

# THE NEW ZEALAND CLASSIC YACHT QUARTERLY



THE OFFICIAL JOURNAL OF THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND INC.  
PROUDLY SPONSORED BY LOGAN CLOTHING

ISSUE 14

MARCH 1999



Mahurangi Regatta, 1999



13TH - 15TH FEBRUARY, 2000

*'The Heritage of the America's Cup'*

## CLASSIC EVENTS CALENDAR

= A Logan Race

Saturday, 20 February 1999 -  
CYA Picnic Islington Bay

Saturday, 6 March 1999 -  
RNZYS race to Te Kouma

Saturday 13 March 1999 -  
Duder Cup

Sunday, 21 March 1999 -  
PCC Vintage & Veterans

Saturday, 10 April 1999 -  
RNZYS Round Rangitoto Race

Sunday, 18 April 1999 -  
PCC Closing Day

Sunday, 25 April 1999 -  
VCC Cruising Club ANZAC Day  
Regatta (Old Crew Day)

7 out of the 12 Logan races for the season  
count for the Logan Championship Points  
Prize

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The Classic Yacht Association of New Zealand (Inc.) is hosting the Logan Classic in conjunction with the Ponsonby Cruising Club, and in association with Logan Clothing and other premier international sponsors, in the week immediately preceding the America's Cup 2000 match.

The Logan Classic will be a festival event for all entrants, crews, sponsors, and media involved in classic yachting, commencing with a champagne breakfast briefing at Westhaven and concluding after three days of racing with a black tie prizegiving presentation dinner and dance. A team of your committee members, led by Mark Bartlett ("Katrina II") has been hard at work and organisation is already well under way for all activities both on and off the water.

We are hoping to attract a large fleet of classic yachts from not only Auckland, but also tall ships and classics which have been shipped in or sailed from as far afield as Australia, the United States, and England.

Consequently an extensive fleet of heritage yachts of all sizes, including huge J-class yachts from the heydays of the America's Cup in the 1930's ("Velsheda" has already confirmed she will be entering), will be competing in a unique historical sailing spectacle, adding a heritage event to the America's Cup Festival for the first time ever.

Racing will take place over three days, and will be held on the Waitemata Harbour and in the inner Hauraki Gulf. Handicapping will be applied on a system similar to that used in the Nioulargue

Festival. The fleet will be divided into at least two and possibly three divisions.

The first yacht overall on handicap will receive the Logan Classic Cup, a 28cm high solid gold trophy which has already been acquired and engraved for the event by Logan Clothing, and all divisional winners and placed yachts will receive significant cash and/or product prizes.

The total value of prizes and trophies is expected to exceed \$NZ 50,000.00 in value.

Competing yachts will be required to comply with various requirements, including a very high standard of presentation for the significant international media interest that this event is already generating. Obviously crews will want to be in uniforms, and Logan are developing a special range for the event which will be made available (with your yacht's name embroidered) at heavily reduced prices.

As another condition of entry, all yachts will be required to carry media personnel on board on at least one of the three days' racing, to give the international yachting press a taste of what real classic yachting is all about.

All yachts will also be required to supply a photo of the yacht and a short history, as we shall be producing a souvenir magazine for the regatta and will include an entry for every competitor.

The Logan Classic will be a once-in-a-lifetime opportunity for many of us to compete with the great classic yachts of the world, in a truly international regatta

Entry details will be made available later in the year - watch this space.



# MOANA

*Ed - In 1967 the Moana was purchased by the four Smith brothers as the rather fortunate outcome of a family inheritance. Since that time, responsibility for her upkeep has been taken on by the different family members as circumstances have changed and the family have come and gone from overseas ventures. For the past ten years Chris and Jenny Smith have been Moana's 'primary care givers', with brothers Grant and Matthew now less actively involved than previously.*

BY CHRIS SMITH

Moana was built in 1895. She has been extensively raced all her life, with probable short breaks during both WWI, WW II and after the demise of "A" Class fleet racing at the Royal New Zealand Yacht Squadron in recent years.

The Classic Yacht Association has revived her racing career and because of this I feel she should continue, with luck, well into the next century. Unlike most of the early "A's", Moana has never had any alterations or concessions made that would detract it from a racing yacht. She was built for racing and all her owners have extensively raced her, the Miller family especially being well renowned for their determination each year to uplift the "A" class fleet trophy.

