

Classic Events



ISSUE # 3

DECEMBER 1995

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CLASSIC CALENDAR

DECEMBER

RNZYS Rum Race Classic Yacht Division
..... 15/12/95

JANUARY

1 Kerikeri Cruising Club—Traditional
Yacht Trophy 02/01/96

2 Russell Boating Club—Tall Ships &
Classic Yacht Race 07/01/96

3 Mahurangi Night Race (DYC) 7pm
..... 26/01/96

4 Mahurangi Old Time Regatta
..... 27/01/96

Mahurangi Round The Islands Race
..... 28/01/96

5 Mahurangi to Auckland Anniversary
Regatta Passage Race 29/01/96

FEBRUARY

Islington Bay Race (DYC) 10/02/96

MARCH

Rangitoto Festival of the Sea
..... 01, 02, 03/03/96

6 Duder Cup Regatta (DYC)
..... 02/03/96

7 Wooden Boat Workshop Vintage &
Veterans Regatta (PCC) 24/03/96

8 Hobson Wharf Heritage Vessel Regatta
..... (TBC) 31/03/96

APRIL

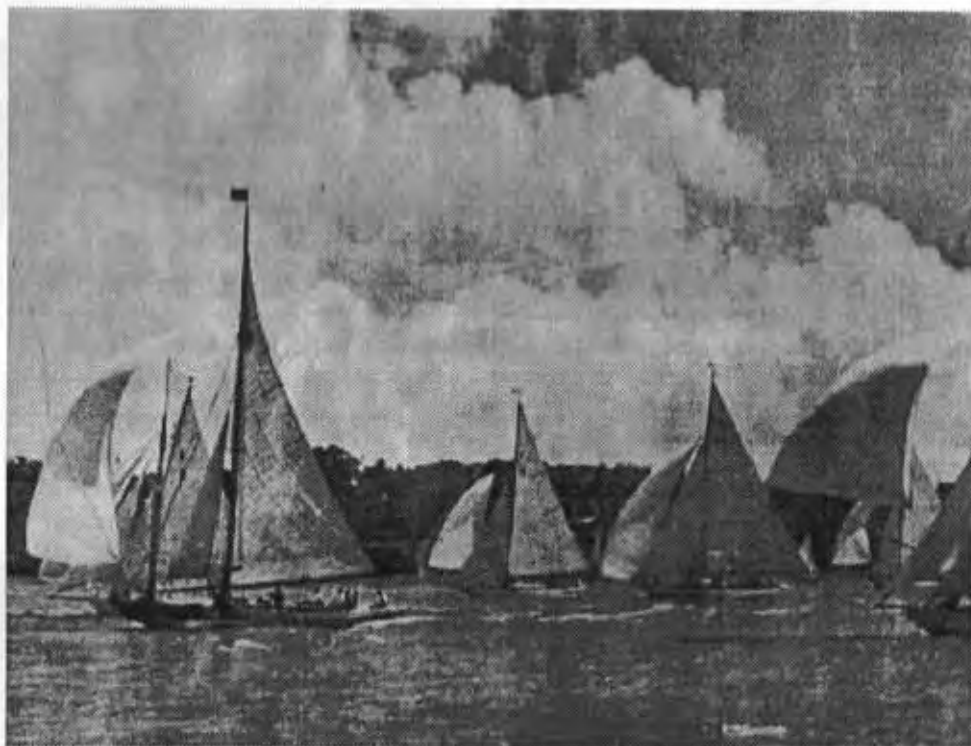
9 Anzac Day Regatta (VCC)
..... 25/04/96

"THE CYA SUMMER CIRCUIT"

The above mentioned races 1 - 9 form the new Classic Yacht Association Summer Circuit. A best of 5 Races Point system will be run with a function/prize giving to be held on the night of the regular May CYA meeting at the PCC.

Chad Thompson has donated the Prize Tiller Trophy and the PCC has several interesting old cups for the series. Sponsorship interest has been very good, more details TBA.

BUSY RACING SEASON FOR THE CLASSIC YACHTS



The A class fleet head up the harbour. - From the Cloke family collection.

The 1995/96 racing season will be a busy one for the classic yachts. With so many events on the Classic Calendar, Greg and John have compiled a 'Racing Circuit' for the premier events, with a points system and prizes for participation. After having made enquiries about setting up our own festival, it was decided to suspend plans for a separate festival this year, as there are quite a number of events already organised by the yacht clubs. Apart from the Ponsonby Cruising Club, the Royal New Zealand Yacht Squadron, the Akarana and the Devonport all have significant races for owners of classic yachts.

Those of you who came to our November meeting will now know that Promo, a company involved with La Nioulargue, the world's greatest gathering of classic yachts held in the south of France each year, would like us to get involved in

a festival they are organising here.

The Rangitoto Festival of the Sea beginning on Friday 1st of March, will feature a race around Rangitoto between the super-yachts Atlanta and Imagine, followed by a shortened course for yachts from the Classic Yacht Association. That evening there will be music and entertainment from a large marquee on Motuihe, and games and contests for the family. There will be a race back to Auckland on Saturday 2nd March which will arrive in time for the Optimist regatta. Saturday evening will see a public concert at the waterfront near the museum where the classic yachts will be invited to moor in the western viaduct area, followed by a fireworks and laser display.

With so many events now on for the classic yachts, it will be great to see you out there enjoying your boats along with others of the same 'bent'.

PRIZE

Upon return from the first World War, Bill Endean senior decided he would like to acquire an A class keeler. In his search for a suitable vessel he travelled to Tonga where he saw the 54' Onelua, owned by the Royal Family of Tonga, which was then the most recent example of the craftsmanship of Charles Bailey Jnr. Unable to convince the King to sell her he returned to Auckland to ask Chas Bailey to design and build a 42 footer, reminiscent of the Tongan royal yacht.



Frank Aldroyd

Launched on 27th October 1923, the Prize was named after the famous Q ship, the submarine hunter. The HMS Prize was given her name after she was the first German ship to be taken in WW1, and she was the vessel on which Lieutenant Commander W.E. Sanders of Takapuna, won the VC. Her painting and story are on view at the RNZ Naval Museum, Devonport.

The senior partner in an Auckland legal firm and a member of parliament, Bill Endean senior employed Cobbs Mays as sailing master for the Prize. He remained as sailing master through until her sale in 1943. She was moored in Hobson Bay, and the crew often met the owner as he stepped off the train from his parliamentary life in Wellington, to race the Prize on the Waitemata harbour.

Racing success came soon after launching with a win in the Boxing Day race to the Bay of Islands in 1923. She won the Devonport yacht Club Maude Shield in 1926, the RNZYS Horton Bequest Trophy in the same year, and the Governor General's Cup in 1928.

