

# THE NEW ZEALAND CLASSIC YACHT JOURNAL

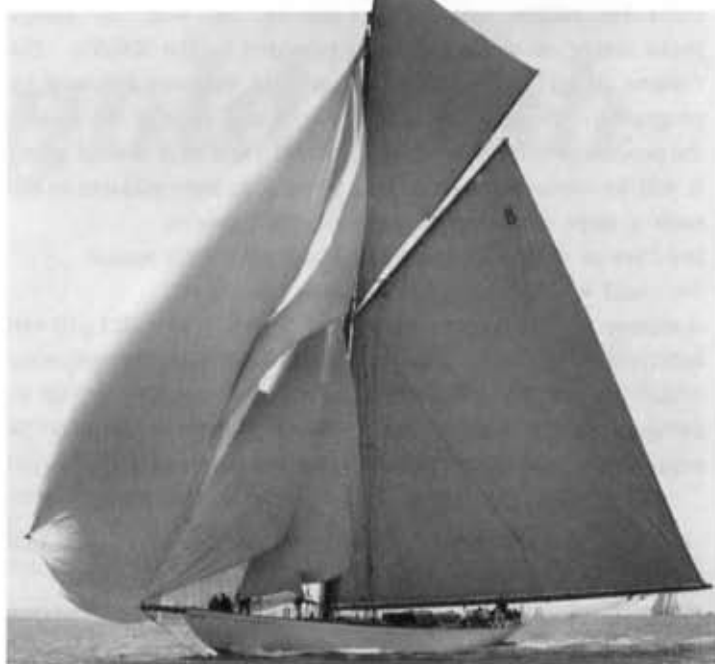


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New Zealand, has been inundated with enquiries from as far afield as Christchurch, Picton and Nelson as well as Wellington and the Bay of Islands. We have news from Australia that *Ida, Patsy* of Island Bay, and with a little luck *Fidelis* from Sydney are all endeavouring to get over. *Aorere* from Perth is also working towards coming. *Moonbeam* (left), the beautifully restored 95' LOD 1914 Fife gaff cutter, and *Seljm*, the 95' LOA 1940 Boretti schooner, from Europe are in the Pacific and heading for Auckland. The J-Class

## **Spinnaker question is raised among issues at this year's CYA AGM**

The Annual general meeting of the Classic Yacht Association was held on Tuesday, 13 August 2002 at the Royal New Zealand Yacht Squadron. This was well attended with attention focusing primarily on three issues:

- committee elections including a resolution passed to increase the size of the committee from nine to 12 members. Representatives from the ever-expanding Classic Launch section of the CYA filled the new positions.
- Discussion over subscriptions and membership categories with a motion passed to add a new category for members aged over 65 years old.
- The in-coming committee was also charged with investigating a 'family' type of membership category.

## **International Classic Yacht Regatta — Feb. 6-9, 2003**

Six months from now, we will be witnessing one of the greatest gatherings of sail in the Southern Hemisphere. No, not the America's Cup, but the International Classic Yacht Regatta. Up to 100 classics yachts and 40 to 50 classic launches will assemble for four days on the Waitemata Harbour, race to Kawau Island, and race back again after enjoying racing in Kawau Bay

*By Chad Thompson*

and the camaraderie of fellow Corinthians.

Never before have so many classics gathered together in the southern hemisphere with their billowing spread of canvas, wooden spars, and graceful lines.

Joyce Talbot, secretary for the Classic Yacht Association of

*Shamrock* and hopefully some other classics are loading aboard the Dock Express in Fort Lauderdale and due here later in the year.

Interest is also intense in Auckland where both vintage, classics and modern classics in the yachting scene are readying their craft for the fun and games. Sure, there will be the regulars, such as *Little Jim*,

*Continued overleaf ...*

*Continued overleaf ...*

A member from the floor raised an interesting issue concerning the use of spinnakers whilst racing. He expressed concern that the CYA doesn't support their use for the majority of the season's races and asked that this be

addressed. Unfortunately, the handicapper was quite incapacitated with a croaky throat (not from over imbibing it must be stressed) and was not able to address this issue from the floor adequately.

The issue of using spinnakers whilst racing is complex in any case, and involves the

consideration of a number of factors such as safety, crew numbers and family involvement and boat age. Offsetting these are the arguments that classics used to always race with spinnakers and there is nothing more spectacular than the sight of a group of classics carrying

oversize spinnakers down the harbour, especially if you are in front!

