed for universal seabeds, as they are sold in over 50 countries globally. If you are constantly anchoring in rock, using a grapnel is the best, as it's the easiest to get off the rocks. Any anchor with a fluke will work on the rock, but retrieval is the key there. Grapnels work by holding onto the rock and go directly up to the vessel,

normally not needing the catenary to work. They are relatively inexpensive and work just like if you were using one to scale a building.

Is a large storm anchor required?

Generally if you get a good quality anchor, it would be able to work successfully up to 40 knots. You must remember an anchor is a safety device. There is not a lot of point in having an anchor that is only good up to 15 knots. When your motor won't start and the wind unexpectedly picks up to 25 knots, choosing a smaller anchor probably wasn't the safest decision. A storm anchor is only the next size up, so if you're looking to be away for a week or two at a time or go offshore then it's probably not a huge financial outlay to have a little bit more holding power and sleep that little bit better at night.

What should we be checking on our boats' anchoring systems?

Annual servicing of the windlass should be done, as well as regular checks on your anchor, shackles and chain. Every month just check everything is tight and all looking good. Just like you'd check your flares, life jackets and EPIRB.

What can new generation anchors offer over old styles?

New generation anchors haven't rendered the old generation useless, but they have probably highlighted faster setting speeds and perhaps some more versatility. Be careful: while some of the new generation set quickly, they don't have the ultimate holding. Anchoring is always a balance between certain features and it's important that the manufacturer has ensured that they haven't robbed Peter to pay Paul. Nobody wants an anchor that sets quickly, that doesn't hold above 20knots.

Are there benefits to being NZ made?

NZ made anchors have generally been made by qualified building professionals. At Manson, because we manufacture the superyacht product, all our welders have Lloyd's Register approval which they need for the large anchors. It means when they are building the small anchors you know you're getting a qualified anchor manufacturer building your anchor.



• Check out Manson's online anchor selector here:
<https://www.mansonanchors.com/anchors/>

CLASSIC YACHT ASSOCIATION CONTACTS – GENERAL ENQUIRIES: Joyce Talbot, admin@classicyacht.org.nz
CLUB CAPTAIN YACHTS: Andy Ball, yachtcaptain@classicyacht.org.nz
CLUB CAPTAIN LAUNCHES: Nathan Herbert, launchcaptain@classicyacht.org.nz
EDITOR: Nathan Herbert