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Waitangi had another great season – here she powers along on a smart reach

Another Great Season with some exceptional highlights



By Chad Thompson

The 2008-2009 Season is now at a close. Looking back on its raison d'être the CYA is as strong as ever even though the numbers of yachts racing are down on some years in the past. Nonetheless the focus of our members is not dimmed or distracted, and there is a record number of craft under restoration. When I was asked to tell the season's story, my first reaction was, 'Heck, I

have been otherwise focused this season. What has been going on?' Then, upon delving into the stories of the season, it was clear that it has been another strong season of significant CYA growth.

Every season, especially in recent times, we have seen the diversity of the opportunities for on the water Corinthian activities broaden. This season has

certainly been no exception: with a stronger contingent of Australian and other overseas visitors; the rerun of the Rudder Cup; the formation of a broader based Launch Committee; the sorting out of the Yachting New Zealand Safety Regulations as they relate to the classics; the reintroduction of the old alpha-numeric numbering system to be administered

by the CYA and the great encounter of the *Ranger* Challengers.

Interestingly, the season started in earnest 1500 miles away in Melbourne with the Classic Yacht Association of Australia's 2008 Melbourne Cup Regatta. This was the third year New Zealanders have raced in the Melbourne regatta. It gets better every year with the Australian fleet growing all the time and a constant number of Kiwis heading over there at the start of each season. Our West Island cousins really turn on the hospitality and it is almost becoming a rite

Bay this year was different from previous years in that it was run under the Mark Foy (pursuit) system. This is the handicapping system where the handicap is claimed at the start. The slower yachts start early and the scratch yacht last, a great way to run a more relaxed race. Everyone at Burt and Margaret Woolcott's BBQ ashore were shouting its praises. All the competitors finished within 30 minutes of each other, making the raft up and the usual after race socialising a "roaring" success.

The staging of the Centenary Rudder Cup Race

mid February is the climax of the classic yachting season. And this season was no exception. This year we had the added interest in having two of *Ranger's* old rival in New Zealand. *Fidelis* sailed over from Sydney and *Ragtime* (nee *Infidel*) sailed down from San Francisco. Despite significant modifications, *Ragtime* made for a nostalgic presence over the summer. The night race to Mahurangi was an insight into what lay ahead for these larger yachts as was the actual Mahurangi Festival race.

The race home that started as a drifter and finished in a

day, four-race format seems very successful and the ever-increasing number of visitors from overseas enables the further cross-pollination of international relations amongst classic yachtsmen and women.

This year's Regatta was highlighted by the Ranger Challenge Division of *Ranger*, *Ta'aroa*, *Ragtime*, *Fidelis* and *Northerner* competing against each other in a wonderful sporting way. The other memorable sight of the regatta was *Moana*, *Thelma*, *Rainbow* and racing in line astern, each yacht having been launched originally in the same order! *Iorangi* upset the chronology by leading.

The IMTEC On-the-Water Boat Show was its usual success with calls for the classics to be staging their own Heritage Week boat show on an annual basis. Watch this space for details.

The Round Rangitoto race this year was a lighter air event with competitors having to seek out the puffs that came and went up the northern side of Rangitoto and Motutapu. Light relief only came from the PRO distributing refreshments as the yachts sailed down the eastern side of Motutapu as they headed for the after race Cake Day competition. In their eagerness to cross the finishing line, it was noted several competitors calibrated their depth sounders at Emu Point, the most notable being our illustrious soon to retire chairman. Nothing like going out with a bang (actually more like a gentle skid).

A good steady 15-20 knot easterly was with the fleet for the passage race to Te Kouma forcing the race to be shortened at Ponui Island, 10



Jason Prew's new purchase, the Arch Logan-designed 1904 34 footer *Wairiki* arriving at the ATBS for restoration

of passage for Kiwi classic yachties to participate.

The Cousta boat revival in Melbourne provides a lesson for us all and shows us how fantastic a similar revival of our mullet boat fleet could be. We are looking forward to several of the Cousta boats being able to join us for our high season of racing in 2010 and having them come up alongside the restored mullet boats for some convivial Trans-Tasman rivalry like we have not seen since the heady days of the 18s and 12s.

