

THE NEW ZEALAND CLASSIC YACHT QUARTERLY



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

IN CONJUNCTION WITH THE PONSONBY CRUISING CLUB. PO Box 47010 PONSONBY, AUCKLAND, NEW ZEALAND

ISSUE 16

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JULY 1999

CLASSIC YACHTIES TEST SAILS AT THE AMERICA'S CUP FACILITY

FOR the June monthly social meeting, members of the CYA were treated to a visit to the America's Cup sail testing facility at Glen Innes.

The facility is a joint venture between the University of Auckland, North Sails and Team New Zealand and CYA members were given the full guided tour by Professor Peter Jackson of the University of Auckland's department of Mechanical Engineering.

The "Twisted Flow Wind Tunnel" itself is essentially a box approximately 30m long, 6m wide and 3m high, powered by two 45 kw purpose-built turbines. There are three different baffling systems which control the air currents generated by the turbine propellers, and these include special vanes at the tunnel's outlet to generate the effect of increasing wind speed and shear, with the height above the water.

The tunnel provides a very cheap and efficient means of testing the new sail designs being developed for the racing. A velocity prediction programme monitors sail performance on a computer connected to the model. This measures performance as the sail and wind angles are altered.

Most of the CYA people on the night enjoyed the opportunity to pit their skills against the computer and test their sailing knowledge at the facility.

Tom Schnackenburg and Richard Flag played leading roles in developing the facility with

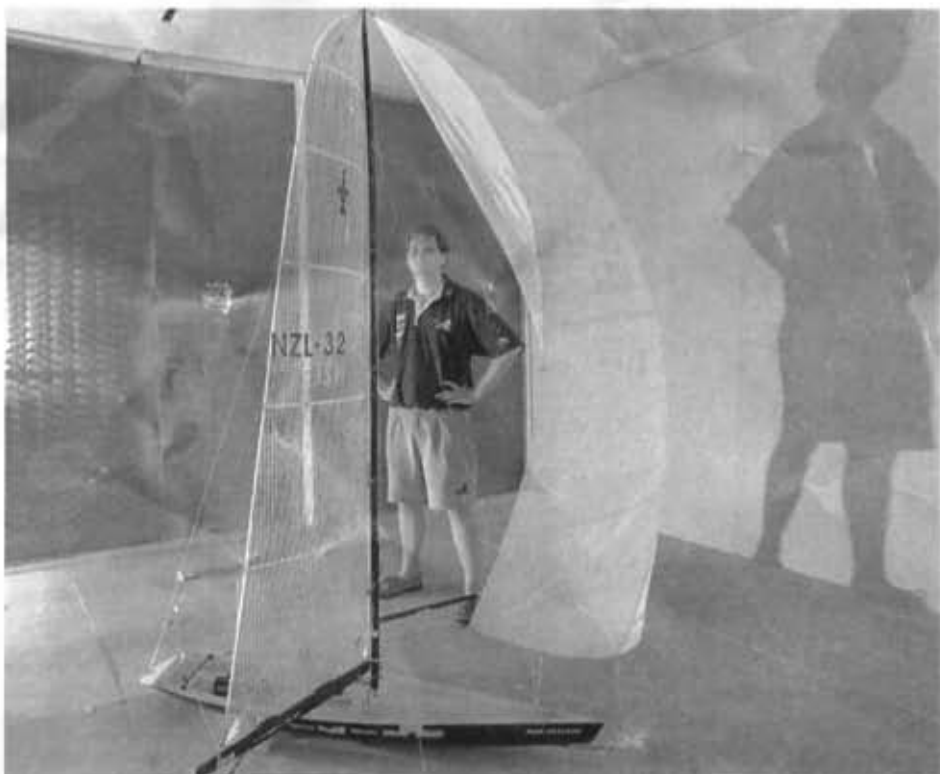


Photo: NZ Herald.

Team New Zealand. On the night the CYA visited, Professor Peter Jackson gave a talk on how the aerodynamics of a two-dimensional sail are in fact relatively inefficient compared to say an aeroplane wing. He explained that wind currents change direction and velocity as they interact with the sail, and this led to a discussion of where sails of the future may be headed. Inflatable sails that give a better approximation of the aerodynamics of the aeroplane wing were the hot topic of the night. It was also interesting to hear how the more elliptical shaped sails with greater roach at the head of the sail are also more efficient. This led on to a mention of gaff sails, early innovations such as wing shaped masts

and the variety of keels that have emerged over this century.

