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CYA broadens scope to include launches

For some years there have been launch owners amongst the members of the CYA, both those who own yachts as well, and those who own only a launch.

However, the CYA has recently taken the initiative to promote the interests of launch owners and include the launches alongside the yachts for a number of reasons including:

- the standards of design and construction of New Zealand launches has always been equal to the standards of its yachts;
- the launches were generally built by the same builders who built the yachts,

out of the same materials and for the same clientele;

- from the beginning of the 20th century right through to period the Association covers, most yacht clubs in the country had a large element of launches and held events for them. In fact it was thought, around 1910, that yachts would die out and be supplanted by motor boats of one sort or another;
- there have recently been a number of outstanding launch restorations and the CYA felt that it was time to add its energy to promoting the restoration and preservation of motor launches in the same way as it has successfully done

with yachts.

A number of launch representatives, headed by experienced yachtsman and launch-owner Roy Ladd, were invited to join the steering committee of the CYA to get the launches into the club and to make them feel welcome amongst the yachties.

There was an enthusiastic response to a couple of media releases and soon over 30 launch owners were expressing interest, joining up and turning up to CYA functions.

The very first CYA launch event on the water was held in conjunction with the

Continued overleaf ...

The raters of the 1890s

By Harold Kidd

Kiwi yachties have all been brought up aware that New Zealand has a high rate of survivorship of its old yachts and are vaguely aware that it's because:

- a. they were built of kauri (and that's got legendary lasting qualities),
- b. most are diagonal built (and that's got legendary strength),
- c. they were built by jolly good boatbuilders with names like Logan and Bailey and ... others (and they were just legendary)
- d. Kiwis never used to throw anything away anyway.

We have a vague idea that there were different rules for rating yachts in those days, but quite how they affected design and construction we have no clear ideas about. Nor did writers on yachting of even 60 years ago help us much with the real cause and effect that had produced, so prolifically, such very wonderful yachts in such a small country around a century ago. The fact that the rise and fall of the various rules is insanely complex, if not tedious, has a lot to do with their fudging.

Continued overleaf ...

Mahurangi Regatta



By Chris Smith

With the cancellation of Patio Bay because of inclement weather before Christmas, a number of members were looking forward to this weekend. This popular event was again well attended with the launch division adding their own special colour. The weather, although threatening, wasn't too bad.

The weekend commenced with a rally of vessels up to Mahurangi in lieu of the usual night race. This gave participants more flexibility and enabled people to arrive at a slightly more reasonable hour than normally expected.

Sullivans Bay again became packed with a variety of vessels on Saturday morning and the beach was humming. The tent taking the entries was a focal point for skippers and crew, gossiping and catching up, offloading and taking on or swapping crew. It would have been great to be able to stay and participate in the shore events but the race beckoned and soon numerous classic vessels, launches and dinghies were surging up and down the harbour.

Two classic motor vessels, the tug *Romo* and launch *Gay Dawn*, comprised the start line, though the heavy bias saw all competitors choosing the windward end. *Little Jim* got a cracking start followed closely by *Moana* and *Tawera*. Rounding the first mark to leeward of Saddle Island, the wind blossomed out of nowhere into a stiff breeze. All yachts were hard pressed with *Tawera*, *Prize* and *Waione* making the best of it. The five yachts of the leading bunch made a dramatic run back into Mahurangi harbour, *Little Jim* luffing to take both herself and *Moana* into the spectator fleet gathered in the lee of Saddle Point.

Exciting stuff for the spectators with close up action as both yachts weaved to miss anchor wraps and stern tied dinghies. *Tawera*, *Prize* and *Waione* slipped through to leeward in clear breeze and headed for the mark off Scott's Landing. A real tussle developed between *Tawera* and *Prize*, both yachts exchanging the lead all the way to the finish where *Tawera* prevailed by 11 seconds. *Moana* came in third followed closely by *Waione*. *Waione's* performance against the three Bermudean rigged front runners, especially hard on the wind in the brisk breeze around Saddle Island, impressed all observers. The B division saw a close race between *Scout*, *Spray II* and *Janet* with *Scout* finishing just 40 seconds in front of *Spray II*. The CYA crowd again enjoyed the hospitality of the Mahurangi Cruising Club at the barbeque and prize giving that followed at

Scott's landing.

