

THE NEW ZEALAND CLASSIC YACHT JOURNAL



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*Right: Two furriners, the West Solent Q Class Natica (W 23) and the Buzzards Bay 25 Jonquil (8141) running together.
Bottom right: Spray, Tawera and Natica off North Head.*

End of season BLAST

The CYA was determined to finish the season on a high note with all interest groups participating in the Race/Rally to Islington Bay, both yachts and launches alike.

For decades until the 1970s, Islington Bay was the traditional end of season destination for the Royal New Zealand Yacht Squadron's last race of the season. The fleet would race out around Rangitoto and Motutapu Islands arriving in Islington Bay (usually then known as Drunks or Drunken Bay, rather its modern sanitised name) for the night.

Continued overleaf ...



End of Season BLAST ... cont.



Loloma, with our secretary at the helm

There the crews would go ashore for the broaching of the kegs of beer to commence an evening of revelry and merriment. The Sunday morning always, in those halcyon days, shone very brightly, too bright in fact for many of the revellers. The Flag Officers of the Squadron would then tour the fleet inspecting the Admiralty Warrants, tipping on whisky and milks, and later G. & Ts, before, much later in the day, making their way back to Auckland.

Well, if it was good enough for our forefathers, then it is good enough for today's classic fleet. The forecast

for this April weekend was out of character for the super summer we have enjoyed and was forecast to be blowing 25 knots, gusting 35 knots. The decision was therefore taken to race the inside course in order for the smaller yachts to be able to participate.

The shortened course had the classics leaving Auckland late morning, reaching and running all the way to Islington Bay at or beyond hull speed. The longest waterline of course arrived there first, but the excellent handicapping had everyone in the two divisions finishing within 2½ minutes of each other.



Prize, just after the start

It was then the launches' turn to stage their log rally around Motuihe Island before everyone rafted up around *Waitangi*. As one of the largest yachts in the fleet (LOA 75', LOD 57'), her expansive flush decks were the venue for the broaching of the keg. Much later, after the prize giving, dinner and further mirth, most crews departed for their bunks while a hard core continued in *Waitangi's* saloon to discuss the merits of the evening's entertainment and the race performances of the various yachts throughout the season.

The previous evening's

overindulgences were easily worked off with a brisk walk up to the top of Rangitoto Island, instead of the Admiralty Warrant inspection of the past, while the rest of the fleet made their way home in a fresh northwesterly. It was a great weekend for the CYA to conclude the season.

Div. 1 (over 38 feet LOD):
1st Prize, 2nd Katrina, 3rd Tawera;

Div. 2 (under 38 feet LOD):
1st Natica, 2nd Jonquil, 3rd Spray II;

Launch Log Rally
1st Lady Rae, 2nd Silver Spray, 3rd Florence Dawn.

Chad Thompson



The cellar-master, Ron Jamieson, at work



The keg is broached and the dirty job of enjoying the contents begins

Ngatira is steadily coming back to life

After a seemingly endless time of pulling bits and pieces off *Ngatira* at the NZ Maritime Restoration School at Haruru Falls, the tide has turned and things are going back on.

When the cabin and most of the deck and beams were removed, *Ngatira's* heart and soul were revealed. All was not as it had seemed under a fresh looking coat of paint.

The 1964 fitted steel mast step had rusted severely and damaged three floors almost to the point of failure. The engine bed mounts had cracked two more floors. Jay removed an angle iron ring frame forward of the mast to reveal through hull fastenings that ran riot with the planking.

Steel nails that had rusted badly were found in several places in the interior fit-out and most recently we found a steel nail, square shank and headed, in the horn timber. I'm sure it is of 1904 vintage and was probably put in to hold the horn timber whilst the copper bolts were peined over. Nonetheless, it still caused damage.

It is evident that any



steel fittings and fastenings installed in the 1964 refit have been the cause of most timber failure in *Ngatira*. Jay was going to scarf new timber in the horn timbers, but upon shaping out, the rot was found to run deep, the stern post the most alarming (see photo bottom left).

Repairs to damage received from the great storm of 1917, when *Ngatira* was left propped up against rocks off Devonport came to light. Plank head damage to the inner two layers is probably attributable to the 1964 fit-out as freshwater was allowed to enter and lie against the end grain.

Before removing the sheer clamp, all deck beam positions were recorded. Fortunately, most of the original deck beam positions were still evident. This revealed cockpit and coaming extremes. The original cockpit sole is evident on the sternpost, as is the painted hull beneath the sole of a teak grate floor.

However, after removal of the sheer clamps, some rot was revealed in the plank ends. The breasthook was also quite soft.

Jay decided to fully remove the solid transom timber. This had had several inches sawn off in the 1964 refit. All paint and caulking has been

removed inside and out.

I saw *Ngatira* at this point and I was not quite prepared for what lay before me. Here was a mere eggshell, a very delicate eggshell, and the only original part of the yacht remaining.

Rotten plank ends have now been removed and new timber scarfed in. We decided to replace the sheer plank as the cove line had almost been sanded out. With the fitting of a rubbing rail and through bolts, the sheer plank was not in good shape either. It was far better to have new sheer plank and clamp to tie everything up.

Continued overleaf

Ngatira restoration continued ...

After heading north to participate in the graduation of two departing students, I was happily relieved to see new sheer planks being fitted and all inner planking replacements scarfed in, also the replacement of about three metres of the starboard stringer.

Most recently, the main keel bolt (third from the front)

has been pulled. The first few inches top and bottom look great, but we will make a decision about the rest of them once fully examined. Two-thirds of the clamp is fixed in and the other third is made, awaiting nails. The outer stem post is finished and inner portion is being cut out.

In keeping with the deed

of the school, and its culture, *Ngatira* is being worked on as she would have been in 1904. That is to say no glues will be used, or steel fastenings, but instead lengthy scarf joints and copper fastenings. There will be some concessions with the inclusion of a motor and toilet facilities and some legal electrical requirements like a steaming light. I will most likely have a depth sounder installed, but have

always used a lead line and good seamanship.

• For more information on the school contact Jay Lawry at the New Zealand Maritime Restoration School. mail@maritime-restoration-school.co.nz, phone 09 402 7746

Steve Horsley

Rainbow in her heyday



Rainbow Request for Unpublished Photographs

The long awaited restoration of the 50' 1898 Logan Bros. *Rainbow* is currently underway in Auckland. Her 107 year old hull is still in good condition. The owners are restoring her as authentically as possible and are seeking copies of any unpublished plans and photographs that may be in existence. Any interior images and images showing deck fittings in particular, would be greatly prized. The owners have the photographs and drawings that have been published in various books over the years and are accessing various museum collections and those of families of former owners, but are keen to see any amateur photographs that may still exist. If you can help please contact David Glen at work (09) 256 2579 or at home (09) 528 6476

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