Professor Jackson emphasised that the performance of a boat was always dependent on the relationship between the sail and hull design and that neither could be developed independently of the other.

Imagine this: due to a previously unforeseen loophole, there is a late entry to the America's Cup - a classic yacht with inflatable sails. It blitzes the fleet proving that modern technology and good hull design are a timeless and unbeatable combination. (Just a dream folks!)

THE WINTER CALENDAR

Saturday 28 August: Annual Prize Giving and Dinner

Tuesday 10 August: AGM



THE NGATAKI

A STORY OF 'SOUTH SEA VAGABONDS'

BY SANDRA GORTER



(Above) Ngataki

I THOUGHT it was about time I read one of New Zealand's classic stories of yachting literature after I had spoken to Harry Gillard (CYQ: issue 15).

I knew of the story of Johnny Wray and how he had used fittings, spars, sheets and sails from the wreck of the *Rewa* (off Moturekareka island) to construct the *Ngataki* during the depression, but when it came down to it I hadn't read "South Sea Vagabonds". What a book!

It is the account of the construction of a yacht in true number eight fencing wire kiwi style, and the adventures Johnny Wray had with his mates (who paid the cash costs) as they cruised the Pacific during the depression. Inspired by Earling Tamb's stories in "The Cruise of the Teddy", Wray borrowed his mates' yachts to scour the Hauraki Gulf, returning to Auckland with kauri logs that had escaped from the huge rafts that were towed to Auckland from the

Barrier and the Coromandel. Of course there were a few adventures along the way before he got the logs back to the mills in Auckland, where he traded some of his booty to have the choicest logs milled for the construction of the *Ngataki*. Wray went out with a wheelbarrow at nights, scraping tar off the road to use as sealant, and of course he acquired the aforementioned essentials from Charlie Hanson at Moturekareka from the wreck of the *Rewa*.

As book progresses one does suspect that Harry Gillard's account of Wray was fairly accurate. He built the *Ngataki* in his parents' front yard, and revealed in the background detail of

SG: Did you know the man who had Ngataki?

HG: Yes, Johnny Wray? Oh yes! He was a lad!

SG: He wrote a good book.

HG: Oh yes. Remember that one where he bought a sextant?

SG: Oh?

HG: He took a shot remember, and it put him in the middle of Australia? And he took another shot and it put him in the Sahara desert, and he said, "I knew it was okay because the man who sold me the sextant said it was a good one!" Oh he was a character. He wanted me to go overseas with him. I was dead keen to go but I had a good job. Johnny and Dick his cobbler, they used to hate work and I thought we'll get over to Noumea or somewhere with those two and I'll never know when I'm coming back. So I didn't go. Oh yes, Johnny and I were good cobblers, he was a wag.

some photos is, not to put too fine a point on it, a substantial eastern suburbs home. Concerns over food, lodging, and essentials like beer are not part of this account of rollicking good fun and triumph over "tricky" situations.

There is the story of the sextant with five suns and acquiring the skills of navigation en route to Australia and the South Pacific. There was an unlucky encounter with an albatross and the ensuing foul weather in the Tasman which brought on a lifetime of superstition, luckier encounters with women in the many places they visited using the modest language of the era, and many, many other adventures which will strike a chord in the hearts of yachties.

Wray's writing style is casual, cheerful, and very witty. In the following extract Wray and a friend are surfing a sinking 45' ketch into Ahipara at the south end of Ninety Mile Beach in a gale:

"Look out! We leapt into the rigging again just in time... It was the anchor and cable that saved the ship. Although it could not hold us as each breaker hurled towards shore, it kept the ship's head on to the seas. Had we drifted in broadside to the waves, as we would have done without the anchor, we should have gone to pieces in a few minutes...

A Maori on a horse rode out and threw us a life-line. It was evident that it was not the first time that horse had been in the breakers... Hand over hand, we pulled ourselves to safety, each of us with a small bundle of clothes tied to our back. We just had to have clothes; all the best people wear them."

Wray's book would have to rate amongst the best of maritime literature. It is a "ripping good yarn", and to a certain extent, a compelling account of social history in a certain level of New Zealand society at the time.

South Sea Vagabonds was published in 1941 by D. Appleton-Century Company New York and London. I borrowed my copy from the University of Auckland library.



(Above) 'In the early stages'.



