

# Classic Events



ISSUE # 5

JUNE 1996

© All material in this publication is subject to copyright and may not be reproduced without the consent of the Classic Yacht Association of New Zealand.

## 1ST ANNIVERSARY CLASSIC YACHT ASSOCIATION

*Reflections on the completion of our first year from Chad Thompson, Chief spokesperson.*

In the year in which New Zealand celebrated winning the America's cup, members of the CYA are now also able to reflect upon the achievement of having formed a vigorous and highly successful association.

Who would have thought that we would have one of the fastest growing special interest groups in yachting, barely a year later. We now have a group of people numbering almost 200, including the owners and admirers of some 80+ classic yachts, all deriving great pleasure from New



*Ngataringa and Teal round the mark in the Ponsonby CC / Wooden Boat Workshop regatta, 24 March 1996. Courtesy of Terry Fong, AFA.*

existing events. In doing so, we are seeking to enhance the attendance of these events, and to support the organisers in their efforts to provide the classic yachtsmen and women with enjoyable yachting events both on and off the water. In the season just past, we saw for the first time, special divisions created for classic yachts in events which had not previously catered for classic yachts. The 1995 Musto winter series being the first. Such is the demand amongst owners, that we have begun to see the formation of a second division for classic yachts measuring under 38', or 11.5m. This should make the racing much more challenging for the smaller yachts.

*continued on page 5*

### CLASSIC CALENDAR

#### JUNE, JULY, AUGUST

Musto Winter Series Classic division (PCC)  
Sundays fortnightly, 1pm ..... 30 June  
..... 14, 28 July  
..... 11, 25 August

#### SEPTEMBER

(annual maintenance!)

#### OCTOBER

Coastal Classic to Bay of Islands  
Multi Hull Club ..... Friday 18 October

#### NOVEMBER

Anniversary Classic Regatta  
..... Sunday 24 November

#### DECEMBER

Scott Wilson Memorial race to Patio Bay  
..... Saturday 7 December

Zealand's maritime heritage while sailing around our beautiful coastline.

It has been your steering committee's intention to work alongside the well established yacht clubs and organisers of

*24 March 1996. Start of Vintage and Veterans Regatta. Ranger (22), Little Jim (14) and Rawhiti (A2). Courtesy of Bob Wharton Photography.*



**Bell Gully**

This issue of the Classic Yacht Association magazine is proudly sponsored by:  
BELL, GULLY BUDDLE, WEIR. BARRISTERS AND SOLICITORS  
and  
GORTER SURVEYING, Civil Engineering Surveyors

**GS**

# IORANGI - 95 Years a Lady

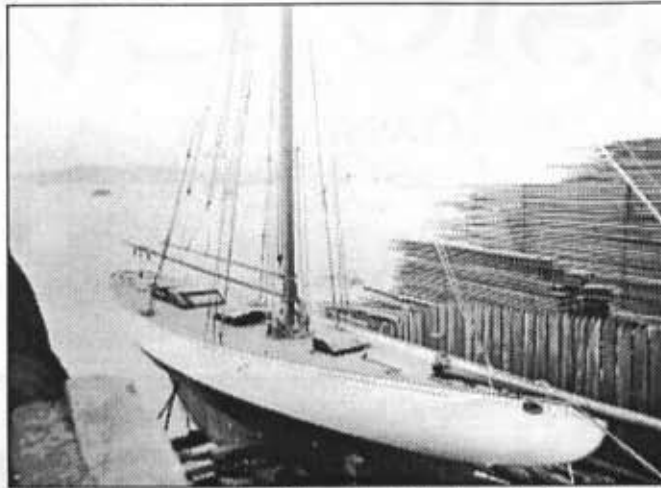
by Jenny Coulter (co-owner with Robert Burling)

For the prosperous Wellington merchant Alexander Turnbull, life at the turn of the century was challenging and rewarding. Being a successful young entrepreneur, he was able to indulge in some of life's luxuries and his personal passions included his ever expanding literary collection and sleek racing yachts. He raced *Rona*, a Watson-designed yacht, built in 1893 by Robert Logan snr, for seven years before returning to the house of Logan to commission the design and construction of a larger and swifter yacht.

From the yards of the Logan Bros. *Iorangi* was launched on 14 September 1901. Her construction was three skins of best heart kauri and her planks were all full length. Aluminium bronze skeleton blocks were specially imported from the United States (people said they looked far too light and would never last - she still has one of those original blocks on her mainsheet), and her sails were made in London by Ratsey & Lapthorne, of Egyptian cotton. Her cost not including sails, was £675.00.

Her passage to her new home in Wellington, in the charge of Captain "Dick" Butts and with a hired crew, took 23 days during which time they encountered six gales. She arrived toward the end of October. Turnbull was soon to be seen bending his new racing sails and on Christmas eve 1901 he set out with five companions on a voyage to the Marlborough Sounds. He later wrote his first and only published work, *Account of a Cruise in the Yacht 'Iorangi' to Queen Charlotte Sound*, which now resides in fine company in the library bearing his name, in Wellington. He records here that Christmas dinner consisted of "Roast turkey, green peas, potatoes, plum puddings - all turned out to perfection and done to a turn". I guess that's how it was before one-pot meals loosely based around packet rice risotto!

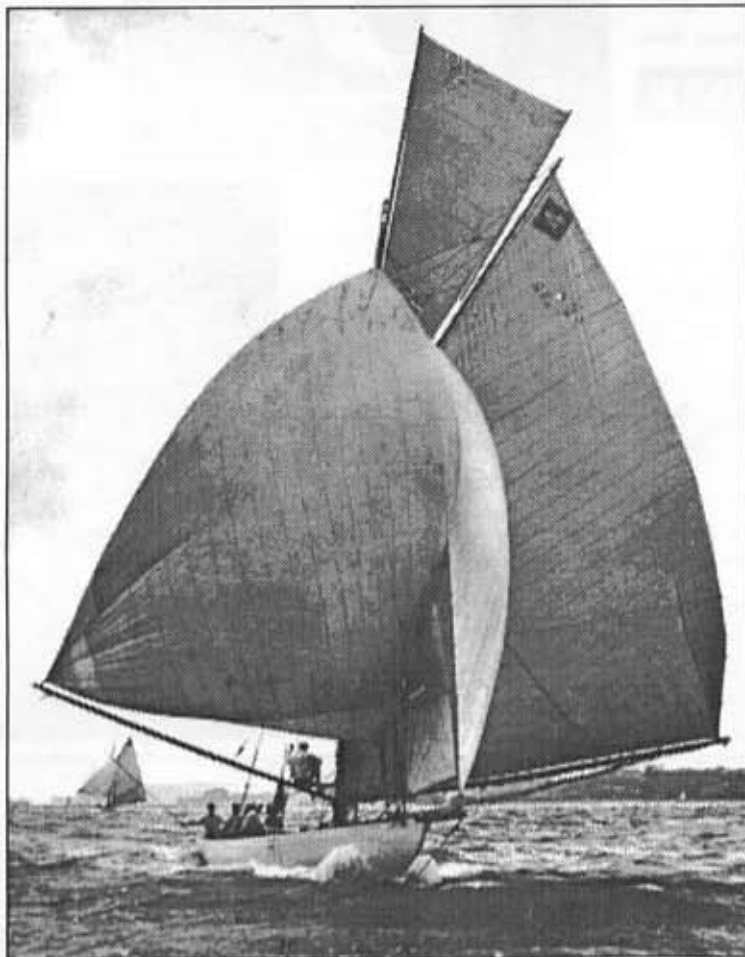
Such was the young Turnbull's pride in his two Logan beauties, that he requested a friend name his twin daughters born in 1902, after his ships. As a consequence of an enquiry made by a genealogical researcher I have a copy of the Birth Register entry for "Rona" and "Iorangi" and a beautiful photo of the two girls. Stories like this are surely a large part of why old boats worm their way into your life.



