

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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*She's hard on the arms,  
but pretty as a picture.  
Skipper Tony Blake  
reports on a ...*

## ***Wonderful season on board Waitangi***

One of the aims of The Classic Yacht Charitable Trust, as set out in the constitution is to "...purchase vessels of significant historic value to preserve for the nation."

In purchasing *Waitangi* from a Melbourne syndicate and bringing her back to New Zealand in 2003, the trustees have certainly hit the nail on the head.

Our thanks must go to John

Street, Bill McCarthy, Max Carter and Bruce Tantrum for their foresight.

As skipper of *Waitangi* I have found her a delight to sail, though my arms get a thorough workout as the wind builds. She has engendered a great camaraderie amongst the crew.

*Waitangi* is a vessel that requires a minimum crew of 12 that have to work as a coordinated team, especially

as there are no winches and heaving in a 1200sq. ft mainsail with 250sq. ft jacksails above it is no mean feat.

We had a wonderful 2003/2004 season, culminating in winning the Logan Cup, only the second time *Waitangi's* name has appeared on the trophy. The first was 110 years ago, shortly after she was launched in December 1894.

Our handicap has suffered

as a result, so this season we are working on how to improve our speed.

Given the complexities of a gaff rig with jack topsail, no winches and no speedo, it is not easy, but great fun. Recently a new crew member remarked, as we slogged towards Motuihe in a RNZYS race, "Feel the power, what a boat, this is fantastic". That says it all.



# THE LITTLE CHAMP COMES HOME

By Baden Pascoe.

In 1942, at the age of 24, my father, Onehunga carpenter Howard Pascoe, launched his Frostbite sailing dinghy *Bunny* (sail No. 107). Following the sale of his 1932 Ralph Goodwin-designed V Class 18 footer Paroro to Fred Lidgard, he made the decision to try his hand at a racing boat he had built himself.

Why a Frostbite? I think there were several reasons for choosing this design. Soon after selling Paroro, Dad borrowed a newly built Frostbite from Jack Taylor to sail in the Manukau Cruising Club's under 14' "B" division. About a year before this he had left his job with Leo Bartlett and joined Percy Vos. Sam Mason was one of the leading hands at the Vos yard and was well respected for his fine clinker hulls and his dinghy skippering abilities. He became a mentor and a close friend of Dad's and inspired him to follow in his footsteps. The Frostbite class was super competitive with regular skippers such as Jack Brooke, Geoff Smale, Peter Mander and Sam Mason, to mention just a few.

*Bunny* was built at his father's home at 46 Hill Street, Onehunga. She was planked with kahikatea on mangeao ribs. Pohutukawa was used for the stem and knees. From what can be seen, the only kauri used was for the transom. Dad must have intended to race her as a class boat as she met all the Frostbite measurements.

For the first few seasons he raced her in the Manukau B division. To improve her performance against the "Manukau chop" and larger



boats, a removable canvas foredeck was fitted and a small spinnaker carried. During this time *Bunny* became one of the regular winners and was just too fast for any Z Class when there was combined racing. The regular crew was Claude Robinson from Church St. Onehunga.

From what I have learned, *Bunny's* first outing on the Waitemata was in the 1944 Auckland Anniversary Regatta, where she was listed as a scratch entrant in the programme booklet. In 1945 she was the winner and I understand she

won again, but the date is not known.

Dad sailed her competitively up until 1948 and then built his International 14 footer Twilight. During the six years Dad raced *Bunny*, he became one of Auckland's most respected dinghy skippers. The Manukau had taught him many useful skills as a small open boat skipper and influenced his thoughts and fired up his vision on light displacement design.

*Bunny* was sold to the colourful character Squadron Leader Canavan of the RNZYS in 1948. She had four owners

after Canavan and eventually ended up in the safe hands of Bruce Ballard, who lives only a kilometre away from the place of her birth. During the time between Canavan's and Ballard's ownership, she had a name change to *Trina*. Immediately on purchasing her, Bruce Ballard re-registered her with her original name *Bunny*. At this point in time, the history between Dad's and Bruce's ownership has not been researched.