The passage race to Patio

with 28 launches leaving Auckland at 7:00 p.m. on Friday 12th December drew a huge crowd of spectators lining the rock wall at Westhaven, reminiscent of the International Match Racing Championships staged in the past. This event, unlike any other we have run, has really brought to the fore the enthusiasm of the classic launch owners. Hopefully from here on their involvement in the affairs of the CYA will steadily increase.

Late January through until

good 20 knot southwesterly with *Waitangi* leading the fleet to Cheltenham Beach was a real challenge in terms of concentration and perseverance. Then the Anniversary Regatta race home between *Ranger* and *Ta'aroa* was an epic match race all the way to Auckland.

The Southern Trust Classic Yacht Regatta has already received significant editorial hailing its success. The 2010 regatta will revert to a more usual format with all divisions starting in the same race area. The three-



A huge slice of Auckland's yachting history is represented by Ian McRobie and Ron Copeland's teams who put *Corona* in her snug restoration berth at the ATBS

miles short of the preferred destination. It didn't detract from the after-match function in Shark Bay at all. The sail back home on the Sunday in the rising easterly made for some spectacular sailing. A great sail as the end of season approached.

Ponsonby Cruising Club's Vintage and Veterans regatta was sailed this year in a good easterly providing a long beat up the harbour, a series of reaching legs out the Channel and back, and a fast run back up the harbour. In these conditions waterline length counts for everything. *Thelma* showed everyone her stern in the gaffers. *Jonquil* hauled in *Aotearoa* on the run home. *Advantage* dominated the moderns.

And to close the season the classics enjoyed a great sail in a moderate northeasterly up to 20 knots in the ANZAC Memorial Regatta run by the PCC. Regrettably the threatening conditions kept a number of competitors away only for them to miss out on a great inner harbour race out to Salt Works Buoy in the Rangitoto Channel and

back to Westhaven. *Thelma* showed her stern to the entire fleet until approaching Salt Works and was then passed only by *Ranger*. *Jonquil* continued to enjoy her front running position.

As happens every season, a number of Auckland's senior yachtsmen come out on the classics and this year was marked by Con Thode who had sailed first on *Thelma* back in the 1930s. He pointed out to Tony Blake, her present day skipper just how she should have been set up. Con was heard to say, "Don't try and reinvent the wheel. Those guys of the 1930's knew what they were doing." Good on you Con. Roy Dickson was also seen out on *Iorangi* on a number of occasions. His masterful touch on the tiller always had her sailing a tactically superior race. Anyone lucky enough to get past him knows he is doing OK if he can then stay in front.

It has been great to see the Auckland Traditional Boat Building School overcome the major hurdles to become NZQA accredited. This

enables the school to actually offer courses that carry formally recognised certification. The apprentice training and night school classes are still humming under direction of Ray Pitcher, with Paul Tingey on hand.

New initiatives for the growth of the Association this year include:

- The formation of an expanded and vigorous Launch Committee. This is an exciting development, on the back of the Rudder Cup.
- There are also similar moves afoot to see a dedicated Modern Classic Committee being formed over the coming winter. This should see a significant increase in the growth of the racing fleet run in such a way as to meet the needs and interests of owners and crews.

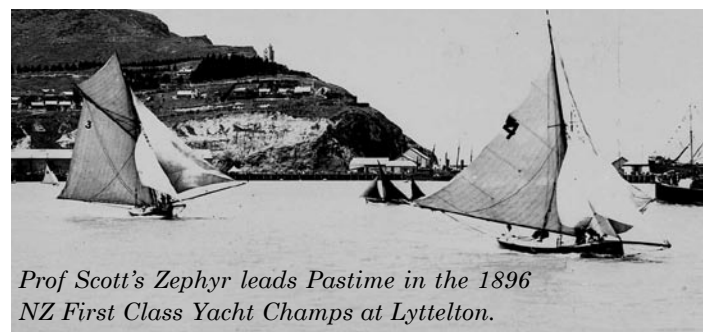
- The CYA and the Auckland Anniversary Regatta Committee are working closer and closer together each year highlighting our yachting heritage around the best period of sailing weather we enjoy each season. The interests of the competitors in each event and that of the sponsors are identical.

- Another significant milestone this year has been the CYA's Rescue Trust obtaining permission to restore *Corona*, the famous 26-foot mullet boat. She will be restored to her original gaff rig and hopefully be ready to race against the first fleet of Cousta boats from Melbourne in February 2010.