Of course Moana has had alterations made during the last 103

years. She must have been miserable to race, with huge gaff rig and bowsprit in her early years when her freeboard was 9" (225mm) lower than at present. In those days she had the reputation of being a "submarine"! Whilst the deck was raised, no other concessions to comfort were made... the original deck and hatches were completely retained, as they remain today.

In an effort to keep in front of the "A" Class fleet, Moana was one of the first "A's" to convert from gaff to bermudan cutter rig. This new rig is essentially retained today, though I have carried out modifications by shortening the boom from 26' (7.9m) to 21' (6.4m) to improve the aspect ratio of the main and reduce the 3' curve we used to get in the boom. (Under gaff the boom length was 30'6" (9.3m)). We have also dropped the use of the flying jib, but hope to bring that feature back shortly.

Some minor concessions to comfort were added by my father, Peter Smith, in 1969. He moved the galley aft from its position opposite the midship toilet, added bunks, storage, a Ford 10 and generally tidied her up. Pre 1969, very little money had been spent on her upkeep and she was really showing her age, being barely able to be kept afloat. Even after the improvements one of my jobs was to visit Moana every evening for her daily pump out, usually some 200 gals (800lts) or 1000 pump strokes. This continued for many years with Mum and all the brothers having a turn at it until gradual improvements now allows a battery operated bilge pump to keep her dry.

My early memories of MOANA are as a family visiting her at the Devonport Yacht Club, whilst

negotiations for her purchase were ongoing, looking up in wonder at this long black sleek hull in her cradle amongst the other yachts on the hard. Would we ever own this magnificent craft? I also remember visiting an old cottage in Devonport (the late Alf Miller's?) to pick up the sails that were in storage. There were old charts, logbooks and photographs, trophies, wooden blocks and hemp ropes plus old sails all piled up. What a shame at that stage we didn't treasure these old artefacts and uplift them as well as the racing sails.

A lot of history surrounds MOANA and for all her years, she has not had many owners. A wonderful tribute to the Logan Brothers, designers and builder of her, that produced the beautiful and efficient lines of an outstanding racing yacht.

*Moana evokes a passion and loyalty in those intimately involved with her as illustrated by the following stories which have been related to me:*

The most notable owners have been the Miller's, father and son. E. V. Miller, used to have a ritual of a cold salt water shower, applied by the crew with buckets straight from the sea, early season or late. He expected his crew to follow suit with the younger ones to go overboard. Such rituals are still maintained! Another ritual faithfully observed on board MOANA by Miller was a reading lesson immediately after dinner and before washing the dishes. The "old man" would bring forth a volume of Wodehouse, or perhaps "The Log of

the Cutty Sark" and read a chapter or two out loud, much to the enjoyment of some, or impatience of the young bloods eager to get ashore. In his youth Miller had sailed on the Cutty Sark. He died on board MOANA in 1930. Alf Miller continued his father's legacy and was known to be a resolute and no quarter given skipper. Competition in those days was serious and hot, and MOANA was a driven vessel. Alf, like his father rose to be Commodore of the RNZYS." NZ Herald

Our early racing days were a revelation. A crew of 10 was required as manhandling a 2000 sq. ft. spinnaker on a broad reach in 20 knots was no mean feat by hand. On numerous occasions skin off hands would be stripped as a brace flew through a block or the hoisting of a halyard became tenuous.

\* In one memorable race, an early "ice breaker" around Rangitoto, Motutapu and Waiheke, in a 20-30 kn South Westerly had the crew hanging on like demons as both rails were alternately rolled under the waves. A 6' rooster rail and large quarter waves testified to the speed we were making under full main and spinnaker. Heaving the brace in required 5 crew and the careful easing of the spinnaker sheet, hard work as MOANA rolled her way downwind virtually out of control. One unfortunate on the brace lost his footing as it suddenly went slack with the collapse of the spinnaker and disappeared overboard below the waves, only to suddenly reappear on deck still hanging onto the brace as the spinnaker refilled and the brace snapped taunt with an almighty crack. Wet, cold and shaking he retired below.

In front of a fleet, including the

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latest to be launched, by a good 2 miles at the bottom end of Waiheke we came hard onto the wind. Four more crew including myself disappeared under the sea as we struggled to reef, trapped below the mainsail, mast spreaders in the water for minutes on end. Reefing took 20 minutes or more in those days under those conditions and another 4 crew disappeared below for the remainder of the race. Dad, two sons plus another crew member sailed her home to finish off the Orakei wharf in miserable conditions."

