

THE YACHT YVONNE

A Good Cruiser

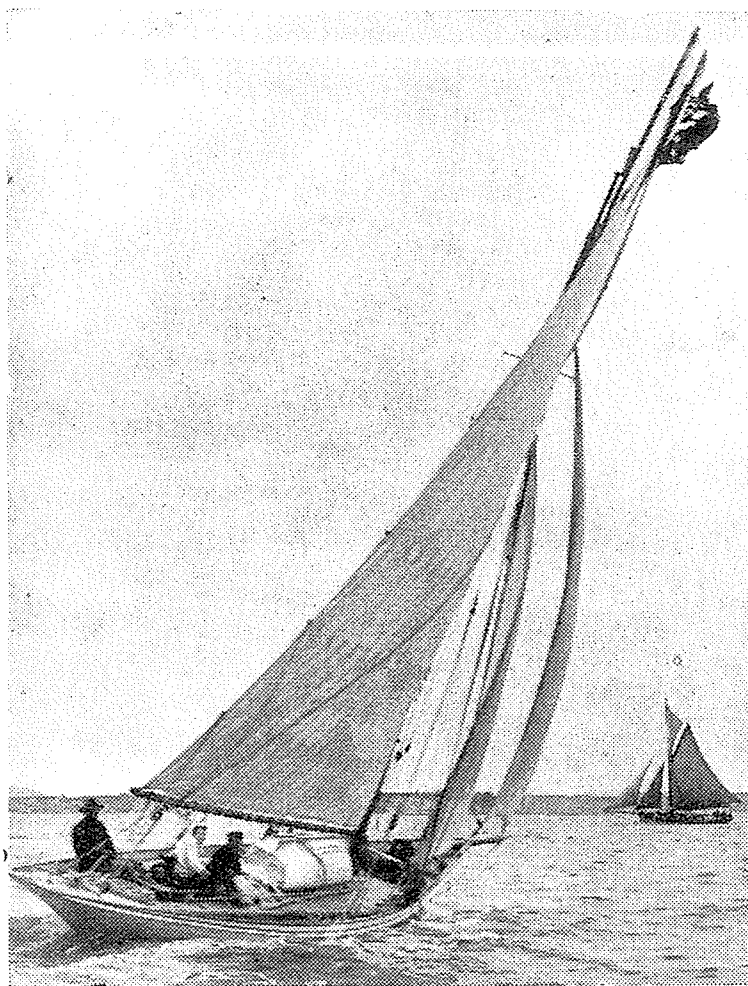
Jumps the Mole at Port Chalmers

By "Speedwell"

The Yvonne was launched at Devonport on Christmas Eve, 1893, her owner going away for his holiday cruise next morning. Her dimensions, taken from the design which Mr. Buchanan still has, show her to be 43ft. overall, 30ft. 6in. waterline, 8ft. 7in. beam, and 6ft. 2in. draught. She was flush-decked with a long skylight, companion and fore-hatch. Her sail area was 980 square feet in mainsail, jib, staysail and top-sail, and her rating by the rule then in force was 4.98. Yvonne was the first racing yacht built here with a pole mast, all previous boats of five tons and over having long topmasts.

In Mr. Buchanan's hands Yvonne won the New Zealand championship, under seven tons, at 1894 Anniversary Regatta, beating Aorere (which had to allow her 10.22 for difference in rating) over the line, thus winning without her time allowance. The other competitors in this race were: Aorere, 6.86 rating, T. Kilfoyle; Kestrel, 6.09 rating, Jeffrey Bros.; and Spray, 6.94 rating, A. J. S. Gibbs. Yvonne finished at 5h 8m 30s, Aorere at 5h 9m 29s. Yvonne repeated this performance in the Auckland Yacht Club's race for Vive-Commodore H. F. Windsor's Cup in February, 1895, and on several other occasions, beating Thetis, amongst others, at Ponsonby Regatta.

Mr. Buchanan was always keen on cruising, and he usually made two long cruises a year, Christmas and Easter, visiting all the northern ports, also Mercury Island, while the Barrier was always his favourite cruising ground. ("Speedwell" had his first trip to the Barrier in



YVONNE, which jumped the Mole at Port Chalmers during a heavy squall and was very little damaged. Built in Auckland 43 years ago she is still running races at Lyttelton

Yvonne). Probably no other yachtsman knows the Barrier better than Mr. Buchanan.

