

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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## Classic Yacht Regatta 19-22 February 2004



*Yachts competing  
in last year's  
Classic Regatta*

### ***A celebration of our fabulous classic yachts, launches and small craft***

The Classic Yacht Association in conjunction with the Royal NZ Yacht Squadron invites you to Register your Interest in our upcoming Regatta.

The aim of this regatta is to provide an opportunity for the owners and skippers of classic boats to enjoy great camaraderie and excellent entertainment, to allow traditional racing rivals to challenge each other again, and to involve your family and friends in a celebration of our fabulous classic yachts,

launches and small craft.

Open to all classic yachts, classic launches, replicas, and spirit of tradition vessels

**2004 Regatta  
Programme of Events:**  
**Wednesday 18 Feb:**  
Race Briefing  
**Thursday 19 Feb:**  
Race One - Orakei Wharf  
to Motuihe  
**Friday 20 Feb:**  
Race Two  
**Saturday 21 Feb:**  
Race Three  
Launch Log Rally  
Prizegiving  
**Sunday 22 Feb:**  
Sail Past/Old Fox Race to  
Auckland

Prior to the Regatta we are hoping to have as many classic vessels as possible tie up in the Viaduct to give Auckland and her many visitors the opportunity to view our beautiful craft.

On shore activities at Motuihe will include a BBQ and entertainment on Thursday, Friday and Saturday nights under the big marquee.

Camping facilities are available.

BBQ menu's, prices and camp booking details will be included in a newsletter which will accompany the official Notice of Race and entry form to be forwarded shortly to all who are keen to join us in this

classic celebration.

For more details and a Registration of Interest form please contact:

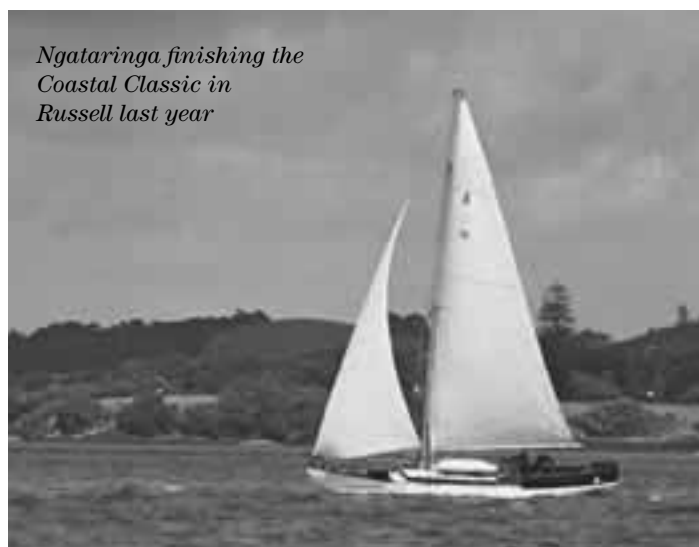
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# The Coastal Classic and back

We re-launched *Kitenui* on Monday, October 20 having re-stepped the mast on Saturday morning. The entire project had taken a week longer than planned, but we had to attend to a small patch of soft brown stuff at the spinnaker halyard fitting and the new propeller arrived only minutes before the travel-lift. We had to chop into the cockpit to fit the new motor, a 2-litre Toyota diesel, and got the initial motoring test done on Tuesday evening. It was necessary to rebuild the front end of the cockpit and motor box, and re-wedge and seal the mast on Wednesday after work.

Colin Davidson and I worked until midnight to get most of the list completed. Thanks Colin. Shopped and packed Thursday night and my partner, Sue and I slept on board. Friday morning, I bought more diesel and some sugar which had been omitted from shopping. I promptly left



*Ngataringa finishing the Coastal Classic in Russell last year*

the sugar in the car when I got back to the marina, causing many mutinous rumblings. Motored out to the startline, mast stays being tensioned up by Michael Knight as we went. Ten minutes to spare by the time we got there.

The other two crew members were Nick Bryan and Corey Rademaecher, both previously experienced on K Class yachts.

Two hundred and nineteen

yachts entered the race this year and at 10.20 our divisions started. The weather was absolutely perfect. Brisk south westerly giving us a fast beam reach. We watched *Arohia*, the only other classic yacht in the fleet, have a lot of fun with their spinnaker and decided that a kite would be more trouble than it was worth. A gennaker would have been perfect. The wind held until we got to Cape

Brett at 3am. More five minute jobs being done on the way up the coast – you know the ones, they only take about an hour and a half each.

At dusk, not long after passing outside the Hen and Chicken Islands, Michael who was on the helm shouted, “There’s a whale. He’s just spouted!” And sure enough just 3ft away on the port side was a lump with a hole in it and slightly further back it increased to a hump about 2ft wide 1ft high and 12-15ft long, 60ft long overall is my guess. At least he had the courtesy to pass port to port.

