

# 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

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## Oh What a Night!

### THE THIRD ANNUAL CYA PRIZEGIVING AND DINNER

The Annual Dinner and Prizegiving goes from strength to strength as the showcase formal occasion of the CYA social calendar. Over seventy people attended the black tie event this year and took advantage of the opportunity to catch up with other owners. It was a very social evening with everyone mixing freely and talking racing, cruising and sharing the quirks and pleasures of sailing a classic yacht.

The Prizegiving gave members the opportunity to exercise their speechmaking abilities at a variety of levels – some with a quiet thank you and smile, and others taking advantage of the



The Prize Tiller Winners: Malcom Trask, *Teal*; Chris Smith, *Moana*; Hamish Ross, *Little Jim*; Mark Bartlett, *Katrina II*.



The Logan Trophy B Division winner, Martin Farrand, *Scout* & crew member Vic Hopwood.

opportunity to really paint the big picture. The audience had to really scratch their heads for the spot prizes, but there were plenty of takers once people had cottoned on to the source of Hamish's quotes 'Little Ships' by Ronald Carter and 'Heart of Darkness' by Joseph Conrad.

The prizes were once again extremely generous, with even minor prizewinners picking up large vouchers for Logan clothing. A sigh of relief went up as the A division Logan Cup changed hands, going to *Little Jim* this year. The B division trophy went to *Scout*, and with her record competitors in the B division are going to have their work cut out to stop the *Mahurangi* based boat becoming resident champion.



Winner of the Logan Trophy 1998/99, Hamish Ross, *Little Jim*.

#### TROPHY RESULTS

Mitchelson Cup:	<i>Katrina II</i>
<i>Winner of Te Koura Race A Division.</i>	
Scott Wilson Memorial Trophy:	<i>Teal</i>
<i>Winner of Patia Bay Race.</i>	
Kawau Night Race Cup:	<i>Moana</i>
Ponsonby Cruising Club Vintage & Veterans Race:	<i>Ngataranga</i>
<i>A Division.</i>	
Thelma Cup:	<i>Nomad</i>
<i>First Gaff Rigged Boat. PCC V&amp;V.</i>	
Queenie Gold Cups:	<i>Scout</i>
<i>B Division Winner, Mahurangi.</i>	
The Prize Tiller shared between:	<i>Teal</i>
	<i>Little Jim</i>
	<i>Moana</i>
	<i>Katrina II</i>



Logan Trophy winners 1998/99, *Little Jim* crew from left: Harry White, Josh McBride, Robbie Aitkin, Hamish Ross, Paul Howard (absent: Tim Stables).



# AROHIA

BY DUDLEY LEWIS

**A**rohia was designed and built for Mr John Seabrook by Mr Colin Wilde during 1948 and was launched in February 1949, a racing cruiser with an easily driven hull to suit our Hauraki Gulf conditions. There is no doubt that Col Wilde designed and built the best all round keeler he has ever produced. She possesses sea-kindly lines and although of moderate sail area and displacement, *Arohia* is an excellent sea boat and performs exceptionally well under hard conditions. She excels in long distance cruising races and has consistently performed exceptionally well in ocean races. Her strongest point is on the wind sailing, and in this respect she is exceptionally well balanced and light on the tiller.

*Arohia* measures 46.4ft overall, 34ft on waterline, 9.3ft beam and a 6.4ft draught. She carries 4 ton of lead on the keel and her displacement is 9.88 tons, or 14 tons 'Thames Measurement'. Auxiliary power consists of a DV20ME Bukh diesel installed in 1982 replacing the original 25HP Kermath 'Sea Cub' petrol engine. *Arohia* is constructed of heart kauri on the three-skin diagonal method, having full length planking throughout her hull. On a 58.6ft mast 51.6ft above deck *Arohia* carries a sloop rig consisting of 900sq ft in her working sails. Even under brisk conditions she has always proved to be a dry ship.

*Arohia* has been refitted gradually over a number of years. The galley has been refurbished with a new stainless gas oven and cabinets on the port side, and on the starboard side, a new cabinet housing, frig and separate freezer has been fitted, the top of which swerves as a chart table. The bulkhead above carries a cabinet in teak housing all of the electrics. The head has a new set of cabinets, kauri framed mirror with *Arohia's* name sand blasted into it. There are kauri grab rails throughout. The companionway steps have been redesigned to make more room in the compact galley. The cockpit has been rebuilt in teak including Navico instruments. The cabin top and decks were stripped of all fittings and all seams were routed out and epoxied with West System. A 6mm kauri ply deck was laid and finished with dynal cloth, then fitted with new teak grab and toe rails. All the winches and deck fittings were stripped and serviced, and fitted with new above and below deck pads. All ports were replaced with toughened glass. The next project was to make four new hatches in teak and to tidy the main salon hatch. This was fitted with new glass panels sandblasted with *Arohia* 1949. Also, a new Lewmar low profile bronze windlass was added to handle both warp and chain. The single 20 litre water tank was upgraded to four stainless tanks holding approx 100 litres, and a new stainless 100 litre fuel tank was added.

