

THE NEW ZEALAND CLASSIC YACHT JOURNAL



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CYA comes of age with first patron

At this year's AGM, it was decided that the Classic Yachts Association would appoint Hamish Ross as its first Patron. Hamish was a driving force behind the foundation of the association.

In a message accepting the honour, Hamish writes:

"I hope you will keep me a working Patron unlike perhaps the more illustrious patrons of yacht clubs, whose contribution is more usually limited to adding colour to the walls of the yacht club.

"I am pleased the Association made the successful transition some years ago, from the hands of its founders into new (and not so new) enthusiastic hands. I am sure that the four of us that founded the Association almost 10 years ago had no idea that it would be so successful and would find so many of a similar mind. I am confident that the Committee have the same ideals and goals as did we.

"On this note I would like the Committee to give some thought to recognizing in some

appropriate manner, on the 10th anniversary of the Association's founding next year, the work of the other three founders, Chad Thompson, John Gorter, and Greg Scopas. There are, of course, others that could be recognised but without the vision, passion, and drive of these gentlemen, it would have remained but a good idea.

"The America's Cup community has a close affinity for classic yachts and it constantly surprises me that those who represent the face of modern yachting, have such a preference for classic yachting. From experience there are only three things that turn all heads on an America's Cup yacht; a competitor, a woman, and a classic. One could perhaps debate the order I have given.

"I am currently removing the anti-fouling and repainting *Little Jim*, and finding it does the soul good to get back to basics and get a little paint and putty under the fingernails, if only to remind me of some of the fundamental reasons of why we do these things. My



*Hamish Ross
Patron of the CYA*

heart jumps a beat as I arrive to a day's work and see her lines. I spare a pitied thought for those condemned to work on the anonymous and ordinariness that surround her.

"The visit of a young man who in his lunch hour walked down from the city because his father told him his Grandfather helped build the boat and that she was out at the yard this week, is part of our joy, and a

reminder of the trust bestowed on us by many.

"It has become fashionable to speak of identity and culture. These craft have become part of the identity and culture to many whose lives and family histories have been touched by them.

"They are their taonga as well as ours. We are privileged to be the kaitiaki or guardians of such taonga."

Ngatira set for major restoration

The New Zealand Maritime Restoration School Trust embarked on its most ambitious project recently when the sloop *Ngatira* was brought into their premises at Haruru Falls in the Bay of Islands.

Ngatira was designed and built by Charles Bailey jnr. in 1904 for John Frater, soon to be a founder member and first vice-commodore of the Devonport Yacht Club. She is of triple skin kauri construction, over 40ft long and narrow with long overhangs as was the custom of the day.

Despite being in her centennial year, she still holds her shape and draws admiring looks from all who see her. Indeed some of the boatbuilders at a Bay of Islands slipway commented that it was good to see such beauty amongst the array of modern craft hauled there and one said, "Great to see an old classic is really going to be looked after!"

For almost half of her life *Ngatira* has carried a lofty bermudan rig and sported a high stepped mahogany cabin profile. She raced for many years with the popular K-Class,



though recently has become involved in the ever growing classic fleets around Auckland, the Hauraki Gulf and at the Mahurangi.

Ngatira's present owners, Stephen and Jo Horsley, have decided that the time is right to take advantage of the opportunity to have a full and authentic restoration carried out on their vessel. They hope to be able to return her to the form she held soon after her launch in November, 1904. This will include the low, sweetly curved cabin and the powerful gaff sloop rig that is so evocative of these turn of the century racing gazelles.

The work will include checking and replacing all the hull fastenings and keel bolts

if necessary, replacing any hull timbers that are necessary, removing the existing ply deck that replaced the original in the early 70's, and building a new deck similar to the original, building an entire new rig and refitting the interior in a manner in keeping with her usage whilst not compromising her structure.

The project is expected to take two years depending on numbers of students enrolled.

"It will take a fine sense of detail and be a challenge to research to ensure an excellent and long lived restoration. She will make a fine project for our students and will be a joy for me too!" said New Zealand Maritime Restoration School shipwright Jay Lawry, who will

lead the restoration.