ANNUAL PRIZE GIVING AND DINNER



Saturday 28 August
Ponsonby Cruising Club
Tickets: \$40.00



Please book early. Phone John on (09) 292 9100

LETTER FROM THE EDITOR

I hope you enjoyed the review of *South Sea Vagabonds* on page 2, there is another story behind this one.

I launched into this magazine thinking that everything was under control, but had forgotten to ask for a boat story for this space from a member. Dudley Lewis, the owner of *Arohia*, has kindly offered to put something together for me for the next magazine but I caught myself out on this one.

If there are any owners of classic yachts who would be interested in seeing the story of your ship in print I would love to hear from you. Don't wait for me to contact you. If you can put together around a thousand words, photocopies (b&w) of 3 or 4 photos of your boat which you would be prepared to lend at a later date, include a contact phone number, and post them to:

PO Box 169, Clevedon, Auckland 1750

I will be very grateful. I look over the stories to make sure they are tidy editorially, but they remain generally as the writer has compiled them. I will phone to let you know when to look out for the story of your boat. I would appreciate having a few stories on file for just such an emergency!

I hope the offer of a trophy from Mr Graham Couldrey of Tauranga has the owners of Couldrey boat inspired (see page 6). Suggestions as to the nature of the trophy and what it might be for (perhaps a points prize for the year for a Couldrey boat) are invited.

Hope to see you at the prizegiving dinner - it will be another fun night.

Sandra
(*Hinemoa*)



Photo: Mahurangi, 1999

PHOTO: TERRY FONG, AFA

GLORIANA FOR SALE

(excerpts of a letter received from Jim Cottier, Robertson Island, Bay of Islands.)

Dear...

Following our phone conversation, I can confirm that the Logan cutter *Gloriana* of 1892 will be coming up for sale in the near future and I wish to hear from any of your members. Any expressions of interest towards a purchase. I would much prefer that *Gloriana* go to an owner who would be prepared to retain the yacht in as near original lay-out and rig as possible although I realise I cannot demand this.

Gloriana is of course, unique in being the first vessel built by the Logan brothers, while apprenticed to their father. She is probably the oldest and most original yacht still sailing in New Zealand.

She is at present out of the water at Robertson Island and will remain so for about 2 months and could be seen to advantage by any prospective buyer...

Jim Cottier, ph (09) 403 7989

CLASSIC EVENTS CALENDAR



= A Logan Race

Sunday, 17 October 1999 -
PCC Opening Day

Friday, 22 October 1999 -
Coastal Classic Race to
the Bay of Islands

Sunday, 7 November 1999 -
RNZYS Classics Day -
inner harbour course

Sunday, 21 November 1999
08:00 - 18:00 -
RAYC's Anniversary Regatta

Saturday, 4 December 1999 -
CYA Family Cruising Race to
Patio Bay

Friday, 5 February 2000 -
Squadron Weekend Kawau -
- Friday Night Race
- Saturday Harbour Race

Friday, 28 - Monday, 31 Jan 2000 -
Mahurangi Weekend
- Night Race NYC
- Mahurangi Festival
- Anniversary Regatta. . . .

Saturday, 12th - Monday 14th
February 2000 -
Logan Classic Millennium
Yacht Regatta