With Mr Endean's imminent retirement as a Member of Parliament he decided to sell Prize to Bressin Thompson. A deposit of £150 was paid on the 6th October 1941. For some reason though, the purchase was not completed until the 17th March 1943. Quite what occurred in the intervening period no one knows. At £700 she



Rounding North Head

was a good buy, as even in those days Ernest Bailey valued her at £1,250 and estimated her replacement value at £2,000.

She was grossly over canvassed at the time of her launching and her rudder was soon enlarged in an attempt to bring her under control. This wasn't successfully achieved until she was converted to a three headsail bermudan cutter in 1949. At the time the more modern yachts such as Tawera, Ngatua, and the recently launched Arohia were limiting the sailing successes of the older gaff rigged yachts. Moana's conversion to bermudan rig had proven to be very successful and hastened Prize's conversion. The removal of the gaff rig saw 300cwt removed from aloft. This single act stiffened her significantly and at the same time properly balanced her for sailing in all conditions. This was really the coming of age for her. At the time of the installation of the new rig many new fangled gadgets such as headsail luff tension adjustment by way of block and tackle, while continuing to have the sails setting, were noted in Sea Spray. The fitting of highfield levers on the running backstays greatly added to her ease of handling. Lastly the installation of the Coventry Victor petrol engine in 1948, which was only able to be started by hand cranking, was an early introduction for Bressin's young children to a number of non deleted expletives!

Stuart Naismith joined the crew after the war. Stuart had owned and raced Taotane against the Thompson Brothers who at that time owned the other top mullet boat, Tamariki. Whether it was

an attempt to eliminate the competition or not, Stuart along with other well known yachties such as Mac Williams, Dunstan Ely, Mick Arlington, Colin Heighway, Owen Rendell, Brian Fawcett, and Ray Walker, sailed Prize to victory many times. Possibly the most notable was the breaking of Moana's record for the Balokovic Cup in 1947. She had in fact also won the race the previous year. That same year Prize's gaff rigged mast was broken, and remarkably replaced in 4 days; no mean feat considering the work in making a solid wooden spar. Prize's new record was not bettered



Launching Prize 1923

for many years and then only by the larger Rawhiti. In the mid '50's Prize won the RNZYS points prize 5 times, 4 of them consecutively in the 2nd Division: 1953/54, 1955/56, 1956/57, 1957/58 and 1958/59; a feat not bettered to this day. We are assured by Bress and the early crew that there were no special favours extended to the handicapper in the Yacht Squadrons bar on Friday nights, in the Endeau's building in those days!

The age of terylene brought with it many frustrations and at one point Bressin's relationship with Prize almost came to an end in the late '50's. The performance of the modern Sterwar 34's, indicating the need to revitalise Prize's performance almost saw her sold. In fact Prize herself played the trump card in sealing the long term relationship. At the time Bressin had invited on board a prospective buyer when, while under sail, from down below came the cry of alarm that Prize was sinking; water was rising over the floor boards of the main cabin. A rushed inspection revealed another modern innovation from the post war era, the toilet, was open and syphoning the Auckland harbour into the bilge. The prospective owner was not impressed and negotiations ceased.

Shortly thereafter, in 1959, the original bermudan spar was replaced with a lighter spruce mast and the rig changed from three to two headsails. This rejuvenated her performance but only when the change to terylene sails took place in the early '60's did she really come into her own again.

Bressin always sailed her hard and fast. He had to in an effort to beat Alf Miller's Moana, Scott Wilson's Tawera, the Dickson's Tuahine and Gordon Pollard's Arohia, to mention only a few.

The late 60s saw Prize make two visits to the Salthouse Bros yard at Greenhithe where her original mast step, which was never intended to take the strain of a bermudan rig, was replaced. Five new floors were added up forward with three of them supporting the mast step and carrying the load of the modern rig. At that time she was also refastened. It was a timely revitalisation ensuring her sound longevity for the next 30 years.

Bressin's son Chad had led the racing team aboard Prize in the '70's, but the changing of the rules governing spinnaker size by the RNZYS brought Prize's racing career to an abrupt end. At that time Bressin had recently commissioned a less than modest kite, measuring 58' in the hoist and 43' across the shoulders. The cost of a replacement so soon after, was the end. Bressin and his wife, Beth, went cruising,

and continued to do so for the next 16 years. They were often seen around the gulf with friends and family enjoying the cruising grounds that are home to this fine ship.

After Bress' stroke in 1993 Chad took over the role of sailing master preparing her for her 70th birthday on 27th October. It was quite an Occasion, with over 120 early crew and friends joining in on the celebration at the National Maritime Museum and at a function at the Royal NZ Yacht Squadron.

The '90's have seen an ever increasing interest in the older yachts with more and more events being especially organised for the vintage yachts. Prize's recent successes reflect her Bailey pedigree, and her record for the past two seasons indicates she is the fastest A Class under 50' (*ed's note: nice one Chad!). The skipper and crew of Moana may dispute this assertion, but they are going to have to get out on the race track to change the record books!

Bressin Thompson has owned Prize now for almost 53 years; a record only surpassed by the Millar families association with Moana and the Gifford family's association with the Rawene. The care and attention bestowed upon her in the past, present, and into the future will see her in the Thompson family for a great many years to come.

PS: Prize is currently in the **Wooden Boat Workshop** in Fanshaw Street, undergoing structural work on the chain plates, bib, and cockpit. All of which should be completed in time for the Mahurangi Regatta in late January.

Prize steams home in the 1995 Hobson Wharf Museum race. Photo courtesy of Terry Fong.



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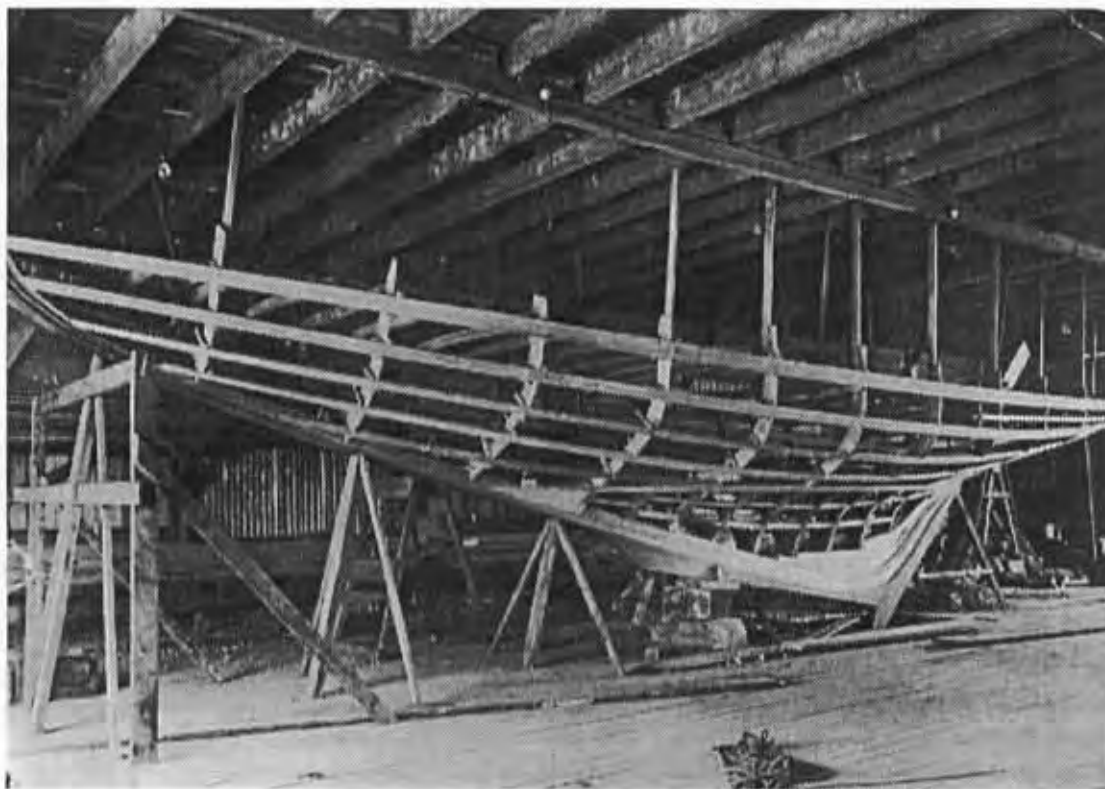
AROUND THE YARDS

