

LIZZIE CONSERVATION PLAN



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1.0 Introduction

Lizzie is the oldest surviving Wellington-built racing yacht. She was built by Edwin (Ted) Bailey at Balaena Bay (then also known as Martins Bay), for C. J. Ward of Oriental Bay. She was launched in February 1909. The Wellington Classic Yacht Trust was set up in response to the risk of her being broken up after she broke her moorings in Auckland and sank.

Lizzie's dimensions

LOA : 22'

LWL : 19'

Beam : 7', 6"

Draught : 4'

Displacement : 1 tonne

Rig : gaff-rigged sloop

Ownership and status

Lizzie is owned by the Wellington Classic Yacht Trust, which paid salvage for her in July 2010.

2.0 History

History of Lizzie

Owners

Wellington Classic Yacht Trust (2010-); Graeme and Annette Robertson (Lyttelton, 1977-1986, Auckland, 1986-19??); Bernie Wilson (Lyttelton, 1975-1977); Richard Johnstone (Lyttelton, 1968-1975); Owen Tracy Gough (Lyttelton, 1968); Harry Collett (Lyttelton, 1949-19??); Cliff Heron (Lyttelton, 1937-1949) V. J. M. Boulton (Wellington, 1927-??); Tringham (Wellington, 1920-1927); Charlie Neal (Wellington, 1912-1920); C J Ward (Wellington, 1909-1912)

Edwin Richard Bailey, Designer and builder

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Yacht, Launch, and Boatbuilder
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repaired
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Ted Bailey was born in Auckland in 1871, the youngest of three brothers born to boatbuilder Charles Bailey. Each son would train and have successful careers in boatbuilding; the elder two, Charles Jr. and Walter, remained in Auckland. It is not known exactly when Ted Bailey moved to Wellington. His first recorded activity in the area is building *Vera* in 1905 and helming her in February 1906. He is still referred to be "of Auckland" in 1907 when his race in *Tuna* was

reported on. At the time of *Lizzie's* launching in February 1909, Bailey was in partnership with James Bringins at Martins Bay, Wellington. By September 1909 Bailey had set up on his own account at Clyde Quay. He remained based in Wellington until his death in 1943.

Bailey was a successful builder of centreboard racing boats, most particularly 10 footers in the Thorndon Dinghy Sailing Club, formed in 1903. His three vessels, *Zel*, *Vera* and *Thelma* completely dominated the hotly competed class, which included vessels built by his brothers and the Logan yard in Auckland. He later moved on to 14 footers with the Te Aro Sailing Club, formed in 1907, in which he was also particularly successful with *Nan*. He also built successful X-Class centreboarders though the 1920s and 30s. He was an active and skilled helmsman.

According to Bruce Askew, *Lizzie* shows elements of design more in common with boats design sixty years later than ten years before. She has a sharp turn of the bilge for initial buoyancy and stiffness on the wind; and a flat run aft, for speed off the wind. Both of these create a small wetted surface area (for the era), creating diminished friction when under sail. This enables the boat to move quickly across the water.



[The Balaena Bay boat shop ca 1910. Bailey's name painted out](#)

Bailey also did maintenance and conversion work on a regular basis; for example, drawing and building a new yawl sail plan for *Rogue* (at the time named *Muritai*) in 1911, and adding a new external layer of planking to the motor launch *Ruihi* in 1909. Bringins and Bailey won the contract for supplying the Barque *Helga* with spars in 1908.

Wellington Classic Yacht Trust, restorer

The Wellington Classic Yacht Trust was conceived in response to the plight of *Lizzie*. There had been a spate of the destruction of historic vessels due to lack of care. *Lizzie* was too important a vessel to allow to be destroyed, so the Trust was set up to rescue her, and boats similarly at risk where possible.

The Trust became an NZ registered charity in August 2013.

Since then the activities of the Trust have expanded to:

Research and publish on the history of the sport and pastime of yachting; the clubs, the boats, the builders, and the people who sailed them.

Collections appraisal for other maritime heritage institutions.

Facilitating collections access projects between heritage institutions.