In the case of our family, Moana introduced the Smith brothers Chris, Grant, Tony and Matthew, to keeler sailing at a much younger age than would otherwise have occurred in the normal course of events. In 1971 the responsibility for running the yacht fell initially on my shoulders, with the separation of my mother and father. As a 21 year old, sailing and racing MOANA with my friends was, on reflection, a fantastic experience. We sure had our disasters - along with some fabulous times! It was these experiences that developed the confidence to set off on a voyage around the world in 1977. When this happened, both Grant and Tony were overseas and Mum and Matthew (by then also 21) stepped into the breach. Matthew's association with Moana was such that within a few years, and by the time Grant was back, he was also off around the world - with Digby Taylor on Outward Bound. He subsequently followed this up with 3 other Whitbreads.

Sailing MOANA can be physical and very hard work, however the addition of 4 small modern winches has eased the load considerably. There is however nothing so exhilarating as being aboard in 20 knots +, hard on the wind and feeling her cleaving through the waves with barely a shudder or crack, rail under in greyhound motion, spray whipping off to leeward and a foaming wake behind. Then there is the camaraderie shared, rafted together at Mahurangi with other classics, still and calm, sitting below lanterns alight, cosy, cramped and sharing experiences around that long swinging table.

Many people have sailed on MOANA; we come into contact with relatively few, and I would welcome more involvement from those who share fond memories. Many stories can be told I'm sure and I would love to hear them so please feel free to contact me.

BY JENNY SMITH

**The first night I ever met Chris - I was taken by this tall cheeky man with a mass of curly hair who persuaded me to come for a drive in his clapped out old red Cortina to look at "his" boat.**

This boat was on the hard at Devonport and when I gingerly climbed the ladder - all I could see was a small, dark, cave like interior. I couldn't fathom why someone would try to impress a 18f date by such a visit and the state of the car with a caved-in front seat didn't help either! But as I sat and contemplated these very strange beginnings, I was taken by the pride and PASSION that flowed from Chris for this boat *Moana*.

My earliest memories of sailing on *Moana* contain captured moments of:

*decks filled with burly...  
engineering mates...  
bilges filled with beer...  
trolling for fresh fish for dinner...  
diving for scallops out at the Mercury Islands...  
sweaty hot bodies cramped down below without an inch to spare...  
waiting for that fish to come out from the oven...  
a swinging table filled with beer bottles, jokes, shared stories and surrounded by enormous fun.*

It seemed not strange that 6 months later I was to find that our Honeymoon was to be shared by these same - dozen burly mates, sailing to the Bay of Islands in the "Boxing Day" race and a cruise to follow. Not only did I find myself loving the sailing - I fell in love with the qualities which Chris showed while sailing this 47' PASSION *Moana*. Kindness, enormous skill and never ending patience. It was this confidence and skill which enabled us to embark 4 yrs later on a circumnavigation of the globe in a 33' Buchanan sloop "Telstar" from Panmure.

This 8yr journey and sailing of many thousands of miles together - enabled me somewhere along the way to gather some sailing skills and much needed patience. It taught me

an ability to weather the conditions no matter what, an acceptance of what is to be, will be. We became focused on our own personal survival - at times in the most appalling conditions - I suppose it changed our focus in life. Becoming less worried by trivial matters when food, shelter, water and weathering the conditions were the focus.

Our son Stephen was born in Saudi Arabia - a stop off point to earn some money, and when he was one year old we left Cyprus to complete our journey home. Along the Med., around Gibraltar - across the Atlantic and Pacific oceans and home. Stephen had no choice but to follow his parents PASSION and so a 3rd generation of sailing Smiths was born.

After eight years in a boat, and now with two young children "on board", it took a couple of years to get the old enthusiasm for sailing back up to speed. But by the time Rachel was 2 we were once again out whenever we got the chance. It was at this point that Chris and I took on responsibility for the maintenance of *Moana*, and as we are the biggest "user group" in the family this situation looks likely to continue.

These days sailing *Moana* still without a motor by Chris and I, our 15yr old son Stephen and 12yr old daughter Rachel, is still a challenge. The installation of 4 two speed winches last year have helped enormously but she still challenges us physically. Gone are the days when we arrive alongside *Moana* in a dinghy loaded with provisions - hair plastered to our skulls by salt spray, soaked to the skin, bedding

all wet and we haven't even climbed on board yet - prudence overtaken by Chris's PASSION to get to the boat and away sailing! (These days "I" listen to the Met. forecast MYSELF!)

