

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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

P.O. Box 69-172 GLENDENE, AUCKLAND, NEW ZEALAND.

ISSUE 23

JANUARY 2002



## Baileys take the Cup!

This year, the two most sought after prizes — the Logan Cup and the Logan Trophy — both went to Bailey designs built by Sutherland. The Logan Trophy went to Team Janet members from the yacht *Janet*. John Bertenshaw

and Kirsty Hardie-Boyes and their crew from *Waione* received the Logan Cup. It had been a keenly fought season, but both skippers had the bit between their teeth early on.

And it has been a good season. It felt almost relaxed after

the previous season with the International Classic Yacht Regatta in February. As usual we had a range of courses and weather so we were all tested at times.

I personally will never for-

*Continued overleaf ...*

## Celebration Lyttelton

1850 - 2000

On the 16th December 2000, classic yachts and motor boats turned out in style as part of Lyttelton's 150th celebrations.

In beautiful sailing conditions, the race was started by the then Governor General Sir Brian Hardie-Boyes.

Joining the racing yachts were the sea scout cutters and a parade of vintage motor boats.

Lyttelton was the last of the organised colonial settlements for New Zealand, and its Anglican church founders believed it to be the best planned. The celebration commemorated the first four ships to arrive in Lyttelton.

The Lyttelton Port company

*Continued overleaf ...*



*Fix competing in the Lyttelton regatta*

## NEW HANDICAPPING SYSTEM

As a reflection of the desires of the racing members, the CYA handicapper has made a change to the way the fleet is handicapped this season. The criticism of the last system, which had been running for the last three seasons, was that changes to a yacht's handicap seemed to happen too slowly. The new system is based on the actual performance of that vessel in each race and not, as previously, on a fixed rate of

adjustment depending on placing. This new system may result in substantial changes to a yacht's handicap especially if the yacht does not perform to its norm. A smoothing out factor has however been incorporated that averages out any major adjustments over the previous six races. A by-product of the new system is that any two vessels can obtain their relative performances against each other since CYA commenced racing and from this a current relative PHRF can be obtained. If any further information is required please contact the handicapper.

## CLASSIC YACHTS PRIZEGIVING

get the sail over to Te Kouma in the Squadron race and I am sure there are a few others who will always remember that race. This season had also included the launch of *Jessie Logan* and her participation in some races. It has been a thrill to see another gaff rigger on the water to give *Rawene* and *Waione* a run for their money.

Despite being a week later because of some lesser sporting event in Australia, the attendance was good and, after a glass or two of champagne and a delicious buffet dinner, the serious business of handing out the prizes began. Hamish included the traditional book excerpt and this year it was a local writer. A member of the gathering received a bottle of wine for identifying the title and author.

A highlight of the evening was the gracious acceptance speech by Ian Aitkin on behalf

of him and Jeremy Mace for the No. 9 Buoy Trophy, the prestigious prize for navigational imagination. During the season, Ian and Jeremy managed to nudge *Prize* along a rock, not once but twice. The first time was off Pakatoa during the Patio Bay Saturday race and the second time off Tiri racing back from Mahurangi, whilst the owner looked on in horror from Tawera, but did have the consolation of being allowed to pass his stuck crew members.

To finish the evening off Ian Cook spoke about Cowes and the thrill of having *Ranger* there. He acknowledged the assistance of Chad Thompson and Hamish Ross, the Classic Yacht Association and the Royal New Zealand Yacht Squadron.

Our thanks go to the PCC and Joyce Talbot for making the evening a success.



*Logan Cup winner, Waione*



### Prizegiving list for the 2000/2001 Season

**Logan Cup**  
*Waione*

**Logan Trophy**  
*Janet*

**Couldrey Memorial Cup**  
*Victory*

**Mahurangi Night Race**  
*Ranger*

**Mitchelson Cup**  
*Ranger*

**Newcombe Cup**  
*Prize*

**Scott Wilson Memorial Cup**  
*Teal*

**Queenie Cup**  
*Adelaide*

**Round Rangitoto Race Cup**  
A Division  
*Ranger*

B Division  
*Jessie Logan*

**Prize Tiller**  
*Ranger*

**No. 9 Buoy Trophy**  
Jeremy Mace & Ian Aitkin  
from *Prize*

## Lyttelton Regatta



*Top picture: Stormy competing in the Lyttelton regatta and (bottom) Naomi.*

also joined the festivities by holding an open day, and taking people out on their tugboats.

