

THE NEW ZEALAND CLASSIC YACHT JOURNAL



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

P.O. BOX 69-172 GLENDENE, AUCKLAND, NEW ZEALAND.

ISSN 1175-804X

www.classicyacht.org.nz

Issue 73 – December 2010

The Wellington scene

Wellington Classic owners are on a roll. Long the home of Devonport-built Le Huquet yachts, Port Nicholson still has *Marangi* and *Galatea*, both 1910 while the Bailey-built yachts are on the increase with *Rogue* (ex *Muritai*, 1892), and *Thelma* (1895), just joined by the Ted Bailey *Lizzie*. *Loloma* is a newcomer too. *Rona* (1893) is the sole Logan boat currently. The trend is upwards, and fast.

Pheroze Jagose (*Rogue*) adds, "Any discussion of the current Wellington resurgence has to acknowledge the central roles played by Bruce Askew and Matt Price. Both men are heavily relied on for local advice and expertise. Both contribute largely out of the goodness of their hearts, and their passion for the craft. And both operate without the strong community of peers that so marks out the Auckland fleet. Hopefully our present enthusiasms provide a foundation for local emulation."

Lizzie at Clyde Quay; from left Gavin Pascoe, Tony Ward and Terry Ward, C.J. Ward's greatgrandson and grandson

Lizzie starts journey back to life

Lizzie is a little 22ft yacht built by Edwin (Ted) Bailey in Wellington in February 1909 for C.J. Ward. After an excellent racing career in Wellington she was renamed Linnet and drifted around the country, to Lyttelton and finally to Auckland.

The Wellington CYA



Katharina Monien Photo

membership is growing fast in strength. A prominent member, Gavin Pascoe, a keen sailor with a growing passion for the history of yachting in Wellington, takes up the story:

As most readers will know, *Lizzie* was declared derelict after being raised

from Shoal Bay by the ARC last July. Harold Kidd alerted readers of this state of affairs on the CYA forum. I picked it up and emailed a few salty friends with the idea of bringing her home to Clyde Quay. To my surprise, over \$3000 was pledged within a couple of hours to

the cause of her restoration. As luck would have it, the Royal Port Nicholson Yacht Club AGM was that same evening and, after a short off the cuff presentation, further pledges brought the working capital to around \$6000,

Cont. overleaf

From Page 1 ...

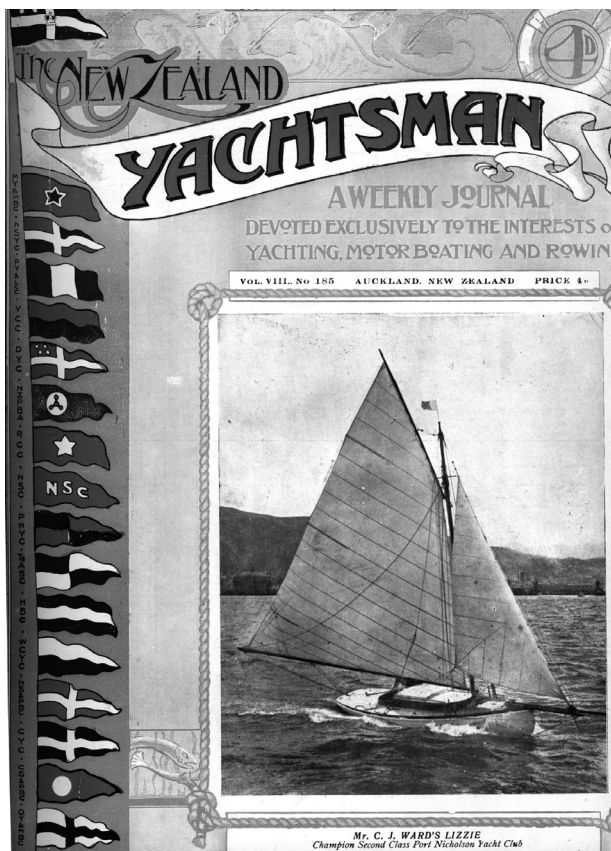
more than enough to pay the salvage and get her trucked to Wellington. More good fortune and goodwill was to follow. *Lizzie* was shipped to the slip at Evans Bay Yacht Club (still full of seawater!), where she stirred the interest of local boatbuilding legends Bruce Askew and Matt Price, who have since proved invaluable with their advice. While *Lizzie* was on the hard at Evans Bay, volunteers stripped off her electronic fittings, spars and whatnot, and gave her a good clean out.