'Iorangi' launching day, Saturday 14 September, 1901 at Logan Bros. Yard, Auckland. Photo courtesy of Dan Luther, Auckland, 1992.

The presence of *Rainbow*, *Iorangi* and *Waitangi* on the Wellington harbour, each performing her best under different conditions, must have provided spectacular and exciting racing. Avid spectators had eagerly awaited the arrival of Turnbull's new yacht, as it was hoped that she would relieve *Waitangi* of her crack boat status and *Iorangi* beat her to the line on many occasions. Arch Logan believed her to be the fastest running and reaching yacht he ever designed, whilst *Waitangi* preferred heavy conditions and *Rainbow* light.

However, Turnbull was never prepared to



economise at the expense of his library and during difficult times he was forced to make sacrifices elsewhere. As a consequence of this philosophy, *Iorangi* was sold in 1906 to David Wall and John Morgan of Dunedin.

As an interesting aside at this point in the story, we were recently contacted by the grandson of John Morgan. Two generations removed and having never seen *Iorangi* in the flesh, he and his family still seem to be suffering from O.B.S. (Old Boat Syndrome), - its a concern to see that this insidious affliction can be passed down from generation to generation. We met with David Forbush and compared notes, swapped photos and

took him for an exhilarating sail, taking out Lit Honours in the 1996 Russell Classic Invitation for the third consecutive year (I should however temper that smug statement with the admission that we were getting just a bit nervous with *Rawhiti* nibbling away at our lead on the reach to the line

From 1906 to 1912 *Iorangi* was raced with much success out of Port Chalmers, including winning the Rudder Cup (presented in 1907 by the author of the American yachting magazine 'Rudder', Thomas Flemming Day), for the occasion of a race between Port Chalmers and Oamaru, on many occasions that the Cup was presented to the owner.

She returned to Auckland in 1912 with her sale to Thomas McKim Alexander, an Auckland solicitor who began a race career on the Waitemata Harbour that spanned sixty years. 1914 saw *Iorangi* win the Auckland Regatta ahead of *Viking* and *Rawen*. She took out first prize in the North Shore Yacht Club Regatta ahead of *Ariki*.

Upon Alexander's death in 1917 *Iorangi* was sold to Captain MacKenzie, an Auckland Harbourmaster who registered the vessel in the name of his son, George. He continued to race her with success, this time with an all-gentleman crew (being war years, many of the men were away). There is a story of all the yachts being holed up at Waiheke one weekend in nasty weather. Crews were resigned to an extended weekend as no one wanted to tackle the conditions outside. However, a few hardy souls made it back in time for work, courtesy of the women of *Iorangi*.

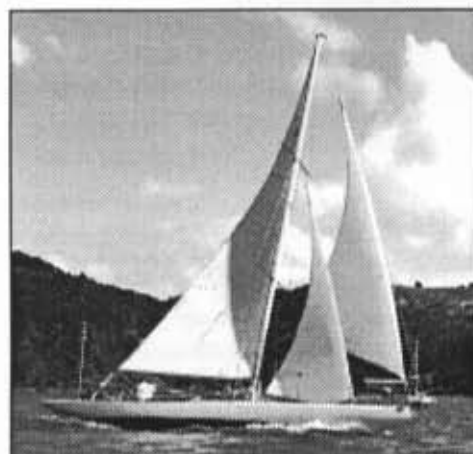
Lawrence Nathan, a well-known



'lorangi', Te Puna inlet, Bay of Islands, Jan 1993.

Auckland merchant, bought *lorangi* in 1937. Under his ownership she was to undergo many changes. In 1938 under the direction of Arch Logan, the gaff rig was brought more inboard and made three feet higher. To counter this extra leverage, Arch designed a keel modification. Percy Voss dropped the lead down six inches and added a six inch slab of kauri as a spacer. This change in the rig was not a great success, mainly because the Ratsey & Laphorne mainsail was a "complete botch" (in the words of Con Thode, Sailing Master for Nathan during his ownership of *lorangi*). When Con called in at the Ratsey & Laphorne loft at Gosport during the war years, they admitted they had made a mistake. Because they were so used to constructing Bermudan sails, they had automatically run the fullness of the luff out to the leach. They provided the information necessary to correct the error but this was never done as, post-war, *lorangi* was re-rigged with a massive Bermudan mast, which was built in Scotland and shipped out. This spar proved to be too lofty and as a result, over-burdened her. When Vic Speight later bought *lorangi* he reduced the mast height by six feet.

The conversion to a Bermudan rig made for much easier sail handling and the loss of downhill speed was overcome by importing the first symmetrical parachute spinnaker to Auckland, the size of which came as a great shock to the rest of



'lorangi', Te Puna inlet, B.O.I. January 1993.

the yachting fraternity. At this time sailmaker Leo Bouzaid was quick to offer winter storage for this revolutionary new spinnaker, with obvious ulterior motives!

*lorangi's* first success under Nathan's ownership was on the night race to Kawau in 1938, sailed in fresh north-easterly conditions. She got the gun, with *Ariki* trailing about 20 minutes behind. This was to be the first of many exciting duels between the powerful *Ariki* and the *lorangi*. Although *Ariki* most often prevailed, given her favouring conditions (light weather on a run or a reach), *lorangi* beat her on occasions.

Another notable tussle was with *Rainbow* in a harbour race in December 1939 when in strong north-easterly conditions, Joe Patrick and Frank Cloke stacked somewhere around 20 crew below decks (aboard *Rainbow*), but *lorangi* managed to beat her to the line with only seconds to spare.

*Ranger* of course was a longer and faster boat, but *lorangi* did manage to beat her on two occasions. Once pre-war, when *Ranger's* mast went over the side in a luffing match between the northern end of Rangipukea Island and the finishing line off the boulder bank. The other success was post-war in a westerly, where *lorangi's* ability to gybe the new parachute spinnaker proved a deciding factor in the race.

Despite losing a leg during World War II, Lawrence Nathan remained a very keen sailing enthusiast. Lawrence seldom helmed the boat and never during races, but he is fondly remembered as being a quiet contributor and an equal to his crew.

In 1951 *lorangi* had her last win in the Auckland Anniversary Regatta, which is quite an achievement for a yacht in her 50th year.

Following the launch of *Kahurangi* (Nathan's next vessel), *lorangi* was purchased by Vic Speight and in 1956 for the first time, the crew of *lorangi* had the luxury of an auxiliary petrol engine. This was also when she acquired her raised cabin top and an eye catching yellow colour scheme for her topsides. Her race history continued to grow, but eventually Speight commissioned the Lidgards' to design a new yacht for him. After the launch of *Fidelis* in 1959, *lorangi* once again changed hands, this time selling to Graeme Smout who fitted her present alloy mast and rig and also had Salthouse replace the tiller with a wheel.

