

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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## Confusion reigns as yachts sail different race courses

By Chris Smith

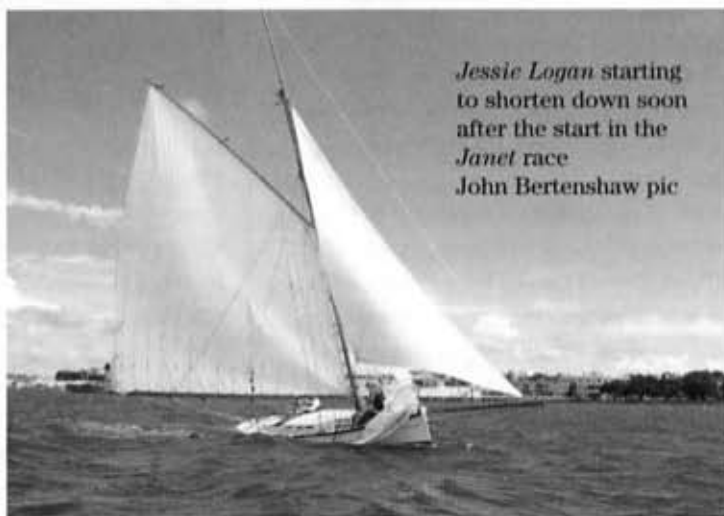
### CYA POINTS SERIES

The first two races for the CYA points series have now been run. Interest in the series is high, with 20 entries received to date, including eight from the B division, which is the best turnout ever.

The first points race was the RNZYS Harbour Race on 9<sup>th</sup> November. Both a number of competitors and the race officials seem to have been caught by surprise by the late issue of sailing instructions. *Prize* passed *Moana* with four minutes to the start (though this was unclear as no divisional flags were showing)

and confirmed that course 11(C) was the correct course. We acknowledged this and proceeded to set up for the start. Imagine our surprise when Chad appeared out of the blue starting in exactly the opposite direction! This was compounded by *Prize* continuing to sail a completely different course, mind you in isolation, and then even taking the gun!

Confusion continued to reign with *Moana* leading the fleet to 3 Buoy instead of 6 following course 11(A). A luffing duel with *Scout* just after the start hadn't helped the skipper's frame of mind and concentration. With the fleet departing in various directions it was *Arcturus* who finally



*Jessie Logan* starting to shorten down soon after the start in the *Janet* race  
John Bertenshaw pic

bought us back to reality, gibing over and catching us on starboard. The course took the fleet down to Motuihe Green Buoy, followed by a long tack back in fresh conditions to the finish line off Westhaven, via Resolution Buoy. *Tawera* and *Moana* engaged in a tense tacking duel up close to the wharves to escape the rushing tide. *Moana* took line and handicap honours, followed by *Arcturus* and then *Tawera*. In the B division, line and handicap honours went to *Partisan*, followed by *Gleam* and *Scout*.

Fresh conditions, turning to gale, greeted competitors in the second race, Devonport Yacht Club's celebration of *Janet*'s 100<sup>th</sup> anniversary. The

conditions put a number of entrants off, but not those hardy souls on *Jessie Logan* who gave it a go. A number of yachts also withdrew during the race, the conditions making it quite unpleasant and causing damage in a number of cases. *Ranger* stole the show, sailing away flawlessly, followed closely by *Tawera* and then *Waione*. A great battle ensued in the B division between *Gleam* and *Scout*. *Partisan*, relishing the conditions like *Ranger*, easily took line and handicap honours, followed by *Gleam* and then *Scout*. The birthday girl, *Janet*, applied America's Cup rules and withdrew at North Head as the gusts were over 19 knots for more than

*Continued overleaf...*

# Paradise at our doorstep

Islington Bay is taken for granted by Auckland yachties if only because it's only an hour or so from the Waitemata, through sheltered waters. The bay provides a lee somewhere inside in most normal weather. Its only drawback is the holding, which on soft mud, can be somewhat dodgy in a blow so it's definitely Danforth and lots of chain country, plus a deck hose or, in our case, a bucket and broom on hand when weighing.

Until it was renamed in honour of the current GG, Lord Islington, around 1912 (he chartered *Viking* for a season or two), it was Drunken Bay simply because sailing ships would put in there on their first night out of port to sober up the crew. But now it gets "Izzy Bay" from most of us or, for those with a touch of the past, just "Drunks". Izzy Bay on a still summer night is a magic sight with often a hundred or so yachts and launches at anchor with their riding lights aglow. Of course the big attraction is Rangitoto, the geological and botanical uniqueness of



Weekend rush-hour traffic on the way to Drunks Bay

which cannot fail to impress the most dour yachtie. The Department of Conservation has worked a miracle on the island in eradicating the possums and wallabies. The fresh growth is spectacular; great bunches of new *metrosideros* (*pohutukawa/rata*) foliage, baby lancewoods sprouting everywhere, ferns, mosses, lichens and, on the debit side, a huge burgeoning of tutu, the terror of the cow-cocky. With the new plant growth, the bird life has returned and it is rare to take a step without having a fantail or a silver-eye in sight.