As we near the end of the annual maintenance season, a quick tour of the yards might be of interest as we plan how to do next season. I spoke to three Auckland yards and looked at the work they have been doing this season, and other boats they have worked on in the past.

SALTHOUSE BOAT-BUILDERS LIMITED

Situated at 84 Rame Road Greenhithe, Salthouses have a long association with wooden boats. They have built some of our more famous yachts in the past, and more recently are notable for totally rebuilding the Akarana, New Zealand's gift to celebrate Australia's bicentenary. The 64' Bailey Viking is currently in their yard for her annual maintenance. The Salthouse yard has a good slipway accessible from the Greenhithe creek, which owners of launches in particular, feel is kinder on their vessels than a travel-lift. Salthouses carry out every aspect of boat building up to and including a complete refit, or as in the case of the Akarana, a rebuild.

Contact: Phil Salthouse at 413-9021



Prize in frame at the yard of Chas Baily Jnr, 192

THE WOODEN BOAT WORKSHOP

The **Wooden Boat Workshop** are the donors of the famous clinker dinghies which have been the spot prize at the Ponsonby Vintage and Veterans races of 1992 and 1993, and they will be again providing a prize for the 1995/6 race. The Bailey yacht the Prize, is currently in their workshop for a refit. She follows hard on the heels of the 65' charter launch Manu Moana which has had a major refit completed in a very concentrated 4 1/2 months. Situated in Fanshawe Street Freeman's Bay, they are a very short distance from the travel lifts at Westhaven. **Wooden Boat Workshop** have done extensive work on the Tucana (owned

by the WBW), the Tuarangi, Dawn, Rebecca/Dolphin, Thelma, Windrose and many others. The Awatea still occupies a corner of the workshop continuing a tradition which seems to have grown around this boat. The **Wooden Boat Workshop** works on all kinds of boats and wooden craft. Some of the more interesting are an 18' runabout with laid decks, and recently, the woodwork on a vintage car.

Contact: John Matheson at 377 9177.

THE BOAT YARD

The Boat Yard have done the refit on the

Ngataranga, and are doing the finishing touches to the Little Jim as we go to press. They can take boats up to around 45', and the workshop is integrated with the Maritime museum at Hobson wharf, so pop down any time to see them at work. Herbert specialises in assisted projects. This is where the owner can work on their own vessel using the machinery in the workshop with over the shoulder supervision from boatbuilder. The Boat Yard also offer courses in boat building for anything from a straight forward oar, to the boat of your choice.

Contact Herbert, at 366 3949.

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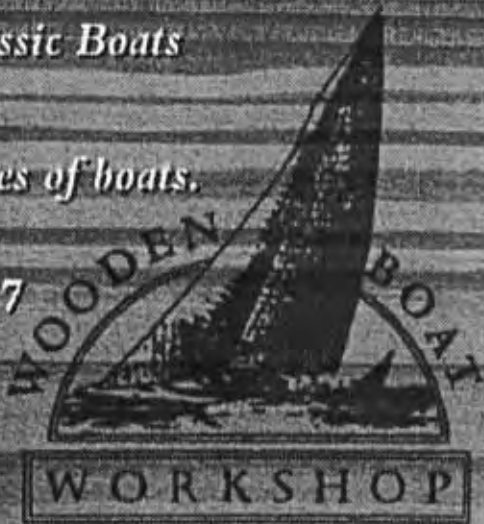
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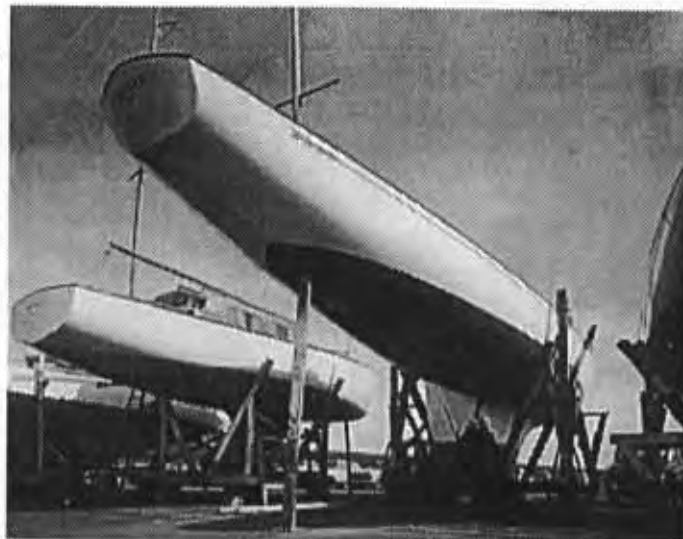
109 Fanshawe Street

Freemans Bay

Auckland 1



The Ranger at Westhaven, Lou Tercl in foreground. 1960's. - From the collection of Mr George Petersen.



SOURCES

Annette Robertson has kindly taken responsibility for this column. Here are a few tips she has picked up as part owner of the Queen Charlotte.

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(* editor's note: J Scott and Co. of Kumeu advertised in our last newsletter and also have spar timber)

BURGEE DESIGN

Graphic designer Mark Bartlett from the Katrina II, has offered his services to research and design a Classic Yacht Association Burgee. The Classic Yacht Association has already had a good response from members with ideas. Any other suggestions or information would be appreciated.

Talk to Mark on (09) 630 1885 about your ideas. We'd like all the input we can get.

