

The New Zealand

THE OFFICIAL JOURNAL OF THE
CLASSIC YACHT ASSOCIATION OF NEW ZEALAND

In conjunction with the Ponsonby Cruising Club

P.O. Box 47010, Ponsonby, Auckland, NZ.

CLASSIC YACHT



QUARTERLY

Issue 6

October 96

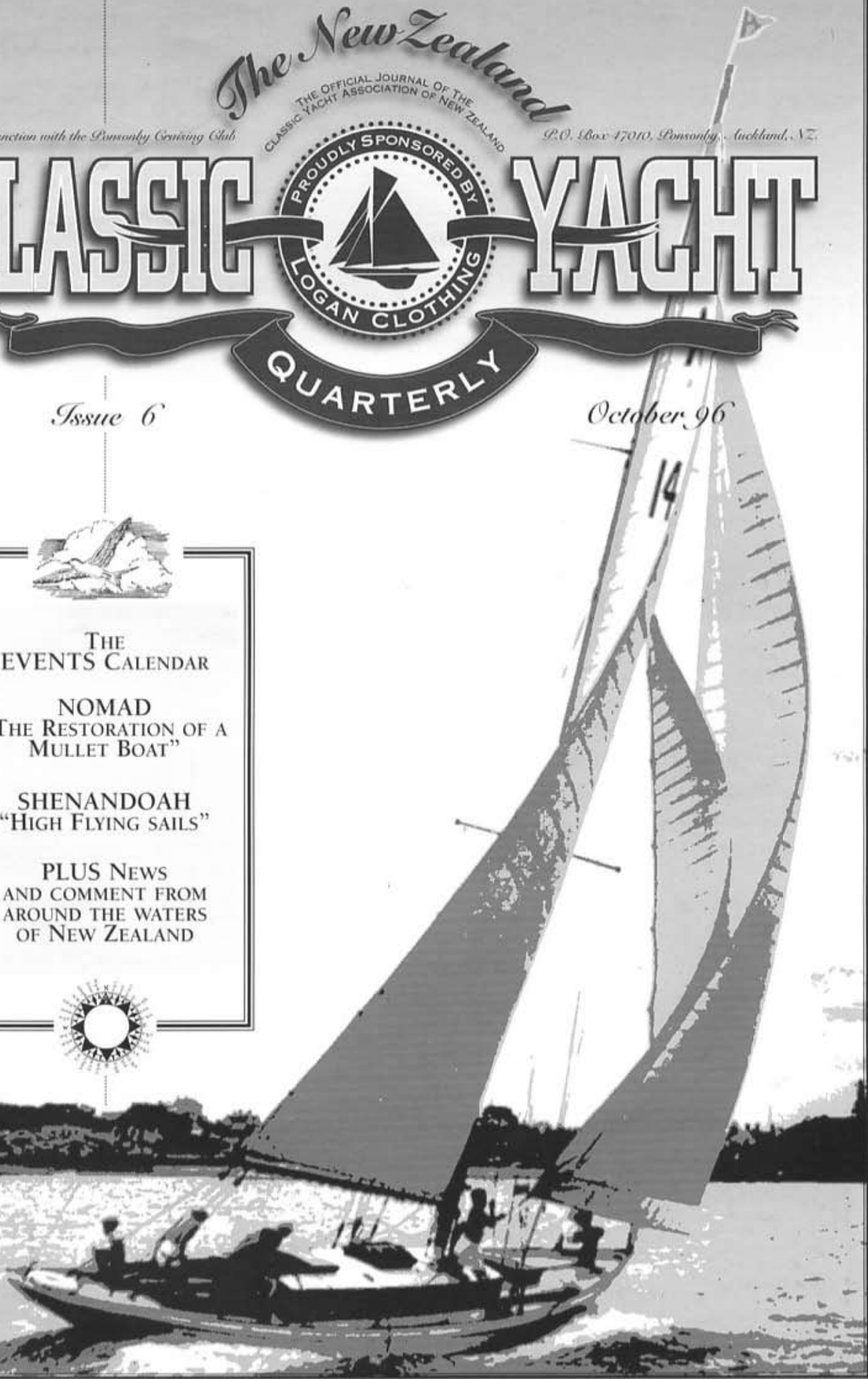
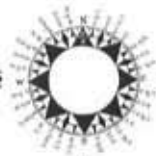


THE
EVENTS CALENDAR

NOMAD
"THE RESTORATION OF A
MULLET BOAT"

SHENANDOAH
"HIGH FLYING SAILS"

PLUS NEWS
AND COMMENT FROM
AROUND THE WATERS
OF NEW ZEALAND



WE BID FAREWELL
TO THIS MUCH
ADMIRED VISITOR...
PHOTO'S P12



PHOTO: BOB WHARTON, STILL LIFE PHOTOGRAPHY

LETTER FROM THE EDITOR

Firstly, I would like to apologise to all our members for the late publication of this edition of our magazine. I think most members would be surprised at just how much behind the scenes work, and the varied nature of the work, which goes into the Association. As you can see, thanks to Wayne Gillies of Gillies Communications, we have a new format for our ever-growing magazine. Wayne has donated his time for this, and Martin Farrand (Scout) of Forbes Printing has done the printing for us at cost, so with the funding and magazine structures established, we should now hopefully be able to go to press without having to solve new publication problems with each issue!

As you will have seen Logan Clothing have come on board with a generous sponsorship package. This will smooth out the organisation for the racing and social events, and our magazine.

John and I recently took advantage of the cheap fares to Aussie and took the kids to see my family across the ditch. It turned into a bit of a "Classic Yachting Holiday", as there are of course heaps of old boats to see over there - if, only you know where to look. Starting with the first letters to the editor from Melbourne, this issue of Classic Events focuses on some of the places you can go and see the classic boats of Australia if you also have a mind to take advantage of the cheap airfares. There is the Wooden Boat Festival in Hobart in November, and if you fly via Sydney there is not only the National Maritime Museum of Australia, but also the Sydney Maritime Museum which I will do a story on for the next issue. If you can't wait for the next issue, the SMM's phone number is (0061 2) 9810 2299.

Happy sailing

Sandra Gorter

LETTERS TO THE EDITOR

WAITANGI, 1894
Port Melbourne, Vic, Australia

Dear Sandra

Thanking you for your letter and copy of "Classic Events". It is the Waitangi Syndicate's

THE *Classic* EVENTS CALENDAR

OCTOBER

25TH. COASTAL CLASSIC TO THE BAY OF ISLANDS

The Lindauer Coastal Classic. Starts Off Devonport Wharf 0930 hrs, for the Trans Pacific Marine Classic Division. Organised by MYC.

NOVEMBER

3RD. JUMBLE SALE

At the Ponsonby Cruising Club

24TH. AKARANA CLASSIC YACHT REGATTA

▶ *FIRST RACE of the Logan Cup Series!*

Co-sponsored by Alex Devoe. Starts off Orakei Wharf, 1030 hrs. Organised by RAYC.

DECEMBER

1ST. DECEMBER PAHIKI CRUISE

(Refer Social Page)

7TH. SCOTT WILSON MEMORIAL RACE TO PATIO BAY

▶ *2ND RACE of the Logan Cup Series.*

Starts off the Browns Island Beacon (or is it a lighthouse?) 1100 hrs. Organised by CYA

JANUARY 1997

24TH. NIGHT RACE TO MAHURANGI

25TH. MAHURANGI FESTIVAL

▶ *3RD RACE of the Logan Cup Series.*

27TH. AUCKLAND ANNIVERSARY REGATTA - TRIMMER CUP PASSAGE RACE

▶ *4TH RACE of the Logan Cup Series*

FEBRUARY

5TH. SQUADRON NIGHT RACE TO KAWAU

5-9TH. SQUADRON WEEK,

Races 5,6,7,8,9TH

14TH. RANGITOTO FESTIVAL

22ND CYA ANNUAL PICNIC, MOTUIHE ISLAND

▶ *5TH RACE of the Logan Cup Series*

MARCH

1ST. GEORGE WINSTONE JNR MEMORIAL TROPHY * - Classic Race - DUDER CUP REGATTA DAY

▶ *6TH RACE of the Logan Cup Series.*

8TH. TE KOUMA RACE, MITCHELSON TROPHY

23RD. PCC VINTAGE AND VETERANS

▶ *7TH RACE of the Logan Cup Series.*

Co-sponsored by the Wooden Boat Workshop. Details to follow.

