

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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## THE 5-RATERS SET A TREND IN NZ — 1890-1894

The new rule adopted by the Auckland Yacht Club and known as the AYC or Waymouth Rule, after the efforts by John Waymouth Snr to import the overseas changes, created a thirst for the new 'raters', which was first satisfied, in December 1890, by the construction of *Moana* by Robert Logan Sr for his very best client, W.R. 'Willie' Wilson of the *New Zealand Herald*.

The first yachts built to the

*By Harold Kidd*

new philosophy were in a wide range of sizes between 32ft and 44ft overall, and all called, very loosely, '5-Raters', probably because it was a title which had a great deal of contemporary glamour. In fact, during the first three seasons of the 1890s the title was applied to yachts rating from something over 3 to something under 6.

*Moana* was really built in the style of the old tonnage rule, although she was by no means as extreme a plank on edge as *Akarana* had been. At 35ft/28ft/8ft/5ft6in she rated 5.32 under the Waymouth Rule. There is a fine half-model of her in the RNZYS Clubhouse, puzzling most observers with the name *Moana*, as the name has been, for 107 years now, exclusively associated with the

*Continued overleaf...*

## RACING REPORT

The Devonport Yacht Club's annual Duder Cup Regatta was well attended by the CYA with 13 yachts in two classic divisions. The predicted 20-knot winds deteriorated to a flat calm on the start line, but slowly filled in as the race progressed. Huge tides and the lack of wind at the start split the fleet into a long procession, with *Ranger*, *Tawera* and *Little Jim* making the best decisions and getting major breaks on the rest of the fleet. *Moana* sailed a shocker, taking a flyer up the wrong side of the harbour and rounding the windward mark last. *Tawera* deserved her handicap 1st placing, followed by *Little Jim* and *Ranger*.

Ideal conditions greeted the classic yacht fleet in its race to Te Kouma with the RNZYS. The 10 to 15 knot WSW provided running and reaching conditions on all legs except for having to tighten up on the leg from Gannet Rock to Tarahiki Island. *Ranger* led for the whole race, but kept running into flat spots and consequently was unable to make a break on the rest of the fleet. Tactically, the race revolved around keeping clear wind from all the other

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divisions. It was great to see four K classes, *Kitenui*, *Thelma VII*, *Katrina II* and *Gypsy*, in our fleet and they were amply rewarded by taking out all the top handicap spots, except for *Spray II* who sailed their usual impeccable race.

The two B division boats, *Spray II* and *Petrel* both

achieved very creditable times. *Ranger* finished at 3:20pm, with everybody else in by 4:30pm; not such a spread as to discourage participation from other B division yachts next year we hope.

The raft up at Te Kouma was subdued, because of the weather predictions, however still great to see all the crews

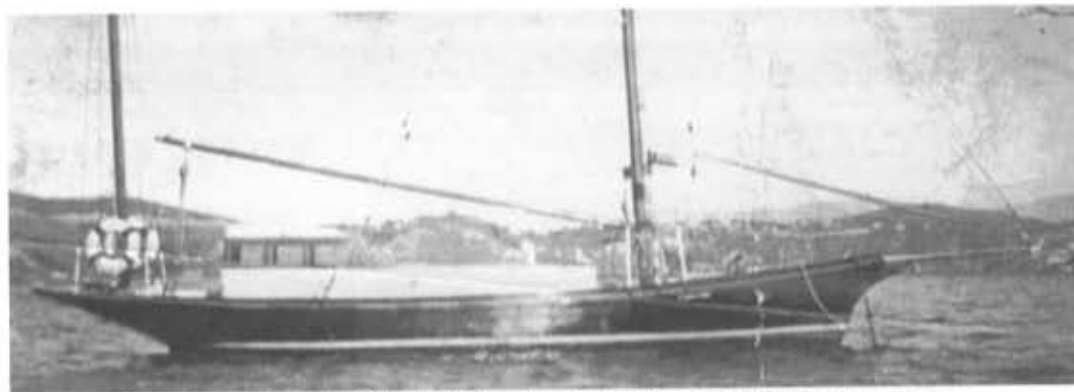
circulating from yacht to yacht and enjoying the camaraderie. The fleet was greeted the next day with a bash home into 20 knot, gusting 25 SW wind. *Prize*, *Ngataranga* and *Moana*, revelling in the conditions, sailed back in company – keeping tabs on each other!

The Easter rally was upset by

continuing bad weather with winds up to 40 knots on the backside of Waiheke.

High winds also marked the RNZYS race around Rangitoto. It's been a season for wind this year and we need a break! Westerlies 20 knots gusting up to 30 made for interesting sailing, though luckily the seas

## The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-R



The first Moana as she was in 1944 in Wellington. Named *Waiwetu* when she went to Wellington in December 1893, she was renamed *Viking* around 1909.

