

THE NEW ZEALAND CLASSIC YACHT JOURNAL



THE OFFICIAL JOURNAL OF THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND INC.

P.O. Box 69-172 GLENDENE, AUCKLAND, NEW ZEALAND.

ISSN 1175-804X

www.classicyacht.org.nz

Issue 39 – November 2004

Trust to

The spark for the formation of the Rescue Trust came from our worthy Secretary, Joyce Talbot, who received a phone call one night a few months ago from the boat's owner telling her that *Colonist* had foundered at Half Moon Bay marina and was on her way to the tip the next morning. A team of Harold Kidd, Colin Brown, Ron Jamieson and Russell Brooke headed to the scene the following morning and invented the Rescue Trust on the spot, complete with email messages playing the theme from *Thunderbirds*.

After the initial flush of enthusiasm there was much thought and discussion about the Trust's rôle in the scheme

of things, which has to be somewhere amidst the activities of the National Maritime Museum, the Classic Yacht Association, the Classic Yacht Trust headed by John Street and the formidable efforts of the many solo enthusiasts. The promoters of the Trust have settled on responding to provide responsibility for significantly historic craft in immediate peril of destruction and will rescue them, store and stabilise them, take their lines and find owners ready and capable of restoring them. The taking of lines of other craft may also be undertaken, inspired by the great work last century of Howard Chapelle in the US. Another function is



New patterns for *Tawera*, above left. *Windward* (1896, Logan Bros) next in line for de-modernisation, above right.



Niobe, (1900, Bailey & Lowe) at the Rescue Trust's yard. The two top planks are coming off

the recycling of surplus gear. The first success was the recycling of a mast, probably from the 1904 24ft mullet boat *Glady* (built by Arthur Clare, designed by Chas Collings) for Jason Prew's gaff-rig rebuild of *Eona/Kismet/Cynthia* (see last issue).

These functions are unique to the Trust and, regrettably, are required all too often. The current "rescues" include the 1909 36 ft centreboard Fred Mann-built *Colonist* [E2], the 1900 Bailey & Lowe 24ft linear rater keel yacht *Niobe* [E17], and the 22ft mullet boat *Patere* [L5], designed by Jim Young and built by Bob Harkin in 1959. There is a great photo of *Niobe* when she was owned by the late and greatly lamented John Watson, taken from the hounds, on p98 of

Southern Breeze. The home of the Rescue Trust is, at least temporarily, at the yard of Yachtspars in Riverhead, where Colin Brown, Colin Davidson, Paul Tingey and John Rawson have a co-operative classic rebuilding yard which the CYA is visiting on the evening of Tuesday 16th November.

There, the principal job under way is on *Tawera* [A18], built by Colin Wild in 1935 to a design by Arch Logan, which has been bought by Mike Mahoney and is undergoing a major refit and de-modernisation to fit her for Classic racing in the Mediterranean. Next in line for the de-modernising "treatment" is Charles Maud's *Windward* [B4], the famous 1896 Logan Bros 30ft linear rater.

Truly, the Vintage spirit is alive and well in this country!

Yards a-buzz as classics prepare for coming season

There is a stirring in the haulout yards with the sound of sandpaper on old paint, the occasional sound of a shipwright's caulking hammer and the odd expletive as an injury is inflicted or paint applied where it ought not to go. The classics are making their way back down to the water and are being readied for the coming season.

The camaraderie of the classic fleet adds to all the usual after race banter and

"BS" stories. The fact or fiction relating to those stories will stay on board the yachts, and that's where they should remain, however in a setting such as last Squadron Weekend the beauty of the classics enables all to be forgiven.