APRIL

12TH. RNZYS CLOSING DAY REGATTA

19TH. PCC CLOSING DAY REGATTA

▶ *FINAL RACE of the Logan Cup Series.*

25TH. VCC ANZAC DAY REGATTA

Old Crew Members Day

Editor: Sandra Gorter
Phone / Fax: 09 292 9100

intention (in conjunction with sponsors), to bring the 'Waitangi' to N.Z. (from Melbourne) for the America's cup year. Including the Pacific Tall Ships Festival. Obviously we will be talking to Gary Gwynne and co. re racing. I am interested in starting an Association similar to what you have in N.Z. would it be possible to obtain a copy of your articles and aims as a guideline for us. Petrel, Logan, was sold recently in Sydney for \$10,000.00. Aoma is still in Melbourne- both boats very altered with extra planks and mast head rigs, but still very much Logans. I am currently restoring a L.O.D. 50', 9mtr (LOA 59') called Aenospinn III (writing unclear). She has the original gaff cutter/ topsail rig same as "Iorangi". N.Z. kauri hull has been re ribbed, and a new deck is being fitted. I will forward a story further down the track.

Best regards

Col (Anderson), Waitangi.

(Dear Sandra

Do you have any spare copies of Issue #3 of Classic events? I took mine for crew to read and it ended up in the bilge on one of those stormy Sunday Musto races. It now looks like it is 100 years old! You are doing a great job with the magazine.

Thanks

(Dr) Ross Cochrane
(Tamatea)

* ed's note: we're having to photocopy old issues of Classic Events as there are no more of the original print runs left.

LOGANS ON BOARD



GARY GWYNNE AND JOHN BROCK
AT THE LOGAN SHOP IN QUEEN STREET.

PHOTO: BOB WHARTON, STILL PHOTOGRAPHY.

On 26th August John Brock from Logan clothing met with members of the Classic Yacht Association at the Ponsonby Cruising Club to announce a \$100,000.00 sponsorship deal to members of the Press.

For members of the Classic Yacht Association, this translates to a \$20,000.00 a year sponsorship deal for the next five years, with a right of renewal at the end of that term. The bulk of the money will be spent on prizes for CYA racing and cruising events. The baseline costs for the magazine will be met by the deal so that advertising revenue can now go towards CYA social functions.

A trophy will be provided for the Logan racing series. This will reside alongside the other CYA trophies in the beautiful Logan trophy cabinet which now resides at the Ponsonby Cruising Club. They will also provide pennants and banners for the racing series. In return, our obligations are to promote at least 15 events throughout New Zealand, but principally in Auckland, and, Logans can have access to photograph

boats provided adequate notice is given to owners via the Association in advance. Logans have assured us that they do not intend to be in any way intrusive in any of their dealings with the Association.

The deal is a very generous one all round. We are pleased that the CYA can now make a contribution to the Ponsonby Cruising Club for the cost of book-keeping and administration for the Association. The worst of the administration will now be done by the PCC who of course are well set up for this function with two permanent, trained office personnel. The steering committee are now free to promote the racing and social events, which under the contract are now an obligation-what hardship!

We can now look forward to five years of racing and cruising for the classic yachts, well reimbursed for their efforts on the water with prizes of clothing and trophies sponsored by a firm who are renowned for the quality of their workmanship and materials. This is a fitting partner for the fleet of New Zealand classic yachts, many of which have survived a hundred years or more due to the quality of their design, and the materials and workmanship which were used in their construction.



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NOMAD

The restoration of a Mullet boat.

asked that the Nomad be gifted to his son when he reached 21 years. She was re-launched with a new suit of sails in approximately 1967, and when I went aboard her at Westhaven I was impressed by her beautiful shape and character. Not long after this she broke free from her moorings and came ashore at Point Chevalier again and ended up not

top washed away. I approached Mrs Soloman to try and buy her and they finally agreed after I convinced them I would restore the Nomad to her former glory. Fortunately all the gear, spars and new sails had been stored under the Soloman's house, but it was going to be a major task to float the boat home.



Mullet boats were originally designed for the Kauraki gulf fishing fleet- a beamy hull to hold the catch, with a shallow draft and plenty of sail to get the boat back to Auckland fast to get the best price for the fish.

Designed by Ghas Collings, the Nomad was built at St. Mary's Bay by Kori Mendoza for 160 pounds in 1927 for the Sanford brothers and

Rolly Sharrock. The planks of the Nomad were so well fitted by apprentice Billy Rogers at the time, that she required no caulking.



Tom Townson bought her in 1928 and fitted match lining over the ribs in the main cabin and beautifully crafted lockers with mottled kauri doors. When he had finished the wooden trim inside gleamed with french polish. In 1936 Tom Townson sold her to Tom Soloman, who fitted a

single cylinder DuBrie engine made from parts from a model T Ford. However, like much of the Auckland yachting fleet, she was laid up for the war and ended up spending 22 years under the cliffs at Point Chevalier. During this time many tried to buy her, but when Tom Soloman died he had

far from the place where she had lain previously for so many years.

A year or so later a friend told me about her and wondered if she might be salvageable. We went and took a look and were saddened to see her in such a derelict state, with the decks and cabin

Nomad was lying on her port side, buried to the gunwale in the mud with the remains of the centre plate buried 5 feet into the mud. After removing as much mud as possible from inside I dug around the topside to release the suction and knocked the kingbolt out of the plate. To stop the keel falling out I had to cramp the keelson up to the gudgeon pintles. The worst seams were patched with densotape and plywood patches, and I caulked some seams with oakum. As the tide came over the mud flats it swept underneath the hull and she eventually shook and stood upright, which promptly opened up more seams. The water poured in the and two 3" salvage pumps were unable to cope. I had to abandon hopes of floating her on that tide. She floated the next morning after more patching- just long enough to shift her further up the beach so we could make her more seaworthy. The next day we towed her home to Ngataranga Bay and pulled her up on our section.

The next task was to build a shed over Nomad and to remove all the mud and putty from her hull. She was very out of shape from the battering she had taken, so we levelled and faired her up as much as possible. We

removed the original staging plugs and fitted temporary frames to support the hull while we removed the keel. We were fortunate to have a kauri beam 27 feet long from previous house renovations which was ideal to make the new keel from.

The next job was to renew all the ribs with spotted gum which we imported from Australia. I had the bright idea of soaking the machined ribs in a bath of linseed oil and turps to make them more flexible, but after a few broken



ribs and many harsh words I discovered that the linseed was sealing the timber and not allowing the steam to penetrate. The only solution was to soak the ribs in salt water for a few months as they did in the old days. We made up templates and bent the hot ribs around them and when they were cold we fitted them to the hull, fastening through the original nail holes with silicon bronze screws because the nail heads had nearly pulled through the planking. This saved a great deal of hard work, having to plug the holes and eliminated the rooves on the inside of the hull, giving a much neater appearance.

