

THE NEW ZEALAND CLASSIC YACHT JOURNAL



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Commodore Tony Blake and crew on Waitangi wait for the wind (right), while (below) the fleet finally ghosts across the startline.

Painted ships upon a Painted Ocean

The 2006 event proved to be a regatta to remember. Although all three days of racing were slightly marred by lack of a steady breeze, the large entry, the splendid weather and the exceedingly fine social events at the Viaduct made it a milestone regatta, thanks in no small measure to our sponsors, Lindauer, Air Calin and Ramada Plaza, Navman, Coast NZ, Altex, Sail NZ and Bacardi.

Normally we have four pages in this Newsletter, but the RNZYS has generously offered us double the



normal space to enable the publication of full reports and images – all of the pictures by Jason Prew, to whom we express special thanks – from this wonderful event.

The theme of the lack of wind recurs in all these reports, which we've left largely unedited. But the lack of wind made the mass start of the launch log rally on Saturday even more of a visual and aural spectacle... something like a squadron of Lancasters taking off!

By Harold Kidd





‘Trouble’ brews in convergence zone

Division ONE - A Bermudan Rigs:

In Auckland we are used to having everything thrown at yachting competitors, but seldom more of the same for three days in a row. Team New Zealand’s weather forecaster, ‘Clouds’, hit it on the head when he advised us to expect very light airs, sea breezes and to also expect ‘trouble’ while the convergence zone sorted itself out each day.

The A Division this year was made up of three of the K Class, *Kitenui*, *Katrina* and *Sapphire* (last year’s winner), *Ngataringa*, *Little Jim* and *Prize*, a group of longstanding rivals all of similar dimensions, plus *Tawera* and *Ranger* as two larger representatives from the Squadron’s old 1st Division.

On the first two days, after the first hour of

racing, the leading yachts found themselves in their own weather pattern and turned a small lead into an extensive lead giving the smaller yachts little chance of catching them, except on handicap.

Both days *Tawera* got away first, chased by *Ranger*

with *Prize*, *Little Jim* and *Ngataringa* within striking distance until the larger yachts sailed away, again in a different wind pattern that failed to come down to the rest of the fleet. *Tawera* and *Ranger* had also elected to fly spinnakers, enabling them to stretch out their lead.



When the breeze eventually filled in for the smaller yachts *Prize’s* considerable sail area was used to good effect as she charged after anyone ahead of her.

Race #2 on Saturday saw *Ngataringa* and *Little Jim* well placed at A Buoy heading for the Haystack well ahead of *Prize*, but way astern of the larger two yachts.

Katrina was also in close touch. *Prize* was in catch-up mode, sailing lower and faster. She did what she does so well in the 10-18 knot northerly. Running and reaching from the Haystack to Orakei, she passed all of her contemporaries as well as knocking off some of the moderns, two Stewart 34s and a Townson under spinnaker and was at full speed when we crossed the line.

Race #3 on Sunday was

It’s official: Bailey’s best ...

Col Wild Trophy for the top designer’s Team

A few years ago, Doug Owens, the owner of *Nereides*, donated to the Classic Yacht Association of New Zealand the Col Wild Trophy to be presented to the team of two top performing yachts of all the designers.

This year’s competition was between the Logans, the Baileys, Col Wild, Des Townson, the Stewarts and Sparkman and Stephens.

Some would say the Logans are the undisputed

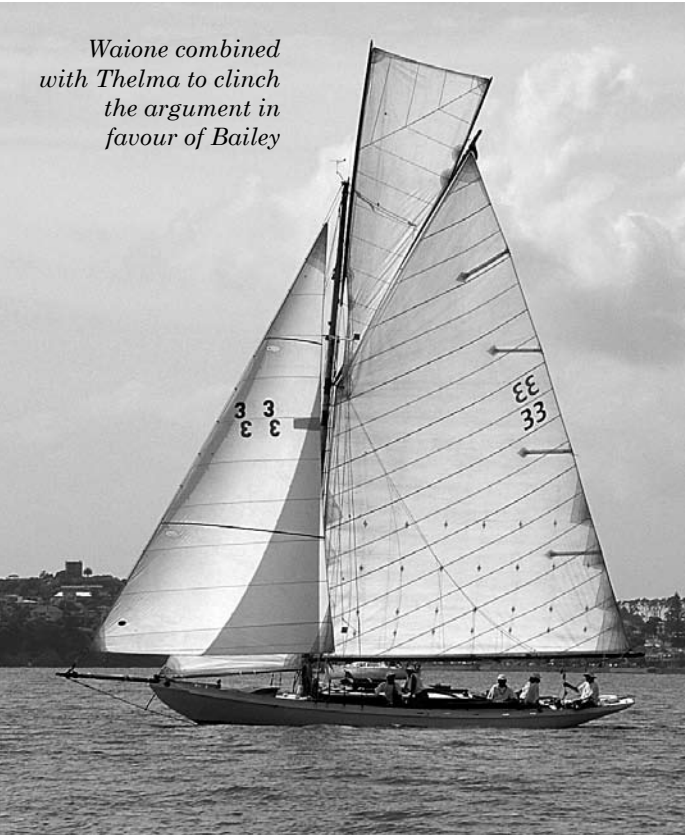
masters. Others would say Des Townson’s brilliance in the last half of last century is hard to rival.

