

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



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## *Was it the rum, or was that the best weekend ever?*

*Photos by Tony Blake*

Voted 'the best CYA weekend away, ever', the Patio Bay event on Saturday 6th and Sunday 7th December flourished in fine weather, a light westerly to get the boats there and a 12 knot northerly to get them back in style on the Sunday. High UV intakes were battled with high liquid intakes. A whole barrel of rum disappeared on Saturday night in "a ripper of an evening" as described by Tony Blake.

The experimental Mark Foy start to keep the 'big uns' away from the 'little uns'

worked very well and was clearly a model for future events of this sort. In the spirit of the race, Jason Prew in *Loloma* had to steam off to time the finish when the finishing launch had hiccups.

A bacon and eggs barbeque ashore on Sunday morning started the day well and it was a great sail home.

A better weekend simply could not be devised! There was even a visit from a pod of dolphins to confirm it.

### **Results**

A Division	<i>Rainbow</i>
B Division	<i>Jonquil</i>
Modern Classics	<i>Arrow</i>

(skippered by Doug Reid's 14 year old grandson)



*Above: the crew on board Thelma settle in for a champagne sail.*

*Right: Waitangi with all sail set romps along.*

*Below: A heady social scene at the after match.*



# Melbourne stages marvelous regatta

A group of CYANZ members ventured over the Tasman to the Cup Regatta 2008 run by the Classic Yacht Association of Australia and held at the Royal Yacht Club of Victoria, (locally known as 'Royals').

They had a most fantastic weekend of classic yacht racing and social gatherings kicked off with a welcome function at Royals in their beautiful clubrooms situated on the water's edge at Williamstown looking out towards dockland and Melbourne's city skyline. It was a great opportunity to meet the locals and catch up with old friends.

The following morning started with an informal briefing on the deck outside the club and the draw for us Kiwis to see which yachts we were to be sailing on for the day, skippers and crew waving to each other across the crowd to identify each other in between lots of general chit chat, passing of stories and much laughter which was to be the norm for these briefings.

Gathering at the start line was a wonderful collection of classic yachts everything from the magnificent *Sayonara* (Fife 1897) through a collection of metre boats of varying sizes, a handful of cousta boats and a couple of lovely little Tumblars.



Preparing for battle on the cousta boat, *Lisa*

The racing was as competitive as ever, but in a relaxed kind of way. Having a great day on the water was the main goal with, of course, yet another opportunity to swap yachting stories and talk about boats.

Finding the top mark on Day One seemed to be the main topic of conversation

on board *Lisa*, the cousta boat I had drawn for the day. Mark and Rod keep *Lisa* down at Mornington about 30nm down the coast and had sailed down just for the weekend, which meant they weren't familiar with the local marks and with channel markers everywhere. It was more a case of which mark

to choose. The run back into Hobson Bay was uneventful apart from Larry sneaking past on *Pastime*, a beautiful canoe-stern sloop based on a Swedish 30 square metre, designed and built in Williamstown in 1953, and immaculately maintained by Peter and Lynn McDonald.

Day Two's racing was a pair of short windward-leeward courses raced inside Hobson Bay around the convenient plethora of piles placed to guide large ships into one of the busiest container terminals in the southern hemisphere. I had drawn to sail with Peter Lloyd on *Marie Louise III* and was met with a rather dejected looking Peter as it turned out their engine had stopped on the way back into the marina the previous evening and he wasn't sure they would be able to go out at all. As luck would have it, I have seen a diesel engine or two, and after a few minutes bleeding all the air out of the system, the little Yanmar purred into life, the smile returned to Peter's face and we were off. *Marie Louise III* is a lovely 8 metre cruiser-racer and, at approx 12 tons, her motion is like gliding along on rails. The racing was close. We crossed tacks on several occasions with *Sayonara* and others. The wind had gone around into



the north overnight and this made conditions shifty with some large gains and losses to be had.

After the racing there was a BBQ function back at Royals with loads of prawns and other delicious food and much yachting conversation.

The final day started with a storm warning. Dark clouds

yanking of the tiller. These boats are fantastic fun and it was a close battle to the finish. We managed to take home a second place in the couta boat race.

That evening we took a short train ride into the Melbourne docklands and the prizegiving dinner at the Melbourne Yacht Club hotel.

weekend. Many thanks to Mark Chew and his team for the wonderful hospitality shown by all his fellow classic yacht enthusiasts. It really is the people you meet and friendships formed that make these regattas so special. We look forward to hosting you in 2009 at our own Regatta.