Saturday, 27 February 2000 -
CYA picnic/BBQ to Islington Bay
or Motoihue

Saturday, 11 March 2000 -
DYC - Regatta &
Winstone Memorial

Saturday, 18 March 2000 -
RNZYS Te Kouma Weekend

Sunday, 2 April 2000 -
PCC Vintage & Veterans Day

Saturday, 8 April 2000 -
RNZYS Round Rangitoto Race

Tuesday, 25 April 2000 -
VCC ANZAC Day Regatta
for Old Crew

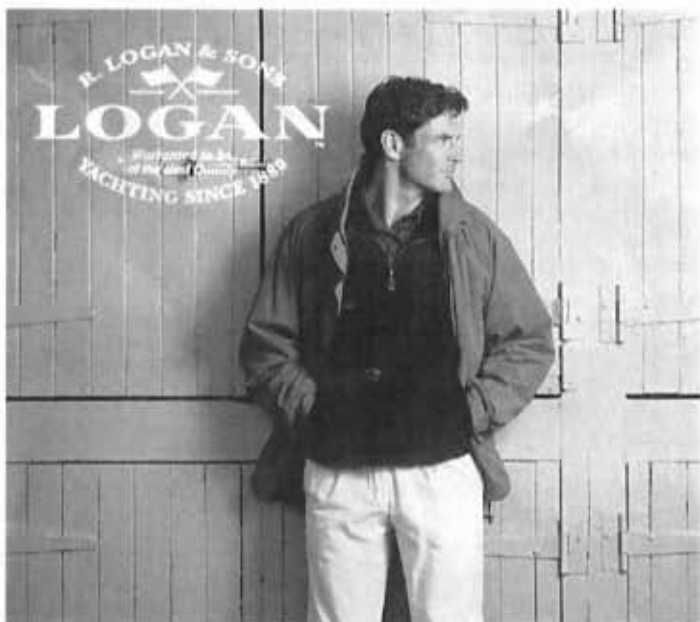
Sunday, 30 April 2000 -
PCC Closing Day

5 out of the 8 Logan races to
count for the Logan Champion-
ship Points Prize

Race Program for the Classic Yacht Association of New Zealand
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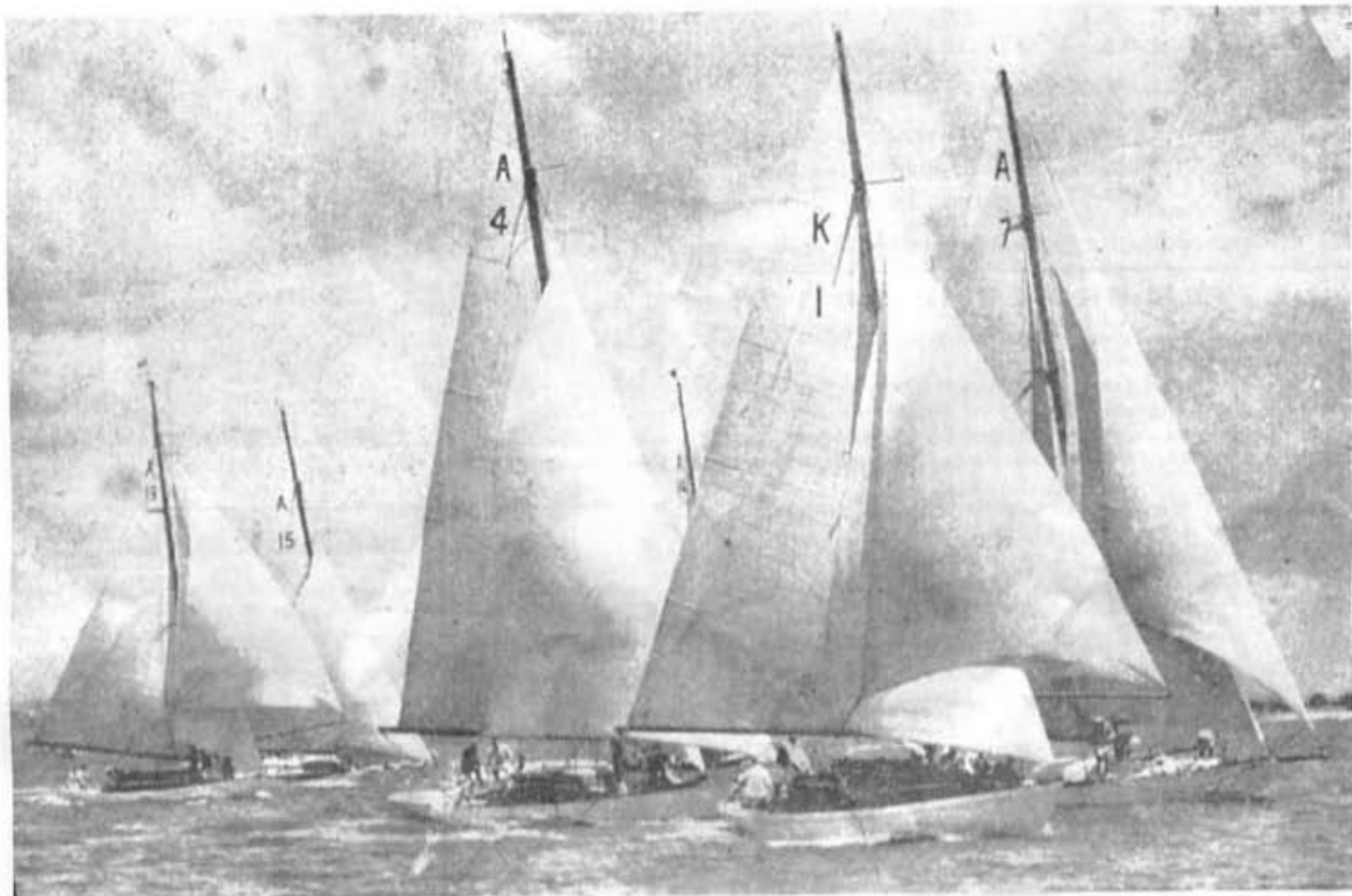
ANNUAL GENERAL MEETING



Date: Tuesday 10 August
Ponsonby Cruising Club



Time: 6.30pm for 7.00pm start.