An important consideration is also the attraction and inclusion of young people in our racing scene by providing more involvement and exciting racing comparable to modern fleets. The handicapper

## INTERNATIONAL CLASSIC YACHT REGATTA - Continued from Page 1



*Selijm, competing in the 2000 New Zealand Millennium Cup is due back for the International Classic Regatta*

*Moana, Ranger* etc, but we are anticipating many more who have predominantly enjoyed cruising their vessels and intend coming together with their friends and acquaintances and joining in the great festival of classic yachting. And let us not forget the modern classics. The Patikis, the S&S yachts of the 60s and 70s. The early Townsons and others launched up to 1975. And what about the yachts that come under the classification of "Spirit of Tradition" launched more recently.

Early in 2002 the Classic Yacht Association of New Zealand welcomed the enthusiastic group of classic launch owners, who, like their sailing cousins, are looking forward to regular get-

together. At the International Classic Yacht Regatta the launches will be playing a vital roll in shepherding the smaller classics. The 28nm sail to Kawau will be a long one for the smaller yachts and the formal escort by the classic launches will be reassuring for the competitors, race organisers and the Maritime Safety Authority.

The Event Program is:

- Wednesday, 5 February**
- 1000-1800 Registration at RNZYS
- 1800 Welcome and Briefing
- Thursday, 6 February**
- 1100 Race #1 to Kawau Island
- Friday, 7 February**
- 1030 Race #2 in Kawau Bay
- 1400 Race #3 in Kawau Bay
- Saturday, 8 February**
- 1100 Race #4 Kawau to Auckland
- Sunday, 9 February**
- 1000 Parade of Sail Waitemata
- 1200 Race #5 Harbour Race
- 1800 Prizegiving and dinner at RNZYS

Once at Kawau Island, the classic launch owners and their friends will be able to either enter log rallies, watch the yacht racing or picnic on the various islands. An official program for the launches is in the process of being developed. It will be tremendous to have such a large gathering of the launches as well as the yachts. We could well be enjoying the company of 150 yachts and launches.

As always the convivial company of the competitors, supporters, and observers is

very important. At the conclusion of racing each day there will be a prizegiving ashore as well as BBQ's provided by the RNZYS. The morning Berocca followed by bacon and eggs at the Kawau Island yacht club should prove to be a suitable antidote to the night's activities.

For further information:

Joyce Talbot

Tel: 09 836 4747 • 021 818 448

[joycetaltbot@classicyacht.org.nz](mailto:joycetaltbot@classicyacht.org.nz)

or Chad Thompson

Tel: 09 378 6271 • 021 995 754

[chad@classicyacht.co.nz](mailto:chad@classicyacht.co.nz)

*The beautifully-restored J-Class yacht, Shamrock V, seen here competing in the America's Cup Jubilee Regatta at Cowes*



requested that this issue be put formally in writing to the committee for further discussion.

I would like to take this opportunity of thanking the past committee for all their hard work and efforts through the last season. The CYA continues to grow and develop

into a valuable and worthwhile association.

• Full minutes and committee report from the AGM will be circulated amongst the membership shortly.

**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*.

# Moana's goldrush

*By James Lennox-King,  
crew member 1932-1950*

By the time I joined *Moana* the race to Tauranga had fallen from favour, although some boats still did it. We, however, used to race to the Bay of Islands, where we finished off the Hoddys' boat shed in Orekawa Bay.

The Hodgsons were middle aged brothers, and huge! In fact later Waka's puku grew so enormous he had to have his navel cut round so it could retreat towards his backbone while they sewed the surface together over it. They always had a big keg of beer waiting for the finishing boats, and as in those times almost everyone in the Squadron knew everyone else (the membership was about 200 then) the gatherings and the swopping lies about the night's race were great value.

Most boats used to stay to race in the Russell Yacht Club's New Year's Day regatta. A great friend of Alf's was Billy Delf, husband of a noted painter,

who lived in Russell. He came aboard for the race, and was expected to be pilot in those unfamiliar waters as well.

"Can I get through there?" Alf asked anxiously.

"Oh yes, there's plenty of water," said Billy.

Clunk! and Squish! And there we sat for the rest of the race and until the next high water. But the liquor locker saw to it we weren't bored.

Whangaroa was a popular next port of call for the boats that had raced north. Just to starboard inside the heads is the bay of Okornoko where most used to anchor. A bit astern of us was a sand bar, so we collected cockles there and had them for lunch. We were getting light on water, so after lunch the water the cockles had been cooked in was used for washing up. Throwing it out over the side afterwards I saw flakes of gold in the cockle silt at the bottom of the pan.

Exciting! We reasoned that the gold must have been washed down the steep rocky creek that came into the bay just above the cockle bank, and had settled there and been ingested by the cockles. Gold strike! Our fortunes made!

We sifted through the sand of the cockle bank, to no avail, even went prospecting with a hammer up the creek, knocking chips off the occasional boulder. No luck. Back on board for refreshment, we noticed that the gold rims of the tumblers had diminished – and they had been washed up in the cockle water. And that was the end of *Moana's* secret gold rush.