On 30 March this year Greg Scopas and I had *Arohia* lifted out at Orams No. 2 yard. We made the decision to strip the hull back to bare timber with me on the blow torch and Greg on the scraper. After five days of hard work

(two in pouring rain), we had completed our task. What a piece of art! Then on Wayne Hurst's recommendation we painted on three coats of a two pot timber preservative followed by three coats of a

multi purpose primer, faring and sanding after each coat. The same procedure followed with four undercoats, and then two coats of Altex gloss single paint, sanding with 600 grit between coats.

The colour is a very soft blue (good choice Greg), all of the paintwork and faring was done by Doug Rollerson (Great work Doug), we had the mast and rigging removed by matrix masts (Greg's call), and while Greg, Doug and I were concentrating on the hull Paul Farmer was installing all the electrics and transducers (neat work Paul). After three weeks on the hard stand *Arohia* was rolled into a shed. We stripped the cabin top and decks back to bare material, masked up, and two coats of epoxy followed by two coats of non-skid, then two pot of rich cream colour by Altex. After preparing below the waterline Doug sprayed on two coats of antifoul epiglass in red. After preparing the masts Doug resprayed it in two pot gloss white (Croda). The artistry of Don Baily took over replacing the name on the stern and finishing with the arrow and head and tail in gold over dark blue (thanks master Don). Also thank you to Ces Tong for the maintenance on the prop and shaft and diesel leaks. Four months later, the little ship is returned to the sea.

*Arohia* was owned for 20 years by the late Mr Gordon Pollard. I had a pleasant few hours with his crew at the RNZYS in August sharing stories of this lucky little ship. On one occasion she was at anchor in Mansion House Bay Kawau Island, when a mason clipper ran into her forward on her port side. The clipper simply disintegrated, but *Arohia* was left with very little damage. In another incident *Arohia* did not come off so well. Roy Dickson cut clean through *Arohia's* stern in a pre-race start. The crew remarked that it was an unusual sight to see *Arohia's* name hanging from the boom of another boat!

A story from my ownership - Christmas '87 in Bon Accord Harbour Kawau, my son Glenn and his cousin Blair decided to cook breakfast on the then kerosene stove whilst we were ashore. They had the galley in flames - my brother close by on his yacht came over and chased the boys out through the forward hatch before extinguishing the flames. When I arrived thirty minutes later the galley timber was still hot to touch - a lucky escape. As for the young cooks - we didn't see them until that evening, I wonder why!

She has always performed with credit in racing and cruising. She came second in the general handicap cruising 'Round the Island' race in her first season 1949-50, and has figured prominently in cruising and racing events since then. In 1950 she achieved a collection of firsts in cruising races, and firsts in the 1952 season included the Round the Island race, the Russell regatta cup, the Bledisloe cup and the Duder cup.

*Arohia* was named after Motu Arohia island in the Bay of Islands, meaning 'thinking with longing', 'happy recollections', or 'lovelorn'. Which brings me to a comment by Renee Dunn. I like his comment when he says, 'Col

Wilde certainly got this female's figure right'. I realise I am only her caretaker after 89 litres of paint and I hope that she is well preserved for years to come.



Early *Arohia* crew, skipper Mr Gordon Pollard.



Dudley Lewis and Greg Scopas, *Arohia* awaiting paint.



# THE AGM

The fourth Annual General Meeting of the Classic Yacht Association was held at the Ponsonby Cruising Club on 10 August 1999. The Executive Committee in its report thanked Outdoor Heritage for their generous Logan sponsorship, as well as the Ponsonby Cruising Club for its continued hosting and support of the Association. Sandra Gorter was also thanked for the efforts she makes in producing this magazine.

Financially, the Association made a small loss this year, largely due to one-off costs in the set up of the new Classic Quarterly earlier this year. The issue of GST registration was raised, given that the Logan Classic Cup Regatta will cause the Association to generate more than \$30,000 this year in revenue. Various possible resolutions of this issue were discussed, and progress is now being made towards establishing a suitable GST accounting framework.