(Top) TWO BY TWO: Three pairs of Royal New Zealand Yacht Squadron keelers head down channel in the big race to Mahurangi Heads on Saturday. From right: *Rainbow* (A7) and *Helen* (K1), *Ngataringa* (A14) and *Iorangi* (A14), *Prize* (A15) and *Waiomo* (A19).

BIG KEELER RACE TO MAHURANGI (NEW ZEALAND HERALD, (1948-49?))

TWENTY-NINE yachts, believed to be the largest number of keelers ever to be sent away in a massed start in New Zealand, raced in the Royal New Zealand Yacht Squadron's cruising event to Mahurangi Heads on Saturday.

Ariki sailed well to lead the fleet home by nearly 11 minutes. Unfortunately she beat the gun at the start but even so would not have gained a place on corrected times as she was scratch boat and had to give some boats big handicaps.

Tawera finished in second place beating *Nga Toa*, which performed excellently, by just over four minutes. *Tamatea* also gave an outstanding performance, finishing in fifth place, only seven seconds behind *Iorangi*.

Hinemoa gave her best performance since being launched, finishing three minutes behind *Tamatea* and ahead of *Rainbow* and *Tana*, to take first place on handicap. On the same handicap *Little Jim* finished 30 seconds behind to gain second place. The limit boat, *Rosemary*, was third and *Tamatea* fourth.

Sailing with the Squadron for the first time under her new rig *Rainbow* appeared a little tender when hard on the wind, but nevertheless gave quite a good performance. The new boat *Tana* made up ground very fast reaching between Rangitoto and Whangaparaoa but also dropped back when brought hard on the wind. The other newly rigged boat, *Prize*, did very well and finished in sixth place.

Finishing times were: *Ariki*, 1h 53m 30s; *Tawera*, 2h 4m 22s; *Nga Toa*, 2h 8m 47s; *Iorangi*, 2h 10m 55s; *Tamatea*, 2h 11m 2s; *Prize*, 2h 12m 21s; *Hinemoa*, 2h 14m 3s; *Ngataringa*, 2h 14m 19s; *Little Jim*, 2h 14m 33s; *Rainbow*, 2h 14m 52s; *Tana*, 2h 15m 3s; *Rawene*, 2h 15m 15s; *Arohia*, 2h 18m 17s; *Waiomo*,

2h 19m 0s; *Helen*, 2h 21m 23s; *Anamoana*, 2h 22m 43s; *Gleam*, 2h 35m 15s; *Tainui*, 2h 36m 31s; *Kotuku*, 2h 36m 39s; *Atea*, 2h 38m 49s; *Roiata*, 2h 39m 26s; *Gale*, 2h 42m 10s; *Scout*, 2h 44m 20s; *Reliance*, 2h 51m 17s; *Escape*, 2h 54m 50s; *Minerva*, 2h 55m 26s; *Jacqueline*, 2h 58m 58s; *Wanderlust*, 3h 19m 51s; *Rosemary*, 3h 27m 35s; *Valkyrie* did not start.

Result on corrected times: *Hinemoa* (1h 50m 33s), 1; *Little Jim* (1h 51m 3s), 2; *Rosemary* (1h 51m 35s), 3; *Tamatea*, (1h 53m 2s), 4.



Hinemoa, Mahurangi, 1999. PHOTO: TERRY FONG, AFA



12TH - 14TH FEBRUARY, 2000
'The Heritage of the America's Cup'

LET'S KEEP IT SPORTING

PROGRESS has been continuing with the organisation of the Logan Classic, and I am delighted to report that all except one of the sponsorship contracts and agreements have been signed. Entry forms and Notices of Race are now imminent.

When the Classic Yacht Association was formed a few years ago, we used to race for the fun of it and for the camaraderie and participation. We had a wonderful relaxed attitude to the events, and a truly Corinthian sporting spirit pervaded the whole fleet.