The old Logan lady moved north to Whangarei in 1971 with her sale to Charles and Bess Parker. Charles loved to sail her in the Bay of Islands and had her moored in Matauwhi Bay, Russell, and then Opito Bay, Kerikeri, where we first saw her. We bought a house overlooking the moorings of Opito Bay and unaware that others had referred to her as "the snake" in the past, we covetously referred to the "beautiful white slick of toothpaste" as ours. When one day we heard that she might be for sale we rowed out to visit Charles on the boat one morning and, always looking for keen

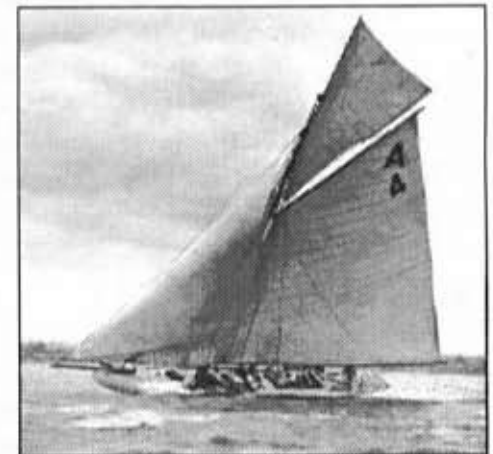
crew, he asked us if we'd like to go for a sail. Just one day out on the water in her and Robert's whole universe lurched and took on a new centre. Experiencing her effortless motion and beautifully balanced and well-behaved demeanour has spoiled sailing on almost every other boat for us. In 1990 *lorangi* became ours. Until this year, Robert's work took him overseas for months at a time in boats, and on and under the ocean. Yet he always made a beeline for *lorangi* and the sea the moment he got home.

By today's standards *lorangi's* concessions to modern devices are few, but the two of us easily handle her 52'. In 1994 we won Line Honours and Handicap prizes in the inaugural Classic Invitation raced in conjunction with the Tall Ships Race out of Russell. Until last year we were probably most easily recalled by other yachties as having a large German Shepherd aboard as tactician. We have sadly lost our canine friend, but now have a little girl Sophie, so *lorangi's* permanent crew remains at three. We have also recently moved to Auckland, so we will be once again returning *lorangi* to her old stamping ground where she can graciously do battle with the old girls again.

**Postscript:** Following up on a rumour that Gary Gwynne of Logan clothing had some time ago issued a thousand Guinea challenge to see *Waitangi* racing against *Ariki* again in New Zealand waters, Mr Gwynne was contacted to confirm this challenge. He was delighted the Australians were still interested in his wager and magnanimously extended the challenge to include the *lorangi*. A date has not been set for this challenge but it will be a spectacular sight to see the familiar old contestants together on the Auckland harbour once again!

**Author's note:** Thanks to Con Thode (who has had a close relationship with the boat for nearly sixty years) for his assistance with some of the historical and anecdotal facts- especially during the Nathan years.

Historical information can be difficult to find, especially the interesting stories that aren't revealed in the race records. We are always grateful to anyone offering insight into *lorangi's* past.



'lorangi', "Weekly News" 7 May 1930, Waitemata Harbour. CLASSIC EVENTS PAGE 3

# AROUND THE YARDS

THE NEW ZEALAND HERALD, THURSDAY, NOVEMBER 12, 1999

Being that time of year, I thought owners might like some information on the various options available. Remember our supporters at the **Wooden Boat Workshop** and **The Boatyard** if you would like a boat builder to work on your boat at the haulout facility of your choice.

## OKAHU BAY

A popular haul-out for those living in the inner Auckland area. All water, power, and rubbish removal facilities are cheerfully supplied. Trevor Cowbray has been at Okahu bay for years now but sadly leaves the employment of the Ports of Auckland on Sunday 16th June. Graham Oram who has been there almost as long as Trevor, will now be in charge. Trevor will still be around Okahu bay, getting his own boat ready for summer sailing. The B class

Bailey Waione is out on the hard at the moment, getting a long overdue diesel motor installed! (Remember the story where Waione was towed around Cape Brett with the 2-horse on the dingy, one flat calm day!). Good on you John!

Okahu Bay can take up to 180 boats so there is generally plenty of room available. Both keelers and multi-hulls can be hauled with daily ground rental (inclusive of GST) ranging from \$5.06 per day for boats less than 30' to \$8.44 per day for boats over 40'. Cradle hire can be arranged if necessary, from \$3.50 to \$5.00 per day. And the haul out charge ranges from \$45.00 to \$81.00 each way. There is a weight limit, so if you have any queries talk to Graham on **(09) 309 1350**.

## SEALIFT, BAY OF ISLANDS

Jim and Jenny McGlashan, owners of the pretty Logan 'Aramoana', also own an underwater servicing company in the Bay of Islands. They can arrange to do your antifouling for you, where a lift, clean, sand and paint costs from \$350.00 plus materials, or you can hire the lift for a weekend for considerably less. They carry consumables such as zinc blocks and antifouling. Operating from the Opua wharf, they are right in the heart of the Bay of Islands.

## BOAT HAULAGE

The cheapest hard stand in town could be at your place- if your marriage can stand the strain! For those lucky enough to have the room to work on the boat at home, this may be an attractive



READY FOR THE SUMMER SEASON:

Yachts hauled out at Okahu Bay, where enthusiasts have been busy preparing their craft for the summer.

option. The cost is dependent on the amount of time the truck spends getting the boat from the travel lift to your place. Some sites may not be suitable, - there may for example be a possibility of the truck getting bogged down and ruining your front lawn and footpath. Dave Wylie at Boat Haulage is happy to come and inspect the site beforehand to save you unnecessary cost.

Costs are \$90.00 an hour for average sized

boats, say up to around 35', translating to around \$500.00 to most places in the Auckland metropolitan area. This can rise to around \$800.00 for boats up to 50', or for transport further afield. Again, phone for more information and a more accurate quote for your boat. Phone: Dave or Bob Wylie, on **(09) 376 4545, or, 378 7697**.

# Bell Gully

BARRISTERS AND SOLICITORS

## Auckland

The Auckland Club Tower  
34 Shortland Street  
PO Box 4199  
Auckland, New Zealand  
DX: CP20509  
Internet Home Page:  
<http://www.bgbw.co.nz>  
Telephone 64-9-309 0859  
Facsimile 64-9-302 3312

## Manukau

Parkview Tower  
28 Davies Avenue, Manukau City  
PO Box 76-333  
Manukau City, New Zealand  
DX: EP75503  
Internet Home Page:  
<http://www.bgbw.co.nz>  
Telephone 64-9-262 1979  
Facsimile 64-9-262 2045

## Wellington

IBM Centre  
171 Featherston Street  
PO Box 1291  
Wellington, New Zealand  
DX: SX11164  
Internet Home Page:  
<http://www.bgbw.co.nz>  
Telephone 64-4-473 7777  
Facsimile 64-4-473 3845

# LETTER FROM THE EDITOR

Well, its that time of year again, time to renew the paint job on the boat and repair the wear and tear from the previous season and not as much sailing. I hope this issue of your magazine will help to re-ignite the enthusiasm for the next season while you are busy with sandpaper.

What! I hear you say. The Classic Yacht Association has been running for a year already? It's true. For the magazine, I am especially grateful for contributions of excellent photographs from Terry Fong of AFA photography, and Bob Wharton who has contributed photos to this issue of the magazine. So if you're looking for a work of art with your boat as the subject, please give Terry a call on **579 6256** or, Bob Wharton on **473 1097**.

I would like to extend a special welcome to Mike Rossouw from Christchurch, and to congratulate him for organising the highly

successful regatta on the Lyttelton harbour in April and to thank him for the entertaining report on pages 6 and 7. Mike has offered to coordinate our "Southern Connection", and to send us news of the classic yachts of the southern fleet. Thanks Mike.

If you are an older member of our sailing fraternity, I would like to publish some of the stories of sailing in these old yachts that I have heard told over a few rums, if you know what I mean! If you feel you would like to put pen to paper, I would love to receive a story or two for the magazine of the old days. I will be seeking out the older members of our sailing fraternity for some of these stories for later issues of the magazine.

