

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 43 – July 2005

Protecting our heritage

The Ministry of Culture and Heritage contacted us earlier in the year when it undertook a review of the 1975 Antiquities Act with the aim of bringing it into line with international protocol. The Committee asked me and Harold Kidd, with his legal background and understanding of New Zealand's maritime history, to review the draft Bill and develop a presentation to the Select Committee on the Association's behalf

We were primarily concerned with the use of the term "prohibited export", representation of the CYA on the panel of expert

examiners and the use of the term "physically authentic" as it related to vessels being afforded protection.

The export of Protected Objects, even temporarily, was prohibited the way the Bill had been drafted. We felt that this was too inflexible and would exclude the possibility of special exhibitions being staged overseas or, in the case of the classic yachts, it would exclude the temporary export of, for example *Ranger* (below) to the Jubilee Regatta in Cowes, as happened in 2001.

We also felt it was important that the CYA be

invited to provide two experts to the panel of examiners. The Association has been asked in the past and on each occasion has been able to call upon the invaluable expertise and vast database of our maritime heritage that Messrs Kidd and Elliott have worked on for so many years.

Most importantly, though, we were very concerned that the almost automatic protection under the old 1975 Antiquities Act for vessels in excess of 60 years of age was going to be lost. The new Bill referred to protection being afforded to vessels that were "physically authentic". The use of that terminology would have removed protection from virtually all classic yachts and launches. All of the classic vessels still in existence in New Zealand

have been modified to some extent or other. For example, decking, structural members of the hull and keel may have been modified or even replaced. Engines have been fitted, or original engines replaced. Masts and sails have been replaced. Modern cabin tops may have been built on top of the original deck layout. Accommodation, interior layout and modern amenities may have been fitted below decks.

To remedy this problem we suggested that the narrowness of the words "physically authentic" be replaced with the term "or capable of being returned to a state that is a faithful replica of its original state".

The writer travelled to Wellington to present the submission last month. The CYA's submission was amongst four other submissions presented on the day of the Select Committee hearing. Our points were well received and will hopefully enable the Bill, incorporating our suggested amendments, to be passed into law as a valuable protection for our maritime heritage.

By Chad Thompson



Devonport Yacht Club's Duder Cup

On Devonport Yacht Club's Duder Cup Day there were the same four entrants as last year for the George Winstone Trophy for A class yachts over 38 feet, - *Rawhiti* (A2), *Iorangi* (A4), *Rawene* (A5), and *Little Jim* (A16) – and the veterans were joined by the Sparkman & Stephens classic, *Revery* (ex *Cotton Blossom*, B79). [On 7th March we enjoyed a return visit to New Zealand of Olin Stephens. Fortunately he set aside some time to see some of his earlier designs still in their prime.]

There was no wind on the day. *Rawene* arrived at the start line half an hour early, expecting to see the postponement flag, but a small zephyr wafted over the Cheltenham isthmus, and the start crew commenced flags and guns at 1150 hrs. Given the still rising tide, we stayed up-tide of 9 buoy, discussing at length just how short a time we would move in the tide once we turned back towards the start! There was no wind at all for the first start, but, shortly after, the breeze filled in



sufficiently and this fleet was away – albeit most of them by now well short of the start line, thanks to that tide.

Not too bad a guess on our part saw *Rawene* turn around 9 buoy and cross the line on starboard, with *Iorangi* and *Rawhiti* well back up by the clubhouse on port. There

followed some quick tacking – such things are relative to the boat in question – past Torpedo Wharf and up to North Head. *Waione* motored amongst us, offering advice and taking photographs. Achieving clear wind, whilst hugging the shore to stay in the breeze line and avoiding

the tide where possible, was a challenge, but we found a great back eddy right in close under North Head – and then too close, we were on the mud!

Fifteen minutes later, after hanging off the bowsprit and rigging, pushing with the spinnaker pole and rocking her bow to stern, we cleared the bottom. By then the rest of our division was well away, so on with the chase. The breeze was light, but at least constant. Up ahead, *Little Jim* looked to be leaning over quite nicely – did she have a better breeze in close? There was nothing on the Rangī shore ... and then we realised she was aground too. We daren't laugh, but we were so relieved that there would be someone else to share the Mug's Shield for this season.

