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*They came in all shapes and sizes, but common to all was the camaraderie and Corinthian spirit. CYA Chairman, Russell Brook reports*

## What a regatta!

They held a regatta ... Yes we did ... and it was magic.

This article presents me with the opportunity to reflect back to members a chairman's view of a unique sailing event. The diversity of our boats was wonderful. A variety of shapes, sizes, rigs meant that the fleet looked interesting. With the addition of the launches and M class we were responsible for quite a spectacle.

The courses reinforced the interest factor by allowing the big and small boats to finish together. *Jonquil* and *Ranger* working up to the finish line together on Sunday morning was a curious contest.

Of course the diversity of boats brings with them a

*continued overleaf*



*There's action a-plenty as Tawera heels into her work during the Lindauer Classic Yachts regatta*

# Lindauer Classic Yacht Regatta 2005 Results

## NAVMAN Division One:

Line Honours	RANGER	- Ian Cook
1 <sup>st</sup> on Handicap:	SAPPHIRE	- Doug Reid
2 <sup>nd</sup> on Handicap:	RANGER	- Ian Cook
3 <sup>rd</sup> on Handicap:	ARCTURUS	- Bruce Dunlop

## COAST NZ Division Two:

Line Honours	RAWENE	- Russell Brooke
1 <sup>st</sup> on Handicap:	RAWENE	- Russell Brooke
2 <sup>nd</sup> on Handicap:	WAIONE	- John Bertenshaw
3 <sup>rd</sup> = on Handicap:	AORERE	- Terry Dunn
	CASSIOPEIA	- Harold Neel
	(broken by results of last race)	

## DOYLE SAILMAKERS Division Three:

Line Honours:	TUCANA	- Tony Stevenson
1 <sup>st</sup> on Handicap:	TUCANA	- Tony Stevenson
2 <sup>nd</sup> on Handicap:	PETREL	- Bruce Adams
3 <sup>rd</sup> on Handicap:	GREY SEAL	- John Macfarlane

## HEINEKEN Division Four:

Line Honours:	JONQUIL	- David Waddingham
1 <sup>st</sup> on Handicap:	JONQUIL	- David Waddingham
2 <sup>nd</sup> on Handicap:	THELMA	- Larry & Lin Pardy
3 <sup>rd</sup> on Handicap:	WAIRERE	- Fred Bailey

## AIRCALIN Division Five:

Line Honours:	NORTHERNER	- Mike Webster
1 <sup>st</sup> on Handicap:	PLANE JANE	- Don Harland
2 <sup>nd</sup> on Handicap:	PIONNIER	- Bill Miller
3 <sup>rd</sup> on Handicap:	PAMOANA	- Mark Blazey

## STEWART 34 Class:

1st	PIONNIER	- Bill Miller
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## M Class:

1st	MATAPAN	- Paul Snape
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## LAUNCH LOG RALLY:

1st	LADY MARGARET	- Peter Boardman
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## Regatta overview – and a boy's rite of passage

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diversity of people: skippers, crews, supporters ... This fuelled the atmosphere of our headquarters down in the viaduct. There is no doubt that we all enjoyed catching up after each race, learning of the results, and perhaps collecting a few spot prizes! The constant stream of people coming up to me with positive comments was almost overwhelming – and appreciated.

Being able to have our boats moored around us added a further dimension. There was many a discussion on waterline height, sheerline, mast cracks.....

I was especially delighted to have the Patikis join our modern classics. The racing in this division was particularly keen and I look forward to

watching the growth in this area. Modern classics are a very practical and affordable way to participate in classic yachting.

The M class also joined us for the first time this year. Although blown off the course on Saturday they relished the light conditions on Sunday. Hopefully we will see them increasing their participation with CYA.

For me personally this regatta held yet another aspect – my 12 year old son became 'part of the *Rawene* crew'. He had earned his place over winter taking responsibility for sanding and oiling much of the varnish.

Each night of the regatta he came home from the racing on a high. Out on the bowsprit hanking sails on, being swept with water, clearing sails when tacking,

up the mast replacing broken gear and so on.