Next the garboards and stealer planks were fitted, followed by the centre case, gunwales and decks. The next major job was fitting the coamings and cabin top. I wanted to make the coamings without joins and it took five years of perseverance to locate the



suitable heart kauri. Finally I found some in Whangarei which were 16 feet long, 20 inches wide and 1 and 1/4 inches thick. I built a jig to the shape of the rounded front of the coamings and cut one of the planks into two 5/16 laminations. Two skins of 1/4 inch ply were laminated round the jig and fitted to the boat. The kauri laminations were then glued to either side. We next fitted the two side coamings. I pulled the side out of the shed and with the help of Des Townson and his father Tom, we sheared the coamings and obtained the right cabin top profile. The cabin top beams were machined from solid kauri and then 2 inch wide kauri tongue and groove was laid, followed by 3/8 kauri plywood. Fibreglass was then laid over the cabin top and decks. Water tanks and a

marinised 1300 Escort engine were fitted and the cockpit floor was built over them. Tom Townson selected some fine spar grade oregon from Casey's Mill in St Mary's Bay and replaced the original spars as he was not satisfied with them. The mast was a 6 x 6 inch x 40 foot piece cut from a 16 inch x 16 inch piece. Fifty years later it is still in excellent condition. I made patterns up and had

castings made to renew most of the fittings. The original rudder was dismantled and rebuilt using modern glues.

After the woodwork was completed the painting and varnishing seemed to take forever, but finally a date was set for the launching on 23rd November 1986. The shed was pulled down and a cradle built to lift her up to allow the fitting of the 7 foot x 3 foot half inch thick steel centre plate. Nomad was then lowered down and shifted ready for rigging and launching. The original rigging was galvanised plough steel, hand spliced and served with marlin, which was in surprisingly good condition after 60 years. However it was replaced with 1/19 stainless wire with a saving in weight of about 100lb. Most of the wooden blocks were made

from iron bark or oak and were in poor condition, but after a bit of work and some new sheaths they are as good as new. On deck an electric winch is fitted where the sampson post used to be, serving as a halyard and anchor winch. Nomad's sails include a new terylene gaff mainsail, staysail, and small spitfire jib, plus the 50 year old cotton trysail which we use for cruising.

Finally after twelve years the launching day arrived and we were joined by 200 family,

over the bowsprit, and after a few anxious moments Nomad rolled down the ramp back to the sea. According to Rolly Sharrock the curse has been lifted from Nomad as when she was first launched they drank the champagne instead of breaking it over her bow and since then she seems to have had more than her share of bad luck.

In taking on the challenge of rebuilding Nomad my desire was to preserve its original appearance but at the same time to cre-



THE NOMAD SHOWS HER STYLE NEXT TO THE REWA CIRC. 1927



PRESENT AT THE RE-LAUNCH WERE... (left to right) Rolly Sharrock, Warwick Parkes, Tom Townson, George Petersen, Lil Solomon, Allan Shaw, Wally Haslam.

friends, and former owners and crew of Nomad. These included one of the original owners, Rolly Sharrock, the second owner Tom Townson, and the wife of the third owner, Lil Solomon. Some crew members hadn't seen each other for 50 years. A bottle of French champagne was broken

ate a family cruising boat which would be reasonably easy to handle, and ten years down the track her performance has come well up to our expectations of a fast, sea-kindly cruising boat.

BY RON COPELAND,
COMMODORE, PONSONBY
CRUISING CLUB.

THE AUSTRALIAN WOODEN BOAT FESTIVAL

Hobart, November 15-17

Holidays are big on the mind this time of year. You could easily spend three or four weeks in Tasmania at the best of times- take along your tramping boots and spend a week around Cradle mountain, hire a canoe and do some of the best rivers available anywhere, go caverneering either with the locals or as a tourist, and you've only just scratched the surface of this wild state.

Now the Tasmanian home of the Sydney/ Hobart race is hosting the

Australian Wooden Boat Festival. As well as around 400 full size wooden boats, they will have another hundred model boat races, makers and sellers of boats will be there, marine antiques, boat building tools, makers of plans, brass and bronze fittings, figure-heads, blocks, paddles and oars... and so on.

There will be displays from museums, seamanship from the scouts,



knot tying workshops, boat building skills, caulking, rigging, rope working, adzing, splicing, copper roves, net making, planking and a lot more to fit into just three days of the festival. Local wine makers (excellent stuff) and food purveyors will be tempting festival goers between exhibits, and theatre workshops, puppeteers and sea-story telling will be going on to make it a good time as much for the children as the adults.

dren as the adults.

Sailing in Tasmania tends to be extreme, you're in the shelter of a river, and then you're straight out into the roaring forties. The festival organisers have also arranged pre and post festival tours including one of maritime experiences to give you a taste of their brand of sailing.

The festival kicks off with the National Wooden Boat Forum on Friday 15th November, so for more information you can either contact the Wooden Boat Festival people in the pamphlet that comes with this Classic Events, or phone 0061 2 308 250, or web site: <http://www.tased.edu.au/tasonline/woodboat/woodboat.htm> or Email: tasdirect@tourstr.tas.gov.au

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15, 16 & 17 November 1996

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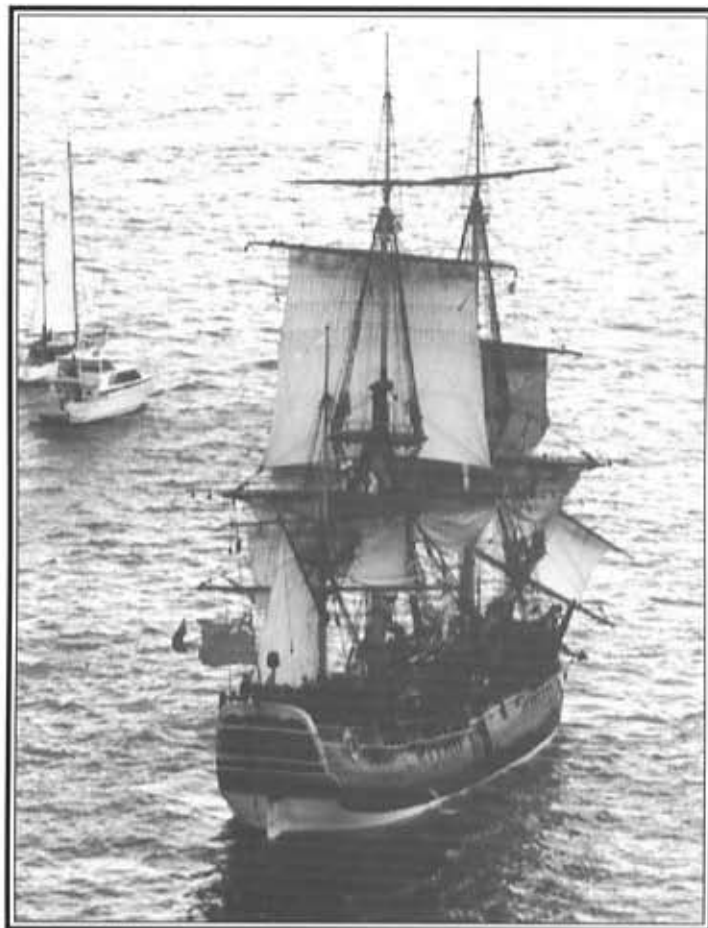
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**AUSTRALIAN
NATIONAL MARITIME
MUSEUM**

THE AUSTRALIAN NATIONAL MARITIME MUSEUM

A visit to Sydney during the school holidays saw us wandering the foreshore around the rocks, wondering where we could go to see the Sydney's heritage fleet. We had taken the mono-rail to get a good look at the central city, and as a bonus, found ourselves delivered to the door of the National Maritime Museum in Darling Harbour. NZ's centennial gift to Australia the Akarana, is usually the only example of a classic yacht on show. But the wider maritime heritage theme had something to fascinate anyone. The highlight for me had to be the Russian submarine (did anyone see "Das Boot" on ATV?). Small? 91.3m has never looked tinier. There was a big computer aided display on the Titanic. The displays on cruise ship emigration to Australia were good, and the displays about the Vietnamese boat people were pretty powerful. Australia II is there, and there are huge operating motors. Most displays have voice guides and there are a myriad of interactive computers if you and the kids feel like net-ing out.



THE Endeavour

It started way back when I read an article in the Classic Boat Magazine of June '95 on the Endeavour and I thought, wouldn't it be wonderful if I could get a job on board her. Then in July I saw an advert in The Press saying 'Wanted, Fit, Experienced Sailors'!

