

THE NEW ZEALAND CLASSIC YACHT JOURNAL



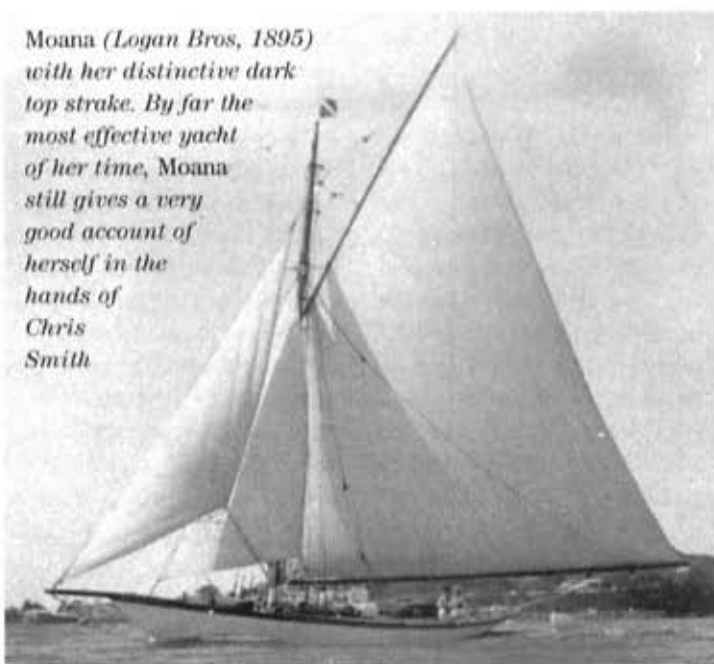
THE OFFICIAL JOURNAL OF THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND INC.
P.O. BOX 69-172 GLENDENE, AUCKLAND, NEW ZEALAND.

Issue 26

ISSN 1175-804X

July 2002

Moana (Logan Bros, 1895) with her distinctive dark top strake. By far the most effective yacht of her time, Moana still gives a very good account of herself in the hands of Chris Smith



new steel 5 rater from Seagar Bros' foundry for Reg Masefield of Herne Bay, a son of T.T. Masefield, one of the early iron founders in Auckland. Born in 1870, Reg was a well-known sportsman, a prominent rugby player in the winter months and equally prominent in the summer at the helm of open sailing boats like his *Bit O' Blue* and *Clytie*.

Two designs were prepared for him, one by O.B. Waymouth and one by William Seagar. Models of both were put on display in Queen Street establishments in June 1894, drawing considerable interest around town. It seems that the

A range of issues come under close scrutiny at boat owners' meeting

The CYA held its annual boat owners' meeting on the 14 May 2002. This meeting is held to enable the membership to express their views on both the previous season's events and the forthcoming one. This meeting was primarily directed at yacht owners with a further meeting for motoryacht owners on 19 June 2002.

The racing committee of Chad Thompson and Chris Smith briefly introduced the topics for discussion and then invited comment from the floor. The first topic on the programme was received with interest! The racing committee stressed the need to increase participation by creating more opportunity to race in the series. The impact of weather on last season's events was also considered. The programme did appear quite condensed especially

THE 5-RATER TREND CONTINUES – 1894-1896

On 5 December 1894, C. & W. Bailey launched a smart cruiser/racer for Dr A.W. Chatfield, *Rangatira*, which rated at 4.67. *Rangatira* was one of Chas Bailey Jr's "candlelight" yachts, a private venture that he had almost entirely built in his spare time at his Devonport home. She was taken over to the brothers' yard in Freeman's Bay to have the lead moulded on and be rigged. She was a conservative

By Harold Kidd

design, owing more to *Mahina* than to the spoon-bowed types now coming out in Great Britain and the US. But two more yachts were launched early in January, one of them picking up on the overseas trends.

For some months the yachting public had been eagerly awaiting the launch of a

Seagar version was chosen.

This model produced the first yacht in New Zealand to be built with the "spoon" bow popularized by the King's yacht *Britannia*, designed by G.L. Watson in 1893. Radical too was her fin and bulb keel. Her construction in steel may seem trailblazing to us, but Seagars already had some experience with the 3 tonner *Cygnat*, an iron yacht they built for

Continued overleaf ...

Continued overleaf ...

Continued from Page 1

when the International Classic Yacht Regatta was considered. A number of changes were proposed, including a race to celebrate the 100th anniversary of Janet. These changes have been adopted and the programme sent to the general meeting of yacht clubs for

ratification and confirmation of dates.