Till summer, Sandra

# SOURCES

## BEVELLED MIRRORS

Regal mirrors provided an excellent service when they supplied the bevelled mirrors for the recent refit of the Prize.

Regal mirrors  
87b Ben Lomond Cres  
Pakuranga  
ph 576 4592

## SPRINGS AND PARTS FOR OLD WINCHES

Almost all parts for all winches- if they don't have it they can either order it in or have it made. Stocks of Simpson Lawrence products, most famously, the SL toilets.

James Nilsson Ltd  
69 Hillside Road  
Glenfield  
ph 444 5219

## THE SOCIAL DIARY

### AGM

Tuesday 9th July is our AGM, an important meeting for the Association, so come along next time to have your say. Terry Fong will have a display of photographs at the AGM. He has taken photographs of most of the fleet so your boat will probably feature.

Coming up, Bob Wharton has offered to give a talk on the technical details of marine photography, which I will try to coordinate for the August or September meetings. There are still a number of guest speakers and good videos yet to see, so we look forward to seeing you at the Ponse.

Cheers, John

### CONTACTS:

Smaller keelers  
special interest group,  
John Waters. ph: 09-418 1342.

Bay of Islands  
Tall ships race coordinator,  
Christine Hall, Russell BC.  
ph 09- 403 7968.

Kerikeri: Jim and Jenny McGlashan.  
ph 09-407 8626.

Christchurch: Mike Rossouw.  
ph 03- 389 9259.

Social events coordinator,  
John Gorter.

Racing coordinator,  
Greg Scopas. ph 520 9473.

### 1st Anniversary Classic Yacht Association cont'd

The monthly meetings at the Ponsonby Cruising Club, on the second Tuesday of every month from 6.00pm onward, have enjoyed varying numbers of attendants. John Gorter has organised everything from videos of early New Zealand yachting, to a barbecue on Y marina with 6 of the fleet tied along side, to an talk by Harry Pope, marine surveyor and traditional boat builder, to a demonstration of the old knotting techniques by Gordon Southec. For those within easy travelling distance of the Ponsonby Cruising Club (affectionately known as 'the Ponse'), pencil in each 2nd Tuesday of the month. For out of town people, we would love to see you should you be visiting at any stage.

We are now into our second season of the Winter Musto Series organised by the Ponsonby Cruising Club. At the end of race three, Ngataranga A14, owned by Greg Scopas, and Tamatea A20, owned by Ross Cochrane, are leading the series. The classic yachts create a contrasting spectacle amongst the more modern yachts on the harbour, especially when in the second race Tamatea, Ngataranga and Prize finished within 22 seconds of each other!

On reflection we recognise there are things we could have done better and intend to establish a secretariat to acknowledge more consistently, incoming correspondence, and to respond to your suggestions and ensure a smooth and efficient liaison between our sponsors, the various yacht clubs we work with, and our members. Ideas as to how we can improve our services to members,

and expressions of concern about errors and omissions are always appreciated.

So what of the future? Our program for the coming season is already extensive with not fewer than 18 events organised for the summer of 1996/97, as well as the 1997 Winter Musto series. With the spectacular interest in the classic yachts, we are actively seeking major sponsorship for the association. This will provide the chosen corporate sponsor with market exposure, and the association with the financial wherewithal to organise improved events, provide first rate prizes, underwrite the magazine, and provide a secretarial and accounting service.

At this point it is important to acknowledge those people who have brought us through the first year of incorporation. Your steering committee of John Gorter, Hamish Ross, Greg Scopas and myself could not have taken the idea of forming the Classic Yacht Association of New Zealand without the support of Sandra Gorter, our editor and publisher of the 'Classic Events' magazine. Thanks are also due to John Waters, our first special interest group leader, Mike Rossouw for organising events in Christchurch, Mark Bartlett who helped review the Burgee submissions and design the final article, as well as his assistance to Greg and myself with the corporate sponsorship, and last but certainly not least, special thanks to Ron Copeland and the Ponsonby Cruising Club for provision of clubrooms, their enthusiastic support, and the warm welcome to their club.

Chad Thompson

# SOUTHERN CONNECTION

Following a call to Chad care of the Ponsonby Cruising Club, Mike Rossouw from Christchurch got in contact with me to discuss the classic yachting scene down there, and to gather a few ideas for a regatta and get together on the Lyttelton harbour. A few ideas turned into top notch regatta which received front page attention from the Lyttelton Times and the Christchurch Press.

It is easy to forget about happenings in other parts of the country, so Mike has volunteered to keep us updated with what is going on in the south island, and it looks like the first regatta was such a success that more are definitely in the pipeline.

## SOUTHERN REGATTA

After discussing with Sandra the possibility of running a regatta, I went ahead and set the date for Easter Monday (8 April, 1996). I set about phoning up all the owners of old boats and gave them a start time at Purau Bay.

The Press and Star soon got wind of what we were up to, so we drip fed them a bit of a story at each turn, we also invited out with us, a reporter and news man to go on board the Fox II. The bonus was a

freelance photographer who turned up and took some good shots. The weather forecast let us down a bit for Pegasus: N/E 15 knots to 25 knots rising to 30 in the afternoon, rain and poor visibility. After a quick raft up and brief we decided that one reef in the main would be in order. Stormy decided to set a topsail so went for a quick look outside the bay and was soon back with topsail down.

Once all the boats were grouped together with a bit of space, the starter let go a blast on an air

horn. It was a good reach to our first mark and another reach to Diamond Harbour, then down to the entrance to Lyttelton Harbour and down around Shagg reef, and a hard slog back to Diamond Harbour marker and around the corner into Purau Bay and back out of the N/E blast. A total of 12.6 miles. I picked up my mooring buoy and rigged fenders and soon had four boats hanging off. Time for a hot coffee and warm up in dry clothes. Someone found some rum, and the yarns started to flow. We all felt it had gone

very well with nine gaff rigged boats and two other older bermudan rigged, one a dragon which had ben put in the water the day before.

The boats which took part were: 1) Cherub, 2 Ming, 3 Aegir, 4 Stormy, 5 Clementina, 6 Sea Kid (unclear), 7 Taranui, 8 Sarah m, 9 Fox II, 10 Lyric (dragon).

There were also a number of old launches that motored around the course. The Lyttelton Port company said to me after that we could use the inner harbour next time to raft up. Also many of the club captains phoned and asked questions about the event.