Greg Scopas was due to retire under the rules of the Association, and did not offer himself for re-election as he is taking a sabbatical for several months in Northland. Greg was thanked for the enormous contribution he has made to the establishment and running of the Association, as one of its founding members and founding Executive Committee members. Ray McElroy and Mark Bartlett were nominated to become Executive Committee members. The Committee this year now comprises Chad Thompson, Hamish Ross, John Gorter, Chris Smith, Mark Bartlett, Lisa Duder, Ray McElroy and John Waters. The meeting voted to retain subscriptions at their current level.

Mark Bartlett gave an extensive presentation on the Logan Classic Cup Regatta being held in February next year. Advertisements have been placed in prominent magazines in New Zealand and overseas, and Notices of Race have been prepared in conjunction with the Ponsonby Sailing Committee and Yachting New Zealand.

The Regatta will have three divisions of 65ft and over, 38ft to 65ft and under 38ft. Within each of these divisions there will be two fleets, one of classic yachts and one of modern classics. The meeting approved the inclusion of the Dragon class fleet in the Regatta, given that their design dates from 1929, despite most of the fleet now being of modern fibreglass construction.

The meeting also briefly discussed the possibility of the Association sending a vessel to the Royal Yacht Squadron's 150th Anniversary of the America's Cup Regatta in Cowes. A vessel greater than 45ft in size is required and Moana had been identified as a possible vessel.

The meeting concluded with the viewing of an amateur video of the J Class yachts *Endeavour*, *Shamrock* and *Valheda* racing in Antigua this year.

Hamish Ross



Rawhiti returning from Mahurangi 1999.

PHOTO: TERRY FONG, AFA

# ERRATUM

## The Calendar

Each magazine has its share of hiccoughs, the last issue I'm afraid had a fairly crucial one – the Calendar. The dates and information printed in the last issue were not those which had been finalised by the committee, so please ignore the information from that issue and mark your diaries with the information below. (It has been triple checked, not just double checked this time!)

## CLASSIC EVENTS CALENDAR

= A Logan Race

**Sunday, 10 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** -  
RAYC's Anniversary Regatta

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

**Friday, 28 January 2000** -  
Mahurangi Weekend  
- Night Race NYC  
- Mahurangi Festival  
- Anniversary Regatta...

**Friday, 4 February 2000** -  
Squadron Weekend Kawau -  
- Friday Night Race  
- Saturday Harbour Race

**Friday 11th (evening) -  
Monday 14th February 2000** -  
Logan Classic Millennium  
Regatta

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

**Saturday, 11 March 2000** -  
DYC - Regatta and  
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 Championship Points Prize

*Race Program for the Classic Yacht Association of New Zealand  
1999-2000 Season Sponsored by:*

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## RAWHITI -

### MARK BOAT FOR THE LOUIS VUITTON CUP

Classic yachts will be getting some high profile exposure in the America's Cup with the announcement that *Rawhiti* is to be one of the mark boats for the Louis Vuitton cup. She will be on the 'Atlantic' course for the entire 57 days of racing marking one of the points beyond which spectator boats may not go. She will also be carrying instruments to relay wind information back to race HQ.

# MAORI CANOE RACES

The following is an article which may interest readers concerning a particularly colourful section of the fleet, as described in the souvenir programme of 'Auckland's 100th Anniversary Regatta' January 1950 (p 73) published to commemorate New Zealand's largest regatta.

The flair of our native race for all types of rugged sport was early manifest in our history. Essentially a seafaring race, the Maori people attached great mana and tradition to the Great Canoes of the Migration, and entered into early Regattas with pride and zest.

The Auckland Harbour must have presented a sight unique in all the world in those days when trim clipper ships lay at anchor, with all about them the small craft of the Regatta, and the Maori canoe-crews chanting their racing songs as their paddles flashed.

Each year the native chief Taraia and his tribe, from the eastern boundary of the Gulf, paid Auckland a visit in full array, with a fleet of forty well-manned war canoes. Drawing them up in a line upon the beach, they would pitch their figured tents and encamp themselves for the several days.

Some of the most striking prints treasured in the Old

Colonists' Museum deal with this spectacle, showing the war-canoes racing against whalers and ships' cutters. On some occasions heated protests would be entered because certain canoes had not rounded the marks, or because in the heat of the contests other infringements denied the prize to the first canoe past the finishing line.

The passing of those great canoes – however inevitable – is a loss to be regretted, for they perpetuated that event in the long ago when the Maori people named the Harbour "Waitemata."



