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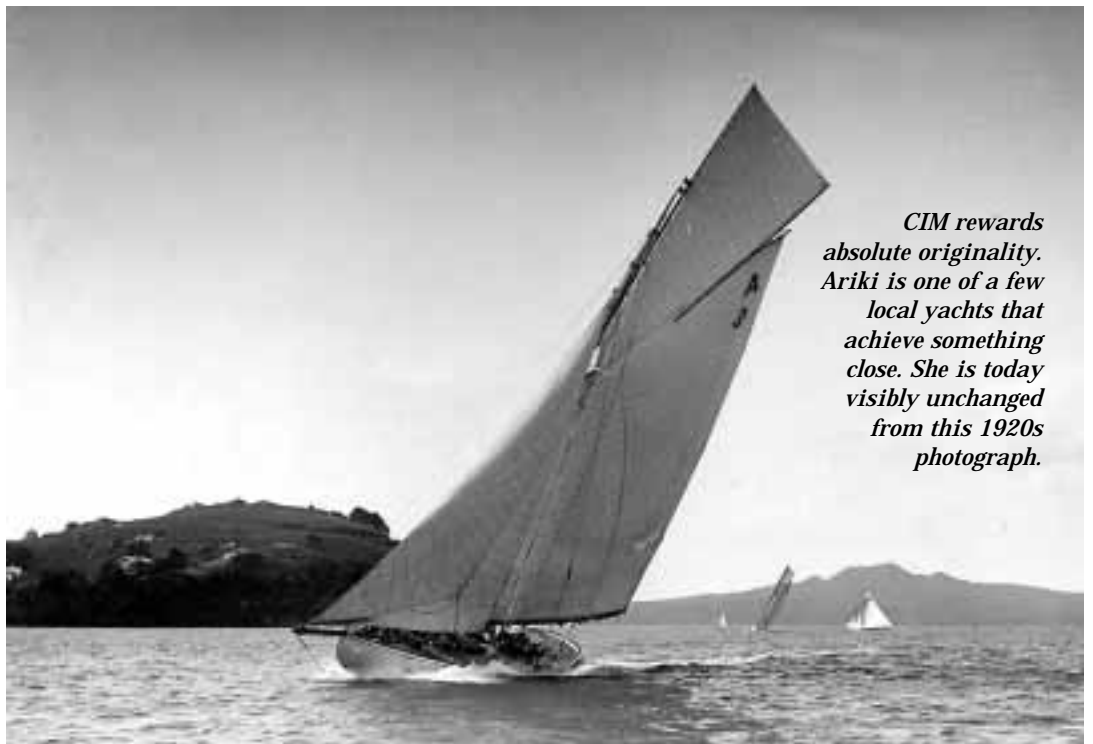
October 2003

CIM rule rates age and taps into big response

By Russell Brooke

Founded in Cannes in 1926, the International Mediterranean Committee (CIM) reunites the most representative yacht clubs of the Mediterranean and their national associations.

It is presided over by H.S.H the Hereditary Prince Albert, who is pursuing the goals of its founders: to encourage, to federate and to maintain the identity of Mediterranean yachting. The creation of a calendar of events and the successful CIM rating rule has seen this organization become the major force in classic



CIM rewards absolute originality. Ariki is one of a few local yachts that achieve something close. She is today visibly unchanged from this 1920s photograph.

yachting.

Why has this rating rule been so successful? Because it undoes the discrepancies between boats caused by time and scientific progress...it levels the playing field and allows Corinthian competition. As a result, fleets have grown, standards of restoration have risen, and there is a demand for classic boats. Most importantly of all, enthusiasm and enjoyment of the classic boat scene has increased dramatically.

The rule has allowed a

fundamental premise of CIM to be met: that the boats need to out on the water sailing and not appearing as static exhibits in museums.

The rule creates a rating for each yacht, which leads to a time allowance per mile. It contains the usual features such as sail area, hull and waterline lengths, body and keel shape.... Its key components come in the form of an age allowance, and an authenticity scaling factor i.e. it gives the boat an allowance for its age and then penalizes

everything that's been done to "modernize" her – equipment and design (hull and rig). To gain a good handicap, a boat needs to be as original as possible. Or to put it another way, races are won not by modernizing and improving the boat, but by authentically restoring her.

