Teal lines up at the start of the SSANZ Lewmar 50 race. Photo courtesy of LiveSailDie.

Health warning: Two-handed passage racing could be seriously addictive

By Tony Stevenson

With an encouraging forecast of SW15-18knt predicted, the Tino Rawa Trust Lidgard *Teal* lined up on the startline for the final SSANZ Lewmar 50 two-handed Race 3 (38 miler). It was an amazing sight with the 148 yacht fleet, from classics to speedsters, either alongside or within view.

For our division, a start at Northern leading, code zero set, Michelle Khan on the helm and yours truly on the foredeck, *Teal* enjoyed a wonderful slide down the Tamaki Strait very reminiscent of past races to Patio Bay. With a wing and wing across to Shag Island and turning to the finish, it was glorious winter sailing.

As predicted, conditions became fresh at the bottom of Waiheke rounding Thumb Point with the final beat to the finish line at Islington Bay. A stiff 20-25knots on the nose had us putting a reef in and opting for a series of longer tacks into Onetangi and Oneroa seeking calmer waters and less breeze.

With only two crew to the pumps, tactics and sail changes were made with caution and the phrase 'have a cup of tea' before taking action has never been truer.

Encouraging feedback from the SSANZ organisers is to have our own classic SSANZ division next year if we can gather more entries. Both *Teal* and *Little Jim* are returning with *Tucana* and *Corona* keen to start.
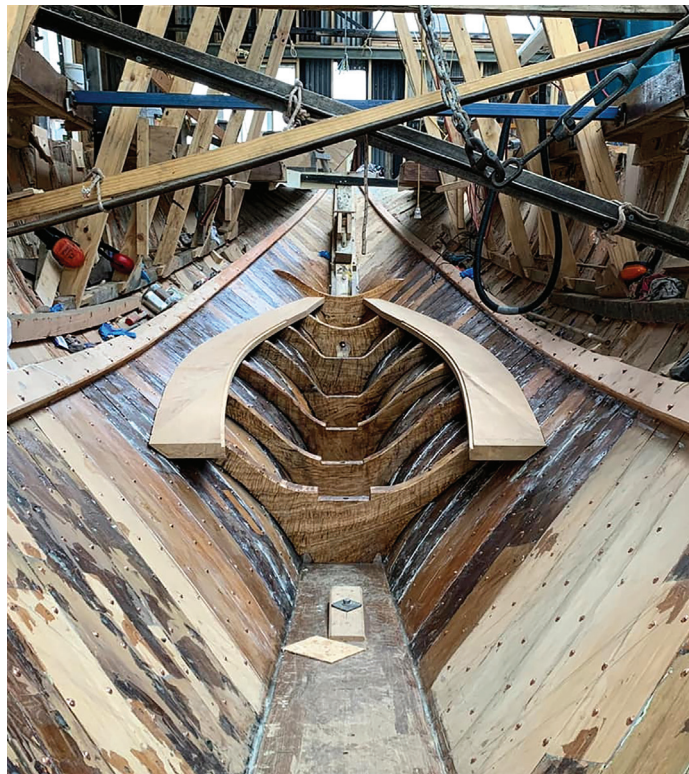
The three-race series will be sympathetic to our classic fleet with these 40 and 60 mile two-handed challenges being very addictive.

Bringing the Bailey Classic Te Uira back to life again

Words by Robyn Pearce

Some of our members were lucky enough to hear Andrew Brock and Jeremy Clowes at a recent club night, sharing their story of the restoration of another piece of New Zealand maritime history – in Tasmania.

In 1896, Bailey brothers Charles and Walter, boat-building rivals of the Logan brothers, were commissioned to build a five-rater cutter-rigged yacht for Gideon Palmer of Melbourne. This was the first Auckland-built big yacht to be built for export to Australia since Robert

Te Uira under reconstruction at Cynet Wooden Boats.

Logan's *Akarana* of late 1888. Her dimensions: Length overall, 46 feet; length on water line, 30 feet; beam, 9 feet 6 inches. Although she is a smaller vessel, *Te Uira's* cosmetic description on completion is very similar to *Waitangi* today. She came out of the shed with a black hull, a roomy cabin with 5ft 6 in of head room and fitted with native timber paneling and crimson velvet cushions.

On arrival in Melbourne, *Te Uira* quickly carved a winning reputation. By 1898, she had scored several victories over Fife-designed clipper *Sayonara* in the latter's early seasons. (A number of our club members have crewed on Sayonara during various CYAA Melbourne Cup Week

Regattas.) Most of Te Uira's racing was with the St. Kilda and Brighton clubs, where she was champion yacht for many seasons until WW1.

Like most boats of venerable years, she's had a variety of owners and several conversions of rigging and structure. All lovers of classic New Zealand yachts will rejoice that, since December 2015, she has been in the loving and capable hands of Cygnet Wooden Boats in Tasmania. They are restoring her to her original beauty.

Watch the progress of these talented boatbuilders at www.facebook.com/Uira. yacht. They post regular videos and updates. The challenge is enormous. Te Uira is more complex than most, due to her unique triple diagonal construction. We rejoice in their commitment to original quality and excellent workmanship.

Bonus video: Check out our website at www.classicyacht. org.nz to see a special video prepared by our friends at Off Centre Harbor featuring NZ classics, including *Te Uira*.

Picturesque Party-time at Patio Bay

Champagne sailing for Viking to Patio Bay. Roger Mills photo.

Pacific won Best Presented Launch prize. Alan Houghton photo.