**By Steve Cranch**

*Main picture: Lisa romps under a good breeze with the Melbourne skyline behind.*

*Middle: Cyan and Sayonara head in towards the city*

*Bottom: Pastime II with Larry Paul on the helm*



scudded across the sky. It was decided to go ahead with the pursuit race, but to keep it within Hobson's Bay as this gave us some protection from the west. I was supposed to sail on *Sayonara*, but we only had a crew of eight and, with the strong wind forecast, it was decided that it would be too dangerous to take her out short-crewed, so Larry and I jumped ship and headed for the couta boats. This time I joined the crew on *Christine*, an older and heavier couta. In true classic yacht tradition, I was offered the helm shortly after the start and spent the next couple of hours grinning like a Cheshire cat while my arms and back struggled to keep up with the constant

It was yet another evening of fine food, great conversation, and a splendid time for all.

The Trans Tasman trophy for the visiting club member with the highest score this time went to Nicky Good, a member of our CYA launch fleet, although, judging by the amount of fun Alan and Nicky had, I could see a yacht turning up in their fleet soon!

And of course no trip to the Cup Regatta would be complete without a day at the Melbourne Cup itself, a magnificent day with thousands of people crowding onto the trains, the carnival atmosphere, and even a little horse racing thrown in.

It was a wonderful



# WOOLLACOTT OWNERS FORM ASSOCIATION

The CYA has actively supported the formation of a new owners' association to cater for the owners and enthusiasts of Woollacott designed boats. It will be closely affiliated with the Devonport Yacht Club, which has traditionally been the home for Woollacott boats.

There have been many hundreds of traditionally constructed wooden yachts and launches built to the designs of master craftsman Bert Woollacott and his son John since Bert Woollacott came from England to Devonport just after World War I.

In 1950, Bert Woollacott

designed and built the sturdy ketch Ladybird, which won the inaugural 1952 Hobart to Auckland 1570 mile Trans Tasman classic skippered by his son John, becoming the first New Zealand yacht to win an international ocean race. In the early 1950s the Bert Woollacott designed ketch Marco Polo became the first New Zealand built, owned, and crewed yacht to sail round the world.

Woollacott yachts, many built in backyards with Bert's guidance, were immensely popular for off-shore and cruising work and typified the post-war yachting explosion in this country.



The CYA encourages all owners and friends of Woollacott designed boats and other interested parties to log into the Association's new website [www.woollacott.org](http://www.woollacott.org).

nz to download a membership form and to learn its plans to stimulate the preservation and restoration of these legendary sea-kindly yachts and launches.

## OCEANBRIDGE Auckland Anniversary Regatta Monday 26 January 2009

*Be part of this historic event celebrating  
Auckland's 169<sup>th</sup> Birthday*

Open to: Keelboats, Multihulls, Classics, Classes, Trailer Yachts, Centreboarders and Radio Controlled Yachts

Featuring

Races from: Orakei, Mahurangi, Rakino and Kawau (Multihulls)

Centreboard venues: Kohimarama, Tamaki, Northcote/

Birkenhead, Takapuna

Radio Controlled yacht venues: Westhaven, Viaduct Harbour & Wattle Farm

Tugboat Race: 1000hrs from North Head

Notice of Race, Sailing Instructions and Entry Forms online:  
[www.regatta.org.nz](http://www.regatta.org.nz)

Contact: Joyce Talbot

Tel: 0800 REGATTA

Fax: (09) 836 4015

Email: [joycetalbot@xtra.co.nz](mailto:joycetalbot@xtra.co.nz)

## SOUTHERN TRUST Classic Yacht Regatta 12 – 15 February 2009

*A celebration of our fabulous classic yachts,  
launches and small craft*

Based at the Viaduct Harbour Marine Village and Viaduct Harbour, Downtown Auckland

Open to:

Classic, Modern Classic, Replica, Spirit of Tradition keel & Centerboard yachts

### Programme of Events:

12 February	Briefing	13 February	Race One
14 February	Race 2 & 3	15 February	Race Four
			Prizegiving

Notice of Race and Entry forms available from  
[www.classicyacht.org.nz](http://www.classicyacht.org.nz) or from Joyce Talbot

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