1895 5-Rater of the same name built by Logan Bros also for Wilson. This first *Moana* had a great record in the brief period she was in Auckland. She was reckoned to be the fastest yacht of her size in Auckland at the time.

The next New Zealand 5-Rater was *Mahina*, built by Charles Bailey Snr in October 1891 for J.R. Gibbons of Wellington, built to beat *Jessie Logan* which had disposed of *Pet*, the local Bailey-built Second Class Champion. Like *Moana*, she had a 'schooner' bow, nowadays called a 'clipper' bow. Her dimensions were 34ft/26ft/6ft6in/5ft, more typical of a 2.5-Rater of two or three seasons later.

In November the same year, John Waymouth Jnr launched *Toroa* from his Hobson Street Wharf shop for Clarke, Tripp and Goodacre again with the fashionable description of 5-Rater, but in fact she rated only 3.2 and was quite tiny at 32ft5in/25ft/7ft3in/4ft9in. Like

most of the quality yachts of her time, she was three skin diagonal in the Logan fashion.

The following month, *Constance* was launched, built as a private venture by Charles Bailey Jnr for the Jagger brothers. She was quite like *Mahina*, but slightly larger at 36ft overall. *Constance* had a chequered career in her early days, frequently breaking spars.

By the end of 1892, the local builders were assimilating the lessons they had gained from these first raters and were ready to shake off the last shackles of the tonnage rules with a new batch of yachts that took advantage of the new rules to the full. The first of these real raters was *Aorere*, built by Robert Logan Snr for Tom Kilfoyle, who had raced the 1890 *Jessie Logan* clone *Tangaroa* with distinction up to that time.

*Aorere* was the first yacht in Australasia truly built to the new rules. She was a big boat at

43ft/30ft6in/8ft7in/6ft6in. With her heavily raked straight stem, cut away forefoot and firm bilges she was closer to the Herreshoff *Gloriana* than any New Zealand yacht yet built. Initially rated at 6.86, her rating was reduced to 5 by removing her topmast and shortening her bowsprit when she eventually had some competition and the rating, hence the handicap, began to matter.

*Constance*, built by Charles Bailey Jr for the Jagger Bros in December 1891.



Topmasts were penalized under the Waymouth Rule, as was sail area of course. In her first seasons she was outstanding. *The Observer* called her "one of the handsomest craft yet turned out in Auckland", while the *Herald* said she had "a remarkable turn of speed and can pass anything on the harbour".

For the same 1892-93 season, George Warman got Charles Bailey Snr to build him another 5-Rater, *Miharo*.

At 40ft/30ft/7ft6in/6ft6in she was a little smaller all round than *Aorere* and rated at 5.5. These two yachts seemed set to capture the public's imagination with another head-on Bailey vs. Logan clash. However, *Aorere* at once proved to be infinitely superior in every respect, even with her slightly greater size taken into account.

did not develop too much. Again *Ranger* made a break and finished well in front of the rest of the classics taking this event out on handicap as well. However four other classics, *Tuvera*, *Little Jim*, *Moana* and *Prize* all made a great sight, tacking and covering each other on a close fought finish to the end amongst all the other

modern yachts.

Special mention must also be made of *Ravene*, reefed down under gaff, ploughing upwind in such a manner to put the modern yachts to shame. She would have probably taken out handicap honours if she had read the course notes correctly – a trying mistake under such conditions!

**Monthly Meetings** – The monthly meetings, held the second Tuesday in each month and organized by Russell Brooke, have been a great success. The CYA invites you all to make sure you come and enjoy these informal evenings. Russell has done a magnificent job and the guests have been superb, ranging from David Mauger, talking about his father's exploits on Shackleton's other ship, the *Aurora*, that also had crew marooned in the Antarctic, to Len Gilbert on diesel engines with an entertaining account of some of his experiences. Information on these meetings is advertised in *Sheerlines*.

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*Miharo* was a dud and never looked like challenging *Aorere*. She was apparently an embarrassment to Warman right from the start. In the *Observer* of 26th November 1892, Warman contradicted a rumour that he had offered Bailey 10% of the construction price to cancel, and stated that he was more than satisfied with Bailey's workmanship. It all looked a bit fishy. On launching, he immediately challenged Kilfoyle to a race around Tiri, the traditional Auckland way of settling disputes of this kind. Unfortunately, there is no record that this match race ever took place.

In the event, the two yachts met in the January 1893 Anniversary Regatta 5 to 7 ton race when *Aorere*, sailed by Willie Wilson, soundly beat *Miharo*, even though she was sailed by gun skipper Walter Jones. *Miharo* then gradually dropped right out of the scene.