The planned picnic for the next day, Sunday, was abandoned because of overcast squally weather. Late afternoon however saw a number of yachts and launches tucked into the secluded and sheltered bay of PukaPuka estuary in the West of Mahurangi harbour. The raft up was lively and didn't end til late. How some managed the start line next day eludes me. Anniversary Day dawned overcast with a moderate easterly. A long tack out to Whangaparoa Passage separated all the yachts and once through the passage *Ranger* reached off, stretching her skirts to finish 25 minutes ahead of the next yacht *Tawera*. The C class *Scout* again sailed a good race to finish first in the B division, actually ahead of a number of yachts in the A division. Her time would have been better other than having to lose a luffing match with a large container ship that entered the port right through the middle of the Regatta!



First CYA launch event is a big hit

Mahurangi regatta in January. It was a log rally with seven entrants, all of whom had a lot of fun, even though such an event was new to them all.

Results were:

Veterans (pre 1919)

1st - LADY AVIS (38ft, formerly AVIS, built by James Reid in

1910), Wayne Dodds

2nd - FERRO (45ft, built by Logan Bros. in 1905), Keith Pine, Dick & Craig Coughlan and Chris Rouse

3rd - TAMAHERE (43ft, unknown builder in 1904), Warwick Rowe

DNF - SIERRA (41ft 6 in, built

by Joseph Fell, Kohukohu in 1917), Dennis Christopher

Vintage (pre 1951)

1st - LUANA (45ft, built by T.M. Lane & Sons in 1920), Rick McCay

2nd - KORAMA (34ft, built by Fred Mann in 1922), Kelcey Gager

Classic (pre 1975)

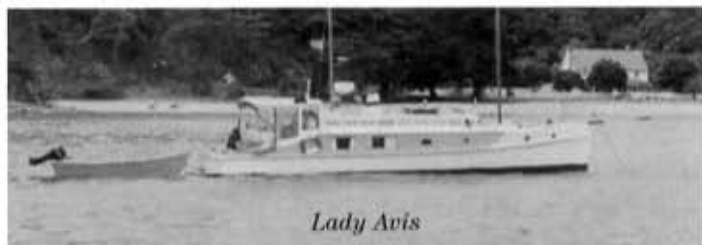
1st and 1st overall - SOBRINE (42ft, built by Lane Motor Boat Co in 1952), Roy Ladd

The launches made a brave show and complemented the yachts beautifully. It was a very successful regatta, made just that much better by seeing the launches in action, a reminder

that launches were the mainstay of the old Mahurangi Regatta in the years leading up to World War II.

The CYA is investigating the Squadron's trophy holdings from the former Auckland Motor Yacht Club, some of which are hallowed in memory, going back to the first decade of the 20th century. It is hoped that some of these can be revived for its launch competition.

Future events will be carefully planned to provide a sound annual programme that matches the Association's yacht racing calendar.



Lady Avis

Continued from Page 1

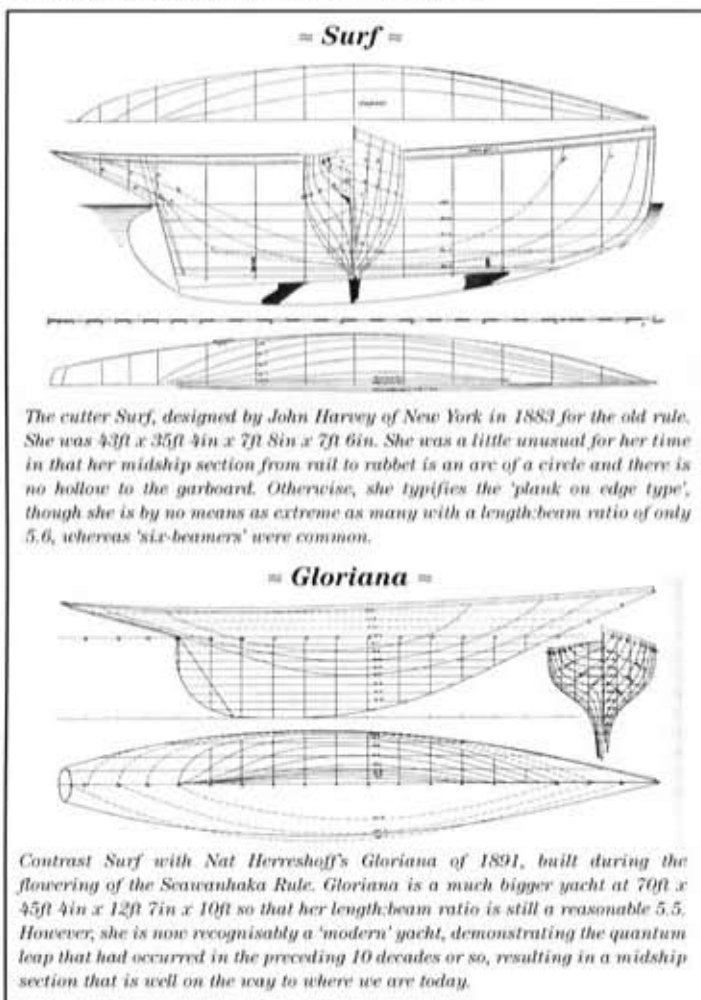
One hundred and fifty years ago yachting as a sport was sweeping the English-speaking world, and soon caught on in the outposts of Empire and on the Continent. It was new and fresh and as exciting as golf, skin-diving, surfing and skateboarding, for example, were to become in the future. While, to some degree, it was establishment, and followed the money and the clubbiness, there was always the lunatic fringe who insisted on indulging themselves in small, cheap boats and on having a good time. They sailed the minimalist Rob Roy canoes, the Irish Waterwags and the rapid centreboarders of the Great Lakes and the Eastern seaboard of the US.