## Lyttelton Classic Boat Regatta Monday 8th April 1996



*Cherub*

*Stormy*

*Against the wind: About 10 gaff-rigged boats took to the water on Easter Monday in a display of historic boats not seen in Banks Peninsula for many years. The regatta was mainly for the display of sail, although there were a few tussles, according to organiser Mike Rossouw. Several old motor boats and a Bermuda-rigged boat accompanied the vessels from Purau Bay. There was such enthusiasm for the idea that there will probably be another regatta next year, he said.*

## GORTER SURVEYING LIMITED

### Civil Engineering Surveyors

#### Specialising in

- Engineering setout
- Topographical surveys
- Volumes calculations
- As builts
- Building setout

PO Box 169 Clevedon Auckland  
Tel/Fax: (09) 292 9100 Mobile: 025 950 766



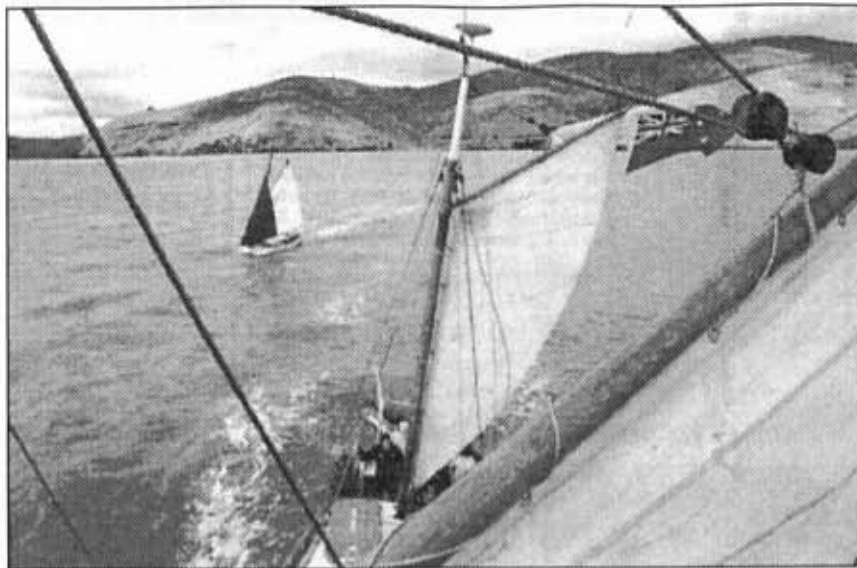


PHOTO: DON SCOTT

Sea Kid, sailed single-handed by Sharky Ward, is framed by the rigging of the cutter-rigged ketch Fox II during the classic-boat regatta on Lyttelton harbour yesterday.

## Classics show turn of speed

by Dean Calcott

With only a few days notice, about 15 classic boats turned out for a regatta on Lyttelton harbour yesterday.

It was the first to be held for several years for vintage boats on the harbour.

Aboard the regatta's flagship, the 20-tonne ketch Fox II, classic-boat enthusiast Ian Knewstubb said he thought the response to the regatta had been "marvellous". The event was organised only last week.

"One of the good things is the enthusiasm of the people I called up to come out at the drop of a hat," he said.

Some of the old vessels belied their age with their speed. The sleek lines of a 1940s Dragon-class yacht, built in Denmark, were set off by

a stiff north-east breeze on the harbour, which blew at a steady 30kmh.

Most of the boats in the regatta were built in the first quarter of the century, and all were sailboats except a launch built in 1920.

Mr Knewstubb, chairman of the Norwich Quay Historic Precinct Society, said that with the growing interest in old vessels the idea would soon be repeated.

He would like to see a "vintage day" in Lyttelton, where old cars and motorcycles could also get together, bringing to life the Norwich Precinct with its old buildings.

Mr Knewstubb's own vessel, Clementina, oldest in the regatta at 110 years, is available to society members to sail as a reward for work done on the precinct.

## Lyttelton Times

Incorporating Banks Peninsula Port Hills and Sumner April 22 1996



Against the wind: About 10 gaff-rigged boats took to the water on Easter Monday in a display of historic boats not seen in Banks Peninsula for many years. The regatta was mainly for the display of sail, although there were a few tustles, according to organiser Mike Rossouw. Several old motor boats and a Bermuda-rigged boat accompanied the vessels from Purau Bay. There was such enthusiasm for the idea that there will probably be another regatta next year, he said.

# LETTERS TO THE EDITOR

Dear Sandra Gorter

Thank you for sharing with us copies of *Classic Events*. It's a great publication—lots of spirit. I hope we get a chance to peruse future issues.

I've passed them along to Peter Spectre, who publishes our "On the Waterfront." column. Perhaps he'll give them a mention in an upcoming issue.

All best, Matthew P. Murphy  
Editor, *Wooden Boat Magazine*, USA.

Dear Sirs

Thanks so much for keeping me in touch with the regattas and congratulations on the tremendous initiative to foster racing in classic yachts in Auckland.

Neil Beken is going to Europe in the next week or so to view Albert Strange yachts, particularly those built by Dickies of Tarbert, Scotland between the 1890's and 1912 as a preliminary to the restoration of Sheila II. He will be out of touch for a couple of months while he is undertaking this work but rest assured we will be doing our best to keep Yum Yum racing.

Kind regards RM Rimmington

Dear Editor

I was most interested to read in *Classic Events* issue #4 Chad Thompson's explanation that work remaining to be done on *Prize* during her current restoration included (in penultimate paragraph, page 10) "improvement in the ventilation of all areas of the bull".

I don't think that was a misprint, and I'm glad to see that the ventilation of the bull is being completely restored. I remember in my time in *Prize*, in the late 1950's/1960s the ventilation of bull went on 'till all hours. In fact it never really ever stopped.

Yours truly Dion Minhinnick

Dear John and Sandra

... Do I take it that the comment by Chad headed "The Second Prize", means that the Thelma has her name on the Duder cup? Surely that cup would not date back to 1895. Charles Bailey whom I looked up in 1946 just after acquiring

*continued page 9*

### GAFF MAST WANTED

Minimum length 25 feet,  
at least 5 inches diameter.

Phone:  
Mike Rossouw,  
Christchurch  
(03) 389 9259.

# THE MOVING OF THE MAHAKI, (Logan, 1895).

**O**n a sunny January day a boat trailer arrived at the home of Mrs Gina Wing, widow of the late Eric Wing, to take the Mahaki south to a new home by the Clevedon river. The Mahaki had been in the shed for 3 years while the new Wing residence grew only meters away, after spending



*Mahaki about to leave the wing shed*

10 years in the Westhaven yard of McMullen and Wing where Eric had completed a meticulous rebuild to the hull typical of the craftsmanship McMullen and Wing were renowned for. Sadly in 1994 Eric died of cancer on his 51st birthday, a tragedy felt deeply by many people, and Mahaki at the farm and the Marimba at Westhaven waited until Gina felt able to decide their future fates.

The Thelma and the Mahaki are two of only five known 2\_ raters in New Zealand. Coincidentally, when the 2\_ rater Yum Yum was relaunched after a major refit in 1993, the owners

of all four of the north island New Zealand 2\_ raters were on board for her inaugural sail. Only the southerner Rogue, was not represented on this memorable day.

Russ Rimmington (Yum Yum, 1894), Jim Cottier (Gloriana, 1892), John Gorter (Thelma, 1895), and

although he was very sick at the time Eric also went out on the inaugural sail of the Yum Yum.

Unbeknown to Gina, Peter Blundell had returned to his family home in Clevedon on what was intended as his annual visit from his summer residence in Australia, only to be taken by John Gorter for an exciting sail in the Thelma where he happened to find out about the Mahaki. John has a tendency to talk at length about the old boats (!), and had been very much looking forward to racing the Thelma against the Mahaki to test their various strengths. The two boats have never actually raced against each other in over a hundred years- primarily because they have lived at opposite ends of the country for most of that time. So John told Peter about his heretofore thwarted, ambition, of racing the Thelma against the Mahaki, knowing full well that he was talking to the man who had led the famous restoration of the now immaculate Ariki!