One of the organisers of this event for classic yachts is Mike Rossouw who owns the *Oyster* (1903). Mike is also proud owner of the original ship's log, which describes in detail the crew's breakfast, dinners, the scenery along the shoreline, and the day-to-day runnings of the old vessel.

The classic yacht regatta is an annual event and Mike sends an open invitation to participate.

Contact Mike at Jack Tar Sailing Co. (03) 3899 259



# Memories of Moana

By James Lennox-King,  
crew member 1932-1950

Continued from issue 21

I must tell you a little more about Eve. She was very musical and unusually for those days had conducted her own professional orchestra. She had a very bad stammer and, at times of stress, became almost speechless. It was an endearing stammer, though, and known through the fleet. The one thing one mustn't do was to prompt her.

John Ellis, who at that time owned one of the 'Ks' I think, was a handsome man, and was a great favourite of Eve's. (He kept his ship immaculate and later astonished everyone by going into partnership with Joe Weir, a mad keen fisherman,

and building the Windrose. John had become a bit irritable by this time, and the Squadron knew her as the "Primrose, owned by Fishguts and Grizzleguts".

Before that he had been aboard Moana one evening and when he had left, Eve said to Alf, "I think John Ellis is a bit of a thrill." Alf replied rather sourly "Which bit?".

John had invited Moana aboard after dinner, and Eve hadn't finished prettying up by the time Alf and the rest of us were ready to leave, so Eve said, "I'll finish putting my makeup on and Jimmy (she always called me Jimmy) will row me over when I'm ready." Oh well ... always ready to

oblige, even if it cut my party time short.

She announced herself ready eventually, and in her best party kit and with her hair and face looking just wonderful came on deck. I was holding the dinghy alongside and Eve said brightly, remembering her drill, "Step in the middle, Jimmy?"

I duly responded, "Step in the middle, Eve."

She stepped down from the deck, not into the middle of the dinghy but the middle of its gunwale! The dinghy of course rolled over and Eve and I were in the tide.

I got her hands on to Moana's toerail, managed to scramble aboard with the dinghy painter, and set about trying to get Eve back aboard. The shock of her sudden immersion and her fury combined to make things a bit difficult, but I hauled her aboard at last and got her a towel. She put herself into what other clothes she had - certainly not designed for visiting John Ellis - and tried to remedy the disas-

*Continued overleaf*

## CYA EVENTS PROGRAMME FOR 2001/2002 SEASON

- Friday, 25 January 2002**  
DYC Night Race to Mahurangi
- Friday, 25 January 2002**  
CYA Rally to Mahurangi
- Saturday, 26 January 2002**  
Mahurangi Festival
- Sunday, 27 January 2002**  
CYA Picnic, destination to be advised, sailing from Mahurangi
- Sunday, 27 January 2002**  
CYA evening raft-up of vessels get together
- Monday, 28 January 2002**  
Auckland Anniversary Regatta, Passage Race back from Mahurangi
- Friday 15 February 2002**  
CYA Rally to Waiheke, destination to be advised
- Saturday, 2 March 2002**  
DYC Duder, F.Winstone & Col Wild Cups
- Saturday, 16 March 2002**  
RNZYS Te Kouma Passage Race
- Friday, 29 March 2002**  
CYA Easter Rally, destination to be advised

## RNZYS BECOMES THE CYA'S NEW HOST CLUB

As a result of the Logan sponsorship coming to the end of its term, the committee of the CYA has actively pursued alternative funding arrangements to ensure the ongoing success of the Association.

As a part of this activity, the CYA committee received an invitation from the RNZYS offering to assist with aspects of running the Association. After careful consideration, the committee accepted this offer. The new association with the RNZYS does not change any of the fundamental principles of the CYA, but has bought about some enhancements for our members.

A letter addressing one of these benefits is included with the invoices being sent to existing members. The principal practical change affecting members will be that all CYA meetings and functions will now be held at the RNZYS. The CYA will continue to participate in classic yacht events held by other yacht clubs, including Ponsonby Cruising Club, and the RNZYS has enthusiastically

endorsed this, recognising the classic yacht fleet is a regional and a national resource.

The CYA committee and the RNZYS see this joint collaboration as a major benefit to further classic yachting. The RNZYS will be providing a sponsor to take over from Logan in respect of our racing series and prizes, shall provide a website for our benefit and assist with the publication of our magazine.

The RNZYS will, with the CYA, jointly host the planned international classic yacht regatta to be held in 2003 during the upcoming America's Cup Regatta. This will ensure a greater exposure of our regatta to overseas competitors. More information on this international regatta will be published in the next magazine.