Later that night we were accompanied by a large dolphin zooming through the phosphorescence for around 20 minutes. Swimming by our side for a moment or two, flashing under the keel and then playing on the bow wave, repeating this from the other side and then the same again.

At 3 am, we were at Cape

## Celebrating good times and good company at CYA picnic

The weather wasn’t perfect but there was a beautiful north easterly breeze to fire us across to the calm waters of the western beach at Motuihe on Saturday. *Arcturus* was resplendent with full sail wardrobe, including her small fisherman staysail, drawing strongly as she ploughed across the Motuihe Channel at almost 8 knots.

The large Norfolk Island Pines provided excellent shelter from the occasional passing shower as the barbeques sizzled with gourmet Italian sausages, chops and steak.

The water was warm enough for a dozen or so hardy young souls to swim and play in the water and sail dinghies, although the adults were noticeable by their abstinence.

The view was superb.

From left to right we viewed *Sapphire*, *Ngataringa*, *Kitenui*, *Petrel*, *Arcturus*, *Adelaide*, *Little Jim*, *Pride of*

*Paramour*, and snuggled in to the shallows, close to the beach was the dark blue Lanes launch *Rosemary M*.

The children’s scavenger hunt rewarded many with pre-Christmas goodies and the atmosphere was of one of great good humour, not upset even by a large black dog spilling a few wine glasses in a successful endeavour to rescue a steak stolen by a pack of 40 marauding seagulls. Mind you the steak didn’t get back to its owner.

Some boats returned home at the close of festivities and a number made their way across to Islington Bay for the flat water and the noise of other Christmas celebrations.

A chance to get to chat to other members at a wonderful event much enjoyed by all who participated.

**John Rawson**

Brett and had decided not to go through the gap between Piercey Island and the Cape. We learned later that *Arohia* had spent an hour and a half becalmed in there with the tide asking the rocks to remove some antifouling. The wind faded as it always does and we had a very gentle sail against the breeze in to the finish line, which we triumphantly crossed at 0701.53hrs. Our time was 20hrs 41 mins, an hour and 28 minutes behind *Arohia*.

As we were approaching the committee boat, the staff were waving plastic bags at us, so we cut it very fine at full speed and they handed us our complimentary six-pack of Heineken. As we were dropping the sails and squaring away, the chase boat came up and said, "Sorry we missed you guys" and handed us another. We didn't bother to correct them. Knocked off a magnum of Lindauer (won in a raffle and saved for the occasion) and all crashed out for a well-earned sleep.

After the prizegiving and saying farewell to some of the crew, Sue, Colin and I motored out to Robertson Island and anchored for Sunday night in paradise. Next morning we climbed to the top of the hill for the most fabulous view of the Bay of Islands on an absolutely perfect day.

On our descent, we met the caretaker of the property on one end of the island and his wife. Jim Cottier has built his own cottage there. Has been a commander of Greenpeace boats and currently spends some of his time skippering the square rigged *Soren Larsen* on her charter voyages. He is also building a lovely gaff yawl to his own design, which we were honoured to be invited to inspect.



*Kitenui at anchor*

We discussed black locust, tanekaha, flat headed copper nails and other relevant subjects. One question he posed was, "How do you get ceiling planks to fit snugly on frames over roves?" We were treated to a cup of coffee and an inspection of the original plans, drawn on the back of a routing chart, and they provisioned us with tangelos and bananas from the orchard.

Had to go up the mast as we were leaving for a small adjustment to the jib halyard/furler. Luckily it was nice and calm. It's a bloody long way down from up there and the boat looks so tiny.

Motored out past the Cape and then sailed down to Whangaruru, where we anchored and were joined at dusk by *Arohia* and her crew. She was built and designed by Colin Wild as was *Kitenui*, although launched a year earlier, and is 5'6" longer with a much larger rig. Dudley Lewis keeps her in absolutely immaculate condition. He spent 18 years bringing her up to scratch and she is beautiful.

The boys came over for a meal on *Kitenui* and much regaling of tall stories ensued.

The weather was a bit foul the next day, so we decided to stay 'til it blew over, but *Arohia* was on a schedule and they set sail for Tutukaka.

Discovered that the motor battery was flat and couldn't start so we sailed down the harbour to a different anchorage for the night. Worked out that the motor battery was being bled by the house battery

Next day dawned beautiful and still. Set sail early and drifted for about three hours until the breeze gently eased itself into a steady norwester. Arrived in Tutukaka at about 3pm and barged the boat in to the marina berth using the 4hp motor on the rescued dinghy. The outboard pushed us in at over 3 knots. I'll forever sing the praises of Mr Suzuki; and that is only on outboards. I won't start on his harmonicas here, or I would never stop.