Everyone was involved because they wanted to share the Association's reasons for existence - the restoration and enjoyment of classic yachts.

Unfortunately this appears to have changed a little now that significant money, prizes and trophies have been organised for this wonderful millennium regatta. The competitive edge has become a little too razor-like now that the racing teams can see that there is "a lot at stake".

I have had the sad experience of recently witnessing bickering and squabbling over rule and definition interpretations for this regatta, clearly because some participants felt that they might perhaps be disadvantaged in terms of their individual chances of winning the trophies and prizes.

I believe wholeheartedly in competition, but not if it is at the expense of the fun spirit we have traditionally had in this Association.

Classic yachties are renowned worldwide for relaxed, Corinthian attitudes to their sailing. I hope the Logan Classic regatta will live up to that reputation for our international guests, journalists, and sponsors. Let's remain focused on the objectives of the Association - to promote the restoration and enjoyment of classic yachts, and make the Logan Classic a fun, festival event for everyone



Mark Bartlett

Photo Top Right: *Moana*, the race back from Mahurangi 1999. Right: *Rawhiti*, Coastal Classic 1999.



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PHOTOS: TERRY FONG, AFA

BILL COULDREY

GRAHAM COULDREY SPEAKS TO SANDRA GORTER OF BOAT BUILDING
AND THE LIFE OF HIS FATHER:



Mr Arnold (Bill) Couldrey (far left). An unusual photo, Bill Couldrey almost always wore a hat.

MR GRAHAM COULDREY: I should really start with this, the Winning Post chocolate box, because it's something special. It's a shaving taken off a boat. It's forty feet long, and was taken in 1935 off the top plank of the *Waiomo*. It's very brittle and we can't do much with it, but I brought it just so you could see it. The plank was on the bench and he was just shooting the plane straight along the top and took that off and rolled it up around his finger. It was actually tied with a shaving, I don't know what's happened to that, but that just shows the quality of timber and the tools they used in those days.

Sandra Gorter: Its a fine shaving. What would it be, a couple of ml (millimetres)?

GC: No, no. It would be less than that, half a ml?

There's some photographs in that album of the *Scout*, of a cruise Dad did in the *Scout* in 1927. Dad's the one with the hat on in most of the photos.

I won't get on to his launches but he probably designed and built probably more launches than yachts but there are, before you get on to the keel boats, a lot of other things that he did which are probably classic boats now too. The eighteen footers were something special to him. He was best known for the eighteen footers but



Cruise in the *Scout*, 1927.

there were also the m-class, the Patikis, sixteen footers, and the fourteen footers.

The *Jeanette* was probably the ultimate dingy-type boat that he designed and built. She was eighteen foot carvel built and they had cabin tops on them at that time. She competed in the world championship for eighteen footers sailed by Jimmy Faire, I don't know if you ever heard of Jimmy Faire?

SG: Did she win against the Australians?

GC: No she didn't win, and that's the sad part of it. She got disqualified in the last race. She was I think two races up, but someone else will know this story better than me. I don't think I was even born then! The Aussie eighteens in those times, they had thirteen, fifteen, sixteen fellows aboard, they were huge boats, open boats. They had canvas that came up to keep the water out, and they had very long overhangs, very long bowsprits, and very long booms.



1938, launch. Couldrey design and build.

Jimmy misjudged in a jibe – he misjudged the length of the boom and the on-water judges saw the event. The boom tipped the forestay on the *Jeanette* and they disqualified him. He was only nineteen at the time Jimmy Faire. He sailed a marvellous race and the skipper of I think it was *St George*, or *Taree*, or *Top Dog*, one of those boats... came to Dad afterwards and said the he would never have protested. He was beaten by a young fellow well done and it was just that the on-board judges saw it and disqualified the boat. Jimmy he didn't actually win the championship but we have photos somewhere of that event.

SG: Did New Zealand win that series?

GC: I think they won it with an m-class actually.

SG: It was very, very political wasn't it? The Australians weren't very happy that New Zealand won the series.

GC: No. The Australians were not good sports in eighteen footers because they were... there was a lot of betting took place on eighteens and it happened later on...

But that's another story. There was also another boat called the *Surprise* V16 which he built and owned and sailed

himself for many years. A boat called the *Athena* which was very popular. But the best boat of all was a boat called the *Marie Dawn* which was built after the *Jeanette* and was supposed to be an improvement. It was a beautiful boat. I've got photos here, but she was never as successful for some reason. That was the sort of peak, the ultimate in eighteen foot design at that time.

