

# THE NEW ZEALAND CLASSIC YACHT JOURNAL



THE OFFICIAL JOURNAL OF THE CLASSIC YACHT ASSOCIATION OF NEW ZEALAND INC.

PO Box 911055, Victoria Street West, Auckland 1142.

ISSN 1175-804X

[www.classicyacht.org.nz](http://www.classicyacht.org.nz)

Issue 85 – December 2012



Ivor Wilkins Photo

## Tawera puts the 'classic' into Coastal Classic

*Mike Mahoney's beautifully-presented Tawera flew the flag for the classic brigade by completing the stormy 2012 Coastal Classic Race in a creditable 17:54:33. "We would be the oldest boat by at least 30 years," said Mahoney, adding Tawera had been around for 70 years and would still be competing in 70 years' time.*

## Restoring Victory to former glory

*By Marco Scuderi*

I must confess that I knew very little about *Victory* when my wife and I decided to make an offer to buy her last year. Yes, she was a Logan,

not even a big one at 38ft, built around 1906, possibly not an unique hull, quite fat – er ... beamy – and not even originally a yacht, but a fishing boat.

Obviously the alloy mast

and the tall cabin top had to go. The tiller was broken, as were the carlines and a number of floors. The engine was well and truly seized, and the repairs done in the sixties, after a gas bottle

exploded and almost sank her, largely had to be redone. On top of which the decks were rotten.

Yes, what you might call a 'project', with a full price tag.

After several weeks of



negotiation the hull was secured and the previous owner, who had a strong emotional connection to the boat after 33 years, sent us a parcel full of documents, photos and historical records about what we now know and love as Vic.

We have yet to finish sifting through all this info, but two items especially caught our attention. One is the song that the then skipper and Commodore of the RNZYS Harold George and his crew used to sing after *Victory* had won a race: "Sinful ginfull rum-soaked men"... it starts, and apparently a rowdy lot they were.

Harold once invited 90 guests on board to celebrate his becoming Commodore. We have a copy of the logbook with the signatures of all the partygoers, a roll-call of prominent Auckland yacht owners of the time. What also stood out was the collection of racing records showing *Victory* winning most races run in a fresh breeze. They show that she seldom reefed, and carried her topsail in strong winds. One particular race in 1951 resulted in the crew crossing the finish line in the Bay of Islands thinking they were last, when in fact the rest of the fleet had

sheltered at Kawau Island overnight, while *Victory* battled the rough seas to make it to the end.

As you might have guessed, her life as a fishing boat was rather short. By 1910 she was being used by the Jagger brothers as a pleasure craft. Earl Jellicoe, Governor-General from 1920-24 used to sail on her every chance he had while staying in Auckland.

These and dozens of other interesting stories only add to the allure of restoring *Victory*, and we hope to do her justice.

In March this year the hull was moved from Westhaven to our boatyard, and in May the cabin top was removed during a CYA open day. Since then, the restoration has progressed as fast as the other boat restoration jobs allow.

The bare hull now shows the extent of damage to the floors. These were pohutukawa crooks, bolted to the keel and rivetted to the hull. They curved rather sharply at the turn of the bilge, and almost all of them broke off at some point. They have been repaired in the most colourful and varied ways.

Most of the floors had new pieces scarfed in and sistered,

sometimes with two pieces per side. More recently, separate kauri floors of much bigger moulded and sided dimensions were added on separate keel bolts; these were then used as a base to laminate athwartship ribs.

Removing all these repairs has been a bit of an archaeological dig. Even the fastenings used to make the repairs varied: bronze spikes, copper rivets and screws. Only one original floor remains, the rest already gone or rotten beyond repair. Four new purpleheart floors are being built to strengthen the hull.

Leaks from the log shaft and the rudder stock are next on the agenda. The copper tube around the rudder stock, and the stainless steel tube for the propeller shaft have

been removed, revealing crumbling tallow. Clear signs of water seeping past the tallow can be seen on either side of the rudder stock housing.

Also, while investigating the leaks it became obvious that the entire stern section is twisted to starboard. Given the need to rebuild the deck beams and some of the stringers, the hull will be put back into shape.

The overall plan is to restore her to her glory days of 1919, with a slender cabin top and a gaff rig. In 1928 *Victory* was the first New Zealand yacht to venture overseas for a pleasure trip, to Norfolk Island. The aim is to have her back in the water in time to recreate that trip, 100 years later.







Above: The line up of launches at the Classic display in the Viaduct Harbour. Below: BBQ time with the Thames visitors.

# Classics go on public display

The classic wooden boating community has its share of characters, none more so than the group of launch owners that made the passage from Thames to be part of the 2012 Classic Yacht & Launch Exhibition held over three days (October 5-7) alongside the tidal steps in front of the Viaduct Events Centre on Auckland's waterfront.

