

# 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 83 – August 2012



*Prize at anchor at the Mokuhinaus*

## *Corinthian cruising has no losers*

After the usual season of racing on the Auckland Harbour and Hauraki Gulf there is the Classic Yacht Association prizegiving at the Squadron. Rewarded are those with the best tactics, lowest relative handicap, or plain good luck. And that seems to be the modern way we judge the merits of a good sailing season.

The yacht *Prize* enjoyed a different season just past

with two and a half months of it spent up on the hard where her decks were refastened and recaulked. She therefore enjoyed only four races at the tail end of the season; however the best was being saved until last.

The longstanding crew of the good ship have always endeavoured to close the season with a late autumn cruise known as the 'Boys' Own' Weekend, the object

being to sail as many miles as possible between Friday afternoon and late Sunday. The only guiding rule is that the mainsheet must not be brought hard aboard. Its timing is always as close as possible to the full moon at the end of April or early May in order that some great night sailing is assured.

*Prize* was therefore able to reward the hard work of her crew during the deck

project with one of the most magnificent 'Boys' Own' cruises of all time.

A slow start had us motoring out of Auckland for two hours up the northern coast of Waiheke Island until we came into the predicted south easterly blowing out of the Firth of Thames. With its timely arrival, full sail was set for a three sail reach to Great Barrier Island under a clear starlit sky, full moon



*Robin Kenyon conducting stress relief exercises*

and a series of spectacular meteor showers. The only thing missing was universal phosphorescence, as it was visible only in the moon shadow cast from the sails onto the water. Our arrival at the entrance to Fitzroy Harbour coincided with the moon setting and the lightening up of the eastern skyline of the island.

Understandably there

was a slow start to activities on Saturday morning. The forecast confirmed the earlier indications for the southeasterlies to continue for the remainder of the weekend. But there was a positive change in wind direction as it backed around to the east and freshened to not more than 20 knots, thus lining up an even better broad reach back to Auckland, but not before the

pièce de résistance, a sail to the Mokohinau, 15 nautical miles NW of Great Barrier Island.

After a beautiful three-hour spinnaker ride in a 12–18 knot south easterly we anchored in behind Arch Rock surrounded by 60-metre cliffs as the sun was setting. Later that night the moon was so bright you could make out the rocks, sand and seaweed in

9m of water.

Given that we had a 60-mile sail ahead of us on Sunday an early start was called for, so as the moon was setting we left the Mokohinau at 0630 hours. The wind was still just south of east at around 15-20 knots. Under staysail and cruising main *Prize* rollicked along at between 7 – 8.5 knots. With her low freeboard and long overhangs she tossed the water around, but hummed along beautifully all the way to Auckland.

No prizegiving can reward you in the way in which *Prize* rewarded her crew after all their toil on her decks. After an association of 62 years with *Prize* I have to wonder, “Can it get any better?” Wait until next season.

**Chad Thompson**



## Marco Scuderi's magnificent Helensville Shed Raid

On Saturday 19<sup>th</sup> May CYA members headed northwest to Marco Scuderi's boat yard and magnificent colonial homestead at Helensville. The day started off a little damp but that did not deter over 50 classic wooden boating enthusiasts who were treated to a magic day.

Marco had had the broom out and the boat shed and workshop were looking very spick and span.

The shed is currently home to Johnny Wray's *Ngataki*, a 1960's Riva speedboat and *Victory* – Marco's own 1906 Logan Bros A Class keeler.

After a tour of the shed and the ceremonial top chop on *Victory* that saw the 'doghouse' cabin top dispatched to the firewood pile, everyone retired to the stunning homestead for a barbecue. A great day!

**Alan Houghton**



*The stunning setting of Marco Scuderi's boatbuilding enterprise with the Riva above.*





*A handsome clutch of classic launches anchored at the Riverhead Pub*

## *Smooth Cruise for the launch brigade*

**Words and Photos by  
Alan Houghton**

The annual CYA launch cruise to the Riverhead Hotel is back again as one of the iconic events on the CYA calendar, now that the hotel's jetty is functional again. This year saw 24 boats and over 120 people descend on the hotel.

Boats assembled under the

Habour Bridge and proceeded up the upper Waitemata with vessels joining the fleet along the way from Te Atatu, West Harbour and the Herald Island area. The trip up the last part of the 'creek' was uneventful this year in that no one went aground.

We all arrived ahead of time at approx 11.00am, just as the sun broke through the overcast. The Tino Rawa

Trust boats and crew (Tony Stevenson, Jason Prew and their merry helpers) were on hand to provide a much appreciated ferry service from the anchored boats to the jetty pontoon.

The weather gods continued to smile on us. Most people made the most of it and dined alfresco in and around the hotel, which just gets better and better.

It really is one of Auckland's better watering holes.