The handicap system as used in the last season received general approval and will be used again this coming season.

The issue of the points system to be used came under heavy discussion. The perception that the system as

used in all previous seasons (Modified High Points) wasn't fair was discussed, although trials conducted in the previous season using all systems indicate this is not actually true. The meeting resolved that the Low Points Bonus System as recommended in the ISAF

Rules for Yachts Racing be adopted as the preferred system.

The CYA handicapper clarified that this would be fine as long as the membership accepted that pre-season entry for all yachts racing in the series would be required to make this work satisfactorily.

The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters



Thetis (Seagar Bros, 1895) hard on the wind in 1910 in between bouts of her eventually terminal rust problems

themselves in 1882, while they were now building a steel 2-rater, *Huia*, for themselves, alongside Masfield's 5-rater. Other iron or steel yachts had been built in Auckland too, starting with *Good Templar* in 1874.

Christened *Thetis*, the new boat was launched from the breastwork near Hobson Wharf on 9th January 1895 amid much fanfare. She was 43'8"x30'9"x8'10"x6'3" and she rated 5.05. Some commentators thought she was ugly and "squatted on her stern". Her first race was at the Judges Bay Regatta in January under the command of the crack free-lance "amateur" skipper, Walter Jones. Crowded by *Ngaru*, she crashed into and sank the mark boat at the start, eventually finishing last in a fluky wind. There was some frantic

attention to rig and ballast before the Anniversary Regatta a few days later, the major event of the season.

In the race *Thetis* led all the way, again sailed by Walter Jones. *Aorere*, sailed by Jock Logan, was second across the line followed by *Yvonne*, sailed by Arch Buchanan. *Rangatira*, sailed by Chas Bailey Jr, took second on handicap. *Thetis* won several more races until mid-February when she had her first race in a blow and was totally outclassed. The newspapers began calling her "the tank" and described her as fast off the wind but hopeless on the wind or in heavy going.

The second boat launched in January 1895 was *Ladye Wilma*, an elegant cruiser-racer built by Logan Bros for Dr F. W. Coates. She was smaller than *Thetis* at 40'x29'x8'9"x6'3" and

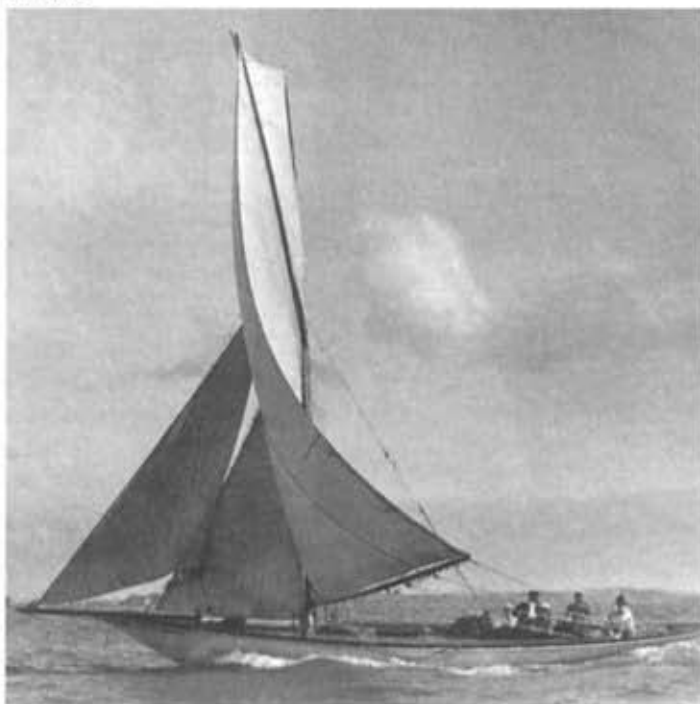
rated at only 4.3. She was considered beautiful by her contemporaries because she suited their tastes better than *Thetis* did. She had a long low cabin top to provide comfortable cruising accommodation, unusual for first class yachts of the time, which favoured flush decks. Despite her lack of size, she was superbly prepared as usual by the Logans and came third in the Anniversary Regatta 5-rater race. A few days later she came in second on line in an AYC race and won on handicap. She acquitted herself well in

racing throughout the 1890s.

Keeping in step with the head-to-head Logan/Bailey rivalry in the Waitemata 2-raters, both builders produced thoroughly up-to-the-minute 5-rater designs at the beginning of the 1895-6 season, *Moana* from Logan Bros and *Ida* from C. & W. Bailey.