The Association's race programme will this year include the New Zealand Classic Yacht Regatta based in the Auckland Viaduct Harbour from Friday 11th to Sunday 13th February 2005. The



Pictures: Rawene (above) during her pre-season spruce-up. Below left: Ariki, and Waitangi rafted up alongside Lady Gay at Squadron Weekend. Below: Classics in the Viaduct Basin.

previous two regattas have been held away from Auckland with the weather making a major contribution to the success or otherwise of the racing. It was therefore felt that this year we would minimise the effect of the weather and have the yachts mooring in the

Viaduct, Mediterranean style, thus keeping the competitors together for socialising after the racing and, at the same time, creating a spectacle for Aucklanders and visitors to the city to enjoy.

Chad Thompson

COMMITTEE NEWS

The Committee is working well and there are several new and exciting projects under way. The successful assimilation of launches into the fleet has stimulated thoughts of incorporating classic centreboarders in the Association. To this end, the Committee has co-opted Colin Brown as co-ordinator of centreboard activities. Colin, old-timers will recall, did a fantastic job with Pete McCurdy in the Traditional Boat Association along these lines.

The Annual Regatta in February looks like a winner. Being based at the Viaduct it will not be so weather dependent, will be incredibly convenient for Auckland members and will attract a great deal of public interest.



Marg and I and our friend Sandy were at Tryphena earlier this year in *Lady Gay*. Our departure was delayed with farewell cocktails up at Earthsong Lodge and we were able to return to the boat only right on sunset. It's not often that you can see the sun set into the ocean on the east coast of the North Island, but with an intense coloration from NSW bush fires, we had a dramatic view of it from Tryphena. Wow!

Under normal circumstances you would quietly return to the boat, enjoy an early meal and turn in for the night. But here we were in the middle

anchorage I knew of was enough to have us under way again at around 8:30.

No sooner had we motored out of the harbour than we were being chased by some of the largest dolphins I have seen in a long while. These were big powerful mammals and easily capable of staying around the bow of *Lady Gay* even when we were travelling at 11 knots. What a sight they were. In the clear water out there



eastern end of the beach. If the water clarity was good at Great Barrier, this was utterly perfect. We could see the big stingrays swimming around on the bottom as if they were in a goldfish bowl.

Sandy had to get back to Auckland and Marg and I wanted to spend our last night away at Waiheke Island, so the rest of the morning was spent circumnavigating Great Mercury and the afternoon had

see up close the towering wind and salt spray eroded cliffs, the secluded bays, and the isolated holiday homes. There was also the added advantage of being able to stay out of the big ebbing tide. A huge volume of water pours out of the Hauraki Gulf through the Colville Channel and it was running against us. Since at the very tip of the Coromandel Peninsula the ebbing tide was running around 2½ knots, it was necessary to use full throttle just to maintain our cruising speed over the bottom.

The rest of the journey to Waiheke was across the Hauraki Gulf, that day a

Paradise Rediscovered - The Mercury Islands

of paradise, not wanting the adventure to stop. So what next? The Mercury Islands are relatively close by, lying a mere 20 nautical miles to the south. Marg had never visited them. Nor had Sandy, and it has been a long time since I have cruised through these beautiful islands. Two and a half hours later and after some interesting navigational challenges during a very black night, with little more than Cuvier Island light to aid conventional navigation, we were quietly lying at anchor in Huruhi Harbour and ready for a good night's sleep. Thank heavens for GPS.

A lie-in the next morning would have been well deserved, but there we were in a relatively remote part of New Zealand with so much to see. A promise of a cooked breakfast of bacon and eggs at the special little



they would come charging alongside, bursting through the quarter wave and position themselves directly under the bow of the launch, occasionally rolling on their side just to check that we were still on the foredeck. They eventually left us as we continued our exploration of the southern coastline of Great Mercury. Sure enough, just round the SW corner of the island, there was the special spot, Momona Bay, with brilliantly white sand and a small stream at the

to be set aside to make the long voyage back into the Hauraki Gulf. Cruising at 8½ knots is no trouble at all to *Lady Gay* so that we covered the ground in good time. This part of the voyage was to also prove to be very interesting in that I had never cruised close into the NE coast of the Moehau.