And what about Bob Stewart and Olin Stephens?

This year it was the turn of the Baileys with the little *Thelma* (1895 gaffer) and *Waione* (1907 gaffer) coming up with the unbeatable win/win that put to rest any dispute as to which was the best designer of his day.

Are there any other red rags to be flashed in front of the old bulls? (Bias, bloody bias...ED)

Chad Thompson



a very different affair with the wind virtually deserting the fleet for much of the day. It looked like *Tawera’s* regatta. Having secured two firsts so far she was virtually unbeatable.

Other possible winners were either *Prize*, which would require her finishing at least two places ahead of *Tawera*, or *Ranger*, but that would require *Prize* finishing no higher than 5th on handicap.

Prize enjoyed the best start of the fleet, sailing away towards West Bastion Reef while *Ranger* struggled out to the northern side of Bean Rock. *Tawera* followed *Prize*.

The wind soon deserted Auckland, leaving the entire classic yacht fleet to struggle across to Rangitoto after rounding Northern Leading Buoy.

Tawera’s regatta came

to a dramatic end when she withdrew after being towed off the rocks close into Rangitoto Wharf, thus leaving *Prize* and *Ranger* to sort things out. It is said that *Prize’s* skipper’s faculties left him after Rangitoto Wharf (something to do with the heat of the sun and four hours of concentration) and *Prize* stuck to the Rangitoto shore instead of covering the rest of the fleet.

That was the decisive moment of the regatta for her. When the race finished early at Motukorea, *Prize* was way behind the remaining three finishers and was two points short of being able to challenge *Ranger*.

Really it was *Tawera’s* regatta. However, to win you do have to cross the finishing line every day.

By Chad Thompson

Oh gods, what have we done to offend you and why is Waione always winning?

Division 2 Gaff Yachts

A bad day on the water surely beats any day shut up in an office? This old chestnut was certainly true during this year’s Lindauer Classic Yacht Regatta. What an awesome turnout of yachts! In the A Gaff Division, *Ariki*, *Waitangi*, *Rawene* and *Waione* came out for some serious racing. Day One dawned fine, but with little wind predicted. On *Rawene*, we had a guest skipper and a full complement of willing crew. Staying well clear of the starting melee, we got a good start in clear air, avoiding the yells and the protestations of barging at the committee boat end of the line. Imagine our frustration after five minutes of ‘racing’ to see *Waione* emerge from the group and steadily pull away. With the wind we had, there was no chance of following.

After four hours of racing on the fairly long course, we found ourselves anchored off the Devonport Wharf completely becalmed. *Waione* was still a long way ahead and any chance of pulling her back was forgotten when we spotted her off Westhaven powering away in a souwesterly we wouldn’t get for another 10 minutes. The only consolation was that *Waitangi* was behind us and stayed there until the end of the race. Admittedly there was the odd nervous glance astern, especially as she began to gain rapidly near the finish. It was obvious what had happened.... Tony Blake had managed to get all the barnacles clinging to his

antifouling to paddle in the same direction! We managed to hold off her attack and to cross the finish line some twenty minutes after the spritely *Waione*. Day Two dawned much the same as Day One, sunny with almost no wind predicted, and this was the day we had to go around Rangitoto! *Rawene* had a much better start, right on the committee boat end of the line in good clear air. We then proceeded to drift up the harbour in the general direction of A Buoy. *Waitangi* stayed in touch with us, either slightly behind or slightly ahead. We thought we were in a great spot until, lo and behold, there was *Waione*, in a breeze line of her own, whipping up the middle of the fleet. Much dark muttering ensued about what a cunning man John Bertenshaw is,