The first launched was *Moana*, built for W.R. "Willie" Wilson, in early November. She hit the water on the same tide as the 2-raters *Mahaki* and *Mizpah*, both from Logan Bros' yard in Mechanics Bay. She was, however, a generation

Ida (C. & W. Bailey, 1895) when owned by the Jagger brothers soon after launching. From 1899 C.P. Murdoch made Ida very competitive. In 1902 she wore his flag as Commodore of the RNZYS



It was suggested that the pre-season entry would have to be accompanied by an entry fee as well, though final discussion on this could wait for the CYA Annual General Meeting in August.

The question of "extras" and its definition/use by the racing committee created divided

opinion; suffice to say that the handicapper and the committee in their wisdom will decide this contentious issue. The discussion prompted the issue of whether a worldwide trend of penalising classic yachts with modifications such as "modern" rigs should be adopted in New Zealand!

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. Information on these meetings is advertised in *Sheertines*.

ers • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The 5-Raters • The

ahead of *Mahaki* in style with her spoon bow and powerful underwater lines. Her dimensions were 46'x32'9"x9'6"x7'4". She rated exactly 5. She was of diagonal construction but, unusually for Logan Bros, of only two skins. She had a pole mast (no topmast). The *Sporting and Dramatic Review* said she had "the Logan finish, which speaks for itself". There is no doubt that Arch Logan had the dominant say in her design while *Mahaki*, with her raked straight stempost and slacker lines, harked back to *Gloriana* and was clearly from the pen of his brother Jock (John) Logan. Soon after launching, *Moana* trialled against *Thetis*, beating her hollow on every point of sailing.

The Bailey brothers' offering was *Ida*, built for the Jagger brothers and W. Frater Jr. She was launched in late December. Her dimensions were 46'6"x30'x9'1"x7'. She, too, rated at precisely 5. She, too, had the now conventional pole mast, but was of three-skin diagonal construction. She was under the shadow of *Moana* right from the start. In their first race, at the Judges Bay Regatta, *Moana* came in first, with *Ida* second. In the Anniversary Regatta, *Moana* was obviously superior to all other yachts on the Waitemata. *Ida* got a third despite a new mainsail which apparently improved her performance. She

never had much of a look at the prizemoney until C.P. Murdoch bought her in 1899.

The *Herald*, which was usually reticent about its proprietors' yachting exploits, allowed itself to say that *Moana* was "far and away the fastest boat of her size in Auckland"; and so she was to remain for the next three seasons.

In July 1896 C. & W. Bailey received an order from Gidgeon Palmer of Melbourne for a 5-rater. Construction started immediately and the new yacht, *Te Uira*, was launched on 17th October. Her dimensions were 42'x32'6"x8'6"x6'. She was of the conventional Auckland triple diagonal construction in *kauri*. Palmer took her on a short shakedown cruise around the inner Gulf during which she was timed on a beat from Rakino, 15 miles in two hours, which was considered to be pretty fine work. Palmer and Chas Bailey Jr accompanied her to Melbourne on the steamer *Tarawera* a few days later. The story goes that she was dropped over the side outside the heads to Port Phillip Bay and sailed in to avoid Victorian customs duty.

Te Uira was not an instant



Te Uira (C. & W. Bailey, 1896) as she is today in Sydney

success, but did put up good performances against the local cracks like *Alexa* and Lord Brassey's *Ellen*. She was highly

competitive in Melbourne and was really only bested by the Fife-designed *Sayonara*, which was a generation later in design. Her significance in New Zealand, however, is that she was the first yacht exported new to Australia since Robert Logan's *Akarana* in 1888, and did a great deal to rekindle the interest of Australian yachtsmen in Auckland-built yachts. This interest was to soon be heightened by the performance of local boats in the North Shore Native Regatta of 1898/9 (Vintage Viewpoint February and March 2001).

Since, despite New Zealand's unprecedented prosperity in the 1890s, the local market for first class yachts was limited, it was another two years before 5-rater equivalents were built for local owners. By then, they were a different animal entirely as overseas changes to rating rules had permeated through to New Zealand and the new boats were "linear raters", with their rating expressed as so many feet. Just as the 5-raters had grown in size from the first *Moana* of 1890 at 35 feet overall to the second *Moana* of 1895 at

46 feet overall, the equivalent yachts under the new rules grew out to over 50 feet overall and were built as "36 foot Linear Raters".