In this country, too, these two strains existed side by side. The Auckland Yacht Club catered for the keel yachts of the merchants and brewers, while the youth of Ponsonby, Parnell and Devonport desported themselves in a wide variety of fast centreboarders sponsored by the pubs of Freeman's Bay, the 'open sailing boats', which, only 15 years ago, Robin Elliott and I found to be long-since forgotten. The Anniversary Regatta (and several others which came to fill out the calendar later) added two more valuable ingredients by catering for the watermen and their craft and the fishermen and theirs. Quite soon, in this far more egalitarian society than the one they had left at home, there started to be cross-overs of crews and boat types.

By 1890, the long depression of the 1880s was losing its grip. Yachting in New Zealand started to take off, not only because of the improving economic conditions, but also because there had been a liberation movement going on overseas to rid yachting of an albatross around its neck in the

form of the archaic Royal Thames Yacht Club Measurement rules which in various forms had been applied to yachts to rate them by 'tonnage' in the same way as commercial vessels were assessed for revenue purposes.

handful of imported yachts. But the overseas style or fashion of keel yacht inevitably affected the local perception of what was a 'proper yacht' and did result in undesirably large beam/length ratios being used for a time.



The cutter Surf, designed by John Harvey of New York in 1883 for the old rule. She was 43ft x 35ft 4in x 7ft 8in x 7ft 6in. She was a little unusual for her time in that her midship section from rail to rabbet is an arc of a circle and there is no hollow to the garboard. Otherwise, she typifies the 'plank on edge' type, though she is by no means as extreme as many with a length/beam ratio of only 5.6, whereas 'six-beamers' were common.

We don't want to get into an intense technical discussion on these rules as that would delight the hearts of only a tiny minority of CYA members, but the net effect of them was to penalize beam, while no account at all was taken of sail area. This produced, overseas, the 'planks on edge' or 'lead-mines' in the period up to the late 1880s, deep-hulled, slack-bilged yachts with huge beam/length ratios that were inherently unwholesome and dangerous in any heavy sea.

Fortunately, common sense and isolation meant that there were few New Zealand examples, save for a bare

Robert Logan's Akarana of 1888 was a case in point, although, to be fair, she was built for a competition in Australia, where the rating rules were taken seriously. Paradoxically, those rules were in the process of change while she was under construction and she was outmoded when she arrived to race in Melbourne; mind you, so were all the competition.

As early as the 1870s, English yachting writer Dixon Kemp had proposed a rating rule that took into account only two factors, load waterline and sail area. In 1882, this approach was adopted by the

Seawanhaka Yacht Club of New York and it gradually swept the world. The rule was simply expressed:

$$\frac{\text{Length} \times \text{Sail Area}}{4000} = \text{Rating} \quad (\text{expressed in 'tons'})$$

Yachts were soon built to 'rate' in various categories. The 30-35 footer was designed to rate at 2^{1/2} tons, the 40-45 footer at 5 tons, and so on. Since beam was not penalized as before, much more wholesome craft were built to the rule, much better able to stand up to their regulated rig, and to provide decent accommodation for a change.

This 'rater' approach took hold firmly in the US and Britain and filtered through to the sport here by means of magazines, the works of writers like Dixon Kemp and from the experience of yachtsmen who had traveled overseas or recently immigrated.

The Seawanhaka Rule of 1882 was adopted in England in 1886 and shortly after in Australia (with variations), hence the problems encountered by Akarana. New Zealand finally adopted a modified form of the 1882 rule in 1890, known as the Auckland Yacht Club or Waymouth Rule.

So, by 1890, the stage was set in New Zealand for the blossoming of the sport of yachting with a type of yacht that was not only an acceptable racer/cruiser by any standards in any environment, but was also now part of mainstream yachting in the places where it counted most in the world, the Clyde, the south of England and New England in the US.