For the same season, Robert Logan launched *Rona* (44ft/29ft10in/7ft2in/7ft4in), a 5.7 rater for Alexander Turnbull of Wellington in January 1893. She was based on a design by G.L. Watson, taken from *Valentine's* lines in the 6th edition of Dixon Kemp, probably modified by Robert Logan Snr. Certainly, when Turnbull registered her with Lloyd's Yacht Register he nominated Logan as her designer. Sailed by Arch Buchanan, she won the over 7

ton race in the Auckland Anniversary Regatta soon after being put in the water. Capt. Dick Butt then sailed her down to Wellington in a stormy passage of 13 days. She became the top boat on Port Nicholson.

Three more 5-Raters were launched in Auckland during the remainder of 1893. Robert Logan Snr, helped by his son Jock (John), built the 4.22 rater *Ngaru* (39ft/26ft/8ft/6in) for J.C. Webster, E.W. Bennett and Payne in the November, basically as a cruiser. A few days later R. & A. Logan launched *Kestrel* from their new premises at the Freezing Works Reclamation, probably the first boat they built there. *Kestrel's* owners, the Jeffries brothers, did the finishing work. She was bigger than *Ngaru* at 39ft/29ft/9ft5in/5ft and rated at 6.09. Her additional beam was to assist in one part of her dual role of racing and carrying produce from the brothers' farm at Maraetai.

The last of the four boats built as 5-Raters in 1893 was *Yvonne*. Arch Buchanan, who started racing in the half-decker *Lala*, built for him by Robert Logan Snr in 1879, had him build *Yvonne* as a pur sang 5-Rater. She was variously reported to be a miniature of Fife's *Dingons* and to be a



An early photo of *Aorere* on the Waitemata racing without her topmast to improve her rating.

design by Buchanan himself, who was an avid student of yacht design and a frequent traveller to Great Britain. Logan

launched her on 23rd December 1893, rating precisely at 4.98.

Her dimensions were 43ft6in/30ft6in/8ft6in/6ft4in. She had the new-fangled pole mast cutter rig which gave rating benefits over the customary topmast rig. Arch Buchanan immediately left on a three-week shakedown cruise and came back in time for the 1894 Anniversary Regatta. He meant business.

The 5-Raters took part in the Regatta's Second Class Yacht Race for 'yachts, 4 to 7 tons', using the Regatta's outdated tonnage classification which persisted for many more years. The entries and handicaps were Capt. A.J.S. Gibbs' old-timer *Spray* on scratch, *Aorere* (27s), *Kestrel* (4m24s), and *Yvonne* (10m49s). *Aorere* and *Spray* had never met before, but *Aorere* was the strong favourite. Neither *Yvonne's* nor *Kestrel's* chances were fancied, although a few thought *Yvonne* should win on her handicap.

The wind was from the west and the course was 38 miles. *Spray* led on the downwind legs to Motuihe but was soon passed by *Aorere* and *Yvonne*

on the first slog back to Chelsea. After a ding-ding battle between these two, *Yvonne* finished 59 seconds ahead of *Aorere*. *Kestrel* was 20 minutes behind and *Spray* had given up.

This race was a major event in the sporting life of the City at the time and was lovingly reported, blow by blow, in all the local newspapers. The bookies probably did very well. The race pointed the way the next season would go, with a fleet of new raters whose owners were to take the precision of their ratings as seriously as Buchanan did.

The last 5-Rater built prior to the end of 1894 was *Atalanta*, a shoal-draft cutter built in the May by Charles Bailey Jnr and his brother Walter, who had just taken over their father's business, trading as C. & W. Bailey, but then commonly referred to as Bailey Bros. *Atalanta* was built for Canning and Smith of Napier. She was 40ft/27ft/9ft4in/3ft7in with the plate up, and rated at 4.2. Her mast was in a tabernacle to get under the Napier bridges to the Ahuriri lagoon. After a cruise to Kawau, she left for Napier via Gisborne in June.

Of these eleven 5-Raters built between 1890 and 1894, six still survive; *Moana* (now known as *Viking*), *Mahina* (now known as *Romp*), *Aorere*, *Rona*, *Yvonne* and *Atalanta*.

• Abridged from an article by Harold Kidd & Robin Elliott in *Boating New Zealand*

# Racing with Ranger

*Ranger*, was shipped to Cowes by the RNZYS to race in the vintage division of the Jubilee Regatta marking the 150th anniversary of the original America's Cup race around Cowes. Handicapping was by the CIM method, the same system adopted by the CYA for the last International Classic Yacht Regatta. The CIM have revised the current version although allowances for age and authenticity factors have not been altered.