to always know where the wind is going to be. *Ariki* was sneaking up the bays, but we were still in touch with *Waitangi*. Fluky wind continued until A Buoy when it filled in from the north. By the time we reached the Haystack, *Waione* was two minutes ahead, *Waitangi* was a horizon job and *Ariki* was powering up behind, far too quickly for comfort. From there we settled into a frustrating downhill run, watching *Prize* and *Waione* playing silly buggers in near the shore, *Waione* apparently using *Prize* as her depth sounder. We managed to slowly close the gap on *Waione*. Rounding the bottom of Rangitoto, we were now on a broad reach, powering back towards Auckland, all the time pulling back

seconds on the cunning Clan Bertenshaw. We had a nice close race with *Ngataringa* and just pipped her at the finish line. Final Result: 134 seconds behind *Waione* on handicap at the finish line after eight hours; *Ariki* third, followed by *Waitangi*. Bugger, that’s Two Nil. Day Three dawned exactly the same as the first two, but with a forecast of even less wind; 5 knots max. Eek, it wasn’t looking good to try and pull one back on *Waione*. At the 10 minute gun, the race was postponed so we anchored up and commenced swimming. Around 20 minutes later a whisper of wind made an appearance on the water, so the race was started. With the incoming tide we cunningly snuck through the reef by Bean Rock, watching

our competitors being sucked down the harbour with barely contained glee. A short while later, to our horror, the wind picked up briefly from the north, propelling *Waione* back to the front of the fleet. What God had we offended? Were there bananas on board? A quick check of the boat for the forbidden fruit, and we followed to Northern Leading, where we tacked. Or should I say parked, because from then on the wind died. Wily *Waione* was sitting out to starboard while the whole fleet sat becalmed off Rangitoto. About this time, I understand from well placed sources, a mutiny was taking place on *Waione*. The skipper, after venting his fury at the elements, was sent forward to check the topsail trim and was plied with rum to calm his ravings. Someone else on board obviously had a cunning plan, as she shot off towards Browns Island followed closely by *Waitangi*. *Rawene* and *Ariki* waited, and waited and eventually said “to hell with this”, and motored home. Final result, *Waione* first and *Waitangi* pulled off her first second placing of the event. It was a memorable weekend, not only for the sound thrashing we were dealt by *Waione*, but also for the incredible camaraderie amongst all the members of the Classic Yacht fraternity. Roll on next year! (and I really will attach a bucket to your bobstay next year John B).

Jason Prew



Launch Log Rally start is a gut-stirring event as engines roar

A full 15 entrants (straight stemmers, bridgedeckers, sedans, one dory and one work boat) charged the start line at Saturday’s Launch Log Rally. Mass starts are not for the faint hearted. The sound of 15 marine engines at full chat, as is customary at the start, was felt in the gut. This year was only marginally more gentlemanly than last year, perhaps helped by the confusion of some entrants in determining which side of the start boat they should pass by! The first leg along the face of the eastern bays gave beach-goers a wonderful view of the graceful launches of old. Ferro, in its 100th year afloat, was the clear ‘best dressed’ winner with its piratical crew. Last year’s winner, Silver Spray, again looked a picture, but Dick Coughlan, Keith Pine, crew and guests had really scrubbed up in keeping with Ferro’s extensive refit undertaken late last year for her centennial. Log rallies are a test of a skipper’s ability to cover the course in an actual time that is as close as possible to an estimated time calculated from a pre-given average speed over the distance. All instruments and timepieces must be covered, so it is a real test of listening to your engine(s) and thinking about the impact of tide and sea conditions. Congratulations to winner David Mauger. David has a very good feel for his November 1925 Ron Malcolm-built Retawai (originally Rita W), bringing her home over the 11.55nm course only marginally outside the pre-calculated time. More than half of the entrants were within three minutes or less of their expected finishing times. Competition for the winner’s mantle is certainly getting tougher.

Ron Jamieson

Ranger Beater contest

Amongst the larger classics there was also the race amongst the would be Ranger beaters, namely Ta’aroa and Northerner and Ranger herself. In this department, Northerner cleaned up with two line honours to Ranger’s one. The conditions were clearly too light for Ta’aroa. This race within a race will be a feature of future seasons and is sure to generate a lot of interest, especially when Erewhon is eventually restored to racing trim in three years time.

From hero to zero



Grey Seal enjoys its best progress of the day – powering to the startline

Division three report

Yacht racing – some days you’re hero and some days you’re zero. And some days you struggle to even make the start. The 2006 CYA regatta was three long days of character forming conditions.

There were the usual rewards for correctly picking pressure, shifts, holes and tides, but the punishments handed out for even small mistakes were sometimes heartbreaking.

Additionally, sun and heat sapped energy, drained hydration and burnt skin. Maintaining concentration and focus was a constant struggle, it being all too easy to submit to frustration making things worse.