The PASSION of the boat captures us all. In the last few years it has certainly captured me. There is a sense of achievement in:

Sailing on and off the mooring. Back winding her out of a crowded bay

Pride in watching my daughter Rachel helping her confidently in windy conditions and my son Stephen putting his increasing muscle in behind his father to lift the anchor, (or perhaps Chris is getting weaker with age?!)

Off being on the helm as she slices so effortlessly through the water.

*This lovely 103yr old lady whose performance defies her age.*

I often think that those people that have shared the PASSION for *Moana* over the last 103 years - must look down on us and be pleased!"



## LOGAN FEATURE PRODUCT

New this season at Outdoor Heritage stores are the luxurious Logan leisure towels.

Made of 91 x 167cm deep cotton pile, these are available in deep red and navy, at a cost of \$59.00 each.

To view the new summer range of Logan clothing and accessories, visit an Outdoor Heritage store located in:

- Auckland at Takapuna
- Queen Street • Newmarket
- Wellington • Christchurch
- Queenstown

OR CALL  
**0800 188 088**




## PATIO BAY - MORE FAMILY FUN!

The family focus of the CYA cruising races took off to a flying start with the Patio Bay race. With the committee looking to increase the focus of the family cruising events in the Classic yachts, the Brighthouse hosted event was the perfect start to the '99 season. Not too much effort, just lots of kids enjoying themselves while the adults get together and enjoy the post-race wind-down to the musical accompaniment of some really pleasant home grown music.

The start was less blustery than last year, the only real excitement occurring when *Little Jim* realised that he should have had his dingy in the water, and not on deck. A quick scramble in response to a red MacIntoshes lolly bag flown from the *Hinemoa* soon remedied that, and no protest ensued! *Teal* stole a leg and more on the fleet as she chose a course along the Waiheke coast, and captured the maximum breeze on offer for the day. No one missed Sunday rock this year - the only mark in an essentially straight course, and all retired to swim and relax on arrival at Patio Bay just around the corner.

The presence of Ken Gardiner of Newport Beach California, model maker to Dennis Connor, made for some pretty interesting conversations as Ken shared his experiences as model maker to the rich and famous of the world with those present. John (*Wanderlust*) had brought his mouth organ and accompanied Ces (*Ngataringa*) and Julian (*Ngatira*) on guitar for a few hours of impromptu music. It was a very relaxing start to the summer cruising/racing season.



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*Your specialist for traditional boats*

## THE ANNUAL CLASSIC YACHT PICNIC

*Is on again. Bring your kids - bring your grandma - bring the whole tribe, this is the family event of the year!*

Food and refreshments provided, games for all, and entertainment one way or the other for the whole family. It rained last time and we still had one of those really great social experiences.

### WHERE?

*Islington Bay*

### WHEN?

*Saturday 20<sup>th</sup> February -  
All day, come when you can. The  
main BBQ is sometime after five.*

### ANY QUESTIONS?

Phone John on 2929100 (evngs), or, 025 950 766


## RUSSELL TALL SHIPS RACE 1999

The 1999 Russell Tall Ships Race began with an hour and a half of very light winds from somewhere in the sou'east. In the preceding hours organiser Christine Hall had eaten her nails to the quick in the attempt to crystal ball the weather and choose the best course for a fleet of none-too-maneuvrable ships, but all in vain. A shortened course proved necessary, and she ultimately had to watch the fleet of square rigged ships and smaller racing yachts largely beating into the wind, as it blew from all points of the compass before eventually settling in the east.

On handicap in the Tall Ships Race, the big prize went to the big man, Zeke Patterson, sailing a 34' gaff rigged Woolacott ketch *Korari*. 2<sup>nd</sup> place went to *Siome*, a 60' gaff rigged Thomas Colvin schooner from Florida. 3<sup>rd</sup> place to *Temeraire*, an Australian Slater design ketch. In the Classic Invitation Race, *Pelagic II* won on handicap. *Pelagic II* is a Wm. Atkin design, similar to the famous *African Star*. 2<sup>nd</sup> on handicap was *Macusbla* the famous Lidgard muller boat, and 3<sup>rd</sup> place went to *Red Feather*, an Eric Cox double-ender, well known in offshore races in the 1960's. Of the 55 total entrants there were 7 Herreshoff designs from the 59' *Balicaux* down to the 21' *Marie-Ann*.