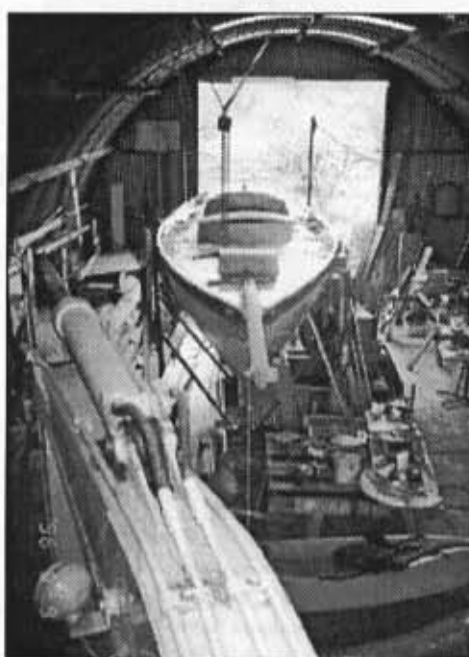


*Mahaki leaves Coatesville for a new home in Clevedon*

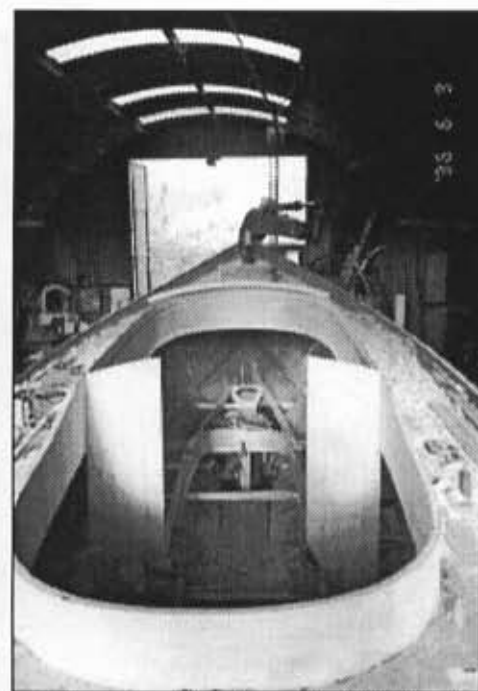


*Peter surveys the transport arrangements*

We are still looking forward to the battle of the 2\_ raters. Thelma and Yum Yum have engaged in much pre-match sparring, eyeing up the opposition. The Gloriana may not see the water for some time yet, but we look forward to seeing the Mahaki back on the Waitemata sometime next summer for some real tooth and nail, serious racing!



*Mahaki shares the shed in Clevedon.*



*Mahaki looking forward. Motor and forehatch installed, cockpit and interior underway.*



# THE RACING PAGE

## MUSTO- THE HEAT GOES ON!

The 1996 Musto Winter series has taken off at a scorching pace. The number of regular boats has trebled this year, and spectators can see Hinemoa, Rawhiti, Prize, Ngataringa, Teal, Tamatea, Moana, Little Jim and Victory on the start line, along with others who join in less often. Split second finishes are a feature of the racing this with Moana, Prize, Tamatea and Ngataringa battling for the Musto prizes. The media are beginning to take an interest in the old boat racing too. Contact the Ponce for details of the classic division racing. Racing is fortnightly on Sundays with a 1pm start and back to the Ponce for racing dissections afterwards!

## PCC, Wooden Boat Workshop Regatta, 24th March 1996

(photos compliments of Terry Fong, AFA)



Intense racing aboard the Yum Yum



The Undine crew enjoy the race



Lexia attempts to overhaul the Yum Yum



PCC / WBBW regatta prize, 24-3-96.  
Photo compliments of Bob Wharton.

## THE MAHURANGI CRUISING CLUB

The Mahurangi Cruising club and the Sandspit CC are the organisers behind the annual Mahurangi regatta, our oldest regatta for classic yachts.

The instigators of the modern version of the Mahurangi regatta, Peter Oxborough (), Peter Bailey (Sorceress), and Hugh Gladwell (), are part of an executive of ten people who meet very informally at the Bridge House restaurant in Wellsford, to organise four events a year for the old boats. The most widely known of course is the Mahurangi regatta held each year on Auckland anniversary weekend, but there is also an Easter rally, a weekend at Rakino, and a mid winter dinner which is held at the Bridge House restaurant.

The Mahurangi regatta has become a self promoting event as those who attend each year return home with tales of a relaxed weekend with a little serious racing, and evenings spent in the

company of a group of people who enjoy spending hours talking about their old boats. One of the prime attractions of the weekend is that it is held in the picturesque Mahurangi harbour, close to Kawau, just a few hours from Auckland, and a few more from Whangarei to the north. There are plenty of sheltered anchorages- many's the yachting who has been blasted at the mouth of the harbour on the homeward leg, having left the quiet of an anchorage in Mahurangi. A major feature of this event is the opportunity for the boat owners to get together over a few rums on the Saturday night, and then on the beach at Scott's landing after the racing on the Sunday, followed by further socialising on the boats for a few more yarns! There are events for children on the beach on Sunday where the youngsters and non sailors can enjoy the sandcastle competition, the lolly scramble and the infamous tug of war while the serious racing goes on out on the water. This

Letters to the Editor cont'd

thelma, told me that the day she was launched, or shortly after, he raced her in Auckland and won the race. After the race they sailed to a jetty that was then in St Heliers Bay and celebrated the win at a pub that was also there. It would be interesting to know which race it was, that she won...

YS FL Carey, Steve.

**Ed's note.** The reference to Thelma winning the Duder cup was a 199x victory, but if anyone can answer Steve's question this would be very interesting.

The following is a poem received from "A Non Orator of No repute" (aka, Chad Thompson methinks!). I think we will close correspondence on this subject now that all parties have had an opportunity to reply. Ed.

## Moana's Ode (short for "Oh dear")

She has graced the Waitemata for 100 years  
With only the Ranger, and a few others as her peers  
She was black and sleek, then white and fast  
especially with new rag set from her mast

But wait, what's that coming at us  
a Bailey boat, numbered "A" One Five, the "Prize"  
There is more than just glistening paint on her topside  
This gracious lady has new heart in her timbers and revitalised pride

Chris Smith, Moana's skipper, does not have to turn his head  
to see her

Prize is coming straight as her

He curses as Prize sweeps by, Moana is late for the start

Never fear, Chris is here, we shall redeem ourselves next race  
Sunday fortnight comes round fast, and the competition is intense

Manoeuvring before the race, Chris sees his chance by the Start Tower

One last turn will do the trick, a perfect start is sure to follow  
But No, Moana has slowed, and mud wallowed!

Will Chris ever reconfirm his top spot and regain his crown  
this skipper of great renown

For Moana to win she must first start

Head bowed low, Chris Smith withdraws

Retiring to Devonport, full of remorse

Rivalry being left unresolved for Winter

signed: A Non Orator of No repute

particular combination makes for a very enjoyable family weekend for the whole family. Although the racing is serious, Peter Oxborough says the objective of the regatta lies more in getting to the start line than the finish line, and that it gives owners an opportunity share a common interest.

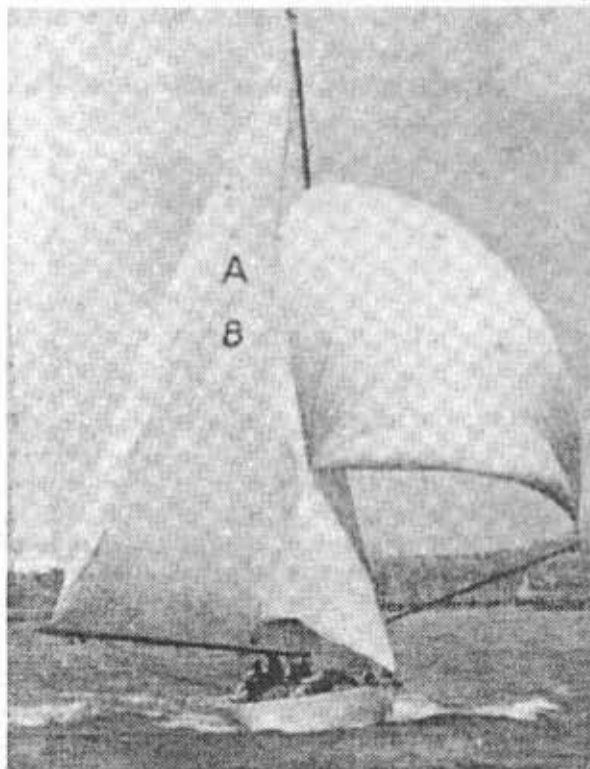
The mid winter dinner is an opportunity for owners to talk boats over a catered meal in the ambience of the Bridge House restaurant. It will be held on 22nd of June this year, hopefully after you have received this magazine. If you would like to attend everyone is welcome numbers permitting. Phone Peter Oxborough on (09) 425 5264.