We will deal with these magnificent beasts in later issues; *Heartsease*, *Rainbow*, *Bona*, and their offspring, *Iorangi*, *Rawhiti*, and *Ariki*.

In the last two articles on the 5-raters we have dealt with 17 yachts built for that rating, admittedly some merely to attract the *cachet* of the term. A whole book could be devoted to their subsequent histories, and maybe one day we'll do that.

There are at least nine survivors; *Moana(I)* (now *Viking II*) in Picton, a wonderful restoration prospect, Chris Smith's *Moana (II)* racing regularly with the Classic Yacht Association in Auckland, *Aorere*, in great shape in Opuia, *Rona*, beautifully restored to original in Nelson, *Yvonne* and *Atalanta* in Picton, *Ladye Wilma* awaiting restoration in Auckland. *Ida* and *Te Uira* are in Sydney; *Te Uira* is begging for a restorer. Any takers? *Mahina* (later *Romp*) was rumoured in the Picton area and *Kestrel* in Wellington reasonably recently. Is there some feedback on these two famous yachts from members?

• Adapted from an article first appearing in *Boating New Zealand*.

Great response to classic launches

A special meeting for classic launch owners and supporters was organised in June by the Classic Yacht Association and held at the Royal NZ Yacht Squadron. It was extremely well attended by some 30 keen owners representing 19 launches with apologies from a number more.

The CYA is delighted with the response and also with the many ideas and suggestions for the direction the Launch Division should take.

These included the re-introduction of the original (where available) numbers for launches and a database detailing the histories of these precious vessels. Harold Kidd has spent a lot of time on this recently. We welcome any information or history on motor launches/vessels to

round out the database (contact details below).

Also suggested was the setting up of a Classic Vessel Register, for both launches and yachts – this will be made available to members as soon as possible and will detail boat name, owner, launch/sail number, radio call-sign, cellphone number etc. Coupled with the flying of the CYA burgee, members will be able to recognise each other out there on the water and this will provide a ready introduction for those wishing to meet, assist and socialise with each other.

This rapidly growing group welcomes your interest and participation in some of the upcoming events being planned over the coming summer. We envisage these taking the form

of Log Rallies, and also several social outings where owners can join together to see over each others' vessels, swap stories and get to know each other over a BBQ and a social drink.

Some of these events will be held in conjunction with the classic yachts – yet another means of meeting each other and sharing stories and histories.

We have also been welcomed by the Motor Yacht Division of the Royal NZ Yacht Squadron and will be joining in with some of their activities as well.

And, very importantly, the CYA is very keen to have as many classic launches as possible join in the 2nd International Classic Yacht Regatta scheduled for 6-9 February 2003.

There is a very exciting programme set in place for this event involving a race to and from Kawau Island, racing at Kawau and a Parade of Sail on the Waitemata on Sunday 9th February leading up to a race starting off Orakei Wharf. With the launches present, it promises to be a grand spectacle.

The CYA would welcome your participation and being a part of this grand regatta.

If you would like further information on membership or any of the above please feel free to contact:

Joyce Talbot

tel: 09 836 4747

joycetaltbot@classicyacht.org.nz

Harold Kidd

tel: 09 418 0418

haroldkidd@kiddtattersfield.co.nz

THE CYA AT THE BOAT SHOW

The CYA was well represented at the recent Boat Show at Ellerslie Show Grounds with our efforts attracting a lot of interest. The "A" class keeler Tawera and the 1890's Jessie Logan were on full display near the main entrance. In addition, a large under-cover stand of ours featured a variety of traditional/classic small boats including the coal fired steam launch Romany. Our thanks to Harold Kidd and Chad Thomson for organizing this display plus our appreciation to the willing volunteers who showed up to man the stand. Our secretary Joyce has subsequently received many enquiries for membership and information and is currently under pressure trying to process these.



Visitors to the CYA stand at the Auckland Boatshow



SPONSORSHIP HUNT CONTINUES

Discussions with potential sponsors are still ongoing. Our arrangements with the RNZYS have been proceeding very well with the profile of the CYA being enhanced further by regular publications of our Journal and *Sheerlines*.

The RNZYS have assisted with the development of our own website www.classicyacht.org.nz and are continually working in the background to promote our common interests and the upcoming International Classic Yacht Regatta. More on this event in the next issue.

Dates to Note:

The AGM for the CYA will be held on the 13 August 2002 in rooms at the RNZYS. The prize giving is planned for the 9 August 2002. Look out for further notices concerning these events.

CLASSIC YACHT ASSOCIATION CONTACTS

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