After owning Yvonne for three seasons, Mr. Buchanan sold her to Mr. H. H. (Dick) Partridge in 1896. Mr. Partridge had as his crew Alf. Cameron, later of San Francisco, where he died recently; Jack Fraser, of the well-known engineering firm; and Frank Wiseman, the youngest of a great yachting family. This crew stuck together, and raced and cruised in Yvonne until 1900, when Mr. Partridge sold her to Mr. Percy Dufaur. The view of Yvonne was taken when

Mr. Partridge was returning from a northern cruise about 1900. Mr. Dufaur did not keep Yvonne long, selling her to Messrs. Greg Brothers, of Long Beach, Akaroa, and she was sailed down to Canterbury by her new owners under the charge of Captain Dick Butt. The Messrs. Gregg raced her at Lyttelton regattas with success, and later she was acquired by the late Professor Scott, of Christchurch, a well-known Southern yachtsman, and a great man for trying out new ideas in sails and rig.

Jumps the Mole at Dunedin.

It was during Professor Scott's

The Schooners of Breton

"The romance of fishing is gone."

So said the director of La Morue Normande, the big trawler-owning company of Fecamp, in Normandy. But he was wrong, writes D. Wilson MacArthur in the "News Chronicle."

There is always romance in hardship and danger, in the struggle with elemental forces.

True, there are no schooners left in Fecamp. Big, ocean-going steam trawlers, built mostly in Aberdeen, have ousted them, and their catches are so considerable that the Newfoundlanders themselves whose homes look out upon the Banks, stay in harbour, unable to make a profit or even to pay expenses.

But if the Norman has industrialised the cod fishing, his Bre-

ton cousin still clings to tradition, and schooners sail from St. Malo and Paimpol and other ports—lovely craft, with their sky-raking mast and crowded with men, 30 to 40 in each crew.

The fishing is done from dories, after the schooner has reached the Banks and is hove-to for work to commence.

The dory is a narrow, flat-bottomed craft about 15ft. long, with smooth, outward-sloping sides, shaped like a child's boat made from a folded sheet of paper.

Toward dusk, the dories are lowered over, two men to each, and pull away in star formation from the ship, two miles or more. Then the lines are laid, marked by buoys with tall flagpoles, the dories pull back, and the men turn in.

The may not sleep long. Suddenly comes a cry from the watch on deck—"Pique!"—and the whole crew turns out in the bitter night to catch bait until, at 3 a.m., it is time to haul the lines.

Coronation Honours

(Continued from Page 3)

visited these shores on a cruise around the Gulf, and all who were able to do so were loud in their praise of it, all agreeing that Sir Ernest had not in any way over-estimated its natural advantages, rather the opposite, for all were charmed with it and went back to England or America or Australia good advertisers of our harbour and outer Gulf.

Sir Ernest Davis has not only taken an active part in our sport by cruising, but has helped on the sport in a very practical way. He is patron or other honorary officer of 12 of our 15 local yacht clubs, and every year donates a trophy or in some other way assists the executives of local clubs to keep the flag flying. As Speedwell knows full well, Sir Ernest has a specially soft spot for the younger generation and for model yachting. He has been congratulated by very many friends in all parts of the world, but none can be more sincere in their congratulations to Sir Ernest and Lady Davis than the yachtsmen of Auckland.

The Yacht Yvonne—Continued from previous page

ownership that Yvonne gained so much notoriety by hurdling over a rubble mole or wall at the entrance to Dunedin harbour. This took place on Christmas Eve, 1909. She had sailed down from Lyttelton some days before to compete in an ocean race from Dunedin to Oamaru, the prize being a cup presented by the Rudder Company, of New York. The race was timed to start at 6 p.m. and nine yachts were on the line in a topsail breeze waiting for the starting gun, just inside Tairoa Head at the entrance to Dunedin. Simultaneous with the starting gun fired by Commodore Alf Hanlon from his motor yacht, a terrific sou'-west squall came down off the hills and burst over

the yachts without any warning. Disaster followed fast, Pera was dismantled and started to drift out to sea; Carina and Rona carried away topmasts and other top-hamper, Rona drifting within four feet of the rocks before a line could be got aboard from Mr. Hanlon's launch, which eventually towed her to safety. But Yvonne hurdled the wall. Caught fairly close to the wall by the squall, Professor Scott tried to gybe her but found he could not clear the mole and, seeing no escape, he put her at what appeared to be a break in the line of rocks with about three feet of water on it. Almost on her beam end Yvonne was driven on to the wall by the big seas, and after

striking it hard, she was dashed right over the top of it. After reefing her down the yacht beat back in the dark to Port Chalmers. She never made any water and later an examination showed that she had struck the mole with her stem, as a big hole in the front of her lead was found, evidently caused by a pile. Copper was stripped off the keel, also amidship and aft, showing where she had bumped in passing over about 16ft. of rubble. A few hours on the slip and all the damage was repaired, the hull suffering no injury from her rough treatment, which was a fine testimonial to the good work of her builder and the strength of the diagonal system of construction.