# OLD TIMERS OF YACHTING

## Concluding Chapter Of Memories

**V**ictory, A8, like Rawene, is one of the smallest of the A class keelers, 38ft overall, and only 28ft on the water line. Victory is owned by Mr H.J. C. George, who, with his brother, the late Captain G. George, has raced her for many years.

A former Governor-General, Earl Jellicoe, sailed and raced in Victory while Mr George, sr, was alive. Lady Jellicoe and her daughters were on board the yacht when Mr George collapsed and died as the result of a heart attack. Victory now wears the Bermudan rig and continues to give a good account of herself in harbour, cruising and ocean racing.



*Victory, built by Logan in 1906.*

Victory was launched from Logan Brothers' yards in 1906, as a gaff cutter, for Mr Jagger, who leased her for fishing in the Hauraki Gulf. A fisherman, Mr Joe Winter, who gained some notoriety in those days, owned Victory until his death as a result of a fall on Victory's deck while at the Great Barrier Island. After this Victory was laid up for a period at Whitianga in Mercury Bay.

Mr T.M. Alexander purchased her soon after the First World War, and Mr H.H. George, father of the present owner, acquired her in 1920. From that date she has remained in the family, being raced first by Mr George sr, then by the two sons together and now by Mr Harold George.

Victory won the first race for the Balokovic Cup. A full north-east gale was blowing and while other competitors sought shelter Victory carried on and won by more than a day. Further proof of her suitability for ocean racing was provided two years ago when she battled through heavy wind and sea to win the annual Christmas cruising race to the Bay of Islands. In 1928 the George brothers took Victory on a cruise to Norfolk Island, completing the 1200-mile return voyage in nine and a half days' sailing time.

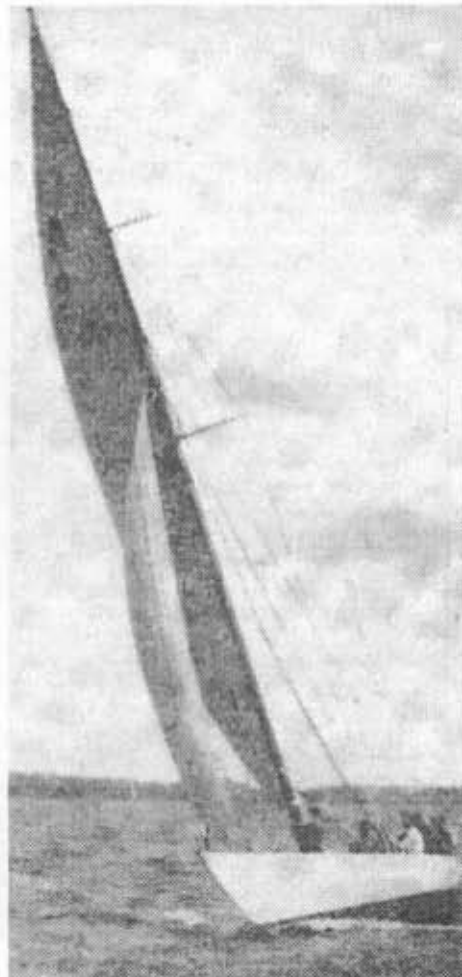
### Still Going Strong

Next on the list is Moana, A9, built by Logan Brothers for Messrs W.R. and F.W. Wilson, in 1895. This fine model, 47ft overall, has a fine entrance and deep section. She excels in a chop or heavy seas, cleaving rather than punching through the waves. Some of her most notable triumphs have been scored in ocean or cruising races, particularly in one of the earliest of the Royal New Zealand Yacht Squadron's ocean races in the outer Hauraki Gulf during a heavy storm. Replacing a damaged sail with a storm trysail she carried on through the night to be the only yacht to finish.

Moana changed hands several times during her early career. One of her most notable owners was Mr E.V. Miller, who at a ripe old age, still took his cold tub, a bucket of water straight from the sea, sloshed over him by a member of the crew, early in the season or late. He like all the crew members to follow his example. Another ritual observed on Moana

was a reading lesson immediately after dinner and before washing up. The "old man," as he was popularly called, would bring forth a volume by Wodehouse, or perhaps the "Log of the Cutty Sark," and read a chapter to two aloud, much to the enjoyment of some, or the impatience of the younger bloods, eager to get ashore.

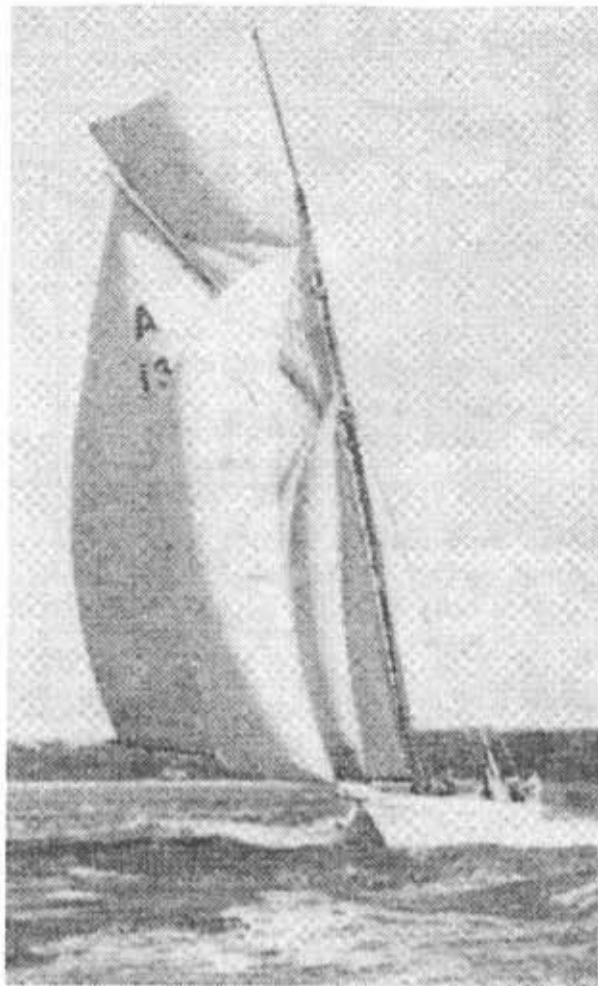
After Mr Miller's death, which occurred on board his yacht in 1930, Moana was purchased by Dr W.C. Burns of Dunedin, but Mr Miller's son, Alf, and former members of the crew, continued to sail in her in Auckland. Since the war Mr Alf Miller has become the owner of this old family keeler. Like his father before him he recently flew the commodore's flag of the



*Moana, built in 1895. With her fine entrance she cleaves rather than punches through the waves.*



*The 51-foot yawl Ilex, launched in 1902.*



*Heartsease, built in 1899.*

Royal New Zealand Yacht Squadron from Moana's masthead. In recent years the yachting fraternity suffered a loss in the untimely death of Mr Langford Souter, who was a popular and regular member of Moana's crew right back to the days of Mr Miller, sr's, ownership.