Plugged the battery in to the charger straight away.

SHOWERS.

Bliss.

Set out on Thursday refreshed and recharged into a freshening northerly. Set only the genoa, poled it out and we ploughed on with a following sea building rapidly.

By the time we were down to the Hen and Chickens, we were surfing down the waves which built high to steep, grey white-topped walls which somehow never crashed over us, as they were threatening, but rolled demurely under the counter and lifted us ever so gently on our way.

At one moment the captive dinghy got caught sideways on a wave, got flipped over, upside down, sent backwards over the painter, was towed upside down and backwards for what seemed ages, then slipped sideways again, right way up, back in line. And the petrol can stove in. The oars were tied in but the fuel container was just sitting there. What a good dinghy.

Our speed peaked at over 9 knots and the wind peaked at 29 knots, so it was very close to 40 knots with seas to match.

We shortened sail soon after but still averaged over 7 knots as we sailed into Kawau Island.

Spent a very settled night and watched schools of small kahawai feed on breadcrumbs and leftovers in the morning

Motored home on Friday, the boat sitting on 7 knots with the motor going at a fast idle. Bliss after the outboard of the past two seasons.

**John Rawson**

# Launch Division



*Lady Rae is Ron Jamieson's 40' bridgedecked, built by Chas. Bailey & Sons Ltd in 1950*

The Launch Division, established two years ago, now has over 45 members representing all the renowned launch designers and builders of the last century.

The Division's primary focus is on comradeship through the CYA's monthly member functions and arranged activities such as the Labour Weekend Maharangi/Kawau cruise and December's navigation test of visiting the Foresters Arms at the Riverhead headwaters. A special feature of this Riverhead excursion will be Russell Ward and friends' flotilla of steamboats joining the merriment of the day.

The Division commences its 2004 programme at CYA's February Motuihe Regatta when a log rally on Saturday 21<sup>st</sup> February will be the feature event. The 2004 programme will contain cruising events and include "technical" gatherings for DIY members faced with the varied tasks of maintaining classic launches.

The Launch Division welcomes new members to share in the enjoyment of classic launches and contribute to the preservation of a significant part of Auckland's maritime history.

**Ron Jamieson**  
**Club Captain - Launches**



## Continuing the Manowai saga

**Answer to last month's question: Of course she's worth it, although at times she has tested my patience**

Now the old girl is not in the same class as the Commodore's Barge or a motoryacht, just a common old launch, but as pretty as a picture. She was originally a flush decker with a long cockpit, which could indicate that she was launched as a long liner. The tram top appears to have been fitted at a later date by cutting the cabin and forming a new top constructed from laminated ply. The pilot house was fitted to cover half the cockpit giving head height to this area. Since it is constructed from ply we have made no bones about glassing over the complete topsides, to ensure the old fresh water is kept at bay and stop the rot. By doing this we reckon that she will carry on for another 80 odd years, but unfortunately we won't be around to check.

Rot to the topsides was duly cut, chopped, and ground out back to sound timber, before laminating new ply into the holes and filling to a smooth surface ready to accept the fibre-glass skin.

At this time some small alterations were made to the topside rope locker, (no room for an internal locker) and the forward hatch was moved back to allow ease of access and extra foredeck space. Before moving the hatch it was necessary to step on the forward bunk to exit, and now it's straight up from the cabin floor and out.

Now for the bit that hurts. When the paint was stripped from the hull, it was noted that the planking to the bow was black and soft in places – you guessed it, ROT. Well it's no good crying over spilt milk, or rotten planking. You have just got to get stuck in and cut it out. After much chopping, I was through, yes that's right through, through to the other side. Not only were the planks rotten but the stem (which was in two pieces, the outer having been renewed in the 1970s) was rotten internally, so that had to be removed as well.

Now if you go back to the beginning, you will recall the extra water taken aboard in the rough stuff, and there are no prizes for guessing where the water entered from.

*Next month, we finally find a craftsman for the delicate repairs and more problems rear up like the Loch Ness monster.*

**Ralph Power**

## CLASSIC YACHTS QUIZ



Nobody got this one right. The trap was that *Gloriana* was C8 from 1932 only. She took that number from this boat, *Iris*, which was built by W.H. Oliver in November 1904. She was wrecked in Mechanics Bay off Akarana Yacht Club in 1932 and seems to have been rebuilt much later as *Sea Wolf* by Harry Pope and Bill Brierly in Whangarei. They sailed her in the 1951 Trans Tasman race. The only person who did not suggest *Gloriana*, although puzzled, was Ross Wilkinson with *Speedwell*. It is probable that *Iris* was designed by Walter Bailey, the brother of Charles Bailey Jnr, who designed and built *Speedwell*.

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