*Next year's Tall ships and Classic Invitation Race will be held on Sunday 9<sup>th</sup> of January 2000. A large fleet of square riggers are expected as they roam the coast after the millenium celebrations in Gisborne at the new year. As this will be the 25<sup>th</sup> year the Russell Boating Club has hosted the event, it is hoped a big fleet will support this celebration, and spectacle of sail - as well as the usual after race function!*

(Thanks to Christine Hall, RBC)



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### SOUTHERN EVENTS

**4<sup>th</sup> Annual Classic Yacht  
and Motor Boat Regatta**

**Diamond Harbour -  
Lyttelton**

**Easter Monday 5<sup>th</sup> April,  
1999**

*For more  
information contact:  
Mike Rossouw 389 9259*

### SOCIAL DIARY

**CYA MEETINGS:**  
6.30pm, Second Tuesday of every month,  
PCC

**MARCH:**  
Videos of early Auckland yachting from  
the Nathan family collection.

Featuring the Nathan boats *Iorangi* and  
*Kahurangi* and others.

**APRIL:**  
Boat building, Herbert Krumm-Gartner


**MAY:**  
Speaker: The Evolution of Yacht Design  
*Come along, we'd love to see you there.*

John ph 2929 100 (evngs)  
or 025 950 766

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RESULTS TO DATE:  
**LOGAN CUP**  
SERIES NAME:

1998/99 Logan Series - best of 7 from 12 races

RACE DATE:	
<b>18/10/98</b>	<b>Logan Cup - Race 1 Division A - PCC Opening Day</b>
	DIVISION: A
	FOL 1 Little Jim
	2 Teal
	3 Katrina II
	DIVISION: B
	FOL 1 Scout
<b>08/11/98</b>	<b>Logan Cup - Race 2 Division A - RNZYS Veterans Day harbour race</b>
	DIVISION: A
	1 Hinemoa
	FOL 2 Little Jim
	3 Ngataringa
	DIVISION: B
	FOL 1 Gleam
	2 Scout
	<b>Logan Cup - Race 3 Division A - RAYC Anniversary Race</b>
	DIVISION: A
	1 Teal
	2 Gleam
	3 Katrina II
	FOL 5 Hinemoa
	DIVISION: B
	FOL 1 Scout
	2 Spray
	3 Wanderlust
<b>05/12/98</b>	<b>Logan Cup - Race 4 Division A Scott Wilson Memorial race to Patio Bay</b>
	DIVISION: A
	1 Teal
	2 Waione
	3 Tawera
	FOL 5 Prize
	DIVISION: B
	FOL 1 Scout
	2 Nomad
	3 Wanderlust

**FOR SALE**

**Helen K1.** First of the prestigious K class. Bob Stewart designed and owned, built by Col Wile 1948. A true classic with a famous racing history. Three skin kauri, teak cabin sides and trim, original wooden spars, sitka space mast, 5 berths, 20 h.p. Buhk diesel, new galley with Flavel stove and oven, freezer, VHF, and new full length cover. In first class condition. Selling for family reasons. View Bayswater Marina C21. Price \$65,000.000 ono. Contact Kerry Amodio home (09) 445 8505, business (09) 520 1884

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SERIES PLACING TO DATE FOR  
**SERIES: L3**  
DIVISION: A

1998/99 Logan Series - best of 7 from 12 races

YACHT NAME	TOTAL POINTS	POINTS DROPPED	SERIES POINTS
Teal	246	0	246
Little Jim	171	15	156
Hinemoa	156	18	138
Katrina II	80	0	80
Waione	70	0	70
Prize	58	0	58
Gleam	58	0	58
Tawera	52	0	52
Ngataringa	52	10	42
Ngatira	22	0	22
Rawene	0	0	0

SERIES PLACING TO DATE FOR  
**SERIES: L3**  
DIVISION: B

1998/99 Logan Series - best of 7 from 12 races

YACHT NAME	TOTAL POINTS	POINTS DROPPED	SERIES POINTS
Scout	154	10	144
Gleam	58	0	58
Wanderlust	30	0	30
Spray	28	0	28
Nomad	28	0	28
Yum Yum	0	0	0
Irene	0	0	0

(as at Wednesday, 20 January 1999)

**WEATHER FORECASTS:  
PERFORMANCE,  
ANNUAL REPORT**

The report for the Non Departmental Output Class *Weather Forecasts and Warnings, Vote Transport 1997/98* (B.14, 8pp) records "(T)here were 198 successful heavy rainfall warnings issued, with 16 missed events and 60 false alarms... There were 78 successful severe gale warnings issued, **with 10 missed events and 21 false alarms**... There were 21 successful heavy snow warning issued, with 2 missed events and 12 false alarms".