### **Now Missionary Yacht**

The 51ft yawl Ilex was launched in 1902 for Captain Stanhope and Mr Shakespear, then of Great Barrier Island. Although the possessor of the older fashioned clipper bow, she embodied the more modern and powerful midship section at that time becoming popular. Captain Stanhope later acquired his partner's interest and made his headquarters at Kawau Island. On his death in 1908, Ilex was purchased by Mr J. Macky, who won several races after converting her to cutter rig. Mr W.R. Ingram became her next owner. After a season or two he changed her back to yawl rig again. In 1925 she was sold to Mr H.R. Bloomfield, and two years later Mr E.H. Northcroft (later Mr Justice Northcroft) purchased her. She continued to do well both in cruising and harbour races.

Ilex left Auckland for Wellington, after being purchased by Mr N.W. Thomas who sailed her across the Tasman from Wellington to Sydney in 1946. She participated in the Sydney to Hobart ocean yacht race without success, and returned safely to Wellington after a seven weeks' voyage of 4000 miles. Ilex proved herself a staunch old ship in every type of weather encountered.

Two years later Ilex left Wellington for Tonga, a voyage of 2300 miles. There she was handed over to the Methodist Church of Tonga which

has since used her for missionary work in the islands of the Pacific.

### **Diamond Jubilee Soon**

Ida, A11, was launched from C. and W. Bailey's yards for Messrs Jagger Brothers and Frater, in December, 1895. She is 46ft in length and is one of the most successful of the racing yachts built by the Baileys. After the turn of the century she was owned and sailed by Mr C.P. Murdoch, to subsequently pass through the hands of Messrs L.D. Nathan, Smale and L. Jenkinson. Mr A.A. Angell brought her after the Second World War, when she had been laid up for six years in W.G. Lowe's yards.

Before recommissioning her Mr Angell had her strengthened and refastened, to use her for cruising and racing until 1949, when he purchased a share in Ariki.

Ida was sold to Messrs Pinkerton and Mirams and she has since passed into the sole ownership of Dr J. McL. Pinkerton.

### **Neglected in Sydney**

Heartsease, A13, has not been seen in Auckland in recent years, but raced regularly until the time of her departure on a world cruise in 1932. This 51ft cutter was designed by Mr J.G. Trevithick, of Auckland, and

built by Mr Charles Bailey, junior, in 1899. After the style of Viking, Thelma and Waitangi,

Heartsease relished heavy going, and was particularly impressive when rivals of lighter and more buoyant construction were beginning to labour.

Mr A.W. Donald was the first owner of Heartsease. He had immediate success in the Auckland Anniversary Regatta of 1899, winning from the larger and more fancied candidates, Volunteer and Thelma. Heartsease not only won on time allowance, but was also first across the finishing line, being aided by a course error on the part of the two rival skippers.

With a crew of six, including Lieutenant-Commander W.C. Juler, who had skippered the B-class keeler Rangī in a Tasman crossing, Heartsease was dogged by bad weather during the first stages of a world cruise among the Pacific Islands. After a few months she put in at Brisbane and the cruise ended abruptly at

Sydney, where the yacht was put up for sale. At the outbreak of the Second World War she was still awaiting a buyer on the slipway at Rushcutter's Bay.

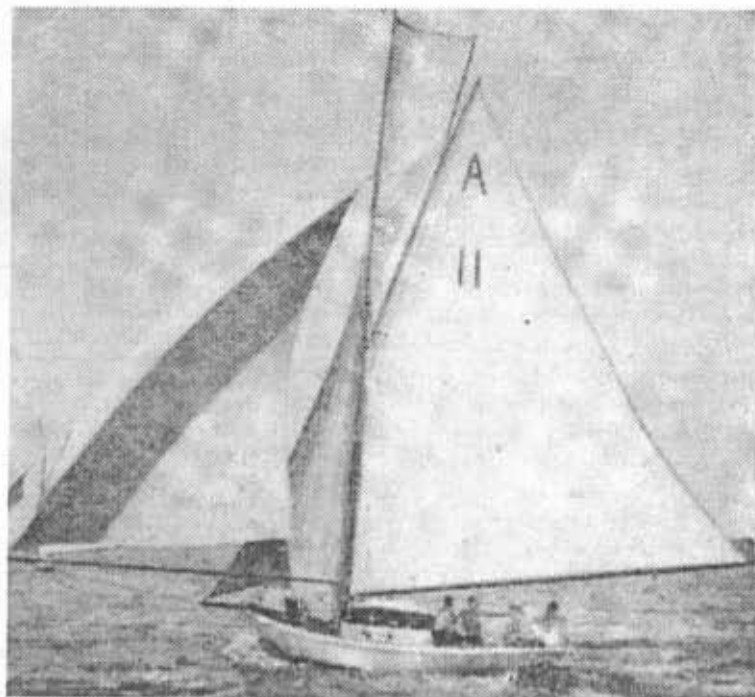
A recent letter from Sydney describes how Heartsease has been neglected, but it is heartening to note that she has at last been recommissioned and made shipshape again.

### **Wonderful Kauri**

Except for those A-class keelers built for overseas owners, and not raced on the Auckland harbour, the last and youngest of the oldtimers is the 28ft-cutter Marangi, product of the pioneer Auckland builder, Mr T.E. Le Huquet, of Devonport. She was launched in 1910 and is therefore entering her 45th year. For two or three seasons she raced on the Waitemata, then went to Wellington where she continued a most successful racing career. She was also well-known on Lyttelton Harbour.

In 1937 Mr P Thode purchased Marangi and sailed her back to Auckland, where she has made occasional racing appearances and cruised extensively on the North Auckland coast. Her present owner is Mr I.G. Sutherland, of Devonport.

In the smaller classes there are an equal number of survivors, well able to be classed among the veteran yachts of the Waitemata. Each has its own history, and several still race regularly with a fair measure of success. One thinks of Queenie, one of the sweetest little models on the harbour, Speedwell, Scout, Aorere, the straight-stemmer Maybelle, of Gloriana, Mispah, Mahaki, Windward, and a number of others. Their builders have since passed on, but the



*Ida, built by Messrs C. and W. Bailey in 1895*

sturdy yachts of their creation, which have successfully weathered the storms of half a century, remain as the liveliest of memorials. And the kauri pine with which they were built needs no finer advertisement as the best boat-building timber in the world.

**J.G.E. Adams**

# MEMBERSHIP FORM, 1996/97 YEAR

Name: .....

Address: .....

Phone: Home: ..... Work: ..... Fax: .....

## CATEGORY OF MEMBER:

(Please circle the appropriate description)

Keel boat Owner / Centreboard Yacht Owner / Motor yacht Owner \$40.00

Early Skipper / Owner / Early Crew / Admirer: \$20.00

BOAT : .....

Post: *The Classic Yacht Association*

PO Box 47-010

Ponsonby

Auckland

or, contact in Auckland:

**Chad Thompson**

378 6271

**John Gorter**

292 9100

**Greg Scopas**

520 9453

**Hamish Ross**

445 3936

**Bell Gully**

BARRISTERS AND SOLICITORS



GORTER SURVEYING

IN CONJUNCTION WITH  
THE PONSONBY  
CRUISING CLUB

ADDRESS:  
P.O. BOX 47010  
PONSONBY

**Classic Events**  
THE  
**CLASSIC YACHT  
ASSOCIATION  
OF  
NEW ZEALAND INC**