The "Southern Cross" thus describes the canoe races of the 1850 Regatta: "The tenth and eleventh matches proved to be the most attractive and prominent of the day. These were the native races, and were intended to have been contested, the first by canoes manned by twelve Maoris only; the second by canoes containing an unlimited crew. Such, was the eager excitement of the native competitors, and so anxious were they to exhibit their prowess, that it was found impossible to carry out such a plan. They were, therefore, all permitted to come to the scratch at once, and a more animated scene it would be difficult to conceive, much less to depict."

It was at once wild and imposing, presenting a picture of native energy and enterprise both laudable and ludicrous. Seven canoes having taken up their stations, off they bounded amidst the smoke of the signal gun and the shouts of their chiefs, tearing the water with their paddles, labouring with might and main to attain the goal. There were no sluggards in these long snake-like vessels, the buglemen, who by extravagant gestures and vociferous tones animate the pullers, having probably fully as arduous and as exhausting duties to perform as those whose part it is to propel the rushing boat.

These painted, feather-decked, half-naked gondoliers, giving free and unfettered vent to their desires, exhibiting animal passion in all their might and majesty of manly exertion, were indeed object of no ordinary consideration, and it is little wonder that they should have contributed largely to the successful issue of our Auckland Regatta. The course they had to follow was the same as that which had been traversed by the whale boats, but the distance was performed in 25 minutes by the victorious canoe or in 12 minutes less than the winning whaleboat.

The prize was awarded not to the canoe which came in first, but to that under the direction of Kawau's son Reuiti, it being the only one that had rounded the buoy, for the most of the competitors were prone to the 'ways that are dark, and the tricks that are vain.'

A subsequent race was won by a canoe called the Mokewhitiwhiti, guided by the chief Arapuni. There were four canoes started, and so closely was this magnificent race contested that the competitors might have been covered with a blanket, through its entire course.



## THE OLDER LAUNCH

BY A.F. (BILL) COULDREY (1906-1994) BOATBUILDER

Despite the introduction of the modern higher speed hulls especially designed for speeds in the 16-20 knot bracket, there are a great number of the displacement type of launches in general use in and around our gulf.

This older type, as they are sometimes called, form the backbone of our cruising fleet and for the purpose of this article, let us consider the relative speed which can be expected from your boat.

There is a well known rule of thumb method of determining the maximum economic speed of the average displacement hull, by taking the square root of the waterline length multiplied by 1.5 which gives the speed in knots, for example take a 36 footer with a square root of 6 multiplied by 1.5 = 9 knots.

It will be found that in the 24' to 36' group of boats which we are considering, power plants will vary from the converted Ford ten to large diesels of up to 150HP; but despite the difference in power there will not be much difference in the speed table as given above.

Take an average 30' hull of this type powered by a 40HP diesel and if this is an efficient unit driving through a reduction gear you will probably find that the economic speed will be reached at 2000 revs (at about 25HP output) and when the revs are increased to maximum say 3000, the speed increase would probably be only about half a knot.

At the stage of full power your boat has got ahead of the quarter wave and dropped her stern down into the trough and is valiantly trying to climb up the back of the bow wave, a feat which is impossible without tremendous power.

The answer to all this is the simple fact that you should not overpower your boat and expect higher speeds than the hull is capable of producing. By using the correct power and gear ratio and propeller you will be saving yourself many valuable gallons of fuel which has not only to be paid for but takes up very useful stowage space.

It is always good to remember that any boat driven too hard in a seaway can be very uncomfortable and sometimes a danger to yourself and to your friends.

Recognise the Orams yard? Percy Voss' yard before the motorway went in.



# THE CLASSIC YACHT ASSOCIATION HANDICAP SYSTEM

The CYA has been organising racing for three seasons now. During this period a computerised handicapping system has been developed which is becoming quite sophisticated as more and more information becomes available on the performance of each yacht.

The handicap system for our Logan series is performance based, and does not require any physical measurements from a yacht. It should be noted that the handicap system for the Millennium Logan Classic yacht race is a different system, and is covered later in this article.

#### *Logan Series handicapping:*

When each yacht joins the Logan Series it is assigned a base handicap. The base handicap is derived from past history if that is available such as performances during previous racing with the RNZYS. If no history is available then the yacht is allocated a handicap based on characteristics such as waterline length and sail area, and the handicaps of similar boats currently racing. This is a performance based system which penalises or aids a yacht's handicap depending on where it finishes on handicap in each race.

In the CYA's first season 1996/97, the amount of penalty was quite rigorous. This was deliberately done in order to sort out the relative performances of each yacht as quickly as possible over one season. It had the disadvantage that the results of the yachts which raced consistently also fluctuated widely.