THE SOCIAL DIARY

Club members saw a video of the La Nioulargue regatta in the south of France at the November meeting, just to whet our appetites in preparation for a busy sailing season.

The Christmas party for the Classic Yacht Association will be held on Tuesday 12th December. It will be a raft-up in Westhaven, possibly at T marina, with beer, sausages and barbecue supplied by the club. B.Y.O. meat if you want something a little more grand. Phone John on 2929 100 for confirmation if you're bringing your boat along.

THE MOANA CENTENARY CELEBRATION

On Sunday 12th November, the Smith family held a centenary celebration for the Moana at the Devonport Yacht Club. It was a magnificent day, really well organised, blessed by real champagne and attended by around a hundred people including the newly elected mayor Mrs Gair, and the (then) soon to be knighted, Peter Blake. The details in a speech by Paul Titchener provided much food for debate afterwards!

The Moana looked fantastic inside and out, but discretion ruled the day as it was decided to only dip the Moana's bottom rather than completely re-launch her in the thirty knot winds.

Chris advises us that new sails have been purchased for the Moana. Was this prompted by comments made by the skipper of Moana's arch-rival the Prize, as published elsewhere? (*NZ's Boating World). And does this mean that the Prize may also be in for a new mainsail after thirty years?

THE RE-LAUNCHING OF THE LITTLE JIM

The Little Jim was re-launched after a major refit at The Boat Yard, on 19th November. A barbecue and beer was provided for a get-together on the beach at Motuihe to help the 'Jim' celebrate her return to a saltier environment. Sailors from the Thelma, Ngataranga, Reverie, Teal, Rawhiti, and the Queen Charlotte were there to ensure that a good time was had by all. Together, they certainly succeeded despite a marine forecast for a gale warning.

The winds forecast, arrived in the middle of the day just at the time when Hamish had decided that discretion was the better part of valour and set sail for home without having touched the beach! He must have taken all the wind with him though, as the Thelma had to head back down to Clevedon as she had arrived - under motor.

The day was a great success and we hope to be able to organise many more.

LETTER FROM THE EDITOR

The social and racing aspects of the Classic Yacht Association are now well in hand. If you are planning a celebration for your classic vessel, let us know and we will be happy to publicise it in the newsletter.

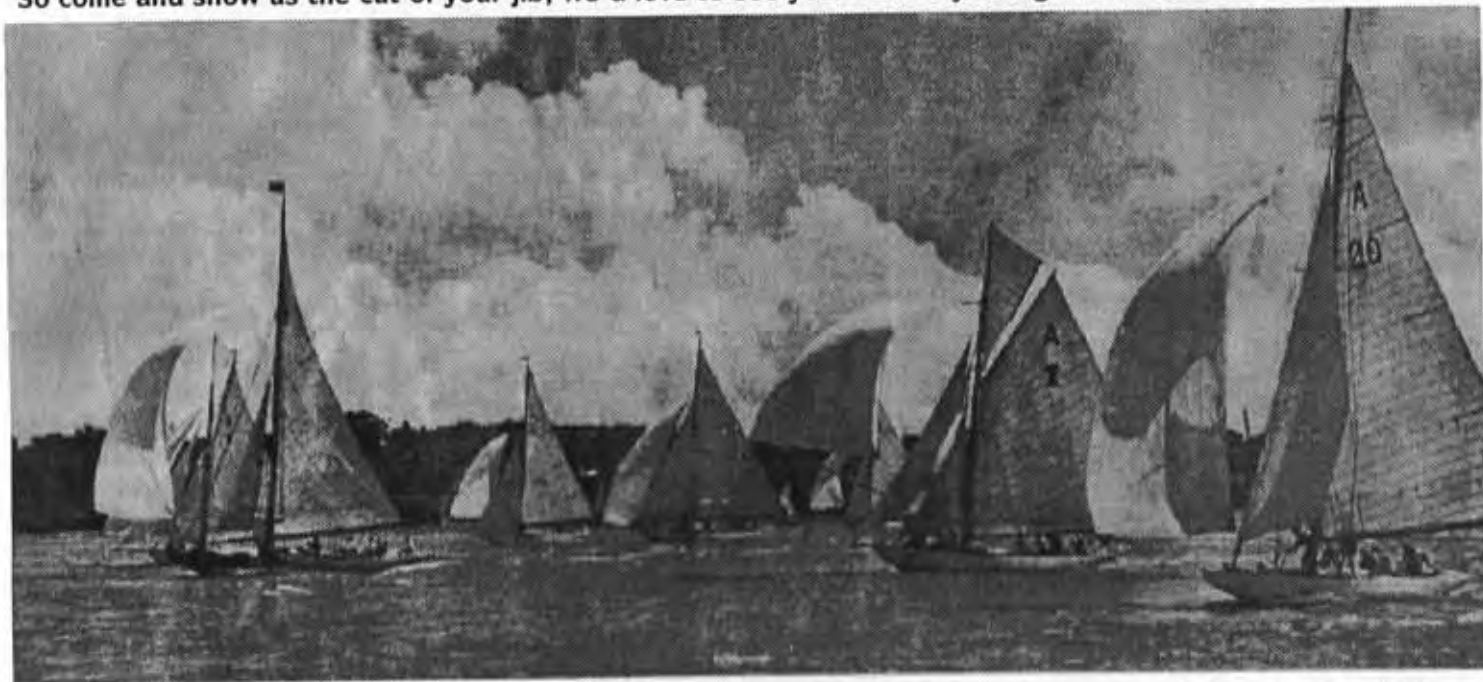
You may notice however, that the racing photographs in this issue are somewhat dated. If you have a camera and are taking photos of racing in the current series, we'd really appreciate the use of some modern photographs. We could help out with the costs if need be. Our thanks to Terry Fong for his photographs of Thelma in our previous issue, and the Prize in this issue, racing in the Hobson Wharf Race.

Annette Robertson of the Queen Charlotte has kindly offered to take over the sources column. If there is anybody out there, particularly with administrative skills, we could sorely use your expertise if you could spare the time.

Good reading to you all, Sandra Gorter.

THE RACING PAGES

Contact Greg Scopas on 520 9473 and leave a message. Heritage racing is good fun and not too serious. So come and show us the cut of your jib, we'd love to see your classic yacht grace the waters of the harbour.



Rainbow leads the A Class fleet up the Waitemata.

THE PONSONBY VINTAGE AND VETERANS REGATTA

The Ponsonby Vintage and Veterans Regatta began life as the Mullet Boat Veteran's Skipper's Race about fifty years ago. With numbers dwindling in the '80's they decided to change the race to the Vintage and Veterans Regatta. 86 boats in all entered in the first race and there were 90 by the following year.

The interest of the old boat owners was really roused in 1992 when the **Wooden Boat Workshop** provided a beautiful clinker dingy as a spot prize which all entrants were eligible to win. They did the same again the following year, but were unable to partake in 1994/5. The really good news is, that **Wooden Boat Workshop** will again be providing this tremendous prize for the race next year. The prize giving is held back at the PCC after the race and a party with a live (jazz?) band.