When sailing, as opposed to motoring, past this part of the coast you normally keep off shore, but with *Lady Gay* we were able to move in very close. In doing so we were able to

beautiful sunlit mill pond. We sailed through schools of fish and flocks of birds crossing our bow, all chasing the same food chain.

After dropping Sandy ashore at Matiatia for the ferry trip back to Auckland, Marg and I had a slightly subdued dinner. Here we were after four days in paradise confronted with the reality of returning to Auckland the next day. Extending our voyage by going to the Mercury Islands was a real pleasure so that the Bay of Islands is definitely not on the agenda this Christmas. We are heading back to the Mercs to spend time around Korapuki, Kawhitu and Red Mercury Islands as well as those beautiful bays along the southern side of Great Mercury. Spoil yourself and head east (not north) this Christmas!

Chad Thompson

SEVERAL LAUNCHES CELEBRATE THE BIG 100

Reports are coming in that winter maintenance programmes are complete (mostly) and spring/summer cruising is eagerly awaited. It will be a notable year in that we have a number celebrating their launch's one hundredth anniversary. Dick Coughlan and Keith Pine's *Ferro* will be one. Dick and crew have been putting in a mighty effort to have her in pristine condition. I am reliably informed that there will be no shortage of appropriate activities. Thank you Dick, you know my favourite rum.

Labour Weekend's excursion

up the Clevedon River had to be cancelled at the last moment (shaggy dog type of story) to the disappointment of those heading to the assembly area of Pouto Point. It will be rescheduled!

The annual Riverhead excursion is coming up on Sunday, November 21st with a growing number of folk booking in for a "Hitch a Ride". The tide is 1546 hrs (2.9m) so we will be assembling off Westhaven for a 1400 hr fleet departure. Steamboats will get away a little earlier to accommodate the speed differential. This is our 3rd year

and so far nobody has claimed the prize for encountering the soft mud adjoining the sometimes narrow channels. The ladies (proprietors) at the Pub are looking forward to our presence.

No doubt Xmas/New Year planning is well under way. Some of us will be doing the "Barrier", going across from Kawau. Hopefully the CYA flag will be flying high in Smokehouse Bay on New Year's Eve.

February 2005 will be particularly interesting. Firstly we have the 2005 CYA Regatta to look forward to. Being

based out of the Viaduct Basin will make involvement none too difficult. Secondly, we (CYA Launch Division) have been invited to participate in the Auckland Anniversary Regatta, in conjunction with the steamboats. The Regatta's Organising Committee is looking to enhancing the festival nature of the Regatta with classic launches and steamboats making a significant presence in the inner harbour and Viaduct areas. Planning and notifications will be completed prior to Xmas.

Ron Jamieson, Lady Rae Club Captain - Launches



WINDHAVEN COMING HOME

We understand that Windhaven is heading back to New Zealand under Kiwi ownership again. This magnificent 71ft yacht was built by Colin Wild for Berridge Spencer in 1948.

Classic Yacht & Launch Burgees for sale

As the proud owner of a classic vessel, flying a CYA burgee completes the dress of your craft. To purchase yours, please forward your cheque to:

Classic Yacht Association

PO Box 69172, Glendene, Auckland

Also available: launch number banners

One digit numbers \$65 per pair

Two digit numbers \$70 per pair

Three digit numbers \$95 per pair

Get your launch looking authentic with the numbers for club events.



Contact Joyce Talbot: Tel. (09) 836 4747 • joycetalbot@classicyacht.org.nz

\$45

CLASSIC YACHT ASSOCIATION CONTACTS

GENERAL ENQUIRIES: Joyce Talbot (09) 836-4747 or joycetalbot@classicyacht.org.nz

CLUB CAPTAIN YACHTS: Tony Blake (09) 575-4517

CLUB CAPTAIN LAUNCHES: Ron Jamieson (09) 521-3553

www.classicyacht.org.nz