The boardwalk on the last pinch to the

summit also makes the stagger to the top less of a trial for us sailormen, sailorwomen and sailorkids. Izzy Bay is definitely NOT to be sneezed at, especially if you have overseas people on board.

Finally, I should mention that the bay is hallowed in Squadron tradition. The last race of the season finishes in the bay. Flag Officers are under a compelling obligation to inspect the Royal Warrants of the Fleet and are customarily extended some modest hospitality on board each yacht.

Chad Thompson



## CELEBRATING A CENTURY WITH JANET

*Janet* was built by Angus Sutherland at Devonport in November 1902 to a design by his employer, Charles Bailey Jr. She was successful in the linear rater races then popular on the Waitemata. Sutherland sold her to Dr. R.H. Makgill of Wellington in 1907. From there she went to Nigel Oliphant of Dunedin in 1910 to join her former Auckland linear rater playmates *Matua* and *Miro*. In 1921, bought by the Hartley brothers, she rejoined G.C. Maltby's *Matua* in Tauranga. Guy Tattersfield brought her back to Auckland in 1928 and she has been in Auckland most of the time since.

### Confusion Reigns

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half an hour!

The after race function at the Devonport Yacht Club to celebrate *Janet's* birthday was well attended and the spread put on by *Team Janet* in

conjunction with the DYC was magnificent. The DYC and *Team Janet* also put up two magnificent trophies for the classic yacht handicap winners. For the B Division there was an impressive wooden trophy of *Janet* under full sail. This was presented to

*Gleam* as the first classic pre-1950 by Harry Richards, the boatbuilder who restored *Janet*, and who had hand-made the whole thing from kauri and teak. For the A Division the DYC presented a magnificent silver trophy, the Gifford trophy, last awarded to

*Rawene* in 1914 and bequeathed back to the DYC by the Gifford family last year. The trophy was awarded to *Ranger* this year. The DYC intend to continue this event as a regular feature; I just hope the weather is better next year!

# WAITANGI BACK IN TOWN!

I can't recall the actual moment that the decision was made, but about six months ago, as I was researching the material for my series of videos on classic yachts, I thought it would be a wonderful idea to make sure that our heritage yachts should be preserved. I knew that quite a deal of money would be required. I was very well aware that there are a great number of other people with this idea and my scheme was far from original.

I became fascinated with the Logans, especially, and with their amazing skill at the art of designing and building these great yachts with only the most modest of equipment. It was then that I contacted my good friend John Street to see if we could contribute in any

way. It was his idea to set up a charitable trust and look especially for those yachts that might disappear over the horizon or waste away up some backwater creek.

A chance reading of the CYA magazine aroused my interest in *Gloriana* which Jim Cottier had up for sale. As she was in tip top nick, John and I decided that she might be a good start for the fledgling trust; so up to Robertson Island we went and bought her on the spot. She is now outside the Maritime Museum. Then John rang me in mid-November to say that *Waitangi* was up for sale in Melbourne, and the Americans were more than interested. Once gone she would be almost impossible to get back. John was in contact with Bruce Tantrum who

subsequently talked to the Australian syndicate who confirmed the sale arrangements, but indicated they would like to see the Robert Logan classic back in New Zealand, where she was built in 1894.

Time, though, was of the essence, so hurriedly funds were arranged from Westpac. John, Max Carter and I made a hurried trip to Melbourne only a week or so later. Doug Shields, a *Waitangi* syndicate member, and others of the crew met us and gave us the most wonderful two hour sail on *Waitangi* on Port Philip Bay. Max gave the yacht the once over, tapping here, crawling under there, and pronounced her exceptionally well and quite fit to travel. The deal was done, a deposit paid,

and folks she now belongs to New Zealand again. Under the Antiquities Act she will not be allowed out of the country again.

She will shortly be put on a container ship to be here before Christmas and will reside outside the Maritime Museum. Her life in New Zealand, the sale to Australia in the 50's, the restoration, and the trip home is a story of its own. Suffice it to say that we are well pleased with our latest acquisition for the trust, and we are moving on to other vessels we have identified. It is a most satisfying enterprise, so watch this space! If anyone would like to contact me with stories or photos of either of these boats, my email is [maccom@xtra.co.nz](mailto:maccom@xtra.co.nz).