## A SHORT MEMOIR – 1895

PAT PASCOE – DECEMBER 1998.

**M**y first sight of Moana surging up the harbour in full sail, on the wind, was an experience I will never forget. It was the early 'sixties and we were watching the Auckland regatta, bobbing up and down in our 14' "Y" class yacht. I marvelled at her beauty and power thinking she "wasn't for the likes of us", never dreaming that in the not too distant future, I would be responsible for her survival.

This opportunity came after the death of her master Alf Miller, when Moana came up for sale. Sitting in her cradle at the Devonport Yacht Club she was indeed a sad sight, having just returned from battling a gale from Great Barrier and a reputation of a very wet boat. Regardless, the family were all of one mind and she became ours. That first summer we had our hearts set on plans to go cruising to the Bay of Islands, which meant that Peter had a massive task to repair and make down below comfortable. Sitting on the toilet seat midship to cook wasn't on, nor was bailing using a bucket, and there were no bulkheads or storage space. Her status as a very successful racing yacht had obviously meant very few concessions to creature comforts.



Moana, Anniversary Day Regatta, 1999

Our cruise to the Bay of Islands was a success. With the family as crew we gradually sailed up the coast. Our experience in sailing small yachts was a great help. I was surprised at the ease with which Moana moved, and the sensitivity of the tiller. Once in the Bay of Islands many yachtsmen dropped in with their tales of sailing experiences on our new yacht. Even the full time baler was proud to have done his bit! But on the whole we were treated at arms length by these racing men – confronted by the new breed of crew – a family of four young boys and two sailors who had had little more than dingy experience in the past. We did hear remarks such as "at least they have left it black", and: "structurally she appears to look the same", but they seemed a little harsh at the time, this was after all the boat Noel Holmes would later describe as: "... a 'five-rater', whose record must certainly be seriously ranked as one of the most outstanding of any yacht build anywhere in the world."

The effects of her hard sailing life demanded very regular attention in the first years and eventually the problems became critical. Matthew and I became her 'care givers' for a number of years while the others were overseas on various adventures. We were constantly pumping her out while she was tied up in a borrowed berth at Westhaven, and when we weren't pumping, we were dragging the sea floor at Devonport for the mooring that kept mysteriously disappearing. Things got sticky when to our dismay another boat attempted to claim our site! It was a genuine relief when Grant came home after three years working overseas to share in our problems.

In 1977, with limited resources, we began the gradual program of strengthening Moana. It was remarkable that a boat of that age, with so little structural framing, had survived to this point. We were fortunate to have the services of two boat builders Mr Robertson and John Rae who had the skill, combined with a great regard for Moana. They discovered that the mast step was rotten, and as it was not supporting the mast, the garboard seams were being forced open. A new mast step was put in place, knees to take the chain plates (which had been omitted when the mast was stepped further aft in changing from gaff to cutter rig), three keel bolts were replaced, and dry rot around the rudder post was removed.

This refit has stood the test of time and along with continuing work over the years, she is structurally sound. In keeping with the tradition of the Moana, the annual winter refit is now mostly the repair of the season's wounds to get her ship shape for the coming season's racing.



# THE SMITH FAMILY PURCHASES MOANA - APRIL 1967

PETER SMITH JAN. 1999

It was a perfect Auckland Anniversary Day – a moderate sou-wester, clear skies, and a great fleet of yachts of all sizes and classes. After the lead down from Castor Bay, my first wife Patricia, our sons Christopher, Grant, Tony, Matthew and I, were rounding North Head in our venerable 14 foot Y-class skimmer which we'd restored from a near wreck. Bearing down on us was a shimmering white spinnaker, with beneath it, the long, graceful, flush-decked black hull of an A-class keeler. It was *Moana* of course, that famous Logan yacht launched in 1895 and still in the forefront of the big keeler fleet. I knew of her. Who didn't, who had any connection with Auckland yachting? My father, a master cabinet maker born in 1867 knew and sailed with the Logans and kept his own yachts under the cliffs where Auckland Gasworks were later built on reclaimed land.