Creating an online database of vessels.

Collecting, collating, and describing images from both private and public collections, and making them accessible via the internet.

Providing advice on the care and preservation and use of wooden vessels to cultural institutions and private owners.

Collecting artefacts of good provenance which fall outside the scope or interest of existing Heritage institutions.

Supplying and swapping information with family and club historians.

In partnership with the Royal Port Nicholson Yacht Club, created a sailing series for classic yachts.

Representing our city and its heritage at the North Island and National championships for the Idle Along Class held in Auckland; and participating in the Art Deco Festival in Napier.

Sourcing small boats for Onslow College as tools for teaching students water safety skills.

In partnership with the Wellington Ocean Sports Centre, creating a course in traditional skills

All of these activities and services are provided free.

Lizzie's Chronology

1909: Launched at Martins Bay (now Balaena Bay), Wellington for C. J. Ward. Became champion second class three years running.

1912: Sold to Charlie Neal and renamed *Linnet*. Her sail plan was shortened. Sold by him in 1920.

1920-1937: Various owners. Left Wellington ca. 1927. At some stage taken to Lyttelton.

1937-1949: Ownership of Cliff Heron in Lyttelton, who considerably altered her by raising her topsides by 18 inches, creating a flush deck.

1949-1986: Various Lyttelton owners.

1986: Taken to Auckland by Graeme and Annette Roberston, who completed extensive restoration work on her, though keeping the raised topsides, they changed the sheer profile, extensively fitted her out with interior furniture, and converted her rig configuration to cutter.

1986-2010: Passed through several hands in Auckland.

2010: Broke her moorings. Drifting under a pier or bridge her mast snapped. The mast rubbed a hole at the waterline and the boat sank. She was declared salvage by Auckland Regional Council. Acquired by Wellington Classic Yacht Trust, restoration process begins

March 2013: Relunched, and racing.

3.0 Description

Lizzie was built and launched as a gaff-rigged sloop in February 1909.

Modifications

1937: Cliff Heron significantly altered *Lizzie* by raising the topsides by 18 inches, and making her flush-decked. This actually helped to preserve some original fabric: namely the breasthook and transom block which are usually prone to rot due to lack of light and air flow. The original shelf was left in place, acting as a stringer. This allowed accurate restoration of the original sheer profile. The slots for deck beams in the original shelf allowed for an accurate rebuild of the original deck and cabin structure. The added weight of the topsides lowered the waterline, which brought the counter in the water. This gave support to the counter, preventing the hogging which usually occurs in vessels of this age.

Heron sistered new ribs into the hull to reach the new sheerclamp.

He also added an inboard 5hp ERD petrol engine.

1975: Bernie Wilson replaced the engine with an inboard 8hp Stuart Turner petrol engine

1985: Graeme and Annette Robertson changed the rig to a cutter configuration. They commissioned the interior to be stripped out, and a new one built.

The engine was removed and not replaced.

Some ribs were replaced, and the sheerline altered.