Rawhiti had taken a tack across to the Rangī shore, which, with hindsight, was not the way to go at all. We stuck to the Cheltenham shore, short tacking along the line of breeze, and crossed tacks in front of *Rawhiti* off Takapuna Head. This time she followed us as we slow

BOREDOM AND BINOCULARS CAN LEAD TO ALL KINDS OF TROUBLE

Sometimes having a free afternoon to yourself can be relaxing. Couple this with a pair of binoculars and an obsession with old launches and it can get interesting!

One Saturday, about a month ago, this exact scenario presented itself. My brother and I took a leisurely drive around the upper reaches of the Whau River in West Auckland. After visiting the eternally interesting Span Farm boatyard and

viewing a few 'treasures', we decided to return home, when something caught our eye protruding from behind the mangroves. Close inspection with a pair of trusty binoculars revealed a hull (hulk?) lying in the mangroves.... We had to have a look.

A small bush crash later revealed what we had seen, an extremely derelict and partially submerged 26ft torpedo or cruiser stern

launch. The tide was in and she was submerged up to the decks. What was above the surface was coated in mud. We could only imagine what was below. A return trip at low tide revealed even more.

Well, we decided we had to have it (or what the teredo worm had left us). A couple of calls to the locals and we were told "If you can get it out of there, it's yours."

The next week we returned armed with plywood, screws

– a race of two halves

tacked along Narrow Neck, inside the beacon which we knew so well from years of Frostbiting, then along the edge of the reef to the St. Leonard's beacon. Incredibly, one of the smaller boats following us crossed the reef, and sure enough stopped sharply.

We could see *Iorangi* ahead with a reasonable breeze so continued to follow her along towards Takapuna. *Rawhiti* elected to lay across to the Rangī shore, hoping for the northerly to extend across, which eventually it did. When we crossed tacks short of A buoy, she was once again ahead of us. Turning

round A buoy we squared away and ran flat off to Northern Leading, with our leader pushed out on the jockey pole. The boats ahead were becalmed in the fading breeze, and boy was it hot in the sun!

Rawene carried the breeze up; her gaff mainsail plus tops'l presents a big area. After Northern Leading we passed *Rawhiti* yet again and rounded Motukorea just in front of her. Now we were on the wind in light breeze, so we went for the St Heliers shore to stay out of the tide as much as possible. *Rawhiti* laid across to the Rangī shore, and after much debate about

covering her or otherwise, we let her go. *Iorangi*, which had earlier kept to the St Heliers side too, now came about to cover *Rawhiti*, seemingly presenting much more of a threat than the smaller *Rawene*. What a fatal decision. The breeze filled in from the sou'west, *Rawene* picked it up first, and we were eased sheets down to Doris Rock in a good breeze, whilst *Rawhiti* and *Iorangi* were virtually becalmed way down to leeward.

Soon, the breeze filled in right across the harbour, with all boats finally moving at good speed. We closed on Doris Rock together with a couple of mulleties, with *Iorangi*, *Revery* and *Rawhiti* all behind, but not by much at all. Hardening up around Doris Rock we could lay No. 8, with *Iorangi* and *Rawhiti* trapped to leeward. The two bigger boats were footing faster through the water than us, but couldn't get clear ahead to tack, and were trapped to leeward by other boats following behind us. *Iorangi* closed up under us on every puff of breeze.

Then we realised that No. 8 was the finish line so we continued on the same board, holding *Iorangi* to leeward. Fortunately the leg was short enough that she couldn't get clear ahead.

A crew member in the water from a Pied Piper provided a small distraction short of the finish. *Iorangi* tacked beneath us to cover *Rawhiti*, so we did too, covering both of them. Once we knew for certain we were safe, we tacked back and crossed the line for the long and loud hooter for 1st place, and our first win on line for some time. There was much jubilation all round. It's not often that we beat these two bigger boats over the line. Being the smallest boat in the division, *Rawene* had the handicap win too, so her name goes on that magnificent trophy yet again.