The Thames launches *Viveen* and *Waimarie* made the temporary marina their home for the duration of the show. Whilst in town they boosted the turnover of nearby hoteliers and marine chandlers.

The show attracted 18

classic vessels with the key exhibits being an impressive selection of Colin Wild boats – *Tawera*, *Amakura II*, *Haumoana*, *Kotuku*, *Lady Gay*, *Linda*, and *Viveen*. The inclusion of *Haumoana* was significant as it allowed people to view the launch before she departs these waters (relax ... not offshore), to become a lake boat on Lake Tarawera.

Over the three days, a steady stream of CYA members, the public and tourists (we had a cruise ship in port) took the opportunity to get up close to some of our finest classics. On the Saturday afternoon, Tony

Stevenson hosted CYA members to a classic dockside beer and bangers BBQ.

The show also saw the return home of the magnificent 1935 Arch Logan-designed Colin Wild-built yacht *Tawera* from her South Island sabbatical. She is a stunning piece of maritime art and will be a feature in next year's Classic Register.

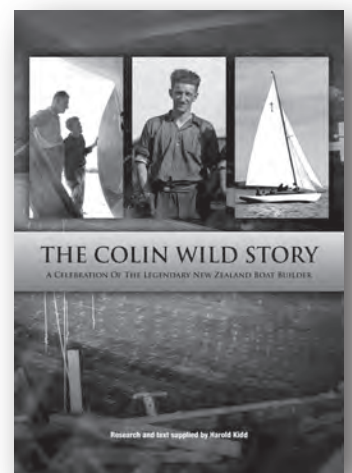
A feature of the show was the launch of the publication *The Colin Wild Story – A Celebration of the Legendary New Zealand Boat Builder*, researched and written by our own Harold Kidd.

The Tino Rawa Trust with funding support from the Trillian Trust and Infinity Foundation produced this impressive booklet, which is crammed full of historical Colin Wild photos and, as expected from Harold, is an entertaining read. It's a very limited print run, but if you are quick, copies are still available for \$20 by e-mailing [michellw@nwv.co.nz](mailto:michellw@nwv.co.nz). Note, proceeds from the sale of this publication go towards the

restoration of the Colin Wild yacht *Kotuku*.

The exhibition was held in conjunction with the 'Maritime Heritage On The Waterfront' event, which saw the CYA, the Tino Rawa Trust, Voyager Maritime Museum, the Kestrel Preservation Society, the William C Daldy Preservation Society and the NZ Traditional Boat Building School coming together during the Auckland Heritage Festival to showcase our world class collection of classic yachts, launches, steamboats, ferries and work boats.

*Alan Houghton*





## BUDDING BOATBUILDERS VISIT TRADITIONAL SCHOOL

The NZ Traditional Boatbuilding School once again opened its doors to the public during the Auckland Heritage Festival weeks. The building's façade of 'original paintwork' did nothing to deter the interest of unprecedented numbers attending the guided tours. The location and history of the building just added to the journey of the school's development from its early beginnings through to today.

The school has seen a number of changes over its seven year history, yet still holds true to its Mission Statement clearly evident by the sheer number of boats that have been and are currently being built here.

Students were actively working on their projects on the open days and were given the opportunity to share a little of the history, be it short or long, of their boat builds. Currently, the workshop is full to the max with boats at various stages of build, most of

which are new builds ranging from very simple stitch and tape designs through to the more complex clinker and cold molded builds.

With every project comes a commitment of time and invariably money. However, the achievement gained from skills learned and camaraderie shared, is perhaps less measurable, but just as highly valued.

Visitors were hosted to an overview of traditional boat building; exploring different methodology, characteristics of timber and the evolution of design. With so much on show in the workshop as well as the school's comprehensive library and tool collection, the public showed a keen interest, evident by the volume of questions broached.

It was great to see that the interest in classic boats and boat building is alive and kicking big time.

*Tanya Ankersmit*



## Classic Register – Summer 2012-13 Edition is a handsome showcase for the CYA fleet



By now CYA members will have received their copy of the annual Classic Register. The Summer 2012-13 edition is the largest ever, 68 pages, with more than 275 stunning photographs of your classic vessels and CYA events.

This year, in addition to vessel listings, thanks to Chris Miller's camera, we get to go below on the following boats – *Monterey* 1946 (Lidgard), *Ferro* (1905 Logan Bros.), *Kailua* (1961 Salthouse), *Talent* (1976 Townson) and the ex Blake family's 1949 Woollacott, *Ladybird*.

The annual publication, now in its fourth edition, is produced by CYA member Chris Miller with the assistance of Alan Houghton, who donate their time and skills. Special thanks must go to the advertisers whose support helps bring this gem to you each year.

To view the on-line version, visit the CYA website forum [www.classicyacht.org.nz/forum](http://www.classicyacht.org.nz/forum).

Note: to protect members' privacy this version has no contact phone numbers displayed.

*Alan Houghton*

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