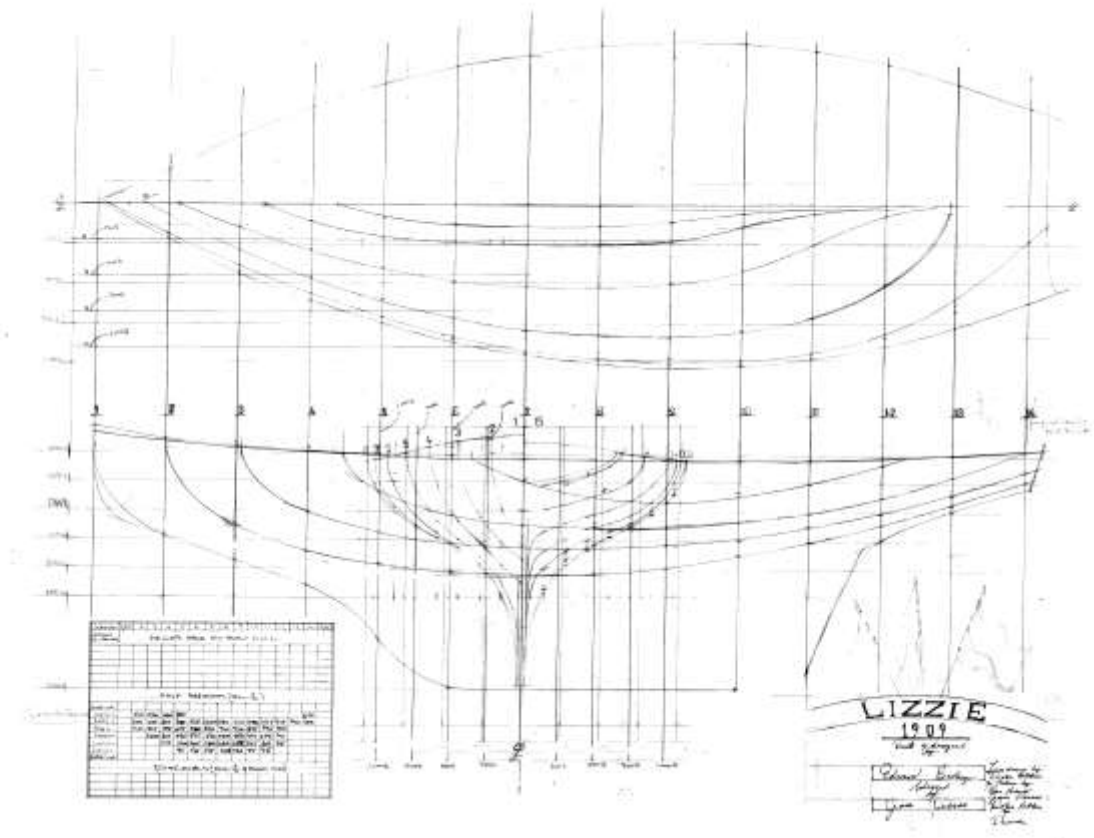
Lizzie as she is now:

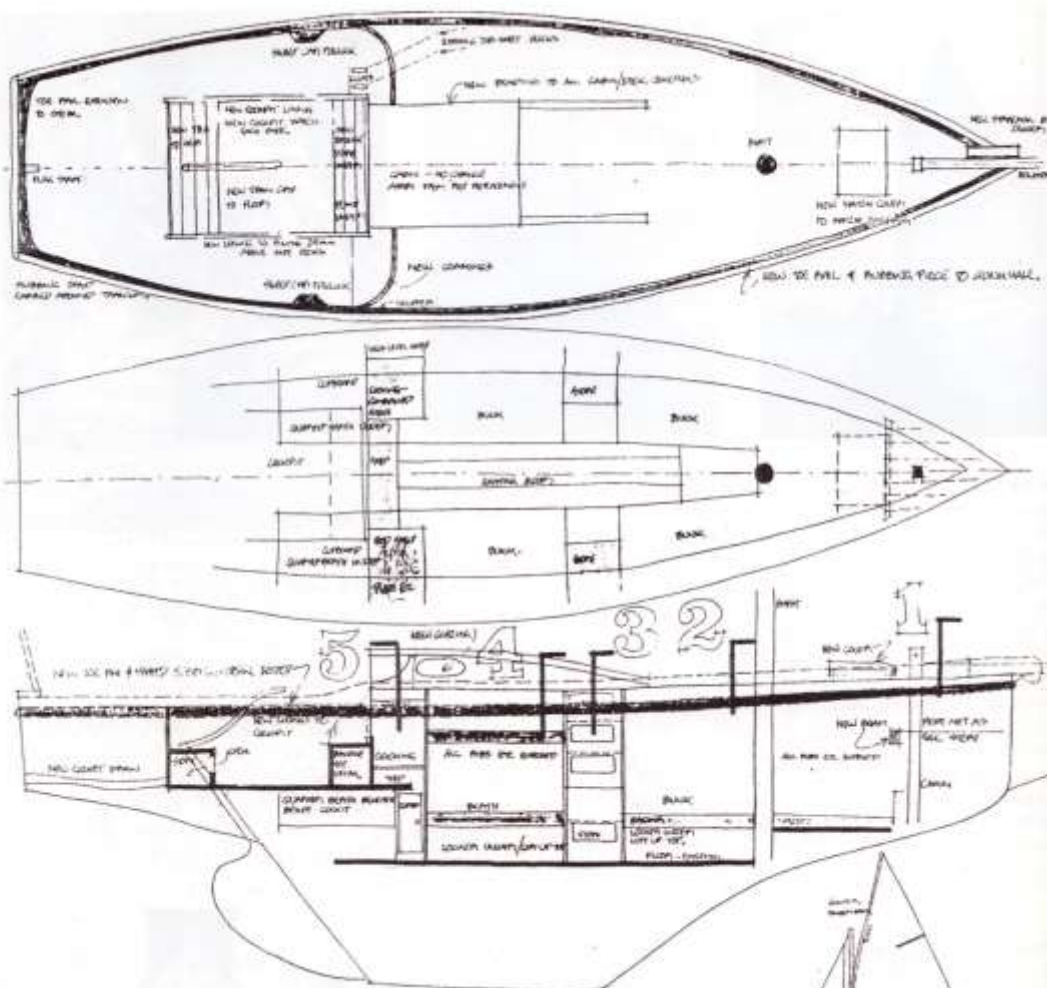
Part	Original fabric	Surviving	Replacement
Deadwood, stem, keelson, keel	New Zealand Kauri	yes	Minimal, less than 1%
External ballast	Lead	yes	None
Floors	New Zealand Kauri	yes	None
Ribs	Southland beech	Partial – see note*	American white oak
Planking	New Zealand Kauri	yes	None
Beam shelf	New Zealand Kauri	yes	None
Deck beams	Unknown	no	Macrocarpa and cedar
Hanging knees, lodging knees	Unknown	no	Jarrah and New Zealand kauri
Transom block	New Zealand Kauri	yes	None
Breasthook	Appears to be rata	yes	None
Deck	Unknown	no	Marine grade ply underlay with sapele cap boards and macrocarpa straight laid deck.
Cabin and cockpit coamings	Unknown	no	Pacific kauri
Mast	Unknown	See note **	NZ kauri/ Douglas fir
Spars	Unknown	no	Douglas fir
Standing rigging	Unknown	no	Stainless steel
Running rigging	Unknown	no	Spectra, Dynex, polyester braid
Deck and spar hardware	Bronze and hardwood	Unknown	Material on vessel was reused
*All ribs, original and subsequent additions were broken so were removed during restoration, though two (now non-structural) from the original set were left in place on starboard saloon area to act as a record.			
** Based on photographic evidence, the mast which came with the boat appears to have been installed during 1937 rebuild. It is made of NZ kauri, and lengthened during restoration by scarphing a length of douglas fir			

4.0 Information

Drawings

Any original lines plan, structure plan, sail plan which may have existed are now lost. Lines were taken from the hull by Robin Aitken during the Wellington Classic Yacht Trust restoration. The configuration as completed by the Robertsons was published in Traditional Boats Magazine, June 1987, and is reproduced here





Top: Graeme Robertson's drawings for the 1986 rebuilding of gunwale, cockpit and accommodations.

Right: The sail plan for the 1985 cutter rig. The metric dimensions give imperial areas, suited to the age of the boat, of: jib 79ft², staysail 46ft², mainsail 150ft², total 275 ft².

Although the vessel has been described as gunter-rigged, with separate peak and throat halyards it is really a high-peaked gaff rig.



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Left & Opposite: 1987 photographs of the deck and below showing some excellent detailing. Note the sweeps for auxiliary power. The original deck height can be seen below; it was too low for anything but a harbour racer. The new gunwale & toe rail have greatly improved the looks of the boat. (Graeme Robertson)

Historic photographs:

Photographs are sourced from descendants of C. J. Ward, Wellington Museum of City and Sea, and publications NZ Yachtsman, Progress and Traditional Boats.