Final handicap results

- 1st – Rawene,
- 2nd - Revery,
- 3rd - Rawhiti,
- 4th - Iorangi.

By Anthony Harland



The genial Commodore takes it easy on *Rawene* during the George Winstone Cup race

and some trusty 'boat in a tube', Sikaflex, I believe it's called, and a few bags of rapid-set concrete! Many hours later, after patching multiple holes and after digging out the foot of mud that was inside her, we waited for the tide to run, and run it did, right through her.

With some more temporary repairs and the use of a large capacity pump, confidence was at a high.

After approximately eight years in the mangroves sunk in mud, and with the tide approaching full, she let out a creak and a groan and, all of a sudden, popped out of her mud berth...Success...!

Hopefully we will have her on a truck and home in the near future. Then the hard work begins.

By Andrew Pollard



Prizewinners 2004-05 Season

Couldrey Memorial Cup: (Winner on handicap A Division – first race in season)

KATRINA Warren Tuohey

Scott Wilson Classic Trophy: (Winner on handicap A Division – Race to Patio Bay)

IORANGI John Gorter

Night Race Cup: (Winner on handicap A Division - DYC Night race to Mahurangi)

IORANGI John Gorter

Arthur Angell Trophy: (Winner on handicap B Division - DYC Night race to Mahurangi)

PETREL Bruce Adams

Queenie Gold Cups: (Winner B Division – Mahurangi Festival)

JONQUIL David Waddingham

Mitchelson Trophy: (Winner on handicap A Division – race to Te Kouma)

PRIZE Chad Thompson

Newcomb Trophy: (Winner on handicap A Division – last race in season)

LITTLE JIM Tim Stables

Tamatea Cup: (Winner on handicap B Division – last race in season)

JANET Bill Cox (Team Janet)

Viking Clock Trophy: (Winner - Classic Yacht Regatta Log Rally)

LADY MARGARET Peter Boardman

No 8 Buoy: (Most memorable navigational manoeuvre)

LITTLE JIM Tim Stables

Prize Tiller: (Most firsts on line in season)

HEATHER Duthie Lidgard

Bob Stewart Cup: (Winner Modern Division on points)

REVERY Ron Melton & Chris Beech

Robert Logan Trophy: (Winner B Division on points)

HEATHER Duthie Lidgard

Arch Logan Cup: (Winner A Division on points)

IORANGI John Gorter



*Heather,
winner of
the Prize
Tiller for
most wins of
the year*

A time to reflect

Reflecting back upon our season, with its endless run of long summer days, provides welcome relief to this current mess of wind and rain. We were fortunate with the racing conditions that summer provided, and, continuing in the fine tradition of the Waitemata, there were a few surprising lottery wins!

Our 2005 prizegiving was once again a celebration of our on the water activities, and the large number of

attendees is testament to the positive regard in which the club is held.

We were honoured to have David Charlesworth, Commodore RNZYS, start the evening's proceedings. David is a strong supporter of CYA and ensures that we enjoy a good relationship with our host club.

As it was our 10th anniversary we received a message from our patron, Hamish Ross, who is based in Valencia with the Alinghi

team. This was a timely reminder of how far CYA has journeyed.

Of all the prizes presented perhaps the most notable is that of *Heather* winning the Prize tiller for the most guns. In winning this prize she has finally wrestled the tiller off *Ranger* – something that not many thought possible! *Heather* has raced strongly and consistently all season.

Looking forwards: CYA and the Auckland harbour face an exciting prospect. With *Rawhiti* having gone off for restoration, and

Rainbow becoming available for restoration, we could be looking at a starting line in the future of *Waitangi*, *Tawera*, *Ariki*, *Rawhiti*, *Rainbow*, *Iorangi*, *Rawene*, *Ranger*, *Prize* ... And most of these will be in original, or near original condition.

And there is one more surprise to come. An infamous yacht also needing a major restoration will now one day re-join, or perhaps I should say join for the first time, the A class fleet. That story to come ...

Russell Brooke

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