Our family yachting was at a modest level. In addition to the Y-class, Grant had a Kitty catamaran, Tony a Cherub, Matthew sailed a little dinghy I'd built, and it was with the motley fleet racing at Castor Bay that they'd learned their sailing. The vision of the great *Moana*, in all her glory off North Head, was just that – an unattainable vision we did not and could not aspire to. It was, therefore, a surprise to receive a phone call in April 1969 from my brother John, then partner in a law firm in the City.

"You know *Moana*, don't you? Well, she's up for sale as part of the deceased estate of Mr. A. Miller. You should have a look at her – she's hauled out at Devonport."

"Don't be silly, John, we can't possibly afford a boat like that!"

"Well, you might be surprised at what the executors are asking for her."

Convinced that the whole idea was ridiculous, I nevertheless went down to the Devonport Yacht Club, walked around the classic, sleek hull, clambered up the cradle, walked to the extremes of bow and stern, stroked the curved companionway slide, admired the etched glass panels of the skylight, looked up at the impossibly tall spruce mast, and sighed. "If only ....."

I went home, and as a family we talked about it. A two-year study trip to Europe had depleted our resources, but my sons had an inheritance from my brother Alan. Was it worth even thinking about it? John had given me the name of the legal executors – he was not in any way involved but had heard in passing the estate was being wound up. I made an appointment, and was told the required purchase price. If the boys contributed we could just do it. But what were we doing! From our motley fleet of small yachts, only obtained because of their seriously run-down condition and then restored by us, and without any keeler experience, we were considering taking over one of the great Logan yachts! The yacht was not in the best of order. It required a substantial overhaul... and then there were the costs of on-going running and maintenance!

What I did not realise was that we were also buying not only an historic yacht but a piece of Royal New Zealand Yacht Squadron history! That was soon to become very apparent. A detailed examination showed that there was much work to be done. *Moana* had been brought back from Great Barrier that Easter in a heavy gale, in which the likes of *Ariki* and *Ranger* had turned back. She was taking a lot of water and had to be hauled immediately. Two angle iron frames forward of the mast had torn away from their fastenings, and there was very evident working of the planking, particularly along the garboard seams. Inside, *Moana* to put it bluntly was in a pretty crude state. There was a venerable and rusty gas stove, a toilet, a few shelves, and the bunks running the length of the saloon. Obviously here was a yacht which was primarily for racing, and she had been raced hard all her life. Interior comforts were of little consideration. The further we went, the more obvious it became that the asking price was more than fair.

Work began in earnest. All the below waterline seams were raked out and re-caulked. The fastenings through the three skins were a bit of a worry. Over the years some new copper riveting had been done, not by replacing the originals, but by inserting them alongside. As a result the section of timber between had in many places fractured. Many fastenings, riveting, drifts and through-bolting, were replaced. The rudder was withdrawn and the shaft had split quite badly, and the trunk was obviously weakened and in need of repair. So it went on, and this was only the repair of the basic hull structure! There remained endless hours of cleaning up, splicing in of new sections or outright replacement of cockpit coamings, companionway, forward hatch, bulwarks and cappings. A more convenient and attractive interior was planned and stripping of the old commenced. I was a bit startled one Sunday afternoon when, as I was about to drop some ex-butter box shelving over the side which had been held in by rusty iron nails, to be accosted by three grand dames, obviously connected to the RNZYS.

"We hope" they said, "that you people know how to look after our yacht!"

It was clear that a number of members considered *Moana* Squadron property. After all she had been the late Commodore's yacht, and a room was to be dedicated to her at the clubrooms. Who were these upstarts who could not be trusted to treat her with the reverence she deserved?

In December *Moana* was ready for launching again. There is a photograph of her in Noel Holmes' book 'Century of Sail', (Whitcombe & Tombs, 1971), taken the day before she went down the slipway. He calls her 'the utterly graceful *Moana*, and I do not think the Smith family could have had a better tribute to their role in bringing her back into first rate condition.

It is a role which the family has continued to this day, for in the 32 intervening years the Smith family has continued to painstakingly work on her and give her the care she deserves.

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# THE EARLY YEARS OF YACHTING:

## A WOMAN'S STORY

A question which has intrigued me for some time is, where were the women in the early years of yachting? One rainy afternoon I was talking to Harry Gillard about the Mullet boats and the A-class fleet in the thirties and after the war, when we were joined by Audrey, his wife:

Mr Harry Gillard: ... That's one thing, Audrey got seasick but it didn't stop her sailing on the boat. And could she sail! Not just cruising either. She put three good yachtsmen on this earth. All our sons were yachtsmen. Come on Audrey, sit down and tell us, go on.