I replied the same day and sent off a copy of my CV. About two months later I found out I was to sail on the leg from Lyttelton to Dunedin. As navigator, I was over the moon and could not wait for the weeks to pass by. Then came the day when I stepped on the wharf and just stood in amazement. A small crowd were also waiting and the mate Steve took us all on board. We were issued with t-shirts, hats and belts, shown around and given a two hour training program. After this I was shown the Nav. room and told to get familiar with all the gear, GPS, disk plotter, weather fax, and many more 20th century pieces. When I asked if we used a sextant to fix our position the reply was, if Captain Cook had a GPS, he would have used it. So during the next week it was from 18th century to 20th century every time I put a fix on the chart. I had the 8 to 12 watch and inbetween these times I was expected to help out and take my place helping with sail trim with the rest of the bands. When you first look up at all the miles of cordage you wonder if you will ever remember which rope works what. Hence the expression, "I haven't got a clew". Another expression takes on meaning "sling your hook". This is when you put up your hammock. After you climb in it is only a few swings before you are dead to the world. The food was excellent and there was plenty of it. When you first went up the mast to do whatever job you

had up there, it was one hand for yourself, and one for the ship. Yes, it is a long way up, but you soon got on with the job after you had a good look around. Leaving Lyttelton was a moving experience seeing all those people on the water, and on the wharf and the hills to see us off. When we entered Timaru there were 7500 people to meet us and when the ship was opened to the public, even the Russian sailors came over for a look. We had to sail out to sea for 25 miles that night before making our way down the coast in the morning. In Oamaru people came out in all sorts of boats and could be seen on the cliff tops all the way. After firing two shots with our cannons we headed out to sea to give ourselves sea room. It was then that we set the studding sails on the foremast in a good 25 knot blow. This was probably the best bit of sailing down the coast. The next day about 8am when I came on watch, we saw the most dolphin I have ever seen. They were rounding up fish and eating their

fill, then play time with hundreds of them performing free to the gaze of astonishment of us all. Dunedin next stop, and after a long pilotage from the harbour entrance at Port Chalmers, we tied up at 10.30am on Friday 1st March 1996 to a rousing welcome of people and boats everywhere. After we had the civic welcome it was wash the ship down and then ashore for a welcome glass of ale.

I was privileged indeed to be able to be part of this great adventure under sail. I have now put in my application for the Durban to Capetown leg, which will be December/January 1997. I am hoping for a berth on board, but will wait and see. If you ever see an advertisement in your local paper, all I can say is- go for it, it could be your great adventure!

*As told by Michael Rossouw
Able Seaman, Commercial Launch
Master, Owner of the Classic
Yacht - Cherub.*

THE RACING PAGE

The Coastal Classic **GETS CLASSIC**

THIS YEAR'S COASTAL CLASSIC WILL HAVE A CLASSIC DIVISION WITH PRIZES SPONSORED BY NEW ZEALAND'S LARGEST SUPPLIER OF MARINE BOOKS, NAUTICAL CHARTS AND NAUTICAL GIFTWARE, TRANS PACIFIC MARINE. THIS IS THE FIRST TIME THE COASTAL CLASSIC HAS HAD A CLASSIC DIVISION AND INTEREST AMONGST THE RACING SKIPPERS OF THE FLEET IS KEEN. Greg Scopas is coordinating the entries for our division, so if your boat is up to cat. 3 and you're looking for someone to discuss how to go about entering, (or to talk you into taking part!), phone Greg on: 520 9473.

AKARANA CENTENNIAL CLASSIC YACHT REGATTA

After a successful inaugural event, the Akarana classic yacht regatta is now an annual event. There will be a good turnout to this event as the racing members kick off the season with this race, for the Logan Cup Series. Very generous prizes are being offered by both the Akarana and Logans. The prize giving ceremony and race dissections back at the Akarana will, as always, be blessed with a drink or so at the bar.

SCOTT WILSON MEMORIAL RACE TO PATIO BAY

Postponed from March because of abysmal weather, the race to Patio Bay on the south western corner of Waiheke has been rescheduled for 7th December

(when it will have hopefully stopped raining!). Russell Brighthouse organised the event in memory of Scott Wilson, who commissioned the Tawera. John Gorter on Thelma (sail #, C6) will start the race with a horn at the start line, between Brown's Island beacon and Islington Bay red buoy at 11am. The yachts will then a race down to the Brighthouse family cottage at Patio Bay to 00a marked finish line. Race dissections will be encouraged over a BBQ on the beach in the evening with a presentation of the Trophy followed by a leisurely sail back to Auckland on Sunday.

RACING CO-ORDINATOR

For more information about these or any Classic Yacht racing event, Call Greg Scopas: 520 9473; Talk racing.

THE LOGAN SERIES

With the advent of Logans as our principal sponsors, we have some serious prizes for the classic yacht summer racing season.

THE RULES

- Entry open to: wooden yachts built or designed prior to 31/12/55. For further clarification contact the Executive Committee. Ph: 0 9 298 2143, 0 9 378 6271, 0 9 520 9473.
- There will be two divisions. Thirty eight feet (38') and over, and under thirty eight feet (38').
- There are eight 'Logan' races.
- You must be a CYA member to be eligible for prizes.
- The six best performances will be counted. i.e. you can drop your two worst performances.
- You must fly a Logan racing pennant, to be provided to all entrants.
- Handicapping will be calculated by the CYA.
- Scoring will be according to a 'Low Points' scoring system.

THE PRIZES OVERALL

- The Logan trophy will be awarded to the handicap winner for the series.
- The Prize tiller will be awarded to the line honours winner for the series.
- Russell Brighthouse of Tawera is donating a trophy for the second division line honours winner for the series.

EACH RACE

- There are four prizes for each of the two divisions, and a spot prize for all participants on the day.
- Prizes are awarded in the form of vouchers, redeemable at a Logan shop.
- 1st Division
Line honours: \$60.00,
1st h'cap: \$250.00,
2nd h'cap: \$125.00,
3rd h'cap: \$60.00
- 2nd Division

Line honours: \$40.00,

1st h'cap \$150.00,

2nd h'cap \$75.00,

3rd h'cap \$40.00

- Spot prize to be drawn from all participants each race: \$50.00

QUALIFICATIONS

- If 6 or more boats participate, 100% of all the prizes will be awarded.
- If 5 boats participate, 100% of line honours, 1st, 2nd and the spot prize will be awarded.
- If 4 boats participate, 50% of line honours, 1st, 2nd and spot prizes will be awarded.
- If 3 boats participate, 50% of line honours only will be awarded, and the spot prize.

TROPHIES, AND THE CABINET

As part of the sponsorship, Logan have donated at beautifully crafted trophy cabinet. Our current tally of trophies is impressive. Thus far we have:

- The Logan trophy (to be chosen)
- The Mitchelson trophy (see story)
- The Rangitoto Festival of the Seas rudder
- The Thelma cup for first gaff rigged yacht on handicap
- Rene Dunn of Matia has offered to donate a trophy for the second division
- Ross Cochrane of Tamatea has donated a trophy for the line honours winner in the Musto winter series
- Russell Brighthouse of Tawera is donating a trophy for 2nd division line honours for the Logan series

CANNONBALL START!

Rumoured to be Entrants...

NOW ONLY DAYS AWAY. RUMOURS ARE ABOUT AS TO WHO THE LIKELY CONTENDERS ARE FOR THE TRANS PACIFIC MARINE- Classic Division, OF THE 15TH LINDAUER COASTAL CLASSIC!

The line will be busy with 8 of Auckland's finest. Rawhiti, Tamatea, Katrina, Hinemoa, Mana, Heather, Ngatangi, and Teal so far giving the nod and taking up the challenge.