In the next instalment, we will look at the highest profile 'raters' in Victorian New Zealand waters, the 2^{1/2} raters and conjure with names like Gloriana, Yum Yum, Mahaki and Kotiri, all of which have survived to this day, and are owned by CYA members.

Adapted from an article first published in Boating NZ.

Memories of Moana

By James Lennox-King,
crew member 1932-1950

I met Toni (Antoinette), my wife, on my first post-war Christmas cruise in *Moana*, at Opuna where she was staying with Graerne and Tally Frater. It was on a Squadron Weekend at Mansion House that Toni and I, having decided to marry, staged a little show.

Toni had gone up to Kawau with Irene and Joe Wilson in *Lady Gay* with the exhaust fumes blowing straight into the cockpit and cabin from the following breeze, and arrived a little poorly. We had done well in the race up, but it was in light airs and we anchored in the early hours. Next morning the now recovered Toni (well known to Alf and Eve) came aboard after the morning race, and *Moana* was visited by the crews of a number of boats.

In the middle of things, I called that I had an announcement to make. In the sudden quiet, Toni hauled my engagement ring on a string from her bosom, and I put it on her finger. Well, that rejuvenated the celebration, but even so, with Toni aboard we won the afternoon race.

There was quite a breeze and I was thumped on the head by one of *Moana's* jib sheet clump blocks and laid out unconscious on the foredeck. I was dragged aft, thrown down into the cabin out of the road,

and the rest of the crew got on with the race.

Alf told me later that a contemporary of his, working in the cockpit, looked below to see how I was and said to Alf, "That girl will be a good wife for a yachtsman - she's resuscitating him with a glass of whisky!"

When we cleaned at a wharf or grid on the city side and finished in the late hours of the night, the place to go to thaw out and wait for the tide to float the boat again was Ma Joe's. Ma Joe was a motherly type who ran an all night grill room in Victoria St West, bless her.

She seemed to have a partiality for yachtsmen, and we could go into the kitchen and select our mixed grills for ourselves - and they were whoppers. Steaks and chops and kidneys and eggs and tomatoes and oysters and onions and chips. After that lot we were pretty well recovered, as to temperature anyway.

Alf told us the first time he was allowed to take *Moana* away on his own was a Christmas race to Tauranga. Mr Miller Senior did not allow liquor on board, but when Alf and his mates took off, that omission had been remedied. They had a very ropey ride to Tauranga, finished first, and celebrated accordingly on

board alongside the Tauranga wharf.

Someone spotted Mr Wilson of *Ariki*, also opposed to grog aboard, coming along the wharf, evidently bound for *Moana*. Bottles and glasses were stowed in time for him to board, duly received by Alf on the upper deck.

He was taken below where he congratulated the lads on their win. One of the hard drinking members of the crew said hospitably: "Have a cup of tea, Mr Wilson. There's nothing like a nice hot cup of tea after a hard sail!" Such a sentiment from such an unexpected source put it into Alf's, and later *Moana's*, pet sayings.

Another tale Alf enjoyed telling was of the first Balokovic Cup race, round Cuvier and back, in 1932, just before I joined *Moana*.

Moana and four others started in what had been predicted as light easterlies which in the middle watch suddenly changed to storm force winds from the nor'east. *Moana* dropped the staysail and tried to reef the main, but the sail tore right across and she returned to Kawau under jury rig.

The weather and the seas were such that even *Moana's* seasoned crew were sick. Jim Mitchelson, "Jimmy Mitch", reckoned hot glucose was the answer to seasickness and braved the bucking galley to make a solution of the packet of glucose he had with him.

He brought the big saucepan

aft to fill it from the water tank under the cockpit floor, and put it on the top step of the companionway under the tap. He had just got it full when the cry of "Ready about!" went up. He duly left the pot on the step and did his duty on deck. That finished, he took the pot forward, boiled the water, stirred in the glucose, and carried aft a big mug of the solution for each man.

"That'll fix you!" he said. It did. It hit the bottom and bounced and all hands were immediately engaged in offloading ballast into the lee scuppers.

Then it was realised that during the "about ship" a big sea had come down the companionway, displacing the water and staying in the saucepan, looking all innocent. Alf always claimed the best cure for seasickness is glucose and hot salt water - no one on board dared even feel sick for the rest of the race.

To be continued

CYA EVENTS PROGRAMME FOR 2001/2002 SEASON

Saturday, 16 March 2002
RNZYS Te Kouma Passage Race

Friday, 29 March 2002
CYA Easter Rally, destination to be advised

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