Dean Stanley, current CEO of the RPNYC, along with other officers of the club, was keen to lend support and, if possible, get the restoration done at Clyde Quay, the very spot where she was built and launched in 1909. Dean squared this away with the local Council, and organised the club's chase boat *Te Ruru* to tow her around to Clyde Quay.

First the hole in *Lizzie's* hull was patched up with vinyl supplied by a local supporter, the aptly named Mark Waters. The Evans Bay slipway showed support by not charging for the crane, or the two weeks she was in the yard.

All this occurred in a whirlwind of activity, during which, to ensure that people knew at least where their money and efforts were going, we established the Wellington Classic Yacht Trust, thanks to some pro bono work from CYA member Pheroze Jagose at Chapman Tripp, the owner of the Chas. Bailey Jr. 2½ rater *Rogue*.

This is where the story was



Lizzie in her heyday

taken up by the *Dominion Post* in a feature article, which came to the notice of the descendants of the original owner, Charles J. Ward. *Lizzie* is something of a legend in their family, and many stories are attached to her. They have a good collection of wonderful photographs which they have now shared with the Trust. The family of Joe Jukes, a boatbuilder based variously between Clyde Quay and Balaena Bay until 1939,

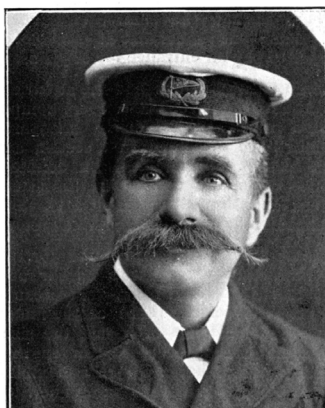
has also come forward with an offer to help in finding more about the early history of boatbuilding in Wellington. Joe Jukes served his apprenticeship with Ted Bailey during

the period when *Lizzie* was built, and may well have worked on her.

The philosophy behind *Lizzie's* restoration can be described as follows: She will be returned to her original configuration as closely as possible based on photographs supplied by the Ward family, and the evidence given by the remains of original fittings and joinery, of which there is thankfully rather a lot.

The Trust is working on

a very tight budget, and many people have offered building materials and labour. However the cost of bronze and copper fastenings, American White Oak for framing,



C.J. Ward

and other important structural elements may mean some elements of the restoration will not be as we might wish. For example, bulkheads and much of the deck will have to be laid with ply. Thankfully, none of what remains of the original boat will have to be replaced, and much of the timber from the built-up topsides can be reused. We haven't got as far as financing the standing rigging and sails yet!

Lizzie's topsides had been built up, but the original shelf had been left in as a stringer. Her original sheer, as well as the position of the original deck beams are therefore clearly evident. Thanks to the builders using different joints, it is also possible to detect where the original cockpit and low trunk cabin are situated. This also helps with the positioning of the mast, which has been moved since November 1912 when the Ward family sold her.

The original breasthook, quarter knees and transom block are still in position and in good shape. She has been badly over-caulked, resulting in most frames being broken. This is being removed and the planking braced back to the proper shape.

Work continues apace, and she has already moved on from the photos here, with her hull cleaned up and the remaining cockpit removed and most of the remaining timbers oiled. The deck beams are finished and going on as I write in late October.

For more about *Lizzie* and the Wellington Classic Yacht Trust, visit the website at www.wcylt.org.nz

Loloma strikes a blow for women sailors ...

