

"A modern yacht for Wellington
Auckland Star 13 Feb 1895 p.2.

THE Miru, the first of the three half-raters which Logan, of Auckland, contracted to build for members of the Arawa Sailing Club, arrived on Saturday, says the Wellington "Post" of February 6th. She was built for Mr A. H. Turnbull from lines specially drawn for this harbour by Mr W. Fife, Fairlie, Scotland, one of the leading designers of the day, and as she is an up-to-date "rule cheater" it is believed that she is one of the fastest all-round half-raters in the world. To make the racing more interesting, Mr Martin Chapman, whom one of the Logan boats is for, agreed with Mr Turnbull to have his half-rater built from the same lines, and as the same moulds will be used the boats will be exactly the same. The third boat is for the Commodore of the Club (Mr T. Y. Wardrop), and as she is being built from the lines of a well-known New Zealand yachtsman (Mr R. J. Scott, of Lyttelton) the racing will no doubt be looked forward to with great interest. The dimensions of Mr Turnbull's boat are as follows:—Length over all, 25ft; water-line, 16ft; beam, 5ft 6in; draught with fin, 3ft 6in; freeboard, about 15in. One of the peculiarities of the boat is the keel, which runs in one piece from the stem to the end of the counter. There are two skins of kauri, each about $\frac{1}{2}$ in thick, the inner one being diagonal. The two are fastened to light ribs placed about 2ft apart. The deck is also kauri, and as it is important that it should be light the planks are very wide. The bulb-fin is made of brass, which is let into a slot in the keel and bolted through, with the lead on it weighs about 4cwt. The rudder and tiller are also made of brass, and are nicely finished. The sails, which consist of a lug and jib of the modern shape, are made of silk, and come from the celebrated firm of Laphorn and Ratsey, England. The rigging also came from Home, and is very neatly parcelled with canvas. The mast and boom are Oregon pine, and the yard spruce: and, if we can judge by the thickness of the mast, she has apparently been built to stand a Wellington blow, although she has very little freeboard. The halliards lead through pipes in the deck and blocks in the heel of the mast to cleats on the floor beams, which enables the crew to work the sails without leaving the cockpit. The little yacht is varnished all over, and although paint would show off her graceful lines better, the varnish affords one the opportunity of seeing the splendid workmanship that Mr Logan has put into her, especially the planks, which are fitted so closely that nothing is required in the seams to prevent leakage. Mr Wardrop expects to have his boat in time for the first race of the half-raters, which will be sailed on Saturday week, the 16th inst.