LOGAN CLOTHING



STOP PRESS

THE MITCHELSON TROPHY

THE MITCHELSON FAMILY OWNED AND FIERCELY RACED THE 'LITTLE JIM' FOR 40 ODD YEARS (SEE ISSUE 1), AND IN MEMORY OF THE FAMILY'S FOND ASSOCIATION WITH THE BOAT, JIM MITCHELSON'S DAUGHTER CHRISTINE WHITE HAS ON BEHALF OF THE FAMILY DONATED A MAGNIFICENT ORNATE ANTIQUE TROPHY TO THE CYA. THREE KILOS OF SILVER AND AT LEAST A YEAR'S WORTH OF MAN HOURS WENT INTO THE MAKING OF THIS BEAUTIFUL WORK OF ART WHICH IS BEING HELD IN THE LOGAN TROPHY CABINET AT THE PCC. MORE ON THIS TROPHY AND THE RACE FOR WHICH IT WILL BE AWARDED FOR THE YEAR, IN NEXT THE NEXT ISSUE.

Photo on this page supplied compliments of Terry Fong, AFA photography.

JOHN BROCK, THE CYA LIAISON PERSON FOR LOGAN CLOTHING, REPRESENTED LOGANS AT THE PONSONBY CRUISING CLUB ON 26TH AUGUST WHEN OUR SPONSORSHIP DEAL WAS ANNOUNCED TO AN ENTHUSIASTIC TURNOUT OF MEMBERS OF THE PRESS. BARRY HOLLAND FROM NEWSTALK ZB, ATV, NEIL KENNEDY FROM LIFESTYLE RADIO, REBECCA HAYTER FROM SEA SPRAY (FORMERLY NZ'S BOATING WORLD), AND ELIZABETH REED FROM SAILING MAGAZINE WERE THERE FOR A SMALL CELEBRATION OF OUR SPONSORSHIP DEAL WITH LOGANS. AFTER CHAD AND JOHN BROCK OUTLINED THE DEAL WHICH HAS BEEN STRUCK, NEIL KENNEDY REPLIED DESCRIBING THE WIDE UNDERLYING SUPPORT OUT THERE FOR THE BOATS WHICH ARE NEW ZEALAND'S LIVING HERITAGE, AND WHICH REPRESENT OWNERS PAST AND PRESENT WHO HAVE SHARED IN THE COUNTRY'S HISTORY.

A couple of days later I spoke to Gary Gwynne and asked him why he had chosen classic yachting as a symbol of quality for the Logan clothing range. The following are excerpts from our conversation:

GG: Yachting is an integral part of Australasian history which is recognised around the world. We wanted to build a brand around the yachting traditions of the southern hemisphere. New Zealand, Australia and South Africa and Robert Logan and Sons were a boat building firm who exported boats of renown to all of these countries.

... Another major issue for us is that the Logan designs were quite outstanding. The

lines of the 1900 yacht 'Sunbeam' for example, are indistinguishable from the latest America's cup designs with her long ends, light displacement, and fin and bulb keel. We wanted to translate that statement of quality and durability of design into our clothing range.

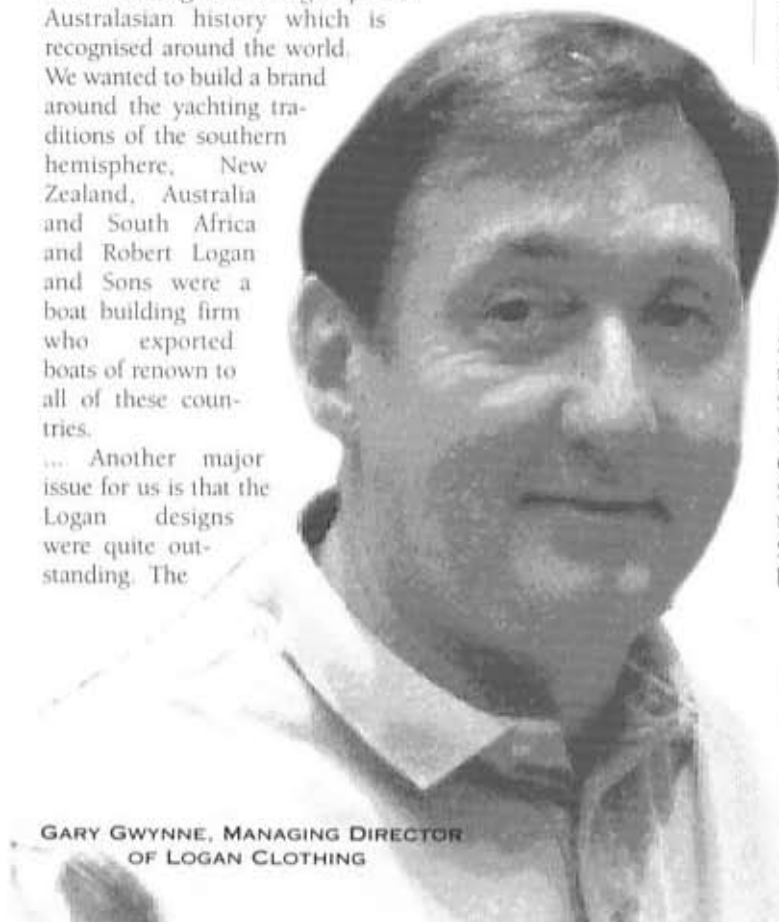
... I was brought up in Dunedin and wasn't aware of a yachting tradition down there at the time. My own association with boats was really fostered on board a Lidgard 42 owned by a friend, called the Nantucket. We don't own a boat at the moment but I can see the time approaching when we will be looking to buy one.

... People are now discovering works of art, classic cars, houses and the classic boats. These are things which cannot be replicated. I like the connection between the look of the historical boats of the Americas cup. They have a recognisable quality, which people associate with the majesty of their design. The A class fleet in particular has this look, it is incomparable. the boats of the heritage fleet are irreplaceable.

... We were proud when Jack Logan's wife Evelyn, saw the links we had tried to establish with quality and design, and was prepared to sell us the rights to the Logan family history. Logan Clothing now owns the rights to the Logan family history.

Logan Clothing is sold exclusively in the seven Outdoor Heritage (formerly Action Downunder) stores nationwide. There are currently three in Melbourne, with another opening in Sydney in October. Ultimately they would like to expand to South Africa another country where the Logan yachts were exported to. Some stores carry full scale models of the boats by Peter Sewell, in addition to memorabilia and walls of photos of the boats. All of the stores display half models faithful to the original Logan design.

GARY GWYNNE, MANAGING DIRECTOR OF LOGAN CLOTHING



The SOCIAL PAGE

As a result of the A.G.M. the 1996-97 social season should be quite exciting. Martin from the Kotuku stood up and said that he felt our social calendar was not happening, and cheerfully volunteered to help with the organising. We now have a social sub-committee which consists of Martin Van R. Christine Casey-Styles, Paul Scopas and John Gorter

JUMBLE SALE

SATURDAY
NOV. 9TH
10.30am
CARPARK
WEST OF
HARBOUR
BRIDGE

Be there for the bargains. A great opportunity to find a loving home for all the unwanted old boat bits that have been taking up room in the shed, and turn them into cash to buy the bits you really wanted! There will also be a sausage sizzle so bring plenty of money.

Sellers in by 9.30am.
\$10.00 per stand (goes toward the CYA social fund)

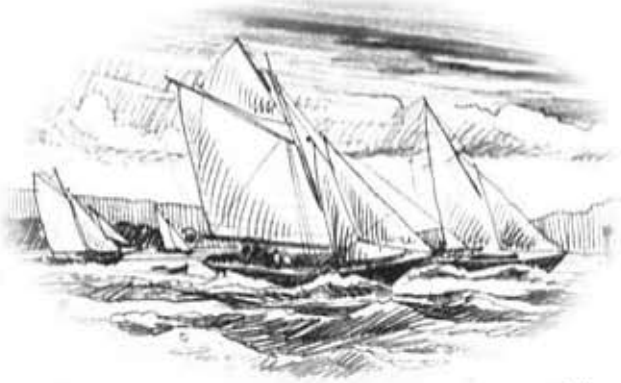
EVENTS

- We will also have a raft up on X-pier at Westhaven with a sausage sizzle and drinks at Christmas. You will be advised of your opportunity to come and see other people's boats and talk boats.. etc!
- The Scott Wilson memorial race to Patio Bay on Waiheke is on 7th December. This is not just a race, this is also an all weekend picnic come barbecue, so if you don't want to race, turn up anyway.
- The 26th January is the day after the Mahurangi regatta. We will be having a picnic at one of the Islands, depending of the weather (hopefully Moturekareka).
- OUR LAST MAJOR EVENT AND CERTAINLY BIGGEST IS THE PICNIC ON THE 22ND OF FEBRUARY AT MOTUIHE.