Some yachts and their skippers revelled in the conditions. *Natica* always looked to be moving well, skipper Peter Brookes cannily picking shifts and tides to perfection. Brilliantly sailed, their line and handicap double was richly deserved.

Gleam also had a good regatta. A New Zealand interpretation of the Yankee One-Design class, her long lean hull looked impressive upwind in the light, but seemed to lose downwind through lack of sail area.

Well sailed by joint owners Murray Cook and Neil Chambers, the addition of some specialist downwind sails could see *Gleam* reaching her full potential next time.

Dragons are well suited to fluky conditions. Long, light and easily sailed, with a myriad of controls for tweaking, they showed an ability to wiggle about under sail when everyone else was stopped dead.

Aotearoa, skippered by Jamie Thomas, had the better regatta with a third place overall. Sailed two up, *Aotearoa* had a nice weight advantage over the other Dragon, *Leander*, who was further penalised by two DNF’s. As many agreed, the Dragons brought an elegant touch of class to Division Three and we hope to see more of them next year.

The conditions hardly suited the solidly built *Spray II*. However, unlike several boats, they finished every race – no small feat. A third in race three helped her to fourth overall, which, considering the conditions, was an excellent effort for skipper John Duder and his crew.

Tucana certainly looked impressive under gennaker

in race one and had a reasonable race on Day Two, but sailed into oblivion along Tamaki Drive in race three, costing any chance of a place overall. According to skipper Colin Brown, it would have been a very different story had the sou-west breeze arrived two hours earlier – but that’s yacht racing.

As for *Grey Seal*’s regatta, the less written the better. Folkboats detest light sticky conditions. We struggled constantly for boat speed and steerage. Being caught down wind and tide of the startline on race two was a particularly painful experience. Our submissions and prayers to Hughie for 30+ knots next year have already been lodged.

Wind frustrations aside, from a big picture perspective, classic yachting was the overall winner. The regatta has gained real momentum, with excellent sponsor support, enthusiastic support from owners, crew and the launch brigade, and the base and facilities are a brilliant focal point. We can only build from here. On behalf of division three, special thanks to Joyce Talbot, Tony Stevenson, Chris Collins and their respective teams.

By John Macfarlane

What We Did in the Weekend

I wasn’t there Friday.
I wasn’t there Saturday.
But on Sunday four M’s started off the flagship S.S. Joyce

...and drifted
over here...

Then they drifted
down to here....

...then, across
to here...

....and back over
here again.....

.... And finally
back here where
the race was short
ened.....

....our boat still had
about 200 metres to go....

....and took another
50 minutes to drift
back here.....

...where we took our
own time, and a friendly
sou’wester arrived and we
sailed home.

The End
*Did I ever bore you guys with
how much fun Sydney was??*
By Robin Elliott

Your grub is better than ours

“Hey Lin, what are you guys having for lunch on *Thelma*,” calls Thomas Pryor from *Tawera* as we sneak by on the light breeze that seems to give the small gaffers their one chance to pass A class boats.

“A selection of roast beef with cheese sandwiches or chicken, brie and salad sandwiches, brownies...”

My eager young crew adds other items to the list, which provokes Thomas to complain, “Your crew gets fed better than us.”

My answer – “We’ve got to work harder to get good crew!” – is true, because normally it seems less exciting to be on board a boat sailing in the class that often brings up the rear. For us on board *Thelma*, however, we had all the excitement we needed.

Though the winds were light and fickle for the start of the first two races, the competition was heavy and unwavering with *Jonquil*, the Nat Herreshoff designed Buzzards Bay 25 (32 feet on deck, gaff rigged knock-about rig i.e. no bowsprit,) and *Thelma* (C. & W. Bailey designed and built, 1895,



The mighty Jonquil (above) and (below) Frances goes in close

34 feet on deck, gaff rigged sloop) changing positions seven times during the first race. *Jonquil* seemed to have the advantage close hauled in a breeze, *Thelma* on a reach and run.

A lucky wind shift, a barge moving at the wrong (or right) time according to which boat you were on, brought *Jonquil* in 4 seconds ahead of *Thelma* on the first day.

Frances and *Imogene*, both sailing without the aid of the full sized nylon jibs being used by *Thelma* and *Jonquil*, found the light airs truly frustrating and their owners expressed a keen desire to see the weatherman’s predictions proved wrong

for Saturday. Unfortunately that was not the case.