The New Zealand Maritime Restoration School Trust was established in October 2001 with the following aims:

- To teach the skills, history, science and art of restoring, maintaining and building classic yachts.
- To preserve the knowledge, heritage and craftsmanship and aesthetic genius inherent in these yachts.
- To maintain a fleet of restored watercraft for the purpose of teaching seamanship, navigation and maintenance skills.
- To show that honesty, integrity and mastery of a craft are life's greatest achievements and to develop an awareness in the community of the beauty and importance of maintaining the classic fleet in New Zealand and around the world.

The school offers three and six month courses in traditional boat restoration techniques and wood workshop skills. Students work under the guidance of experienced boatbuilders on classic and historic vessels.





It is almost a year ago that I saw a picture of *Miro* in the *Sheerlines Magazine* and it was love at first sight. She was the right length and seemed to have an impeccable pedigree, but was sold as is, in a very rundown condition.

Previous owners had carried out a number of 'improvements', which included wanton use of *pinus radiata* and steel nails. She was sold to me as being

the Bailey and Lowe yacht *Miro*, but from day one nothing added up.

I put it down to historical inaccuracy and some injudicious measuring. As I wouldn't see her for a month, I couldn't double check them.

It was Labour Weekend before I could collect her from Wellington and, as usual, the city put on a great weather show with 50+ knots from

the south. The transport was slightly unorthodox in the fact that after much discussion with my father about legalities and weight, we decided she would fit snugly on a farm trailer. She did – very snugly!

Nine hours later we made it to Hamilton, where she got a dose of antifoul and a quick 'less garden shed like' cabin top. A matter of weeks later she was back in Auckland.

It's now 10 months later and I can say she sails nicely, even under the small Bermudan rig that she was reduced to some time after 1950. After much to-ing and fro-ing, Harold and Robin seem to have finally reached a consensus about her pedigree, so in a matter of months I can finally start her restoration. It will involve re-growing a foot of stern, removing the extra three topside planks, a new deck, topsides and rig... and possibly a new keel...

It looks like a lot of work as I look at that list, but I am looking forward to it immensely! As for her not being a Bailey and Lowe, well, I'm not upset at all about that as she has a rather unique past. I'm sure Harold will fill you in.

Jason Prew

Alias Eona, Kismet, Cynthia, Miro

We broke the news to Jason that she was NOT the famous Bailey & Lowe 24ft Linear Rater *Miro* of December 1900, despite what was painted on her sides. The dimensions, the construction method and the hull type were all wrong.

This boat was a fin keeler, smaller all round, and batten carvel construction, while the B&L *Miro* was a conventional built-down keel yacht and certainly not batten carvel, which was an American type of construction.

She looked to us as if she'd started life as a centreboarder although Jason hadn't found a slot yet. Besides, we knew the real *Miro* was alive and well in Canterbury!

Sculling through the database for ideas on little fin keelers, we came up with some

unlikely candidates including an obscure Wellington boat of the 1930's. Then, BOOM, Jason found the slot. The database then led us directly to the big patiki *Eona*, built by the Neilson brothers in Kawhia around 1906. The clincher was that Whisk Martinengo had told us years ago that *Eona* was that rarity in New Zealand, a batten carvel boat.

The Neilsons brought her to Auckland to race in early 1907 and soon sold her. By 1909 she was converted to a fin keeler. Between 1914 and 1917, she carried the name *Kismet* under the ownership of W. McGill but was renamed *Cynthia* by the famous Billy Matthews in 1917. As *Cynthia* (E 6) she remained in Auckland until 1948, when she was sold to Lyttelton.

What she did from then

until she turned up recently in Paremata as *Miro* is unknown territory. Can anyone help?

In many ways *Eona* is just as interesting as *Miro* and she is going to go like hell. Only one other Neilson boat is known to survive, *Belle Heather*. Their

big keel yacht *Colma* (later *Wanderer* in Wellington) has disappeared.

Harold Kidd

Pictures: Above - Eona as Miro in 2003; below - Eona as Cynthia out on a heavy 1917 Anniversary Regatta



AGM REPORT

The Ninth AGM on 11th August was well attended and the following Officers were duly elected.