The second Logan Series season saw two changes. The first was a reduction in the range of the applied penalties, and the second was the amount of penalty applied. This was changed to reflect the number of yachts participating in a race. If eight or more boats were racing the maximum penalty applied, however this reduced on a sliding scale to no penalty for only one yacht racing. This system resulted in a smoothing of race results without the major swings of the previous season. (It didn't stop the same yacht taking out the A division prize, however!)

The third season (1998/99) saw relatively minor changes introduced. The sliding scale of penalties based on the number of yachts racing was retained, but the maximum penalty for coming first was reduced from +0.012 to +0.008. Secondly, the handicap for a particular race was now calculated on the average of a yacht's previous five handicaps. This provided a substantial smoothing of a yacht's handicap through the season because it was now unaffected by alternate big wins or losses. The handicap performance now trended in a certain direction or remained stable based on the overall performance of a yacht. Once all yachts have raced at least five races under this system then a very accurate picture of a yacht's performance handicap can be assessed.

No further changes or improvements to the handicap system are planned for the coming season (1999/2000). This doesn't mean that further "enhancements" will not be introduced in the future. For example, discussion is taking place on whether a yacht's handicap range shouldn't be restricted to limits of maximum and minimum – say 5% either side of average. If a reader has any other suggestions, please do not hesitate to put them to the committee.



## LETTER FROM THE EDITOR

I'm sure you all realise that a lot of people give freely of their time and resources to make the Classic Yacht Association the success it is. I would like to give a special thank you this month to the Maori Unit of the Auckland Public Library – Te Roopu Ratonga, and to Bernard Makoare the head of the unit and Josie Te Whiu librarian for the use of their department's oral history equipment.

Next issue will feature an interview with Mr Con Thode. Con is known to many of our members because of his extensive sailing experience. He was sailing master for Lawrence Nathan on the Iorangi, a submarine commander in WWII, master on the Spirit of Adventure and the Spirit of New Zealand for 25 years, and he has been a leading figure in Auckland yachting since 1930.

Sandra Gorter

## FOR SALE

### CHERUB

22' gaff cutter, as sailed and chartered out of Lyttelton by CYA Southern  
Conection – Mike Rousseau.  
MSA Survey \$14,500.00  
ph: Mike, (03) 389 9259



*Cherub on Lyttelton Harbour.*

### ALK

1935 22' clinker built gaff sloop.  
Sailed to NZ from Holland,  
as featured in CYQ May  
ph Roger Mills (09) 372 6478

## AXXA-LENT YUM YUM!

Anyone spotted the Yum Yum on the Axxa ad on TV? What's more is Russ Rimmington is donating the proceeds from the ad to the CYA. Thanks Russ, and the boat looks great.

## THE COULDREY TROPHY

Further to the kind offer for a trophy from Graham and Brian Couldrey in the last issue, it was decided that the 'Bill Couldrey Trophy' be awarded for the first boat in the first race of the season (PCC opening day). Details of the actual trophy will be released on Opening day.

## DISPLAY OF MODEL LOGAN YACHTS AT MATAKOHE KAURI MUSEUM

Most CYA members will be familiar with Don Brooke's model yachts – there are 3-400 of them in Outdoor Heritage shops throughout NZ and overseas. While most of his work in the OH shops are half models, Don has created a special display for the Matakohē Museum of full models of some of the more famous Logan yachts including *Iorangi*, *Ariki*, *Rainbow*, *Rawhiti* and *Queenie*. The Matakohē Kauri museum has opened up a maritime section, which is currently a largely pictorial display, but from NOVEMBER 21 1999 will include a selection of kauri models by Don. The Matakohē Kauri Museum is just south of Whangarei (turn left at the bottom of the Brynderwyns), an easy weekend drive from Auckland or Whangarei. The museum is now in open competition with the Auckland Maritime Museum, holding a significant collection of yachting momentos. It has a reputation as a quality museum – well worth a trip.

**Waiheke Picture Framers** have a number of framed prints in stock of photographs of at least 20 of the classic fleet. If you would like to see some of the prints available, visit them at 151 Ocean View Road, Oneroa.

## "OVER THE COUNTER"

*Waione* is now sailing under a new gaff rig, congratulations to John and Kirsty.

*Rambler* has just been bought by Ted and Deidre Berry of Birkenhead. They are as keen as mustard to get out on the water and intend to be involved in the association's events as much as possible.

Greg Scopas has headed off to the winterless north for 4 months of 'sabbatica'.

*Iorangi* is looking like an open decked daysailer at the moment.

thanks to 'Tatler' (Chad Thompson).