In the m-class he was involved with boats called *Mawera*, a boat called the *Maui*, and the m-class of course are coming back into the classic boats again now. Sixteen footers have fallen away. They really haven't been sailed much since a boat called the *Somona* which he was involved with, and there were some fourteen footers also.

Coming back to the yachts, I think probably the most well known of his boats was the boat we all know as the *Little Jim* which was an Arch Logan design. I think there was a group of them, Dad and three others who started out to build this boat. He certainly finished it anyway. She was built in 1936 to my knowledge for nine hundred and thirty seven pounds complete. We were just comparing it to the America's Cup boats which we went down to have a look at with all the fancy gear for launching, but I should go back a little...

The boat shed was at Northcote right about where the tollgates were on the bridge. There was a little tin shed, which, when I was a kid around five... it was an enormous shed. It was the biggest shed in the world. When I went back some years later, many years later to see it,



Somona.

it was just a little rusty old tin shed, but they built all these big boats and they launched the boats there across the mud flats.

With a keel boat it would probably take them about three tides. They would leap frog a



Little Jim being launched from Couldrey's yard 1935. Bill Couldrey in hat obscured.



set of rails with the boat sitting on a cradle on a bogey on rails. Then they would take another set of rails and they would lever it around, and as the tide built up they would have to stop and leave her sitting there as the tide came up. But eventually you know, after two or three tides she would float off. That was the way they launched them – and retrieved them too for any alterations.

We went aboard *Little Jim* when she was being restored. She was all stripped out and it was quite nostalgic to be there and see all the dove-tailed joints where the deck joined the gunnels... Well, the timber, the kauri of course is as good as the day it was put in. They renewed a couple of bronze bolts I think which had deteriorated, but all the fastenings, screws and coppers nails and rivets were all as good as new. They just sanded her off and changed the inside a little bit to put in a galley and toilet. It was



something special to sit aboard her to see that he, that Dad had built her the year before I was born – and I'm not young!

There were boats like the *Anamoana*, B23. She was restored not so long ago, I think she is in the Bay (of Islands) now. She is a beautiful little boat too. There was the *Waiomo* which the shaving comes from she was built in 1935, she eventually joined the K-class. She was not built as a K-class, that was way before the K was designed.

There was a designing competition through the Royal New Zealand Yacht Squadron to build the K-class. The first one was the *Helen*, which we're all familiar with. I've been aboard her when she was restored in Tauranga by a Mr Peet who invited us aboard and we spent an hour with him and exchanged photographs. He had made a beautiful job of it too. She was well restored, and she is back in Auckland now

I believe. She still has the original wooden mast in her that Dad had built over at Col Wild's yard.

During the war Dad was manpowered into building boats at a shipbuilders yard which is where the development is taking place now on Fanshawe Street. There's new high rise buildings, apartments going on up there now, and well, that was ship builders yard there where the America's Cup village is now. He was in charge of a gang who were building lighters, fairmiles, tugs and HDML's (harbour defence motor launches), in there for the American war effort up around the islands. After the war, when it was all over, he went to Col Wild's shed over in Bayswater and as a special project built the *Helen*. It is generally considered it was built by Col Wild but it was built at his shed by Dad. It was designed by Bob Stewart, and the story goes, which I am not familiar with but I have heard that Dad actually altered some of the design. I think Bob Stewart knows about this. The aft sections, when he went to build her, he said oh you haven't got it quite right here and... that was typically Bill Couldrey! He altered the aft sections a bit and she would be a better boat for that, and whether it was or not, I wouldn't know (laughs)!

SG: Wasn't she was unbeaten for six years?

GC: Yes. He also designed the *Jenanne* and the *Thelma*, the new *Thelma* the K-class. The *Waiomo* went into that group of K's as well because she roughly fitted the dimensions. It wasn't a one design class, it was a restricted class. It never took off like they thought it would, but it should have because they were beautiful boats. They were great boats for cruising for a husband and wife, great boats for racing and crew, but they never really caught on so they had to sort of drag a few others in at the end. So yes, he was involved fairly heavily with the K-class at that time.

Another special boat he built was a boat called the *Tamatea* which you are probably familiar with. She was designed by Arthur Robb an English naval architect. She had very long overhangs, sharp pointed at both ends. She had



Helen, 1948.