Well! 62 years down the track it is not hard to see a young man put his heart and soul into the building of *Bunny*. She is a textbook example of a finely built clinker boat. Thank heaven she had owners who obviously looked after her as a champion's boat and she didn't end up as so many small boats do, cooking in the sun as a garden ornament!

• The Pascoe family would like to thank Bruce and Dulcie Ballard for taking care of *Bunny* and for allowing her back into our family. *Bunny's* next skipper will be my nephew Chris Pascoe of Whitianga, who is starting to make his mark on the local yachting scene. My Dad established the family boat building business at Whitianga in the early 1950's, and passed on his skills and knowledge to my brother Mitch, who works out of the same workshop.

Our hope is that *Bunny* will inspire our children as she inspired Dad, and lead them to greater things in boating.



As children grow up and move away from home, we parents often reflect on just what it is that has taken each of them down different pathways in life. Our daughter Emily was recently back from Italy, where she is wintering over on *Mariquita*, a beautiful 95' (LOD) gaff cutter, similar in size to Moonbeam IV that was down here for the 2003 America's Cup. During her time here, we stole away for an afternoon on one of those few days in November that wasn't blowing over 20 knots and snuck out on our yacht *Prize* just to get rid of a few cobwebs.

After a few pre-season

Islands in 1994. Jeremy Mace and I, our two young sons and Emily had gone back up to the Bay of Islands to finish off our cruise and only headed back down the coast after enjoying the company of Tim Wiles and family on Carmen and a few barbecued scallops.

We motored out through the Waewaetorea channel and began our run down the coast. In a quartering moderate north-westerly *Prize*, under cruising main, staysail and working jib, made good time to Whangaruru. As attentive parents of young children (Byron and William were only 6 and 7 at the time), we had to keep an eye on them

than happy to do her fair share. Emily was thoroughly immersed in the whole experience, none more so than on the following day when we set ourselves the goal of getting to Kawau. It was going to be a long haul for the young ones, but off we set.

As the day wore on, the wind backed round to the north and freshened, creating boisterous sailing conditions. *Prize* was cracking a fair pace, driving the bowsprit and foredeck under in the increasing following sea and requiring the attention of a good person on the helm to minimise the possibility of gybing.

After a short stop for lunch

to the tiller most of the way, surfing *Prize* down the waves time and time again, never faltering or seeming concerned as the boat was pressed harder and harder. Cape Rodney came and went very quickly and then Takatu Point drew abeam and, all too soon, we were gybing over and fast reaching in through North Channel into Kawau.

And no sooner had she given up the helm as we rounded Kawati Point at the northern end of Vivian Bay than she was at the mast, readying the halyards for lowering. No wonder Emily is now lapping up her fourth season in the

# Life-changing experience for father and daughter

safety checks, we were out off Westhaven and hardly needing to utter a word as we went through the routine of getting the good ship underway. It was all good intuitive stuff and before long we were heading up to Kauri Point in a 10 to 15 knot south-westerly. We threw in a few tacks, and made the water run through the scuppers, got a little spray in the face and conjured up lots of good memories to reflect upon while quenching our thirst as we ran back down the harbour a couple of hours later.

At a time when sailing for most teenagers wasn't cool, Emily seemed to grasp a number of opportunities as far as sailing was concerned and make the most of them. One of those times was during a mid-January run back down to Auckland from the Bay of

and therefore spent more time than usual counting heads. In keeping a watchful eye out for the boys we became aware of the presence of another keen yachtie on board who was more

under the lee of Lady Alice Island in the Hen and Chickens, we were off again. By now the wind had gone further round to the NE so there was a big following sea. Emily was glued

Mediterranean on the big classics.

*Chad Thompson*



*Prize (background) revels in brisk conditions against Moana*



## ***Don't miss out on the great February classics regatta***

The fourth Annual Classic Yacht Regatta will be held in Auckland in February and is likely to draw another superb fleet to showcase the best examples of New Zealand's classics. Billed as a celebration of our fabulous classic yachts, launches and small craft, the event will be held in Auckland from ...