Along with the Mahurangi regatta and the Duder cup, this is one of the premier events on the Classic Yacht Association Calendar, largely due to the support provided by the PCC for the event.

The Vintage and Veterans regatta will be held on 24th March in 1996.

THE DUDER CUP (Devonport Yacht Club)

A very important race run by the Devonport Yacht Club, with the most magnificent trophy on the circuit – a large silver model of a yacht under full sail. The race for this trophy (with other prizes too of course!) will be held on Saturday March 2nd. Write it in your diary.

PONSONBY CRUISING CLUB POINTS COMPETITION

Ponsonby run a points series every season for the boat that sails in the most races. 'Scarlet Fever' won this last year by entering every race and they only forgot to fill in a voucher at the bar on one occasion. The prize was a Zodiac inflatable donated by the Inflatable Boat Centre. Spot prizes for others in the draw were 2 magnums of Black Heart rum. Speaking of rum:

THE PONSONBY RUM RACES

Every Thursday afternoon someone wins a 1125ml bottle of Black Heart rum at the Ponce, and all the glory of a sweet victory! 2nd and 3rd win 750ml and 375ml bottles each. Races start at 2.30 for a competitive end to a Thursday.

THE 1995 ACER COASTAL CLASSIC

For a record 205 yachts, labour weekend 1995 began at 10am on Friday 20th October at the Devonport wharf start line, of the fourteenth annual Auckland-Russell race. For the first time there was a Vintage Class, which included the Nemine, (1st on handicap), Panui, Teal, Katrina II, Rawhiti, Ta'Aroa, Contessa, Ngataranga, Innismara and William Tell.

Winds were light so progress out of Auckland was slow. Later that evening the breeze picked up enough to allow the Vintage fleet some powerful sailing through the night. Early Saturday morning saw a beautiful blue sunny day, with light winds seeing most crews having to coax their boats home. This provided an exciting finish with Rawhiti being put to the test by both Teal and Katrina II. All three finished within minutes of each other. Great stuff!

The news is that the CYA will promote the Vintage Class as a full blown division in next year's race, as we feel a division is fully warranted. In addition to this year's nine entrants, we have already heard rumours of the following classic yachts keen to partake:

Heather, Prize, Little Jim, Matia, Aramoana, Victory, Thelma and Tamatea.

Now that would indeed be an exciting turn out. Especially if we were given a headline start!

PONSONBY CRUISING CLUB, FRIDAY NIGHT STEINLAGER SERIES

Again, several classic yachts have chosen this race as their choice for Friday afternoon. Starting at 6pm it is relatively low key fun style racing, and very highly recommended.

Steinlager have provided \$2200.00 of sweatshirts, polo shirts, gear bags, glasses etc. for prizes. The old boats are doing well in this series, with Victory, Teal and Ngataranga cleaning up on handicap last week. So get out there for some good prizes and great fun!

PONSONBY CRUISING CLUB, REVLON WOMEN'S SERIES

Every second Tuesday through the summer sees the 6pm start of the women's racing. As the lone male on board I must say it is a lot of fun, and highly recommended. Revlon have provided \$3600.00 of products as prizes for the series. Prizes close to the female heart!

This race has attracted three classic yachts so far ladies, so how about some more!



Prize leading Victory around North Head after the start of the Duder cup, circa 1952.

AKARANA VINTAGE AND VETERANS RACE

On the third Sunday in November 1996 the Akarana will be holding a vintage and veterans race for the Corronation cup. This trophy was won so often by the

Rainbow that she eventually won it outright, but the Patrick family have given the cup to the Akarana as the trophy for a vintage and veterans race.



Cake day, circa 1950... before the days of Revlon's sponsored Tuesday 6pm races.

THE ANNIVERSARY DAY PASSAGE RACE

Organisation is under way to fine tune the race back to Auckland after the Mahurangi regatta, coordinating with the Auckland regatta. A finish outside the PCC is envisaged, with socialising and prize-giving in the PCC afterwards.

THE HOBSON WHARF MARITIME MUSEUM RACE

The wind swept the fleet around the harbour in very short order this year and many of the boat owners have great photos taken by Terry Fong to remember the race by. (see Prize article this issue, and Thelma article in the last newsletter, and the classic yacht article in the October issue of NZ's BoatingWorld). Dates for the 1996 have not yet been set but Hobson Wharf will publicise the race when this is finalised.

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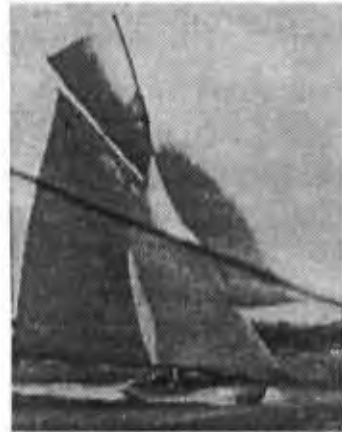
The Little Ships Which Made Auckland Famous

ANOTHER yachting season draws to a close; yachts of all sizes and designs have already begun to jostle one another for wintering space in the crowded hauling-out areas of Auckland, their tall masts looking oddly rigid above the canvas-shrouded hulls.

Among them are several stout veterans which have been alternately ashore and afloat for approximately half a century, some more, some slightly less. Their years rest lightly on them, they are still able to slog it out with the newest and best on the Waitemata.

As long as these veterans are in commission they will keep alive the names of the select band of Auckland designers and builders, headed by the Logans and the Baileys, whose knowledge and skill have been passed on from one generation to the other. In recording the history of some of the sturdy, old-time A-class yachts which still survive, we turn the clock back from 45 to 60 years.