Mathematical formulae are often defined in terms of limit cases i.e. extremes. CIM is similar. The best possible handicap would be achieved by a very old yacht in completely

Continued overleaf ...

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CIM ratings – a system that rewards originality *continued from Page 1*

original condition. This is not the same as if we stepped back in time, purchased a Logan, and brought her to the present day. Why? Because the true original has suffered the rigour of time....she's probably a little flexible in places!

It is appropriate to remind ourselves just how many "improvements" can be made to dramatically speed up a yacht. Let us take a turn of the century gaff cutter as an example: *RAWENE* is a good starting point as she is so original.

Already she has had synthetic sails and ropes fitted. This makes a huge difference. We can go on..

- hollow out the wooden mast – save considerable weight and heeling moment

- Use luff and foot grooves in all the spars including the topsail

- Use a modified mast (non-tapering) which allows the forestay to be carried to the top

of the mast i.e. major increase in jib luff length and hence speed.

- Build laminated spars for the topsail to minimize bending, save weight, and prevent the topsail from bagging on the wind.

- Fit backstay levers, or better yet, winches. Now the forestay can be kept tight. You can imagine the difference in pointing angle and hence speed.

- Fit sheet winches. Now, in conjunction with the above improvements, a genoa can be carried to excellent effect.

Obviously, *RAWENE* would now be going a great deal faster. But we can go further.

- Out comes the gaff rig and in goes a lofty Bermudan. With a mainsail luff length that is now at least three times longer, the sail plan has become hugely more efficient. Because of the height, the rig now reaches up into the faster moving air.

- To then let the rig be tensioned up for better foil shape, new bulkheads and floors need to be fitted, tying together the mast-step and

chain plates.

- The sail plan is further changed to a masthead rig. The new masthead genoa has amazing pulling power!

- Out comes the wooden mast and in goes a tin one....lets not mention carbon!

- Finally, under the cover of 'restoration', the lines of the vessel can be entered into design software and a sail-plan created which maximizes the boat's potential.

By now *RAWENE* doesn't even look like a classic other than that she has a low freeboard and is skinny. The bowsprit probably disappeared several iterations ago. To expect the old and new *RAWENE* to compete on a race track stretches the imagination!

The CIM rule penalizes each of the improvements listed above. A yacht can enjoy the benefit of an age allowance, but, if she then has been 'modernised', she will be penalized for every modification. If a yacht was launched with winches, Bermudan rig, masthead genoa... and is still sailing in

that configuration, then she will receive no penalty. But, watch out if the sheerline or cabin top profile is altered! Authenticity is the unshamed goal.

The rule has provision for original interiors, one design classes, and meeting safety regulations.

There is great pleasure to be had in restoring a boat properly. A rule such as the CIM acknowledges all that effort and ensures a purpose for the restored vessel.

This year, thanks to committed (some say mad) restorers and owners, we face the prospect of *WAITANGI*, *ARIKI*, *GLORIANA*, *RAWENE*, *JESSIE LOGAN*, and *RONA* all lining up for the start line at our regatta – a real time warp and deserving of a start and race of their own just for the photo.

Just imagine the CYA startlines of the future if we encourage our restorers to treat authenticity as their goal and guide!

Russell Brooke

Don't be put off by Happy Jack's dreaded southwesterly - perseverance pays off



Prize at anchor in Elephant Cove

Elephant Cove at Happy Jack off the western coast of Coromandel Peninsula is one of the more isolated anchorages of the Hauraki Gulf and one of the special jewels in its crown. There are steep-sided cliffs on either side of the entrance and a boulder beach at the head of the cove.

Gannets circle in the air outside the entrance. After the anchor is lowered and the engine is shut down, there is peace and tranquillity disturbed only by the occasional lapping of water against the rocks close by. Whenever I speak with people about their experiences at this beautiful spot, they often grizzle about the Firth of Thames' reputation for throwing up a south westerly as the evening approaches. But, don't let those SW breezes deter you from experiencing one of the Gulf's special anchorages.