Going back down the coast that year, or perhaps some other, we took on *Victory* for an unofficial race. She got a slant we didn't and was quite well ahead of us by the Wide Berth Islands. Instead of keeping clear, she went right in among them and happily out the other side.

"Well," said Alf, "if he knows a passage through, let's find it." So Graeme Ashton was sent to the upper crosstrees and piloted us through a rather mazy channel that showed in the clear water. Not only did we not lose time, but we in turn got a private slant and eventually narrowly beat *Victory* home.

Starting the run down the

coast from the Bay once, we sailed in a light nor'easter under a cloudless sky. As we reached the deep blue open sea, we watched a huge mako shark swimming lazily in our shadow.

At Alf's request, Geoff Clifton went forward to bowse a little more on the jib halyard. He had a half turn round the brass belaying pin and hauled away – but the halyard slipped off the pin and Geoff went straight over the side. He told me he just knew that shark's jaws were opening under him. It's the only time I've seen someone go overboard into the tide, and be back on board without having time to get wet!

One year – all this is before the war – it was a great race as far as Cape Brett. Then everyone lost the wind and the boats gathered and rolled lazily in the moonlight between Piercy and Brett. Up from the distance astern came a small sail, and kept on coming ... and the little *Altair* ghosted right through the becalmed fleet and just kept on sailing.

The *Altair*, by the way, was something new to Auckland yachting when she arrived. She had been brought out by Lieutenant Kidson R.N. on his appointment to the Station. He also brought an aeroplane and a racing car. That was a bit

*Continued overleaf*

# Great prizegiving at RNZYS

The CYA, on the Friday before the AGM, held its prizegiving in the Main Hall of the RNZYS. Again this well attended with the location providing a fitting ambience to the whole affair. Half models and old photographs of a large number of the classic fleet adorn the walls along with the history reflected in the trophy boards featuring many of the old A class yachts.

We had a marvellous guest speaker in Jay Lawry, an experienced restoration and classic vessel enthusiast who has just been appointed as director of the recently established NZ Maritime Restoration School in Opuia. He spoke on his aims and ambitions for the school and we all look forward to hearing more from him in the future.

Mr Bill Endean, recently elected commodore for the RNZYS, also addressed us, warmly welcoming all present and extending a kind invitation to all members to visit the club in the future.

It is nice to be welcomed into such a historic and traditional club that embraces what we are about and further provides for ongoing cooperation and assistance.

Ranger carried away most of the silverware on the night, including the Arch Logan trophy for first place in the A Division points series. The B division trophies were more evenly shared with Scout, in a very close contest, winning out and receiving the Robert Logan trophy for the B division points prize.

The epic race of Rawene in the Round Rangitoto race was also dwelled upon. Rawene dragged a huge gaff rig around the course in very fresh conditions only to have the probable 1st place on handicap lost by mistaking the finishing line (ultimately by only a very short distance). For this effort she received the CYA annual booby prize.

Thanks to all participants and we look forward to an even better season next year.



*Ian Cook of Ranger receives the Arch Logan Cup for "A" division points series win from the RNZYS commodore Bill Endean.*



*Martin Farrand of Scout receives the Robert Logan Trophy for "B" division points series win*

## MOANA MEMORIES

breathtaking in the New Zealand of the day, let alone by a mere lieutenant. but then we found he was a son of a South African diamond family.

*Altair* was a new concept to us: she was just a shell - a small straight out racing boat with no concessions to cruising comfort, or even convenience - but she could sail! When Kidson returned to the UK, he sold the boat to Keith Draffin. Alf always chuckled when he saw them at sea. "Tiny little

Keith in his tiny little boat!"

Even odder than the ghosting *Altair* was the sight one very light Anniversary Day when just north of Bean Rock the A class racing fleet were all sailing slowly, and I counted five boats sailing close alongside each other, all close hauled, and on different tacks pointing in different directions.

We were close to *Iorangi*, with Lawrence Nathan at the helm. A little 'Zeddie' drifted through between us, the very young skipper taking no notice of his big neighbours.

Lawrence warned, "Don't

you take our wind!"

The youngster looked at him and said scathingly, "Big deal!"

The opening race to Mahurangi Bay one year saw the fleet becalmed once again, in the Tiri Passage. Aboard *Moana* the dreadful discovery had just been made that the weekend shopping had not

included matches, so no dinner cooking as we raced. *Iorangi* ghosted past (*Moana* ghosted past other folk in her time, too) and Alf called for help. Next thing we saw a large carton being floated from *Iorangi*. We picked it up and in the big box was a lonely box of matches. Dinner was saved!

*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: Joyce Talbot (09) 836-4747