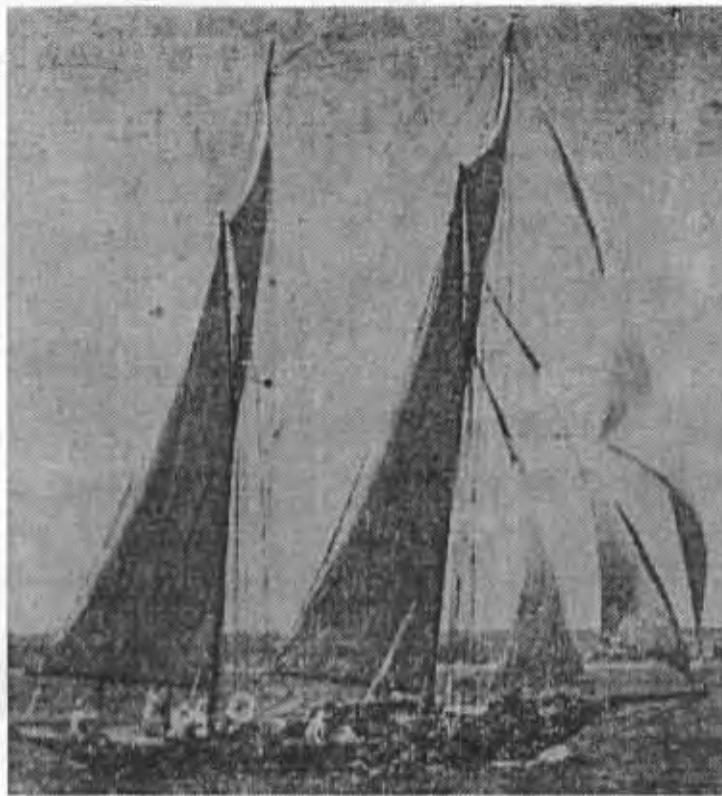
A1 was formerly the registration number of Viking, built in 1893 by the original firm of Charles Baily and Son—Charles senior as foreman builder, and Charles junior as draughtsman. Viking, a 64ft cutter, with fiddle bow and long, tapering counter, deep forefoot and roomy hull, was a strong, three-skin diagonal construction, built with selected kauri and copper-sheathed below the water-line. She was the proud possessor of much gold scroll work on her black-painted topsides.



The former champion Arika is gaff-rigged even today.

and a handsome figurehead of a Viking sailor set off her bow to perfection.

During many seasons of racing and cruising in the hands of several owners Viking's rig was changed first to yawl and then to ketch and schooner. Mr J. L. R. Bloomfield was her original owner. He and his brother sailed in her for nearly 20 years. For a short period of their ownership Viking was loaned to the



The ketch Viking, now 61 years old.

Governor-General, Lord Islington, during his term in office between 1910 and 1912. Sir Ernest Davis became Viking's next owner, and he raced her and cruised in her until the middle 1930's.

When Sir Ernest purchased the 80ft auxiliary schooner Morewa he presented Viking to the Royal New Zealand Navy for training naval officers and men in the art of handling a vessel under sail. Viking served in this role until the end of the war years, when she was laid up with many other Auckland pleasure craft, and quietly celebrated her 50th birthday on the "hard" in 1943.

After the war she was sold to Mr Bryan Todd, of Wellington, who sailed her south to Port Nicholson, since when she has been used for cruising and fishing out of Wellington and in the Marlborough Sounds. In this way the oldest of all the veterans of her class celebrated her diamond jubilee last year, ending the 1953-54 season as staunch and sturdy as ever.

Always Spectacular

THE Auckland registration number A2 has been carried on the racing sails of the two gallant old-timers, both still going strong and both products of the house of Logan.

Thelma is the older, 62ft overall, a powerful keeler with deep sections, always spectacular to watch in a blow. She relentlessly forced her way through steep seas which caused many of her lighter rivals to punch and pound. Built 57

years ago for Messrs. Jagger Brothers of Parnell, she raced successfully for many years. In 1912 she was purchased by Mr J. L. R. Bloomfield, former owner of the

Their Renown Was World-wide

By J. G. E. Adams

Viking. Successive owners were Messrs. W. Wilson and W. E. Alexander, who used her more extensively for cruising, Messrs. H. R. Hume and E. Creagh (who bought her for the proverbial song and restored her to the winning lists in summer racing), and Mr P. J. Annan, who sold her about the time of the outbreak of war. Her new owner set sail for overseas. Thelma was laid up in Papeete but was well looked after. After the war her owner resumed his voyage to Hawaii, and sold Thelma to the United States Navy at Honolulu.

Like Viking, Thelma became a training ship and pleasure yacht for naval officers. Her new owners were so impressed with her outstanding sailing powers and general seaworthiness that they wrote to the

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Royal New Zealand Yacht Squadron for her detailed history and her original rigging plan, with a view to restoring her as nearly as possible to her original design.

Unfortunately, she suffered a mishap while being floated out of a shallow bay after cleaning. She grounded on a patch of coral. A powerful tug came to her aid and made fast a tow rope to the mizzen mast, but took the strain too suddenly with the result that mast and part of the counter went with the tug, but *Thelma* remained fast. After being refloated, *Thelma* was repaired and she continues to be the pride of the Pearl Harbour fleet, showing little sign of advancing years. With the care now lavished on her she could easily reach her century.

Sydney Champion

NO less famous is the second A2, the graceful *Rawhiti*, built in 1905, and now within a year of celebrating her golden jubilee. After her launching she was sailed to Sydney by her owner, Mr A. T. Pittar. For 40 years *Rawhiti* was regarded as the premier yacht on Sydney Harbour. She did not race in the latter part of her sojourn in Australia, but in her racing days was the undisputed champion. Her trim lines and smooth movement through the water attracted attention wherever she spread her canvas.

At the end of the war *Rawhiti* came home in the hands of a new owner, Mr S. E. Marler, of Auckland. Converted to Bermudan rig, *Rawhiti* sailed against much stronger opposition than she encountered in Sydney. Nevertheless, she has won her share of racing victories each season and is one of the back markers in the calculation of time allowances. Some credit for her recent successes is due to Mr Frank Cloke, who, in the role of shipkeeper during the weekdays, and sailing adviser during the weekends, has spared no pains to keep *Rawhiti* shipshape. Her elegance is a byword among Auckland yachtsmen, even as it was on Sydney Harbour.

Wonderfully Fast

ONE year older than *Rawhiti*, and exactly the same length overall, 54ft, *Ariki*, A3, is just 50 years old. A wonderfully fast yacht, with a full-bodied hull of comparatively light



The graceful *Rawhiti*, photographed while close-hauled on Sydney Harbour.



Thelma, as she appeared in her gaff-rig on Auckland Harbour.

draught, *Ariki* reigned as champion racing yacht in New Zealand until the advent of the larger and faster *Rauger* in the 1930s. *Ariki* has been first across the finishing line far more often than not, and has won innumerable trophies during a career which shows no sign of fading.

Ariki was built for Mr C. E. Horton, but passed subsequently into the hands of Mr E. C. Blomfield, Mr H. R. Bloomfield, Mr H. Nathan, Mr W. R. Wilson, Mr J. H. Goodfellow, and her present owners, Messrs. A. A. Angell and H. C. Littler. One of the few surviving gaff-riggers, *Ariki* always makes an attractive picture under her cloud of canvas, and with topsail set she concedes little in height to the tallest Bermudans on the harbour.

The "Snake"

IORANGI, A4, often called the "snake" because of her long

narrow hull, and effortless gliding motion, especially in light airs, is for sale. Since her conversion from the robust gaff rig to the slim Bermudan sail-plan, she has become even more the "stately lady" of the racing fleet. This impression becomes accentuated when her huge masthead spinnaker billows round the fore-stay, like the full-hooped skirt of a crinoline.