THE CLASSICYACHT ASSOCIATION

Annual Picnic



AND OLDE BOAT RALLY

This promises to be 'The' event of the Classic Yacht Association year. Open to all members / families and friends, a picnic on Motuihe Island, Saturday 22 February 1997. A day of fun, food and frivolity with a monster 'Tug of War', dinghy races, lolly scrambles, Live music and much more.

To finish this truly magnificent day off a gourmet BBQ will be supplied by the Classic Yacht Association. Don't miss the event of '97. Mark it in your diary and we'll keep you posted with more details to come.

LOGAN

This will be our major social event and will be an all weekend affair with games for the kids during the day, ending with a BBQ on Saturday night. (Hopefully with a live band). This is the event to bring your crew, old crew and old owners (etc) to. - We are also organising some casual cruises where we will meet at a given place and have a pleasant weekend. The first of these is on the 1st December to Pakihi Island. Ring me if you need info on where it is! Our Tuesday meetings at the Ponse are ticking along nicely. In September we had Jim Lott from the Marine Safety Authority talking to us about

racing rules and associated things.

For more information on social events phone:
JOHN GORTER
SOCIAL EVENTS
COORDINATOR
pH (09) 29 29 100

TUESDAY
SOCIAL EVENING;
NOVEMBER 12th

LITTLE JIM &
NOMAD VIDEO
NIGHT.
1830 HOURS.
PCC.

CLASSIC
YACHTING
CALENDAR AS A
FUND RAISER
FOR THE
CLASSIC YACHT
ASSOCIATION of
NEW ZEALAND

WE ARE WANTING TO RAISE FUNDS FOR THE ASSOCIATION'S SOCIAL ACTIVITIES AND IN DOING SO BELIEVE WE HAVE A MARVELLOUS OPPORTUNITY TO DO SO IN THE FORM OF A "CLASSIC YACHTING CALENDAR".

We invite members to submit photographs, old and new, of their yachts for inclusion in the calendar. We need 13 photographs of the New Zealand fleet. In submitting your best photos please indicate if the photograph submitted was taken professionally. If the print is one of the chosen ones, the Association will then contact the photographer concerned seeking their permission for its use. All successful submissions will receive a free calendar. It would be of considerable assistance if you could indicate how many calendars you would like to buy to pass on to: your crew, clients, family, or fellow admirers.

Please mail all submissions to:
The Classic Yacht Association
of New Zealand
PO Box 47 010
Ponsonby
Auckland, NZ

WANTED

Mosquito Dinghy, as tender for Classic Yacht enthusiast.
Please phone Greg Scopus
09 520 9473

FOR SALE

Double Skin Kauri Hull 32' x 7'
Built in 1932 By Bailey & Lowe as
the Cutter "Golden Arrow".
Enquiries to Ken Smith,
09 443 9031

Blast from the past

Heather Club Contest
December 31 1938
VICTORY FOR TAWERA
RANGER IN SECOND
PLACE

THE HEATHER CUP and miniature presented by Mr. W.B. Darlow, chairman of the Auckland Harbour Board, together with first prize of 16, second 8 and third 5, and a trophy for fourth, were the prizes at stake in the race for class A, first-class keel yachts.

From a good start Rainbow crossed the line first, closely followed by Tamatea, Rawene, Ranger and Little Jim. The following were late: Tawera, 1m; Moana and Waiomo, 7m; Marangi, 12+m. it was a run down the harbour and Ranger was first to set her spinnaker, but owing to the heavy breeze some little time elapsed before it was actually drawing. Rainbow's spinnaker was set in stops and broke out clealy.

Off the tide deflector Rainbow was still in the lead, but Ranger was slowly overhauling her. Before reaching the Bastion Tawera ran into third position, with Tamatea fourth. Making the turn at the Bastion mark for the lead to the Duder's Spit buoy in

Rangitoto Channel, Ranger was 1m 30s ahead of Rainbow, with Tawera another minute further away. Ten seconds later came Rawene and about one minute later Tamatea made the turn, 45s in front of Little Jim. Then followed Moana, Waiomo and Marangi. There was no change in the positions of the leading boats when they rounded the Duder's Spite buoy.

Ranger Improves Position
Returning from the Channel mark Ranger had gained 3m 10s on Rainbow, and the latter had drawn further away from

Tawera and Rawene. After rounding North Head it was a beat to the mark off King's Wharf, and, although there was not change in the actual positions of the yachts, Ranger had drawn further away

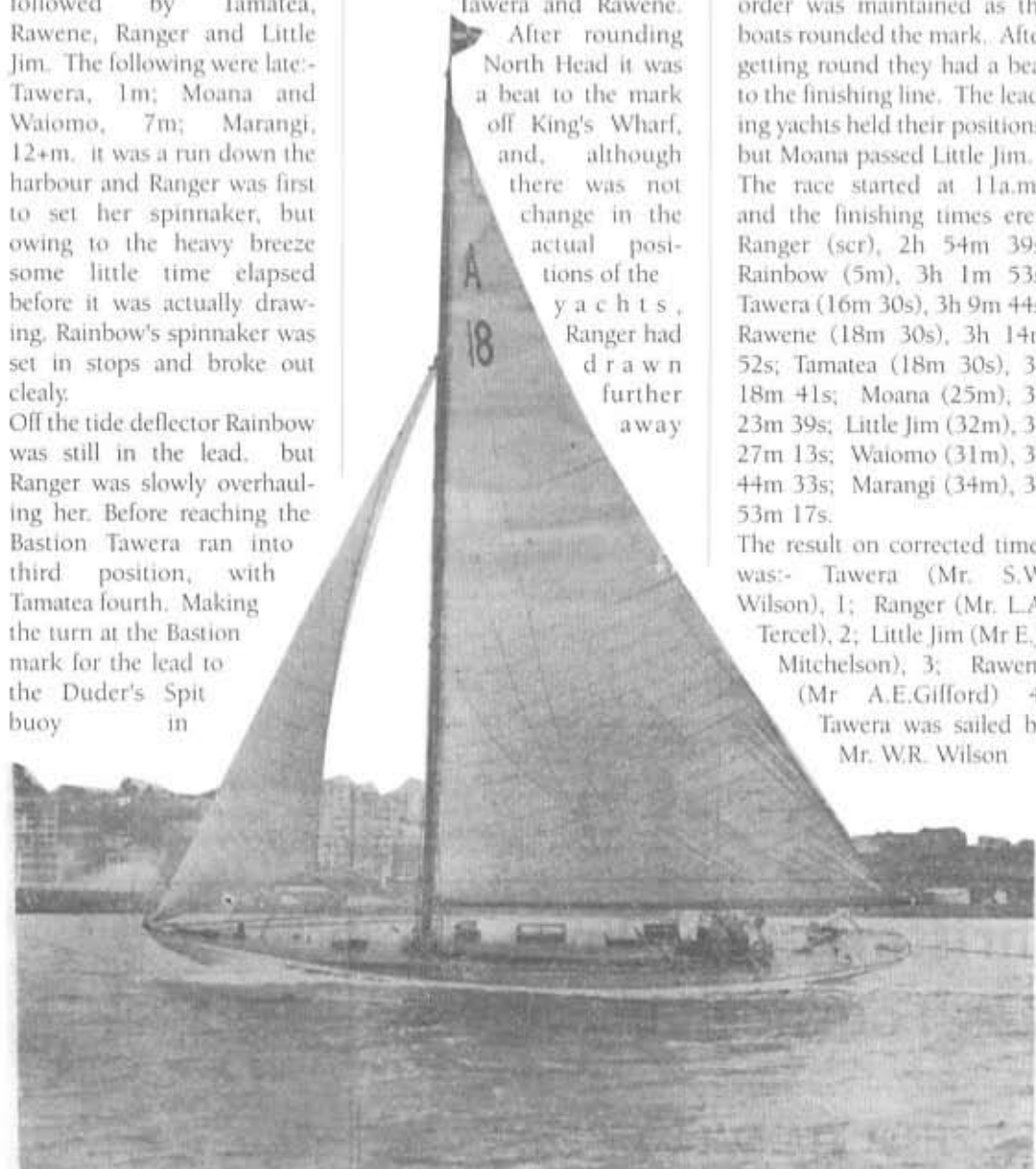
from Rainbow, while Rawene had made up a minute or two on Tawera. Just before reaching the mark Rawene almost headed Tawera.