Katharina Monien Photo



A very proud Philippa Durkin at the helm on her first sail in Loloma on Port Nicholson

Loloma means 'From the heart, love or with love' in Fijian, which I'm very happy with and won't be changing. Designed and built in Auckland by J. J. O'Rorke as a two skin diagonal kauri gaff cutter, she was launched in 1909 and originally called *Waratah* after a new 'Home' liner. But it was changed after *S.S. Waratah* disappeared after leaving Durban in July 1909. She was originally 26ft long with a bobbed counter and raced well in Auckland and Whangarei.

In 1910 her counter was extended 2ft and she looks better for it. She was unusually beamy for her time so that she could carry sail and still carries almost

as much as originally.

Loloma needs no introduction as most will be aware she was owned previously by Harold Kidd and Jason Prew and lived in Auckland. I have them to thank for such a lovely boat.

After much agonising, I finally bought her and had her trucked south to Wellington on 24th June 2010. This began a whole new adventure for me as a boat owner. Even wondering how she's going to behave getting on and off the mooring is a lottery, not to mention the sea wall. It's a bit like the spinnaker – it's all fine in the bag or set; it's the in-between that causes problems.

My learning curve is

steep as it's not just about the sailing or buying plastic wine glasses, but the overall mechanics of her in the form of stern glands, the Kiwiprop, antifouling, batteries, repairing covers, mooring chains, the desired dry bilge and last but not least, tins of Uroxsys – and yes, I wanted all this!

My list has started and includes beefing up the reefing by adding combs on the boom as I don't think what's there will hold in Wellington.

As I explained to Jason, she is much admired here in Wellington because she has come to a small pond and joined a small band of wooden boats. She draws a crowd whenever she is

alongside in Clyde Quay – her new home.

I enjoy thinking about her age in that women only ever sailed/raced when invited on 'Ladies Day' and now a woman owns her. I find this wonderful. On stressful days I take some time out and sit on the stern with my boots in the water and just enjoy the boat. I did laugh last Sunday when I was doing this, as I also realised I had a bag of bananas next to me.

I am currently enjoying sailing around Wellington Harbour and the odd Friday Rum Race and I share a shed with Gavin Pascoe's *Shemara* (Roydon Thomas 1958).

I would like to campaign her, but not as people would expect in the form of offshore racing. This is because I have no life lines, but will use a jackstay to keep my crew on board. I am planning expeditions to places of interest like old whaling stations in Tory Channel and Port Underwood.

On Saturday, after a full morning's work on *Lizzie*, we enjoyed a great afternoon on the water as *Galatea* and *Thelma* came out to play. The plan was to raft up and enjoy the evening with *Shemara* and *Illusions*.

We even ventured out of the heads of Wellington Harbour just for a little look see at the possibilities to come.

Phillipa Durkin



Rogue's Return ...

After a long and dedicated restoration at Matt Price's yard next to Wellington's main runway, the Bailey two-and-a-half rater *Rogue* will shortly be back in the water – and what a sight she will be. Out of the water, her very slack bilges are revealed (picture right) and it is clear that cocktail

party space below would be limited. Under the ownership of Pheroze Jagose, she is one of New Zealand's longest surviving keelboats and a great asset in the Wellington heritage fleet.

We look forward to featuring her relaunching in a future issue.

Meanwhile, in Auckland, Wairiki melts hearts

As this gorgeous John Bertenshaw picture attests, Jason Prew's *Wairiki* is back in sailing mode and surely set to become one of the darlings of the classic fleet, following her restoration under the Tino Rawa Trust umbrella. *Wairiki* enjoyed her first sail in the glorious anticyclonic Labour Weekend when she surprised everyone with her speed and left Jason wondering how to cope with more puff.



CLASSIC YACHT ASSOCIATION CONTACTS

GENERAL ENQUIRIES:
CLUB CAPTAIN YACHTS:
CLUB CAPTAIN LAUNCHES:
EDITOR:
WEBSITE:

Joyce Talbot (09) 836 4747 or admin@classicyacht.org.nz
Robert Taylor
Chris Miller 021 961 936
Harold Kidd harold@ktmlaw.co.nz
www.classicyacht.org.nz