One goes back past the half century to record her launching from Logan Brothers' yard for Mr A. H. Turnbull, of Wellington, in 1903. *Iorangi* was ordered and built with a view to beating *Rainbow*, crack racing yacht in Wellington at that time. In comparing the records of the two yachts, few would consider that the Logans achieved their purpose. But at least they did build an exceptionally fast yacht off the wind, the fastest in this respect of any designed by Mr Robert Logan.

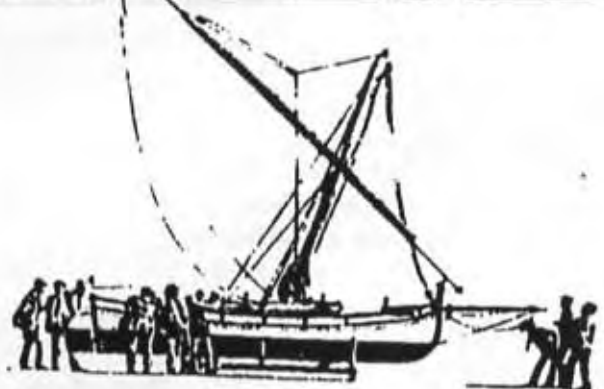
Iorangi, however, could not match *Rainbow* on the wind, and for this reason: the latter was the better all-rounder. Incidentally, *Iorangi* cost only £670 to build. Mr L. D. Nathan's successor to *Iorangi*, the 60ft *Kahurangi* is believed to have cost well over 20 times that amount.

In 1906 *Iorangi* was sold to Mr D. Wall, of Dunedin, but she returned to Auckland in 1913, having been purchased by Mr T. M. Alexander. Her coastwise voyages were always of a stormy nature, and on her way to Auckland she was demasted and put into Wellington for a new stick.

Mr G. McKenzie, of Auckland, purchased *Iorangi* in 1915 and raced her with considerable success. Her rig was not altered until Mr L. D. Nathan became her owner, but the tall Marconi did not appreciably improve her racing performances. She has been laid up since the launching of Mr Nathan's new yacht the season before last.

(To be continued)

The BOAT YARD



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A VISIT TO THE WAIHOU RIVER REVIVAL REGATTA, 1995

Around Tuesday in the week before the Waihou river regatta, a storm blew in and whipped the firth up into a washing machine of white water. We watched from the relative calm of our hill top home at the mouth of the Clevedon river and knew that this was not going to be a journey the little Thelma would enjoy.

Fifteen boats including ours had arranged to meet at the bottom end of Ponui on Friday evening, prior to sailing to Kopu for the opening of the bridge on Saturday morning. As the weather worsened during the week the Paeroa people had made arrangements for some boats to moor at the Thames wharf to lessen the journey down. We were sent detailed instructions for the thirty mile journey up the river to Paeroa, but as we discussed with Andy when we got there, this would have been a long journey for our boat for a weekend excursion. So the Gorter family took the hour long journey to Paeroa by road – a major disappointment, but like many disappointing decisions, a sensible one.

We were welcomed at the museum by Andy Richards who extended his apologies for the weather and asked me to convey his sincere thanks to those who had attempted the journey down the firth, but who had turned back due to the nasty weather. There were many machines on display, operating when we got there. There were the slow single cylinder work-horses which played a big part in agriculture and boating earlier this century. These gave a window on history as you realised just how hard people would have had to work in the days when they were considered to be great labour saving devices.

We took a quick boat trip out into the main



James Gorter sails Thelma around the bottom end on Ponui

stream of the Waihou river to look at the canal which has been dug beside the bridge there for visiting boats to moor in overnight. It looks as if it would take 4-6 yachts if carefully moored. The Waihou is a big river with a current to match. There was a spring tide running the day we visited and you would need a very reliable anchor if you chose to anchor in the main stream. The first bridge to cross the river after Kopu is the bridge at the museum, so there is no problem with navigation for yachts and other boats with masts.

The Historical Maritime Park will be considering changing the timing of the regatta next year because of the inclement weather in November. They may look at moving it to the

middle of January after the Russell Tall Ships race, which could provide a pleasant change to the end of a summer cruise – a day moored at Thames and then follow the path of the pioneers up a major inland navigable waterway to spend a couple of days at Paeroa. The bridge can be opened on request.

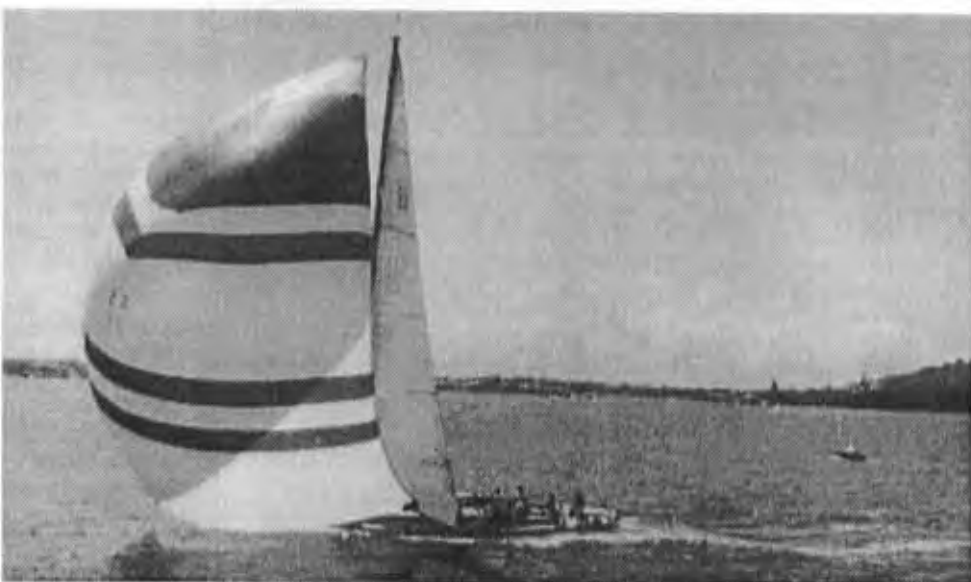
John is planning a social visit for the Classic Yacht Association to Paeroa for anyone who would like to get an idea of the river journey before taking a boat up there. The Paeroa people have also offered to arrange a mini bus trip to points of interest in the area (like the Ohinemuri vineyard!) to help acclimatise ourselves. Watch the social column for details of this trip next year.