Rounding the King's Wharf mark the times were:- Ranger, 12h 41m 45s; Rainbow, 12h 46m; Tawera, 12h 51m 15s; Rawene, 12h 52m 55s; Tamatea, 12h 56m 40s; Little Jim, 12h 57m 10s; Moana, 1h 3m 40s; Waiomo, 1h 12m 55s; Marangi, 1h 22m 10s. Run to Motuihi

The next leg of the course was the very long run to the buoy off Motuihi and the same order was maintained as the boats rounded the mark. After getting round they had a beat to the finishing line. The leading yachts held their positions, but Moana passed Little Jim.

The race started at 11a.m., and the finishing times were:- Ranger (scr), 2h 54m 39s; Rainbow (5m), 3h 1m 53s; Tawera (16m 30s), 3h 9m 44s; Rawene (18m 30s), 3h 14m 52s; Tamatea (18m 30s), 3h 18m 41s; Moana (25m), 3h 23m 39s; Little Jim (32m), 3h 27m 13s; Waiomo (31m), 3h 44m 33s; Marangi (34m), 3h 53m 17s.

The result on corrected times was:- Tawera (Mr. S.W. Wilson), 1; Ranger (Mr. L.A. Tercel), 2; Little Jim (Mr E.J. Mitchelson), 3; Rawene (Mr A.E.Gifford) 4. Tawera was sailed by Mr. W.R. Wilson



TAWERA, A 1937 PATTERN.—Mr. Scott Wilson's outstanding fast cruiser, which Mr. Logan planned last year for power and speed and for typical utilization of every inch of space, Tawera is an outstanding example of the best in Logan design. She has raced successfully under the auspices of the Royal N.Z. Yacht Squadron



THESE PHOTOS: BOB WHARTON, STILLS PHOTOGRAPHY.

THE SHENANDOAH LEAVES AUCKLAND

She sailed into Auckland from Thailand via Bali and Lombok, in April 1991. A number of countries were considered for the restoration including Thailand, Korea, and Australia, but her new owner decided to bring her to McMullen and Wing because he was happy with the work they had done on the refit of one of his previous yachts, the Buzzy B.

Marine architect Martin Francis developed the overall plans for

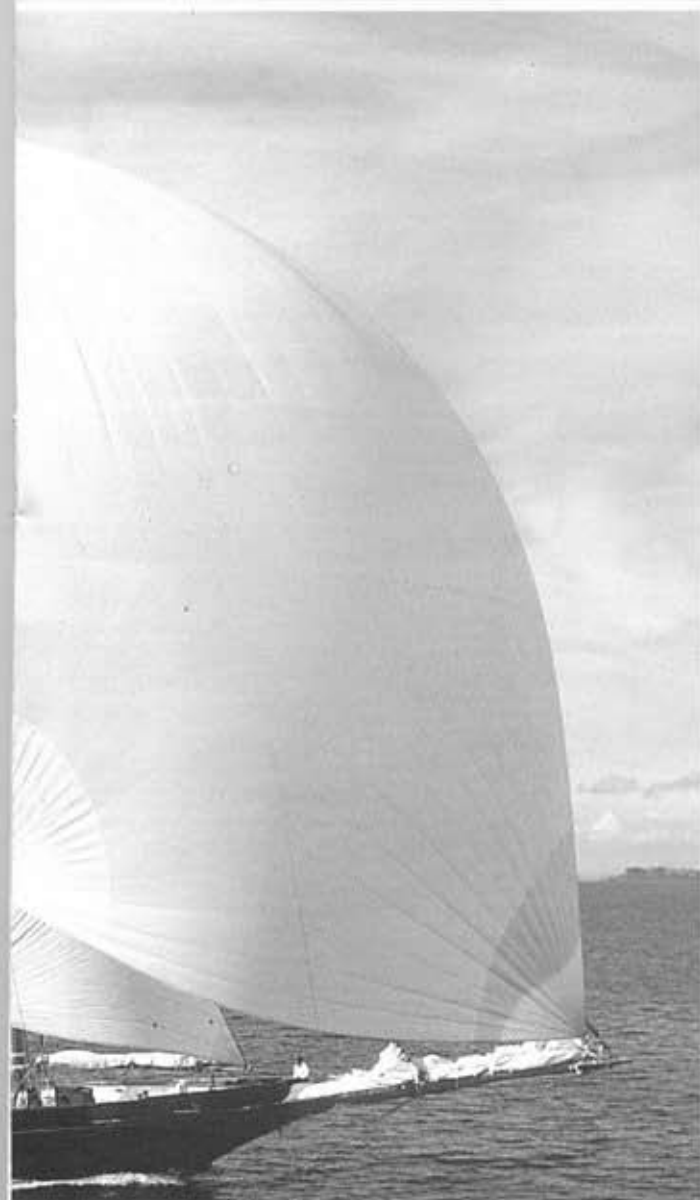


ON SATURDAY 31ST AUGUST, LEFT AUCKLAND AFTER A TWO



the restoration, and Terrence Disdale from London designed the interior. Marine Steel replaced 70% of her original plating including the entire bow section and some of the bulkheads, leaving only the keel, frames, beams and rudder. After this she was re-launched and towed to McMullen and Wing where she stood for a year while between 50 and 80 men worked on her at a time com-

pletely refitting her interior in Padouk, a timber with the warm hue of rosewood. The feel of the traditional classic yacht was achieved with touches such as raised and field panelling, and all by protecting and reutilising the fittings, skylights and bronze work on deck. The brightwork looks particularly good at night when the deck is gently lit by lights recessed into the toerails.



THE SHENANDOAH YEAR, \$12M REFIT.

Her previous 350hp engines were replaced by two 470hp Luger diesels with pitch control on the propeller shaft which can feather while sailing, she is now much more powerful under both engine and sail. The masts are of columbian pine. Harry Spencer from Cowes on the Isle of White chose the timber for the masts and shipped the standing rigging out to New Zealand to be

fitted on the boat. The running rigging was done by Terry Gillespie and the Shenandoah's crew. Many of the spars were rebuilt, some in conjunction with Southern Spars. The mizzen gaff is carbon fibre covered with wood, achieving weight savings of 150kg. When sailing, an average of 10 sails are carried.

Both her German owner and French captain Serge Guilhaumou are more than happy with the refit of the Shenandoah, and in particular with the greatly improved sailing performance of the boat. Shenandoah leaves Auckland for the Cote-de-Azure via the middle east.



VITAL STATISTICS

BUILT:	New York, 1902	Main engine:	2 x 475 hp
LOA:	56M or 183'		Luger Diesel
LO Deck:	43m or 141'	Generator:	2 x 55kw
WL length:	33m or 108'		Northern light
Draft:	4.6m or 15'	Crew:	14
Beam:	8.6m or 28'	(Most of the crew have been with the Shenandoah since her purchase in Thailand by the present owner.)	
Mizzen Mast hgt:	35m		
Displacement:	300 tonne		

Bob Wharton *working on*
STILLS Photography ©

Telephone (09) 473-1097
Facsimile (09) 473-8149
Mobile (025) 31-6351



The recent passing of Stuart Naismith who crewed aboard Prize for some years after the War, brought recollection of a Balokovic Cup race when David Haggston alluded to it in his eulogy at Stuart's service.