*Bill McCarthy*



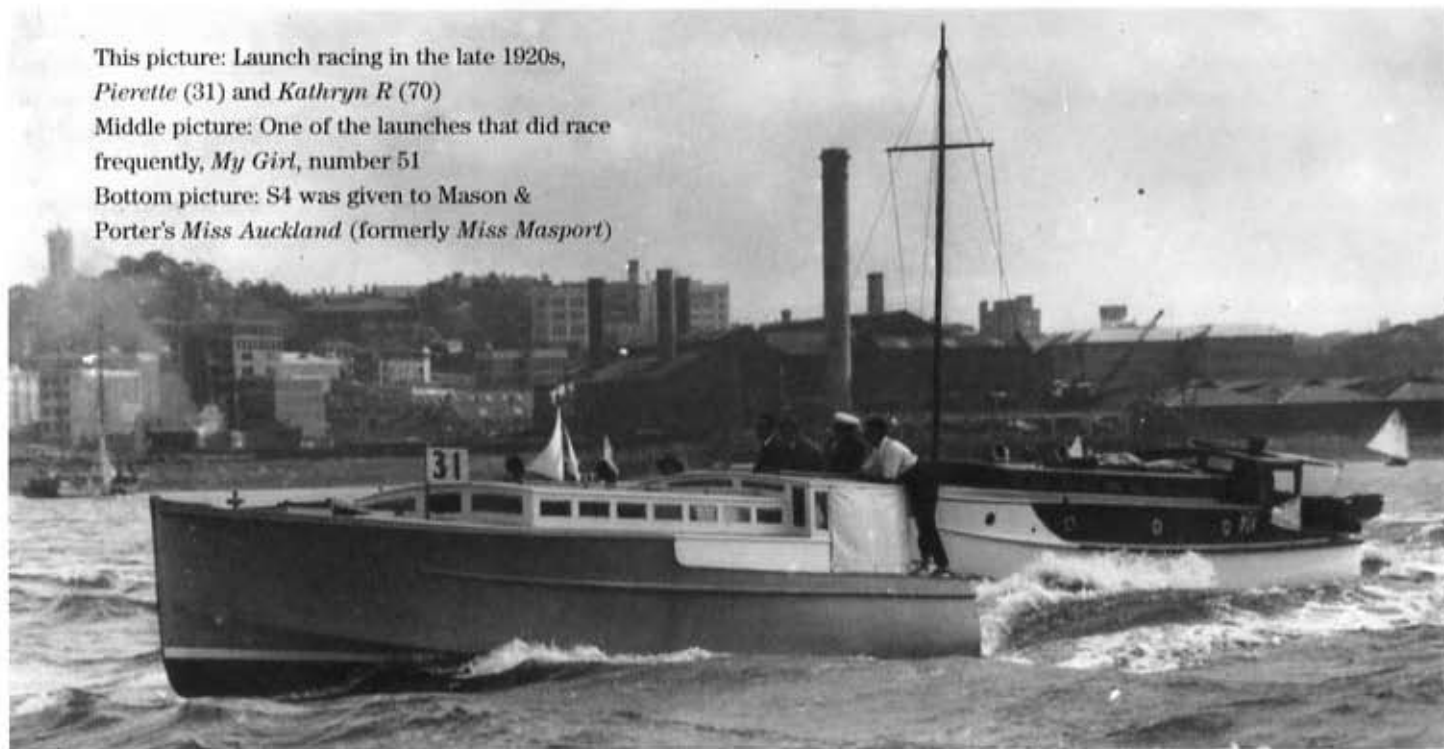
**MONTHLY MEETINGS** – The monthly meetings, held the second Tuesday in each month and organized by Russell Brooke, have been a great success. The CYA invites you all to make sure you come and enjoy these informal evenings. Russell has done a magnificent job and the guests have been superb. Information on these meetings is advertised in *Sheerlines*.

# Renumbering the launch fleet pt 2

This picture: Launch racing in the late 1920s, *Pierette* (31) and *Kathryn R* (70)

Middle picture: One of the launches that did race frequently, *My Girl*, number 51

Bottom picture: S4 was given to Mason & Porter's *Miss Auckland* (formerly *Miss Masport*)



## By Harold Kidd

The straight numerical numbering system set up by the AYMB in September 1914 worked very well indeed and came to be accepted by everybody as sane and useful. However, as much as anything because there was a huge growth in small yacht building after the war, in 1922 the Waitemata yacht numbering system was scrapped. It was replaced with the familiar alpha-numeric letter class system, which eventually went from A to Z, with few gaps. Later, other New Zealand ports adopted very similar systems as well. Despite some serious anomalies, this system soldiered on until 1970, when it was replaced with the

current straight numerical system, which was at last nationwide, although, in essence, it was a complete return to 1914.

No such changes were thought desirable, practicable or necessary for launches in 1922, because the pressure to classify boats by size and/or performance was not considered relevant, although a case could easily have been made for a division into classes based on speed. In fact, when the 21ft restricted class speedboats became all the rage in 1922, they were given numbers prefixed by the letter "S" e.g. Chas Collings *Pussyfoot* was given S1. This S class persisted right through until the mid 1930s. Outboard



racers were issued with plain numbers in the range up to about 50.

So the 1914 system carried on. If a launch left Auckland (which meant, in practice from Whangarei to Thames), its number was forfeited and was reallocated.

However the system progressively decayed because it was voluntary and because, really, only a small, and reducing proportion of launches were raced in the Anniversary Regatta, so that

wearing numbers did not have any utility for the ordinary bloke with a weekend cruiser nor did it have much snob appeal any longer.

By the outbreak of war again in 1939, the system had pretty much died on its feet. As a result, the vestiges of the system were of no practical use in providing identification to the boom defence vessels in the new war. Yet another numbering system was created.

*Continued next issue*

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