# RACING IN AUCKLAND AND BEYOND

MEET THE WHITINGS FROM NEW ZEALAND – PLENTY OF FLOAT PARKING!

## MR D'ARCY WHITING:

I started sailing at a very early age in a sailing canoe, in 1935. It was rather a fine boat I thought, modelled after a Canadian canoe, we travelled many miles in that jolly boat. Then I bought the Y-class *Aloha* and we started racing with all the yacht clubs up at the top end of the harbour. One year we capsized *Aloha* 13 times in 12 races which isn't easy to do. The vehicular ferry *Sparrowhawk* picked us up and took us in to Birkenhead but the mast had broken and we only

had a jury rig by this time and we managed to capsize again on the way home to Herne Bay! That made our record – 13 capsizes in 12 races, it was the most marvellous fun!

We cruised and raced in our boat, and believe it or not, on opening day and closing day it was possible to enter all of the clubs' races. Eight yacht clubs on the one race, and if you won you could take up the whole lot. There was Devonport, Birkenhead, Northcote, the

Vic, Richmond... so many yacht clubs with so many small boats racing. And of course the Auckland Anniversary Regatta really did have a thousand boats racing.

There was the Richmond Yacht Club at Sloane's beach, a little wee beach just around from the entrance to Cox's Creek where there were really some mighty boats anchored, there was quite a collection of yachts and yachtsmen above Watchman's island really. One was the 18 footer *Paroro* owned by Harold Cleghorn the Olympic, or British Commonwealth Games champion weightlifter. There was also the *Valale*, and *Trotter Willett* from Point Chevalier used to bring the Surprise down. Another centre of yachting at this time was Parnell, just by the baths on the present waterfront road. At this stage that the waterfront road wasn't built and you used to have to go over the back road to get there. It's hard to imagine a time when there wasn't a road there.

We kept *Aloha* until I had the 18 footer *Enterprise* designed by Tim Windsor. She was built at Shipbuilders for 20 pounds. We hoped to do very well but then so did so many Auckland yachtsmen who had boats built at that stage. In 1939 there were probably 12 to 15 new 18-footers built and they were all going to beat the Australians, beat them up badly. The Australians sent three boats over to race for the world's 18 foot championship. They carried masses of sail and the spectacle of those boats racing at Point Chevalier with their huge water sails and the ringtails that they carried outside of their boom and gaff, was tremendous. But the New Zealanders outsailed them in every

race and the Aussies went home without the championship.

Then the war came along so our boats were put away until we came back from the war. I joined the 14th Infantry Battalion in North Africa. I had spent the early years of the war waiting to join the navy, but I just waited and waited until I got very tired of waiting. So one day I went to the Rutland Street drill hall and asked the chap at the desk, "How did one get in the army?" He said, "You have some complaint



Tequila.

that's kept you back?" I said, "The navy say I have deficient eyesight". He then said, "Well, can you see me?" and I said, "Yes I can see you". He said, "Well you're in the army and here's your hat and I'll give you a gun tomorrow", so I was in the army and I must say I enjoyed it thoroughly.

I joined the division at the attack on El Hamma which was a mountainous feature before Tripoli. I missed many of the battles along the desert road but I managed to get there before the end at Tripoli. Now that was quite a war.

Sandra Gorter: Was your sailing experience useful during the war?

DW: Not for me personally, but one of my crew – who was also my best man when we were married, found it came in very useful. He sailed a little local boat from Crete after the Germans had invaded there, and he just sailed in to Alexandria as bold as brass. His name was Roy McGuinness, he has the distinction I think of firing the first shots of the Second World War as a New Zealand machine gunner on Mount Olympus. This was the pass in Greece that the German forces came down when they came to conquer the Mediterranean. That was very early in the war, 1939 I think.

When I got back from the war I found that my father had painted the inside of my eighteen footer with red lead every year while I was away and it had run through the planks which had opened up as they dried. I never ever

managed to get the topsides back to a nice surface after that and I was broken-hearted. Another thing I found after the war, was that it wasn't so easy to get the crew that was needed to sail those boats. So I sold my boat and I started my ocean racing with John and Heather Lidgard.

Heather was the navigator on those races and we did the first ever race to Noumea in the *Takiri*. It seemed to be such a tiny boat and it really was too. It was about 32 feet. We made a model of the *Takiri* during the race. John Lidgard nearly died when he found that I'd smuggled aboard a block of wood, but when he saw me working on the model he asked could he have a go at it and he had designed *Carousea* so he knew the shape better than I and we made this half model of *Takiri*.

When the prizegiving happened, the President of Noumea was there and he was so taken by the fact that we had presented them with a prize, that he invited our crew to go to dinner with him. It really was quite a function and we were very proud to take part in the activities.