(Audrey brings in tea, and a trophy and certificate.)

SG: Was this for a Kawau race?

Mrs Audrey Gillard: Well, we were at Kawau on our launch, the *AwaRiki*, and Neil and his friends were there on the *Roiata*. At the last minute, one of the girls who was supposed to sail in the race said she couldn't sail and they needed a woman who could sail the ladies race. So, I got toppled into the cockpit, just as the gun was about to go off and there I was! It was the first time I'd had my hand on the tiller for a few years and... we won the race. It was nothing really, but to me it was really special. It was an exciting time.

HG: It was. It was a good race. It really blew hard and you bet them on handicap.

AG: It took me totally by surprise. I mean, I couldn't sail her all by myself...

HG: Ohhh... (disbelieving)

AG: I mean, I could have. But I was very happy to have him there.

SG: It looks like you passed your sailing skills on to your sons, was sailing a big part of your family life?

AG: We had three boys, and they all owned yachts. Neil, Alan Bell, and Brian O'Donnell jointly owned *Roiata*. The boys were on the *Roiata* when she rolled off Rabaul in that storm... she got up again... and they sailed on to Tonga.

HG: Yes. Yes she was rolled in that storm when the Lidgards were lost... it was in the same gale. They were worried about losing the *Roiata's* mast. They split the coamings, but they didn't lose the mast, they got her up again. They were going to Tahiti, but they split the coamings so they went to Tonga.

SG: This is the Terzel design, *Roiata*?

HG: Yes. She was a lovely boat. She was years before her time, really. She was fast.

SG: George Peterson talks about *Roiata* as if she was the love of his life.

AG: How is George?

SG: He's not too well now.

HG: Boat for boat that's the best boat we've ever had in the family for its size. She was really, she was years ahead of her time, she was really something. Gee she was a good boat.

SG: (To Audrey) Did you sail the boat much?

AG: Well, I used to... I must say, I love boats, its just that I get sick. I didn't want to stay at home, I'd go sailing even though I would get seasick.

HG: Audrey is very good, you know and as I



say... although she was sea sick she always took an interest in the boat and in sailing and things like that you know. She'd never been on a boat before I married her. A farmer's daughter. A cow cocky but that's where I met her.

AG: On the *Marika*.

HG: Audrey picked it up beaut. Her family as I say- if a

thing ticks, they want to know what makes it tick. And Audrey wanted to know what made the boat sail and how it sailed. (To Audrey) How old was Grant when we had him on the *Waione*, six months? That's the baby. We had a marvellous holiday.

AG: I didn't know how badly off I was. I just took him because I didn't... Well, I breast fed him at five months you see, and I didn't put him on solid food at all until after the holiday, so you see I didn't have to cook anything. It was nice. A wonderful holiday. He had so many people looking after him, he was happy all the time. I was rather fed up with the boat going away, and being left at home. We put him in an electrolux box, you know those? Just put him in that to take him ashore. I didn't have all these beautiful things they have for the babies in these days you know. But he had six adults to look after him and he was so happy all the time. My daughter was only seven weeks when we took her on the *Ngatiaua*.

HG: It took Audrey 20 years to get over sea sickness. She got pretty tired of being sick, and with three kids seasick too...!

AG: Yes! and he did have a thing about going up north! I'd have three children sick, and...! But when we started in the launch, I think his friends thought that I'd talked him into it. But I didn't, I thought I'd never be able to go on it. That the motion... But it



(Top) Harry and Audrey Gillard, (above) Audrey and Grant on *Waione*, 1942, *Waione*, the family boat.



turned out to be wonderful. It was beautiful. It was all right (in the yacht) if there was pressure on the sails but otherwise... oh, it could be terrible!

HG: That's the *Waione* there. She was fast. She was a pretty boat, and she could sail - tops! and all. We used to go away on her with six of us, cooking on the old primus stove, and then we had the baby away too. We had six, plus my eldest son...

They were good days and of course the kids loved it too. Then we had the family, and that's why we went to boats like *Ngatiaua* - for family reasons. We did have a lot of fun, the family did, on those boats.

(\* The A class keeler *Ngatiaua*, was built for the Gillard family)