THE MAHURANGI REGATTA

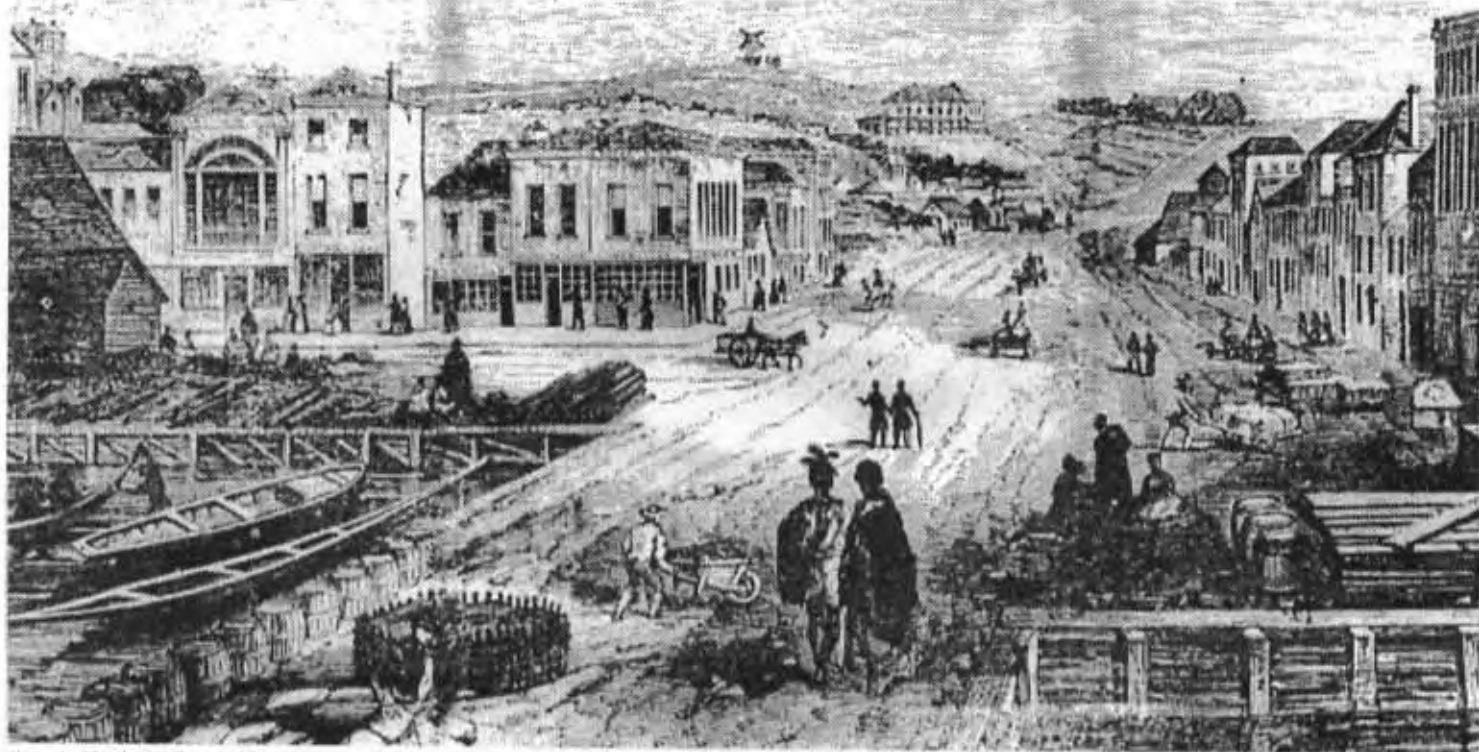
The premier regatta for classic yachts is held on Anniversary weekend each year. You can either post your entry, or sign up at the tent on the beach before mid-day on the day. There are categories for:

- Boats which are pre-1950's design
- The Te Hapua trophy for classic wooden yachts 20' and under
- The first gaff rigged boat on handicap
- The first Woolacott on handicap

The organisers would appreciate the services of a launch (a classic launch would be great!), to help with the start, and to take finish times. Is there anyone out there able to help?



Ranger under spinnaker in a squadron race, 1970's. – From the collection of Mr George Petersen



Above: Auckland waterfront - 1850. Below: Auckland harbour from Karangahape Road - 1850.



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Address: _____

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CATEGORY OF MEMBER

(Please circle the appropriate description)

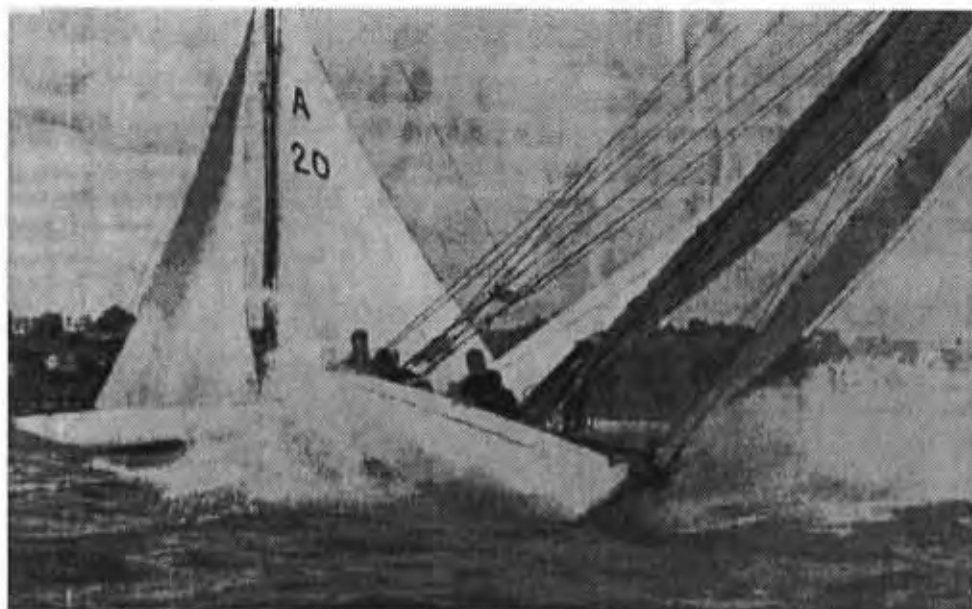
Keel boat Owner	\$40.00
Centreboard Yacht Owner	\$40.00
Motor yacht Owner	\$40.00
Early Skipper/Owner:	\$20.00 boat:
Early Crew:	\$20.00 boat:
Admirer:	\$20.00

Post To: The Classic Yacht Association PO Box 47-010, Ponsonby, Auckland
 or, contact in Auckland 378 6271
 Chad Thompson
 John Gorter
 Greg Scopas
 Hamish Ross

The Classic Yacht Association of New Zealand has recently been formed to:

- ▲ To enjoy the classic yachts of New Zealand through well organised events.
- ▲ To liaise with interested yacht clubs and organise events suitable for the classic yachts.
- ▲ To develop an annual program of events for the classic yachts.
- ▲ To develop a data base of information to assist with the restoration and preservation of the classic yachts. To assist in the establishment of special interest groups focused on other aspects of vintage boating.
- ▲ To enable the earlier crews and skippers to keep in touch with the vessels in which they sailed.

If you are interested in being part of the association either as a boat owner of a classic yacht, or having been a crew from days gone by, or are an admirer of these beautiful craft, please write to us, or telephone.



Nga Toa, heeling over, sends up the spray with Tamatea on the opposite tack

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