I remember with affection an overnight sail to Elephant Cove in the 1980's. An old friend of mine, our two daughters and my son left Auckland after a helter-skelter business week. Roger and I were determined to wash the week away with a couple of rums, and it was also time for a bit of paternal bonding with our rapidly growing up daughters who thought that sailing was OK, but not cool enough for them to be seen by their mates enjoying themselves.

It was a beautiful evening with a light northerly and *Prize* slipped along, reaching under full sail out through the Motuihe Passage and down the outside of Waiheke Island. A small moon showed us the way until we were off Gannet Rock, when it set in the NW horizon at around 0100 hours, leaving us with an absolutely beautiful night sky above and a brilliant phosphorescence below.

One of the girls came up on deck to check out the old fogies in the cockpit revelling in the beautiful night and spotted the phosphorous glow of dolphins coming at us from both sides. It was one of those experiences never to be forgotten. Sailing was all of a sudden "cool" as we were entertained for the next 10 minutes with the dolphins really turning it on for the kids. Roger and I were soon left to sail the remainder of the voyage to Elephant Cove in peace and quiet arriving around 0400 hours.

What a spot to wake up in on a beautifully still morning! A shore party was immediately organised and the island thoroughly explored. After a quiet spot of fishing off one of the islands, we returned to the cove for an early meal, only to be interrupted with that south westerly filling in as dinner was almost on the table. That's yachting for you!

We made a short run across to the NE side of Motuwi Island to find smooth water for the night. On at least half a dozen occasions since, we have attempted to anchor at Elephant Cove and often had to re-anchor on either side of Motuwi Island and also in the lee of Motukaramarama Island.

Elephant Cove is a unique spot to spend some time. There is good holding with deep water right up to the rocks and plenty of room to swing even if there are a couple of other boats with you. And the alternative anchorages available at the nearby islands take the sting out of the south westerlies.

Perseverance is the name of the game, and the rewards are the seclusion and privacy of one of the most isolated and beautiful anchorages in the Gulf.

Chad Thompson.

Classic K-class yachts

After World War II was over and prosperity was returning to New Zealand, a group of RNZYS members wanted a keel yacht that would sail fast, be ideal as a Gulf cruiser, and provide even competitive racing.

In 1947, they organised a design competition, which was advertised internationally. The winner was a New Zealander living overseas, A. C. Robb, and the second place went to well-known Auckland designer Bob Stewart. His was the first K built, *Helen*. Her performance was exceptional. In all, there were 13 yachts either built or altered to fit the strict K specifications. Apart from *Dolita* which was lost on a reef in America, the rest are still sailing.

For 20 years they provided the most competitive class of keel boat racing in New Zealand because they were built to specific design parameters. These were approximately: 40ft length, 9ft beam, 6ft draft.

They are the only truly classic yacht style that has a fleet of boats that are almost the same. There were, of course, later fleets such as Stewart 34s and Townsons, but



Bob Stewart's Helen (K1) just before her launch from Colin Wild's yard in 1948. Helen is now owned by Mike Mahoney of Masterton. Photo courtesy John Salthouse

they are radically different and more modern in appearance

We are dedicated to reviving and restoring the K Class to its former important place in Waitemata yachting. For those interested in becoming involved in classic yachting, these beautiful examples of New Zealand craftsmanship are a great step into the sport. The boats are all built traditionally (the right way up) and their designers are a list of the greats of past decades, Col Wild,

Sparkman & Stephens, McGruer of Scotland, Logan and Stewart to name a few. One or two boats are still available for restoration.

This year we hope to get at least 10 entering a regatta. What a magnificent sight if we can achieve that and revive the class to its former glory.

Warren Tuohey... *Katrina II* K10
wtuohey@iconz.co.nz

CLASSIC YACHTS QUIZ

There were no correct answers to the Classic Quiz in the last issue. Shame on you all! Just to make it easier, here's another photograph of the same yacht taken some years later, but now rechristened.

What was her first name and what was her name in this picture, and what was her nickname that survived even more changes?

Who built her and when?

First one to contact Harold Kidd at haroldkidd@kiddtattersfield.co.nz or phone (09) 418 0418 (h) or (09) 443 7785 (w) with all the correct answers gets TWO beers.



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