CHAIRMAN:	Russell Brooke
VICE CHAIRMAN:	Chad Thompson
CLUB CAPTAIN YACHTS:	Tony Blake
CLUB CAPTAIN LAUNCHES:	Ron Jamieson
COMMITTEE MEMBERS:	Harold Kidd, John Macfarlane, Bruce Tantrum, Stephen Horsley, Dick Coughlan
SECRETARY:	Joyce Talbot

SUBSCRIPTIONS: The following Subscriptions will be effective for this financial year.

Ordinary members	\$60.00
Overseas members	\$40.00
Country members	\$40.00
Life members	NIL
Veteran members	\$35.00
Youth members	\$5.00

PATRON: The motion to change the Association's Rules by incorporating provisions to appoint Patrons was passed unanimously. Hamish Ross (*Little Jim*) was proposed as the first Patron to be appointed, and was passed by acclamation.

Hamish was one of the Founding Fathers of the CYA 10 years ago and has played a core role in its success ever since. Although he has heavy overseas commitments currently, he told the meeting that he will be proud to represent us overseas and to throw his back into whatever we are doing whenever he is in the country.

RESCUE TRUST: At the AGM, Harold Kidd and Ron Jamieson broached this topic and were delighted with the response from a number of influential members. There may even be a link forged with the Classic Yacht Trust to expand its activities in that direction, which sounds like a sensible use of enthusiasm, skills and resources.

REGISTRATION NUMBERS: Recent correspondence with NZYF on CYA yachts wearing their old alpha-numeric numbers instead of the NZYF 1970+ numbers resulted in NZYF suggesting that they issue a set of numbers with the prefix "C". We figured that might suit *Janet* but it would hardly do for *Ranger* or *Ariki*! As a result, the CYA is in discussion with YNZ for the continuation of the maintenance of the former alpha-numeric registration system, but only for keel yachts of course. Ron Copeland would have something rather pointed to say if we trespassed on Ponsonby CC's territory in respect of mulleties, while the M Class and Idle Along centreboard fleets have things very much under control in their own departments.

EVENT CALENDAR

2004 –2005 Season

CYA Points Series: 12 Races with 8 to count
Launch and Cruising Yacht Rallies

2004

16 Oct, Sat	RNZYS Race to Gulf Harbour	Points Race
30 Oct, Sat	RNZYS Harbour Race	Points Race
21 Nov, Sun	CYA Riverhead Launch Rally Yachties welcome to 'Hitch a Ride'	
27 Nov, Sat	DYC Centennial Classic Race	Points Race

CYA WAIHEKE WEEKEND

Including Launch/Cruising Yacht Rally

04 Dec, Sat	CYA Race to Patio Bay	Points Race
05 Dec, Sun	CYA Race Patio Bay to Auckland	Points Race

2005

CLASSIC YACHT FESTIVAL

28 Jan, Fri	DYC Night Race to Mahurangi	Points Race
29 Jan, Sat	Mahurangi Festival Launch Log Rally/Cruising Yachts Rally	
30 Jan, Sun	CYA All Comers Mahurangi Evening Raft Up	
31 Jan, Mon	Auckland Anniversary Regatta Race Mahurangi to Auckland	Points Race

AIRCALIN CLASSIC YACHT REGATTA

11 Feb, Fri	Classic Yacht Race #1	
12 Feb, Sat	Classic Yacht Races #2 and #3 Launch Log Rally	
13 Feb, Sun	Classic Yacht Race #4	
05 Mar, Sat	DYC Duder Cup	Points Race

IMTEC on the WATER BOAT SHOW

10 – 14 Mar	CYA Classic Yacht & Launches on Display	
19 Mar, Sat	RNZYS Race to Te Kouma CYA Launches/Cruising Yachts Rally	Points Race
03 Apr, Sun	PCC Vintage & Veterans	Points Race
16 Apr, Sat	RNZYS Round Rangitoto Race	Points Race
01 May, Sun	PCC Closing Day Race	Points Race

CLASSIC YACHT ASSOCIATION CONTACTS

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