The Classic Yacht Association is grateful for the support it had received from the Ponsonby Cruising Club and looks forward to continuing to participate in classic yacht events hosted by the Ponsonby Cruising Club in the future.



*Continued from overleaf*

ter to her hair and makeup. We got to John's boat eventually, but Alf, who blamed me for the whole thing, wasn't best pleased. Eve, bless her, took it in good part and was able to get laughs from it for a long time after.

Eve only came away on cake days or on holiday cruises, when she was joined by Geoff Clifton's wife, Phyl. Eve had more sense of humour than Phyl, and was able to laugh at things that might have had other reactions from other people. She was delighted by the visit to their home by a gasfitter who had been sent to find what was wrong with their gas stove. After his inspection, he came to Eve, looked at her severely, and as Eve told it, said "Y'kn-n-n-ow what you n-n-need, don't you - a c-c-couple of n-n-new n-n-nipples!"

Eve found it necessary to take a diffusion of senna pods each morning, and she set the pods to soak in water overnight in a glass in the glass rack on the fore end of the skylight. One night, a guest on board during a cruising weekend awoke in the night feeling thirsty, made his way to the glass rack where he had seen the tumblers stowed, and was pleased to find one already filled. He assuaged his thirst and turned in. Next morning it was difficult to decide who was the more disgruntled - Eve, because her morning draught was missing, or the chap whose ensuing day was frequently interrupted.

Eve was aboard one time when we had anchored and Graeme was making up the hal-yards at the mast. As he coiled, he was making loud "G-r-r-r!" noises.

"What on earth are you

doing?" called Eve.

Graeme replied, "I'm taking the snarls out."

A favourite berth on cruises was Kikawakarere, on the Coromandel. A beautiful bush edged anchorage, with only a few minutes walk inland to a waterfall that provided a first class clean-up. I wonder if it is still as unspoilt. One year we were there on an Easter cruise, which was late that year. At about 0300 on the morning of Anzac Day it started to blow from the nor'west and quickly became a near gale. All hands on deck in pyjamas, three reefs in the main and staysail, weigh and away.

That was really an evolution, and we carried it out well. We thrashed across to Cowes Bay, anchored for breath and breakfast, then a more sedate but surging sail back home. I shall never forget our leaving Kika. etc: dawn was just breaking and the cliffy shore and faint light made the scene rather what the landing place must have looked like to the troops at Gallipoli the same morning, years earlier.

Alf was scrupulous about being home to Eve in good time after a cruising race. After one Governor's Cup race to Te Kouma we set off early, and as we passed Len Heard's launch Len leaned outboard holding out a bottle of whisky. "You may need this," he said.

We did. It was a drift across the Firth, and by the time we reached the western end of Waiheke it was a flat calm. Alf was getting anxious, so Graeme and took turns in the dinghy and by oars (Outboard? Horrible thought!) we towed Moana from Orapiu up the Tamaki Strait to her mooring off Devonport. And we got Alf home in time.



*James Lennon-King with Moana, 1934*

I have mentioned cleaning off - opportunity was a great thing, and wharves that dried out were popular, such as that at Mansion House. One Squadron weekend Thelma had spent the night alongside the Mansion House jetty scrubbing down, with low water a bit after midnight. It was a cold night, and as they waited for the returning tide they filled in the time with deep discussion over a glass or two.

Next morning she floated about 7am and the crew teetered onto deck, unhappy with the daylight. They cast off head and stern ropes and springs, but even with the dinghy towing, the crew, push as they might, couldn't get her to move.

Some rascal had made a line fast round the keel and a pile and a very reluctant chap was sent to dive down and cast it off. He came up having found no line.

The sun was rising over the jetty and it was not a direction for those thick heads to look. She was well afloat and they pushed harder, with no more result than before.

Then a little old lady leaned over the edge of the jetty and asked, "Do you think this might be stopping you?". Reluctantly they looked up, to see the main halyard that they had secured to the other side of the jetty to stop her falling, and forgotten.

*To be continued*

## CLASSIC YACHT ASSOCIATION CONTACTS

GENERAL ENQUIRIES: Joyce Talbot (09) 836-4747  
HANDICAPPER: Chris Smith (09) 309-4048  
RACE ENQUIRIES: Chad Thompson 021 995 754  
SOCIAL EVENTS & MONTHLY MEETINGS: Russel Brooke (09) 445-0434  
INTERNATIONAL CLASSIC YACHT REGATTA 2003: Hamish Ross (09) 916-8970