That was the 25th of April which is ANZAC Day, and they have a parade at Noumea for ANZAC day. There were old

soldiers there that day including Lawrence Nathan from the Kahurangi. Lawrence Nathan had lost a leg in the war, so we stood one each side of him. It was very, very hot in the sun and after the French general had inspected the French legion who were really smartly attired, he came over. This was a genuine French general. He had big mutton chop whiskers right down, and he said to me, "You were a soldier in North Africa?", I said "Oui". He said, "You were pon der faas?", I said "Oui". "Kairoona?", "Oui", and he said "The Atlas mountains?", I said "Oui". He said "You are a true son of France", and he kissed me on both cheeks. I met Jimmy Davern soon after that, he said come into town, I know where there's a whole lot of girls. I said you can have them, I've got a French general that's just crazy about me!

Con Thode of course is one of our greats. When he arrived in England for the war they were



Darcy and Tony, Alaska.

overjoyed to find a seaman of his calibre. And when he came back, boy would he race the *Iorangi* hard. It was always good to have the Nathan yachts in the races.

We went to Sydney several times and did the Hobart race and the races around Sydney. Oh brother, that Hobart can be a nasty spot. We've taken several, really terrible hidings going in there. The boats have been really in a survival mode when we've got to Hobart. There a series of places inside the Great Barrier reef that would make great six or eight hundred mile courses and I often think how much better racing would be if instead of going south we had gone north.

We raced *Coruba* pretty solidly - to Fiji, Noumea and all around. In those days there were ocean races every year and they were always in the school holidays. Penny and Paul were able to come on all these races too. Penny was 15 when she did her first ocean race and Paul was 13.

(Eds note: Paul Whiting was one of a group of yacht designers who pioneered the modern light weight displacement hull. Paul was on board his boat *Smackwater Jack* when she was lost in the Tasman after the 1979 Sydney-Hobart).

Mrs Mollie Whiting: Paul, Bruce Farr and Ron Holland were all about the same age. They met while we were on our holidays when Bruce lived at Ti Point. Paul had a little boat he'd designed himself and they met and just started discussing it I think.

SG: Were you interested in boat design?

DW: Yes, in Paul's early designs. I didn't stand over him, but I always wanted to see the midships section. The *Reactor* has proved to be just the perfect little boat. They had the biggest number of entries in the last Auckland regatta which really is an amazing thing for a 30 year old design. When I saw the *Reactor* I was absolutely charmed. He was only a youngster at that time and I couldn't believe that any young kid could design such a dandy boat.

I didn't have a boat when I met Mollie. At that stage we were in the process of starting a business and I had to build my factory. We built every block and we laid every piece of concrete before we could have a business and it became a really successful business. One day a gentlemen walked in and said I've been sent out from England by Lord Plowdon who wishes to buy your business. I had to stay another four years as manager, but the day that the contract ceased we set sail.

MW: When we went on our world trip in '74 we left here with just our younger two, Tony and Debbie. Debbie was our best pilot wasn't she?

DW: She was a very good pilot, I'd never appreciated how important a pilot was. She would study the charts days before we ever got there and spot all the identification points. We had some wonderful experiences on our trip. We were in Kodiak Alaska one time when a local fellow, from the Aleutian Islands, came down and he brought the most wonderful team of husky dogs and he wanted to swap those dogs for Debbie, to make a wife for his son. I got on the jetty and I liked these dogs and I said oh, I really love these dogs, no look you can't have Debbie but you can take Mollie!!!

We were the only yacht that had ever been in some of the places we visited. Cordova had never

seen a yacht had they? They were such friendly people, they put on a party for us and sent out invitations, and I wish I'd kept one, they said - Come to a party and meet the Whittings from New Zealand - plenty of float plane parking!

MW: They were a bit short of roads, but everybody had a float plane, and they came in the dozens. We met a number of New Zealanders in Alaska.

One particular guy fancied the bar maid and proposed to her. He rang the bell, shouted the bar, but it was D'Arcy who had done all the talking. Then D'Arcy left and wandered home and the poor guy didn't know what to say to her, so he came down to our boat. He said he'd been doing so well until D'Arce left him in the lurch and wandered off. He kept me up all night which is not that long in Alaska, commiserating about this proposal D'Arce had organised for him!

DW: Paul built a little quarter tonner *Magic Bus*, when we were away in America, and he and a Laurie Davidson boat called *Black Fun* represented New Zealand in Texas, Corpus Christi in 1976. We were the mother ship not only for Paul, but for every other boat. We pulled their masts out using our mast as a gantry, we charged up their batteries, froze their sliikka pads, and so on.