Wooden Boats & Putty Men

A Memorable Balokovic Cup (With thanks to Mac Williams, an early crew member aboard the Prize.)

THE RACE, THE BIG 'OFF-SHORE' EVENT FOR THE AUCKLAND KEELER FLEET THEN, WAS REVIVED AFTER THE WAR, AND THE FIRST TWO RACES WHICH PRIZE WON, WERE SAILED AUCKLAND- CANOE ROCK - COW & CALF, AND BACK TO THE START. FOR THE THIRD RACE THE COURSE WAS REVERSED AND THE FLEET TOOK OFF ON THE RUN TO THE COW & CALF WITH A BRISK SOU'WESTERLY

Prize was gaff-rigged with a big reaching jib, useful in the light but a handicap in anything much over 15 knots or so. On the run across the gulf the weather deteriorated with big threatening cloud banks building up to the west and the wind increasing and backing to the south'ard. However Prize was doing well and her doughty skipper hung on to all sail until we rounded the Cow & Calf in the growing darkness when it became obvious we would have to shorten down. Dousing the big spinnaker eased things a lot but the increasing weight of wind cancelled out the gain and the yacht was proving difficult to control, surging wildly from side to side in the heavy seas that were build-

some desperately so.

The weather became worse, the boat was foundering and since with the long boom overhang reefing was hardly an option in the conditions, the mains'l was lowered to the topping lift, roughly furled, and the mainsheet bowsed taut. This of course brought things more under control, although the big reaching jib, luff hanked as it was to the fore-topm'st stay was obviously too much for the mast, there being no permanent backstay to

It was not a happy night. It was probably about this time that Stuart and the others wisely retreated to the comfortless cabin and slumped down amid the wet sails and gear, very seasick, not caring if the ship sank, and Stuart became aware of a continual moaning by a stricken soul somewhere in the gloom and the realized it was himself, it intrigued him! A light off the port beam seen dimly through the driving rain was pronounced by Chook Bellve, navigator that night, to be Tiri-Tiri, in view of the speed we had been making some expressed doubt, but a kind of dull apathy had set in and we carried on, cold exhausted and not really caring.

The heroic figure of our seasick indomitable Captain, Bressin, magnificent in his stoicism, was revealed to us occasionally in the lightening flashes as he clung grimly to the helm, rain and spray streaming off his sou'wester and moustache. We admired him, he was a tremendously determined chap, he would not give in.

Eventually a dismal dawn broke with the horrible realisation that



ing, and, ominous signs when running, taking seas over both bow and stern.

Too much sail high up, the gaff tops'l must come in. Adding to adversity, rain began falling in torrents, and in the pitch blackness accentuated by frequent and vivid flashes of lightening, it was difficult to see. After a considerable struggle lasting over an hour, the tops'l was finally secured on deck and bundled into the cabin with the spinnaker, both streaming water. Most were sea sick,

counter the pull on the mast-head. Mac, who it was said had already made some 16 trips up the mast dealing with the gaff tops'l and fouled spinnaker gear, went out on the long bowsprit hopefully to muzzle the sail, Mick Arlington was at the halliard and when he reported it jammed, Mac bawled "Well cut the bally thing Mick", and Mick took his trusty knife and cut, not just the halliard, but the topping lift n' all. Down came the boom and mains'l on the luckless fellows in the cockpit.

the light we had seen was indeed not Tiri-Tiri, but Canoe rock, and we were miles north of Kawau and far to lee'ward.

Memories of the slog home, characterised by the extraordinary resilience of Raeburn Talbot, surely the original 'tough guy', have mercifully faded, except when Stuart paraphrased Lord Nelson's utterance "Wooden ships and putty men", which was perhaps, not quite fair (!).

SOUTHERN CONNECTION

E.V. Repairs at Ascot Electronics Ltd E.V. Repairs are our speciality
Call out service 1400 0000

Lyttelton Times

Incorporating Banks Peninsula Port Hills and Sumner June 17 1996

E.V. is coming... Serial Installations Ph 579-1400
Call now for postage service or free advice

A meeting of all those who were interested in Old Boats and buildings in Lyttelton was held on 14th May. About 30 people turned up to the Norwich Quay Precinct Society. Many present asked if I would get another Regatta



under way, so a date was set for Queen's Birthday, 3rd June 1996. A course was also set so people ashore could see the parade of old boats from good vantage points along the shore. We had full backing from the Coastguard. Noel, my crew member and I, drove over to Parau Bay to get my boat the Cherub, and bring it back to Lyttelton for the start of the race at 10am. But owing to the frost on the roads it took longer to drive around, and, what with towing the Sarah M all the way back to Lyttelton due to a lack of wind, things were a little tight!

There were twelve boats all floating on a glassy sea. We soon were ready and away we went, only just making our way with the tide. The weather was for N/E 10 knots, which never arrived, so with 5 knots of wind, we were barely able to make any way against the tide at all. But what a sight. All that sail, and good companionship. The amazing thing was how to move ahead, so the next thing, a bucket on the

end of rope was hurled ahead and pulled in, in order to propel one boat to catch another! After about 1.5 hours and one mile, we cut short the race in favour of a raft up.

Lyttelton loved the turnout of so many old boats and we got lots of support from the media (see photos). Everything was perfect except for the lack of wind. The biggest boat, the

on slams relax ban

small group out of here. I expect, actually, positive and

Classic boats stir interest

A classic boat regatta held at Lyttelton over Queen's Birthday weekend certainly created some interest.

Michael Smith, of Parau Bay, was so enthusiastic about it that he raised his boat, Sarah M, that had sunk in a storm the week before and worked on it all night so it would be seaworthy for the day.

Organiser Mike Rossouw and 18 sail boats and a few old motor boats turned out for the regatta on June 3, a follow-up to a similar gathering over Easter.

Although words were not quite so favourable this time around, he said there seemed to be more interest.

"There were quite a lot of people watching from the shore area," he said.

The programme for classic boat owners around the peninsula now consisted of annual water maintenance.



Jim Wood's boat Kotiti adds a colourful touch to calm seas during a Queen's Birthday regatta. Photo Ajana Wikstrom.

Mr Rossouw said. The next regatta may be held on Labour Weekend or New Years Day.

Lyttelton home to Clara more than 80 years

Williams

More than 80 years ago, a lot of houses had been built on the hill.



schooner Kotiti, towed four of the smaller boats to Diamond Harbour, and the Taranui, another big ketch, towed others over. After a two hour lunch and chat the wind sprang up, so many of us did get a sail that day.

The dates we have set for our next meeting is NEW YEAR'S DAY on the water, and EASTER MONDAY. We also hope to fix a November date as well.

Michael Rossouw.

The Classic Yacht Association of New Zealand Inc.
Subscription Renewal Notice

(SUBSCRIPTION YEAR: 01/08/96 - 31/07/97)

The Classic Yacht Association of New Zealand Welcome aboard to the second year of the Association's activities. We are planning an exciting year of races, rallies, and social events that will appeal to as broad a range of members as possible. Logan Clothing's sponsorship of the activities of the Association will enable us to commit greater resources to our racing and social programmes, and will enable us to put up substantial incentives to be involved in the activities of the Association. Be there! It will be worth your while. The level of subscriptions remain the same as last year and we look forward to having you involved in the activities of the association. Yours sincerely,

The Steering Committee



OR COPY AND SEND

Name: _____

Address: _____

Phone: Bus: _____ Home: _____ Fax: _____

Category (Circle one)

Owner: \$40.00 Crew / Early Owner / Early Crew / Admirer: \$20.00

Please post subscriptions to:

The Classic Yacht Association of New Zealand Inc.
PO Box 47 010 Ponsonby
Auckland, NZ.