Ward family collection





Kelly collection



Wellington Museum of City and Sea collection



Progress Magazine



"LIZZY" - Captain F. J. Bell, R.N.Y.C.

Royal Port Nicholson Yacht Club collection



Traditional Boat magazine

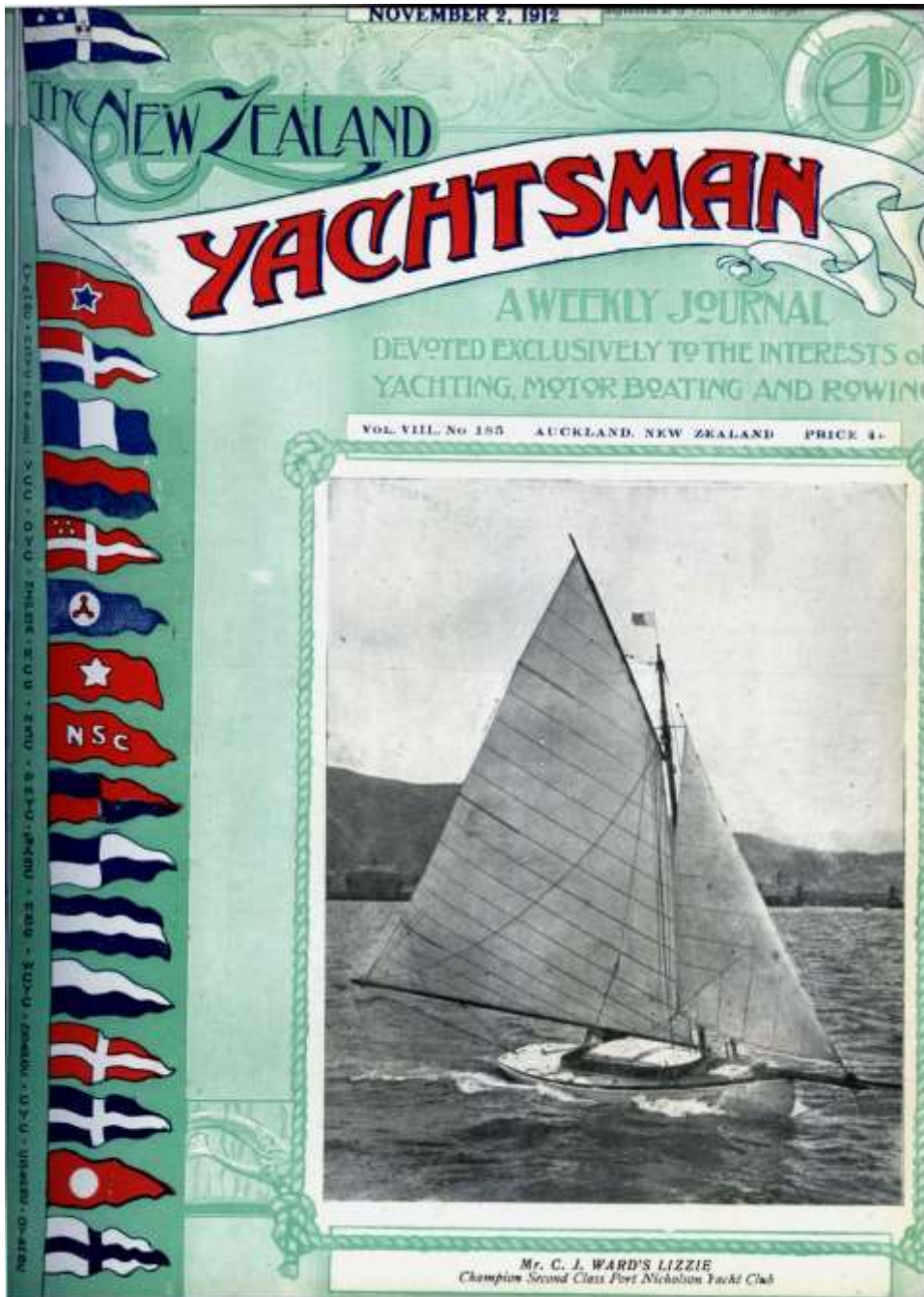


John Bertenshaw collection

Ca. 1987 taken shortly after rebuild by Robertsons



Magazine covers



Photographic record

A full photographic record of the restoration may be found on the Trust's facebook page. Hundreds of photographs were made. Below is a small selection