He had sailed with the men: friends, dad, uncle, grandfather. He had celebrated guns and felt the frustrations known to us all caused by gear breakages and light winds. He represents the next generation... and if these boats are to survive then his generation needs to fall in love with them and all that they represent.

Hopefully he will be inviting me to sail *Rawene* in the CYA regatta in 2025. So a fitting regatta to celebrate our tenth anniversary. Your camaraderie and Corinthian spirit continue to strengthen our foundations and uniqueness.

It is supposed to be fun...and it was. Good, old fashioned fun!

See you at the Duder Cup.



DIVISION ONE REPORT – By Chad Thompson

# Sapphire Rules

After the atrocious weather for the regatta in 2004 the tireless organizers, the race management and the competitors alike were determined that 2005 was not going to be a repeat. Those with access to the long range forecasting web sites were glued to the computer screens most mornings in the preceding two weeks. All the indicators were positive for good breezes and clear skies for the 2005 Lindauer Classic Yacht Regatta. And that's what they enjoyed. Wind strengths varied from 5 up to 25 knots, always under clear skies.

The large gaffers *Ariki* and *Waitangi* were missing this year. However *Rawene*, *Waione* and, for the first time since the inaugural regatta, Terry Bailey's *Aorere* (1892, Logan, 43' LOD) came down from the Bay of Islands. The large Bermudan-rigged classics were the largest fleet with John Gorter's *Iorangi* (1901, Logan, 52'2" LOD) being the oldest, and enjoying her 2<sup>nd</sup> successful season since coming out of restoration. *Tawera* (1936, Logan, 50' LOD), purchased in February 2004 by Mike Mahoney, was making her debut after being relaunched following the building of a new wooden mast (to her original height) and also having an extensive rebuild of her mast step and interior layout. She was looking magnificent. Both of these yachts gave Ian Cook's *Ranger* (1938, Tercel, 60' LOD) a good run for her money on the water, as did the smaller yachts on handicap – Doug Reid's *Sapphire*, *Arcturus*, sailed by Bruce Dunlop and *Prize*, sailed this year by Ian Aitken.

As with all classic regattas the camaraderie and Corinthian spirit are what brings the competitors together. This was certainly the case in 2005. Old rivalries were renewed with numerous boat for boat races taking place. With *Moana* missing from the fleet this year, the usual scrap between her, *Prize*, *Little Jim* and *Ngataringa* was only slightly less intense. *Little Jim* narrowly beat *Prize* home on day #1. *Prize* beat *Little Jim* by 8 minutes on Saturday with *Ngataringa* withdrawing after a broken main boom. Then on the Sunday Greg Scopas the owner of *Ngataringa* sailed on adrenaline



after an all-night affair in Ron Copeland's workshop adapting *Tawera's* old main boom to *Ngataringa*. She finished 3<sup>rd</sup> over the line behind *Ranger* and *Iorangi*. If there was a special prize for tenacity it should have gone to *Ngataringa*.

It was great to have *Natica*, a West Solent One Design owned by Peter Brookes, in the fleet for the first time. Peter had recently brought her out from England where he had restored her and a great many of that fleet before returning to NZ three years ago. *Tucana*, the #1 boat of Division 3, had been hoping for a good scrap with *Natica*, but unfortunately it never eventuated when Peter asked to go up to Division #1. That battle will have to wait for another day.

The regatta though belonged fairly and squarely to Doug Reid in *Sapphire*, the beautifully presented and well sailed K-Class. Doug was never placed worse than 6<sup>th</sup> over the line and was always mixing it with longer waterlined yachts. Perhaps a reflection of all those years in the Etchells.

Bruce Dunlop, after his long journey from the west coast of the United States returning *Windhaven* to New Zealand, certainly had *Arcturus* relishing the reaching conditions and finished third behind *Ranger* and *Iorangi* on Friday; and 5<sup>th</sup> across the finish line in Saturday's fresh conditions. The lighter conditions of Sunday had her slowing and thus slipping down the ladder.