The second day seemed an easy win for *Thelma* with *Jonquil* falling into a hole near North Head that swallowed the rest of the class and many other competitors just after the start. But, with persistence and amazing luck, a fresh wind off the bays and a strong outgoing tide combined to give *Jonquil*

a romp of a close reach that ate up a two mile lead by the time *Thelma* could ease off to reach towards home. The finish was about 45 seconds apart with *Jonquil* getting the gun and the top position. By this time *Jonquil* became known as the come-back queen.

But her luck ran out on Sunday when, after anchoring to wait for the start, she was caught behind the line by the incoming tide, after six hours of little or no steerage, still had not made the Iliomana beacon. She retired and, with the DNS, was moved down on the points system.

On board *Thelma*, Scott and his lady Emily (for

whom this was the first big boat race series she’d sailed) it was a hard long day – and the sight of the committee boat waiting at the end of the shortened course was wonderful, especially when we looked back to see we were the only one in our class to still be racing.

Then we crossed the line and waited for the sound every racer prays for. Instead, we got a grand wave from the committee. Emily yelled, “Didn’t we get the gun for our class?”

Someone on the committee called out, “We already packed it away, but saw you reaching down and decided to give you a finish instead of letting you take your own time.”

Less than 15 minutes later as I was below making the crew hot quesadillas, I heard a huge roar. Scott’s wine glass flew in the air and Emily yelled out, “They gave us the gun, in fact they gave us two.” We all came on deck to watch the committee boat steam past, finish gun held high.

Lin Pardey

'Moderns' provide the greatest numbers and close competition



Division FIVE - Modern

The Moderns provided the greatest number of competitors this year with 17 starters, including Townsons, Stewart 34s, a Pied Piper at the small end of the size range while *Ta'aroa* and *Northerner* made up the upper end of the scale.

The special performers of the regatta were *Salacia*, a Pied Piper sailing way above her size, *Hornblower*, a mid-sized yacht, always snapping at the larger yachts' transoms, and *Princess*, one of the Stewarts, sailed

very consistently into 1st position.

The outstanding performers were apparent from Day One with *Northerner* flying across the start line on port tack weaving her way across the fleet with apparent ease heading for the horizon.

Hornblower was always there in relatively close touch, while the much larger *Ta'aroa*, gaining speed as well as her heavy displacement would allow, but nonetheless struggling in the light to catch up.

The Stewart 34s were also

quick to accelerate out of the starts, but were no match for the larger light displacement yachts that had elected to fly spinnakers. And all the while little *Salacia* stayed in contact, sometimes even boat for boat with the larger yachts.

It was also great to see Des Townson out there

checking on his fleet, which also included *Grenada*, *Sir Christopher*, *Hakatere* and *Songbird*.

In the end, *Princess* prevailed over *Hornblower* and *Salacia*. Clearly this event provides an indicator of more highly competitive racing in future regattas.

By Chad Thompson

Lindauer Classic Yacht Regatta 2006 Results

COAST NZ Division One:

Line Honours: RANGER - Ian Cook
 1st on Handicap: RANGER - Ian Cook
 2nd on Handicap: PRIZE - Chad Thompson
 3rd on Handicap: LITTLE JIM - Tim Stables

ALTEX Division Two:

Line Honours: WAIONE - John Bertenshaw
 1st on Handicap: WAIONE - John Bertenshaw
 2nd on Handicap: RAWENE - Russell Brooke
 3rd on Handicap: WAITANGI - TONY Blake

NAVMAN Division Three:

Line Honours: NATICA - Peter Brookes
 1st on Handicap: NATICA - Peter Brookes
 2nd on Handicap: GLEAM - Murray Cook/Neil Chalmers
 3rd on Handicap: AOTEAROA - Jamie Thomas

SAIL NZ Division Four:

Line Honours: JONQUIL - David Waddingham
 1st on Handicap: THELMA - Larry & Lin Pardy
 2nd on Handicap: JONQUIL - David Waddingham
 3rd on Handicap: FRANCES - Iain Valentine

BACARDI Division Five:

Line Honours: NORTHERNER - Mike Webster
 1st on Handicap: PRINCESS - Bill Falconer
 2nd on Handicap: HORNBLOWER - Lyn Peat
 3rd on Handicap: SALACIA - Kerry Farrand

Stewart 34 Class Cup:

PRINCESS - Bill Falconer
 2nd on Handicap: PHANTASY - Rod Harris
 3rd on Handicap: PAPRIKA - Grant Barker

M Class Cup:

MACH ONE - Gary Wells
 Log Rally Cup: RETAWAI - David Mauger
 2nd: SILVER SPRAY - Mark Stapleton
 3rd: FLORENCE DAWN - Ian Gavin

Col Wild Cup:

BAILEY DESIGNED TEAM of Two: WAIONE & THELMA



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