Lizzie as salvaged 2010



Deck removed, looking forward. Visible are original sheer clamp with notches for deck beams, and the extra planking for raised topsides built 1937



Reframing nearing completion 2011



Deck framework nearing completion 2011



Deck nearing completion 2012



Working on standing rigging. Showing completed spars and deck 2012



Putting her on her mooring, also showing completed cabin 2013



Under sail, first race of the RPNYC classic series 2013



An evening cruise 2013



Written archives

Contemporary references include NZ Yachtsman, newspapers – primarily New Zealand Truth, Evening Post, the Dominion. The archives of the Royal Port Nicholson Yacht Club archives may have some information, though little in their collection survives from this period.

Oral sources

Descendants of the original owner C. J. Ward have come forward with information handed down through the family. This includes photographs and family history:

Lizzie's original mast broke during a squall near Ngauranga gorge during the 1910 Wellington Anniversary Regatta and became a radio mast behind the family home.

Lizzie was sold at the insistence of Elizabeth Ward, when she was left stranded at Days Bay in bad weather while pregnant, and the men sailed the boat home.

5.0 Significance

Historical significance

Lizzie is the oldest surviving Wellington-built racing yacht.

She is only yacht built by Edwin Bailey specifically for racing.

She was part of the renaissance of yacht racing in Wellington, which had been in a slump for around ten years after reclamation destroyed safe anchorages. The renaissance was led by small racers 20-

30' LOA. These included *Amai, Nikau, Rawene*. *Lizzie* was the most successful of these, and is the only survivor.

When owned by Ward, she was the most successful racing yacht of her class.

Physical significance

Free of rating and handicap rules, Bailey was able to design purely for speed. Her lines were a departure from dominant theories and practises at the time in Wellington.

She is a fine example of NZ kauri-built racing yacht, designed specifically for local waters.

She is an early example of the "tuck stern" type

6.0 Threats

Loss of purpose

Lizzie was built to be sailed. Particular care should be taken with the original fabric of the vessel, that she remains suitable for safe harbour use in moderate conditions. Recent trends in Museum collections management indicate that vessels of any size are no longer being collected. Should this change, putting *Lizzie* into stasis by creating a museum object of her should be avoided.

Natural processes

Timber is prone to decay through rot, abrasion, and cellular breakdown.

Timber is at risk of attack from worm.

Fastenings are prone to corrosion and eventual breakdown. This can be accelerated in a salt water environment, where different metals are in close physical proximity or contact, particularly when an electrical current passes through. This is a particular risk if there are batteries or electronic devices are on board, or there is a lot of secondary residual electrical current present in the marina from other vessels.

Standing and running rigging will deteriorate over time through use and exposure to moisture, salt and oxygen.

Prevention conservation and maintenance measures should be taken through a cyclical maintenance programme.

Use impacts

Physical Damage may occur due to poor judgement or poor luck. Poor judgement may be managed by ensuring safe use practices are in place and followed. Poor luck may be minimised through planning and preparation.

General use will cause deterioration through normal wear and tear. This should be monitored and managed.

Stainless steel rigging has a useful life of 10-15 years, dependent on the strain which is put upon it during use.

Management impacts

Careless or neglectful management increases the risk of deterioration and damage. *Lizzie* must have to a cyclical programme of inspection, comply with maritime safety regulations, and not exceed her limitations (In-harbour sailing up to 25 knots, with at least two experienced crew, maximum crew of five persons).

Information loss

Information on the history of the vessel as well as her fabric must be kept as easily accessible as possible. There is currently a full record on the Trust's facebook page and website. Original research material is kept with the current collections manager for the Trust, until such a time that the Trust may be able to find appropriate permanent housing of its own, or is housed in an institution capable of proper care, conservation, and access.