It was wonderful to have some of our yacht skippers and crew join us for the trip. Again, it was pleasant indeed to be greeted at the wharf by familiar CYA faces who had arrived by car to help with the berthing.

This event needs to be held twice a year!



*The merry men of the Tino Rawa Trust turned out to provide valued service as ferry men*

# Gypsy rebirth begins ...

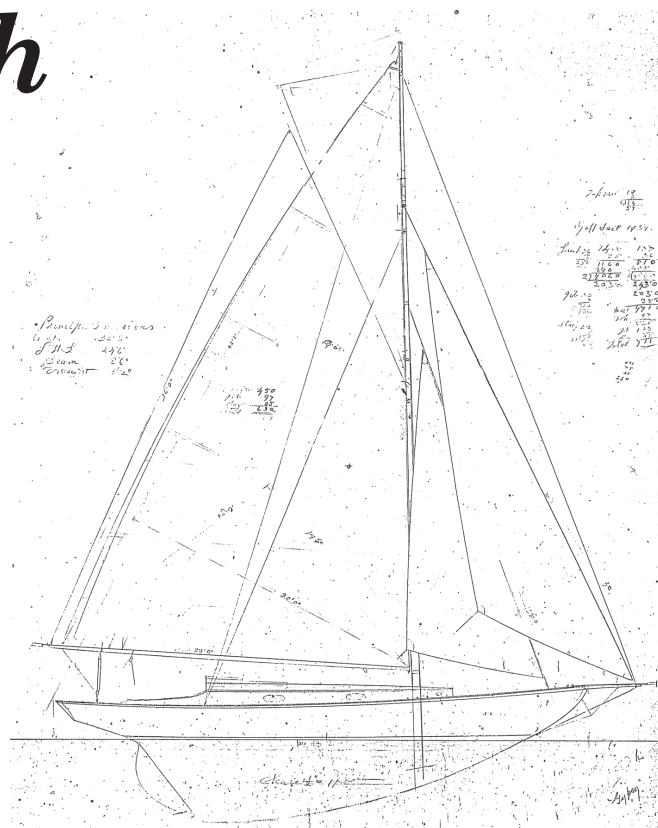
Since the last issue of the Newsletter, there have been some very significant and encouraging events in the ongoing *Gypsy* saga.

Firstly, *Gypsy* has now been moved to a rented factory unit at Snells Beach and work has started on the first stage of her rebuild. This involves removal of all damaged material from the hull, plumbing, levelling and shoring up of the hull and reinstatement of the hull up to the gunwale. Most of the sheer clamp needs replacing, the two stringers below that likewise and all damaged planking removed and replaced with new planking. A small quantity of seasoned kauri has been obtained from a local farmer, sufficient to carry out this initial work. Robert Brooke is supervising, while the actual repair work is being done by Colin Brown and Josh Hawke. I am the unpaid 'boy'. I am providing

funding for this stage.

Given the major destruction in the collision, it has been decided to rebuild *Gypsy* much as she was originally designed and built. She will return to the original cabin configuration and her original bow sprit, wooden mast and boom. Although launched as a gaffer, Arch Logan drew her as a Bermudan cutter and it is intended to recreate this rig. A bumpkin will be added to allow a fixed back stay as well as the running back stays. North Sails have very generously offered a full set of new sails.

One of the most significant developments is the formation of a charitable trust to own, repair and ultimately maintain *Gypsy*. The trustees are: John Street (Chairman), John Pryor, (secretary/treasurer), Robert Brooke, Doug Reid, John Sinclair and Michael Marris. I have gifted *Gypsy* to the trust.



At the present time funds are very limited and totally dependent on the goodwill of both cash donors and the support of some very generous suppliers. The avalanche of support has been both inspiring and amazing. A website has been set up to document: *Gypsy's* history, the collision and sinking and her repair and rebuild. You can view this at [www.gypsy.org.nz](http://www.gypsy.org.nz) and it is updated weekly with progress reports and photos. A support group called 'Friends of Gypsy' has also been set up and members receive regular email updates. Email [Gypsy@kawau.co.nz](mailto:Gypsy@kawau.co.nz) if you would like to join this group.

*Gypsy's* significance in Auckland's maritime history has been well documented by

Harold Kidd and others, and it is a real tribute to the trustees of the *Gypsy* Trust that they are prepared to get behind the project. The major challenge is to raise sufficient funds to complete the job and allow us to see *Gypsy* back on the Waitemata Harbour both racing and cruising. The support from most of the Auckland yachting community has so far been incredible and we hope that it may continue. All offers of help are most welcome.

Anyone interested in observing progress is welcome to visit the workshop which is at: Unit 4 #1 Hamatana Place, Snells Beach. It is best to ring me on 09 422 8880 to make sure there will be someone there.

*John Pryor*



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