*Ranger's* performance was also spectacular, especially charging down to the Haystack during Saturday's race; using her longer waterline length to best advantage. On all three days she would step out from the rest of the fleet on the downwind leg and maintain a loose cover if need be on *Iorangi* to finish anything from 9 up to 15 minutes ahead of her. She really needs some similar sized competition to push her. While *Northerner* was out there as a modern classic, we also need to get *Innismara* and *Ta Aroa* alongside *Ranger* on the start line. What a sight that would be (what about *Infidel's* return as well)!

The Overall Results for the Division had *Sapphire* on 8 points, 1<sup>st</sup>; *Ranger* on 11 points, 2<sup>nd</sup>; *Arcturus* on 12 points 3<sup>rd</sup>; *Prize* 4<sup>th</sup> with 13 points and *Iorangi* 5<sup>th</sup> with 16 points. Good close racing by anyone's measure.

Skippers and crews certainly appreciated the smooth running of the event, the camaraderie of being moored together in the Viaduct, the ease of access to the Regatta Headquarters; and most especially the Corinthian spirit in which the entire regatta was held.

## LAUNCH REPORT

The mass start of the Saturday Launch Log Rally could not have been more exciting. Having started a few yacht races over the years I thought anything else would be a breeze. Surging, partially out of control launches is something else, great fun. Eleven launches started and all finished without any collision rules having to be examined. *Lady Margaret*,

Peter Boardman's beautifully restored bridgedecker was the winner, 13 seconds outside her pre-calculated elapsed time. Silver Spray deservedly won the best-dressed launch looking a picture in her steadying sails and general presentation.

– Ron Jamieson

# Tight Battles

DIVISION THREE REPORT – By John Macfarlane

With LWL figures within 0.3m and both carrying the 3.5% spinnaker penalty, our belief pre-regatta that *Heather* and *Grey Seal* would be closely competitive proved prophetic on the water. The outcome wasn't decided until the conclusion of race three.

Race one was a magic start to the regatta – a tactical and interesting course, a beautiful breeze, close competition, and the visual feast of the other yachts became the blueprint for the series.

From the start *Tucana* set the pace, *Petrel* and *Spray II* battled it out for 2nd, while *Grey Seal* was worked hard keeping *Heather* astern, the two of us never more than a minute or two apart all day. The last leg was closer than it should have been, a wrong spinnaker call costing us time and distance – we were lucky to keep *Heather* out at the finish.

Race two was our weather – Folkboats love a good 25/30 knot breeze. We had a clear start with a slight boat speed advantage and led *Heather* around A buoy. Under poled out headsails, both boats were



regularly hitting 8 knots plus during that lovely run down the back of Rangitoto.

It was interesting watching how the two boats handled the brisk conditions upwind – *Heather* sailing low with a double reefed main, *Grey Seal* sailing a higher mode with full sail – yet the respective VMG's were close. We maintained a loose cover over *Heather*, crossing the line 3rd in division behind

*Tucana* and *Petrel*.

In race three, for the first time *Heather* appeared at the start line with a full main, plus an afterguard boosted by her designer/builder John Lidgard – we decided she'd be a handful to hold in that mode in the lighter airs. However we had our own surprise addition – a small reacher, and this and another good start got us ahead of *Heather* at mark one.



Then, *Heather* rolled us downwind and was 300m ahead at mark two, but we had cut that to a boatlength at mark three.

Upwind on the third leg in a building breeze, *Grey Seal* sailed higher and we worked out to a nice lead over *Heather*, but not enough, for when the breeze softened at Bean Rock she got past again at Northern Leading. The breeze continued to soften from here to the finish. Folkboats hate light, sticky conditions and seriously underpowered we struggled for speed and steering, while the Lidgards played the shifts. *Heather* crossed the line 2nd in division three behind *Tucana*, and we scraped home 4th.

The overall results for division three had *Tucana* winning three guns and 1st on handicap – an excellent effort considering their cracked mast in the last race. *Petrel* took 2nd and *Grey Seal* managed 3rd. We came away hugely inspired by the atmosphere and spirit of the regatta, and with plenty to work on before next time.

Photos by Terry Fong – www.afaphoto.co.nz

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