...discussed to a discussion
future may be headed,
a better approximation
the aeroplane wing were
t. It was also interesting
optical shaped sails with
of the sail are also more
a mention of gaff sails,
as wing shaped masts

entirety of the other.

Imagine this: due to a previously unforeseen loophole, there is a late entry to the America's Cup – a classic yacht with inflatable sails. It blitzes the fleet proving that modern technology and good hull design are a timeless and unbeatable combination. (Just a dream folks!)



BILL COULDRY (CONT)

a counter on her but they were very fine entried and a very fine tail. She was beautifully built and looked a picture when she came out of the yard. I've only seen her from pictures, I never saw her but I believe she went too. She did a trip to Fiji and that was featured in one of the magazines some time ago. They had a few problems. She stayed up in Fiji for quite some time. It took them three attempts to get back. They were sent back to Fiji by gales and storms and whatever and they had to go back three times, but eventually got her down here. (Dr) Ross (Cochrane) used to race her with the old boats. He was extremely keen. Yes, it was certainly not one of Dad's boats in terms of his design by any means. But I think it came through Arch Logan at that time. Dad made, in Arch Logan's mind, such a good job of the *Little Jim* that he put him on to this.

The *Victory* is another boat that he had a little bit of interest in. Not that he designed or built her but a relation Harold George owned the



Victory. They changed her from a gaff rig to a marconi rig, a sloop rig, and he designed the new sail plan for that. I've sailed on *Victory* twice in the Auckland Anniversary Regatta with my uncle Harold. He was a keen sailor. He would leave the helm station to race forward to something at the mast running downhill, and someone would have to run for the tiller (laughs), so Dad did have a special sort of affinity with the *Victory* through the family and through the design of the sail.

The last boat he designed of any note was the *Torea* for Gordon Stern B72. That's not a classic boat, but that was the last one before his health packed up. It would have been... must have been in the sixties. That was about the end of his boating. He sort of retired then to small boats and caravans after that. ...

GC: Dad was brought up in Maraetai. He was born where the Maraetai yacht club is at the moment. Now there was a little house just behind where the yacht club is, oh its a big house actually, a big farmhouse. He was born in that house, and his father managed the Noble explosive company's farm where the wharf is... is it Duder's beach, this way (south) from Maraetai a bit? They used to have the big magazine there. There was a big building with little brick compartments where they kept all the explosives for Auckland. They used to



Cruise in the *Scout*, 1927.

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bring them in in a ship, they weren't allowed into Auckland with the ship so they parked around here and would lighter it ashore into the wharf there and load it into the magazine.

My grandfather ran the farm there and my father was bought up on that farm, before he went to Auckland to stay with his uncle and aunty in Auckland - the Georges. He joined Bailey's - Bailey and Lowe around about where Oram's yard is now. He was involved in building launches and dinghies and they worked on sailing ships when they came in. Spars and things, the last of the sailing ships when they had to renew spars (when they had to bring them down and get them all off and then get them all back up).

He did a little bit of sailing on ships to the islands. He was a ship's carpenter, so life was pretty varied for him. He had an affinity with this area (south Auckland) really, and his brother and sister lived in Maraetai, she died quite recently, a few years ago the last of that generation.

So that's about the story of my father - Bill Couldrey.

"I'd like to suggest to you, to the association, that we - my brother and I would like to present a trophy to the Classic Yacht Association in memory of Dad, which hopefully could be used as perhaps a points prize for the year for a Couldrey boat either designed or built by Dad.

We're open to suggestions as to what that trophy might be, whether it be a cup or a shield or whatever, and what it might be for too, but we definitely would like to present the association with some sort of a trophy to mark his life.

We've also got all his plans. There's about five drawers of plans, right from keel boats, launches, eighteen footers, down to dinghies. They're all there on tracing paper or linencloth. We're happy to send people copies and have done copies for a number of boat restorations, but we want to keep them in the family for safekeeping. We would like that to be known, its something special."

- Graham Couldrey

SUBSCRIPTIONS:

**The Classic Yacht Association of New Zealand Inc
Annual Subscription Renewal Notice**

(Subscription Year to 31/07/2000)

Subscriptions are due again. Actually, they were due a year ago but no reminder was posted due to a gremlin-like oversight. So please update your subscription to the CYA, your support for the association, both on the water and in the clubrooms is greatly appreciated.

The level of subscriptions remains the same (extremely good value!)

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