MW: Paul won the world cup that year in his little quarter-tonner, *Magic Bus*.

DW: She was so different, the shape of things to come ever after in small boats. She cleaned up every race except one.

MW: They had a slightly offshore race where they went out for two days into the Gulf of Mexico in these little boats.

DW: We had gone to the entrance of the lagoon in Tequila to try and see if we could see them when they made their long leg back. We saw this sail and it wasn't *Magic Bus*... oh boy we were disappointed. It was a boat that hadn't won a race. They were quite comical these guys. When they had gone down to the boat to the race they had two parcels, one of rubbish and one of food.



Darcy and Mollie Whiting.

They had thrown the food in the rubbish bin and taken the bag of rubbish!

MW: They had nothing to eat for the whole trip, and that's why they got around so quickly! They roared in straight across the line, got the gun, they ran up the beach...

DW: ... they surfed the boat on its side - a keel boat, drove her right up the beach to where there was a hot dog stand...

MW: ... they had been out there for two days... they were starving and it was the only race Paul lost in that series!!!

DW: Penny wasn't with us at Corpus Christi, but she's done a lot of overseas sailing. Prior to that she used to go away every winter around racing boats. She'd done an Atlantic race and things like that when she was really quite young. This is her on board *Avian*. That's Mohammed Ali, Penny and Doc. Penny took him out sailing and she couldn't get him to take his shoes off!

Isn't this a great one, that's little Carl our grandson. He is six foot four now, a marvellous kid! He's on a top boat out of Sweden right now. He's going to be away about five months sailing on all these different boats, great. He gets paid, plus all his food and everything, marvellous!

When we came back from our world trip I didn't really want to start in business again, and so we became a charter boat. I would take parties of Americans away for up to two weeks. I had an agent in Sausalito and she sent down masses of people, and I must say I really enjoyed the life. We cruised all the way north to Whangaroa, and once a year I used to go to the Three Kings which I really think I know reasonably well, I love it and have spent a lot of time there.

This was as good a life as I could imagine. I had a good sound boat that could stand a hard blow and we made many trips up and down the coast. We had our favourite anchorages and I think that in writing about them I may have publicised them perhaps a little bit too much. I remember going into Mimiwhangata for the first time and there was no boat there. I loved it. I explored around and then I wrote about it, and the next year there were something like thirty boats anchored when I went in there! I also put the Coastal Cruising Guide together with Dr Mary Hamilton for the Akarana yacht Club. It was marvellous going into all those bays, doing soundings and finding out what the anchorage was really like.

I think we've been so lucky to be yachtsmen in this place.



*Magic Bus.*





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

## THE LOGAN CLASSIC - HANDICAPPING

The Classic Yacht Association, in conjunction with the Ponsonby Cruising Club, is as you all know hosting a major international regatta which will have its own handicap system, independent of the performance based system used by the CYA.

The reason for this is that there will be many entries from around the world and therefore a fair system of deriving handicaps for a multitude of different size and range of vessels has to be arrived at.

As the reader knows, most multi-class international regattas have measurement based systems to overcome this problem. The CYA is currently investigating two systems developed in Europe specifically for classic yacht regattas. These are for the familiar La Nioularge Regatta and another for the annual Monaco Regatta.

Rating classic yachts is not easy for a number of reasons. Firstly, the yachts range over 70 years in age, and secondly, the vessels may have had vastly different modernisations carried out, including hull strengthening with modern materials or rig and sail improvements. Both of the systems being investigated derive the final handicap from a combination of yacht dimensions (LOA, LWL, beam, sail area), with an adjustment for 'design variables' such as age, sail type, rig, hull characteristics, hull and rig improvements, winches, etc. For this reason, the race entry form for the Logan Classic will be quite detailed in order to provide enough information to derive an accurate handicap.

All of the data is plugged into a formula, and a handicap is arrived at for each yacht. The handicap gives the 'relative' speed difference between each yacht over the water. This is multiplied by the distance of the race and this sum is subtracted from the yacht's actual time. For any course, the yacht with the least score on corrected time wins. The formulae for deriving the speed co-efficient R are relatively complex, but anyone wishing to see them is invited to contact the CYA Committee.

I am trialling both the Nioularge and Monaco systems at present on various local yachts, to derive the most accurate system for the Logan Classic. Thankfully, as I intend to participate in this event, I will not be the final issuer of handicaps - the PCC sailing committee will be reviewing and approving all handicap calculations.

Chris Smith (Moana)  
Handicapper, CYA

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