**11 – 13 FEBRUARY 2005**

Based at the Viaduct Harbour, Downtown Auckland  
Race HQ: Viaduct Harbour Marine Village, 135 Halsey St (old Alinghi Base). A number of berths available at the Viaduct – be in early to secure one

**Come join us for three days of great racing and camaraderie**

Informal Prizegivings at Race HQ (The Boatshed) after racing with special prizes for 'Best Dressed Crew' each night

**Excellent spot prizes .....drawn each night.....be there to win!!**

Major spot prize drawn on Sunday 13 February at the Official Prizegiving:

**AIRCALIN return flight for two to exotic Noumea with seven days accommodation at the luxurious NOVOTEL SURF HOTEL**

Open to: all Vintage, Classic, Replica, Spirit of Tradition keel & centreboard yachts and Classic Launches & Steamers

### **2005 Regatta Programme of Events:**

Thursday 10 Feb: Race Briefing  
Friday 11 Feb: Classic Yacht racing  
Saturday 12 Feb: Classic Yacht racing  
Classic Launch and Steamer Log Rally  
Sunday 13 Feb: Classic Yacht racing and Official Prizegiving  
Entry forms available shortly on: [www.classicyacht.org.nz](http://www.classicyacht.org.nz)

*Joyce Talbot*

## **Classic Boat Realities – Fun and Maintenance**

### ***Annual Riverhead Excursion***

November 21 saw the Launch Division's Third Annual Riverhead Excursion undertaken, and very successful it was: 12 launches and one folkboat (John Macfarlane) navigated their way to the Riverhead Tavern on an afternoon tide resulting in about 70 members descending on the Tavern under new management and much 'flashed up'.

Reflecting the age and nature of classic launches, two additional boats intending to enjoy the day never made it. One broke down with engine problems not far out from its home port while the other suffered engine problems on its marina. Not to be deterred, skipper and crew of the first struggled back to their marina and arrived at Riverhead in good time by car. The second skipper hitched a ride on another launch and forgot about his frustrations for some many hours. Next year's outing will be on a midday tide. The Riverhead Tavern will be extending a BBQ lunch for all members, whether arriving by boat or car. Note this fun even down whilst you contemplate 2005 at some pleasant summer anchorage.

### ***Maintenance***

Now I know all thoughts will be on your summer cruising destinations and which weather patterns you might enjoy or suffer from. However, no cruising is complete without some contemplation of next winter's maintenance so here is some experience from *Lady Rae's* 2004 maintenance.

Antifouling had become the focus of attention coupled with question marks over certain areas of caulking. The solution was to take the underwater hull down to bare timber or nearly so. Her tired owner and lazy (rebellious) crew ruled out the age-old procedure of scraping etc. To the rescue came Strata Clean NZ Limited (Gary Murch) with a water/soda carbonate blasting procedure utilising high volume water supply at relatively low pressure, taking off all the years of tired and dubious antifoul in less than a day. Given haulout costs, time savings, excellent finishing and, not to be forgotten, those scurvy lazy crewmembers, I can commend the process.

Second day saw *Lady Rae's* shipwright minder, Geoff Bagnall (Milford Marine Services) attend to caulking repairs in the morning with perked up owner and crew having the hull faired for undercoating by the morning of the third day. Way to go!

***Ron Jamieson  
Lady Rae***

### **CLASSIC YACHT ASSOCIATION CONTACTS**

GENERAL ENQUIRIES: Joyce Talbot (09) 836-4747 or [joycetalbot@classicyacht.org.nz](mailto:joycetalbot@classicyacht.org.nz)  
CLUB CAPTAIN YACHTS: Tony Blake (09) 575-4517  
CLUB CAPTAIN LAUNCHES: Ron Jamieson (09) 521-3553  
[www.classicyacht.org.nz](http://www.classicyacht.org.nz)