- The Rescue Trust will also, in association with the Matheson family, restore the launch *Maroro* which won the Rudder Cup in 1908. *Maroro* has lain on the shores of Blind Bay out at Great Barrier Island for years. To have her back in the water for the future launch races will be a great achievement.

- The latest news is that Tony Stevenson's trust has secured the famous Lyttelton yacht *Pastime* and she'll soon be in Auckland for a total restoration.

- On top of that, the Classic Yacht Trust has been given the Logan 2½ rater *Kotiri* from the Webster family for a total, in due course. Anyone for *Ngahau*?



Prof Scott's *Zephyr* leads *Pastime* in the 1896 NZ First Class Yacht Champs at Lyttelton.

K-Class Rally

The call went out for another K Class reunion at North Cove, Kawau Island on the 20th-22nd March. Michele Sigerist and Gary Vincent of *Jenanne - K2*, again rallied the owners. Seven Ks arrived this year.

Mike and Tracy Mahoney had trucked her up from the Marlborough Sounds to participate in this season's classic yacht racing. Having her join her sisters at North Cove was a wonderful thing. Huge efforts were made to

a tug boat style launch called *Alliance II*. In fact, those of us without an escort were getting "mother ship" envy!! Must do something about that next year.

Thelma is looking good with a makeover down below that really brightens her up and she too was harbouring a European guest, Christoph.

Sadly we were missing

The Sunday sail got under way at 10am with even *Thelma* cruising out of North Cove on time!

Warren Tuohey on *Guardian* took control, created a starting line and hounded us all to get behind it for a photo start. We all sailed off together and *Guardian* scurried around us taking group and individual shots.

These can be seen on:

- <http://picasaweb.google.com/kclass100/KClassRally2009Part1Of2?feat=directlink>
- <http://picasaweb.google.com/kclass100/KClassRally2009Part2Of2?authkey=Gv1SRgCL3qus3HrtyJsAE&feat=directlink>

Jenanne had a lot of trouble keeping together with the other K's as, apart from Michele and Gary, she had Lin and Larry Pardy on board. Larry was on the helm and turned out to be such a serious racer. And he was always going off in other directions including sailing *Jenanne* very close to Martello Rock.

The wind was SE around 8 knots, enough for a pleasure sail to Moturekareka, where we dropped anchor.

Yachts with mother ships couldn't quite cut the umbilical cord and stayed firmly attached to them, while the rest of us had to find our own raft buddies.

Nobody stayed long as there was the sail back to Auckland to do, but all left with a call of 'Do It Again'.

Michele Sigerist



As mentioned in the August 2008 issue, John Pryor and Jill Hetherington had bought *Kiariki - K11*, (rescued may be more the word) as well as still owning *Gypsy - K4 / 89*.

John did a fair amount of work on her, new sails, covers and dodger, batteries, wiring, bilge pumps as well as varnishing and painting. He then calmly suggested to the Brooke family, after they crewed on her in the CYA regatta, that they should buy her, as she really belonged back in their family. The Brookes arrived in style on board their restored launch *Linda* to officially take possession of *Kiariki*.

Another welcome was *Helen - K1*, whose owners

convince Mike to leave *Helen* in Auckland as part of the K fleet! *Helen* was designed and built by Bob Stewart in 1945 and was the first of the 10 K class boats built. *Helen's* crew was Thomas Pryor and Nico Van Niewerke.

The other Ks that were there were *Sapphire - K94*, with Doug Reid and first mate Allan Brown, plus their guest Stefaan Van Kets from Belgium, and *Katrina II - K100*, complete with crew members Richard Cave, Tom Hunt, Andrew Wilson and Joy Kruger, plus the mother ship *Guardian* with Warren and Marlene Tuohey.

Thelma - K3 with Robert and Anne Leydon also arrived with a mother ship,

Kitenui - K95, with John and Susi Rawson, John having busted up his tibia and fibula in his right leg just before Christmas and unable to walk, let alone sail.

There seems to be interest in reverting to the original sail numbers amongst the group and we noticed some owners have already removed the 9s from their sails. The rest of us may follow suit!

Another great social Saturday night was had by all at John Pryor and Jill Hetherington's place with a pot luck BBQ and copious amounts to drink. This seems to be the key for this rally, a chance for all the owners of this wonderful class to have a good chinwag.

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