**David Cook**, father of *Ranger's* owner Ian Cook, comments on the handicapping system plus the protest they were involved in during the racing ...

## The Vintage Yacht Rating System

The rating system in force at the Jubilee Regatta at Cowes was that of the CIM. It has been devised by the owners of vintage boats that compete regularly on the Mediterranean circuit and is hard on boats of 'Scandinavian' design because they sail so well. *Ranger*, with her Scandinavian origins, was up against it from the start.

Because we were completely unfamiliar with the system and we had such equipment as a carbon fibre spinnaker pole, self-tailing winches and a laminated reaching headsail, our immediate concern was that our entry would be accepted; the thought of optimising our equipment had not really occurred to us.

We were first allocated a TCF of 0.773, but after we pointed out a couple of errors in our original rating certificate this was reduced to 0.698, the highest other boat in our vintage Division 3 being 0.653.

No other vintage boat in any division, including four boats over 100ft, had such high TCF.

Nevertheless, in the Round the Island re-enactment of the original America's Cup race, *Ranger* recorded the fastest elapsed time of any vintage boat. At 7 hours, 25 minutes, we were 33 minutes ahead of the next boat in our division and 47 minutes ahead of the handicap winner. To have beaten them we would have needed to finish 1 hour, 20 minutes ahead. America's winning elapsed time in 1851 was some 10 hours, 45 minutes.

Anyway I doubt that any handicap achievements could have matched the elation of taking the gun in that race.

Two early Sparkman & Stevens designs *Stormy Weather* and *Dorada* were examples of restored boats being optimised. At 54ft and 53ft respectively they both had TCFs of .567.

## The Protest Room

A place we would have preferred to avoid altogether, but in Race 5 the Race Committee lodged a protest against the yacht *Siris* and ourselves for crossing a No Go transit line set up in front of the Royal Yacht Squadron, presumably to keep racing yachts outside an area where many superyachts moored.

This is also very close to where large ships travelling

East to West make a hard turn to starboard on their way to Southampton. We and *Siris* were travelling West to East under spinnaker on a starboard gybe fairly well apart. We were slowly overtaking *Siris* and, when it became obvious that we were both going to end up inside the turning circle of an approaching ship, we both hardened up somewhat to pass between the ship and the Royal Yacht Squadron shore.

When we were safely past the ship, *Siris* continued to lift up underneath us despite our calling to them that we had this no-go area to windward of us. Race committee observers in a mark boat judged us both to have crossed the transit line and lodged their protest against *Siris* and *Ranger*.

We attended the protest hearing, but *Siris* did not and we learned that they had retired from the race. The Protest Committee accepted that our crossing of the transit line had been caused by *Siris*, but advised us that we would have been smarter to have lodged a protest against *Siris*. They dismissed the protest of the Race Committee. It could well be that the points we were able to retain from this race contributed significantly to the win of the RNZYS team in the Teams Event.

## RACING RESULTS

### Division A

Name	Total	Drop	Series
Ranger	391	48	343
Moana	334	46	288
Tawera	352	69	283
Little Jim	363	88	275
Prize	210	40	170
Kitenui	144	0	144
Katrina II	112	0	112
Arcturus	112	0	112
Gleam	115	10	105
Rawene	81	0	81
Thelma VII	54	0	54
Gypsy	44	0	44
Ngataranga	44	0	44
Partisan	32	0	32
Victory	29	0	29
Waione	24	0	24
Teal	19	0	19
Ilex	14	0	14
Ebb Tide	10	0	10

### Division B

Name	Total	Drop	Series
Scout	256	20	236
Spray II	266	60	206
Janet	168	10	158
Jessie Logan	130	0	130
Ladybird	18	0	18
Petrel	10	0	10
Adelaide	10	0	10

*This year's series was closely fought with any of four yachts able to win the series depending on the outcome of the last points race. The B division was also very close with both Spray II and Scout able to win from the last race. An indication of the competitiveness for this event was shown by the number of yachts being docked for a scrub & polish before the final race. This final points race, the Ponsonby Cruising Club's Montana Closing Day Regatta, turned out to be a cracker, with an on-the-wind start and highly tactical first leg to No.7 buoy. By the end of the race, with all yachts having finished close to their optimum times, it was impossible to clearly define the place-getters until the announcement at the prize giving. Congratulations to both Scout and Ranger for taking out the series in their respective divisions.*

## LAUNCH OWNERS

*The interest in the CYA division of launches continues to develop. To ensure we meet the needs of owners, all launch enthusiasts are invited to a special meeting in June. For more information refer to either Sheertines or contact Harold Kidd.*

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