

Classic Yacht Association

O F A U S T R A L I A

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DREAM SHIPS

Issue 9, December 1999

The end of the century seems to inspire people to make lists. The end of the millennium even more so. So here is my list of the top ten Classic Yachts. Despite being a rather pointless exercise, it has been fun. I have tried to provide a balance of designers, sizes, nationalities, function and aesthetics. I hope you disagree with my choices as few things could be more subjective than Classic Yachts. What is more, I hope that understanding a little more about these truly great boats will inspire us to keep our own small part of maritime heritage alive and more importantly out on the water. You will notice that I have not included any Australian boats in this list. I have left this up to Damian Purcell to provide his selection. Perhaps the hardest question of all I will leave to the reader. Which, if any, of the yachts from the Australian list make it into the international top ten?

Curlew 28' Falmouth Quay Punt, 1898

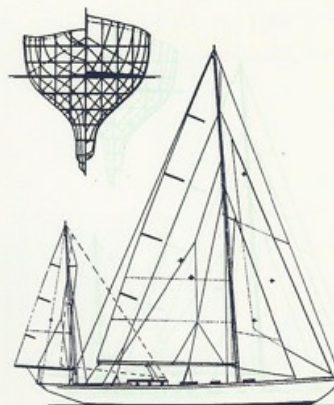
Tim and Pauline Carr have cruised and lived aboard this engineless, radioless, gaff cutter since 1968. In that time they have sailed to both arctic circles, wintered in South Georgia, circumnavigated, and at the same time provided inspiration to cruisers, conservationists and classic boat enthusiasts alike with their passionate articles in the yachting press. A slow old gaffer you might think. At Antigua Race Week in the Caribbean "Curlew" won four firsts and a fourth in a class brimming with fin keelers and otherwise devoid of gaffers. She won second best performance overall beaten only by a souped up, flat out,

Admirals cup Two Tonner. They were awarded the Cruising club of America's Blue Water Seamanship Medal in 1991. The combination of simplicity, beauty and mind blowing achievements make this yacht the epitome of practical classic yachting.

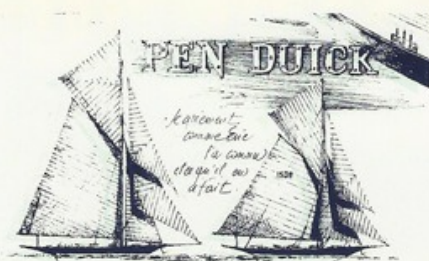


Dorade 52' Sparkman and Stephens Yawl 1929

Her slender lines were drawn by a talented 21 year old 71 years ago and "Dorade" has been collecting trophies ever since. This yacht designed by Olin Stephens became the benchmark for ocean racing in the 1930's and 40's and led to the success of the world renowned design team of Sparkman and Stephens. In 1932 she won her class in the Bermuda race. She then took part in the transatlantic race and won that as well, taking line honours by two days and winning on handicap by four days. She then went



on to win the Fastnet race. In 1933 her triumphs continued winning the Bermuda Race and the Fastnet a second time. During her return voyage to America later the same year the yacht covered 3000 miles in 26 days-a record that stood for two years. With her string of successes, on handicap "Dorade" seemed unbeatable. In 1933 the Cruising Club of America who were responsible for setting the handicap rules declared that "Dorade" was not "wholesome". They introduced a narrow beam penalty. Fortunately by that time S&S had been approached to build another yawl. Slightly longer and beamier, "Stormy Weather" was built. Given her record she is unlucky not to make this list. Following a complete restoration in 1997 "Dorade" joined the classic racing circuit in the Mediterranean taking out the Spirit of Pen Duick prize for the International Classic Yacht Association European Grand Prix. In her 71st year perhaps they will try to find ways to handicap her out of her winning ways once again. Her current skipper Giles McLoughlin sums her up.... "Dorade's winning has nothing to do with her crew...She is just a fast boat and an incredibly quick design. Very narrow and easily driven she can cut through a chop like nothing else. We get up to hull speed of around eight knots very quickly indeed. In ten knots of breeze we leave the bigger boats standing." One thing he forgot to mention. Super model good looks.



Pen Duick 49'6" Fife Gaff Cutter 1898

You can't have a Classic Yacht top ten without at least one Fife, but which one? Candidates would include "Shamrock III", "White Heather", "Cambria" (cf CYAA Newsletter issue no 7) "Altair" and "Latifa". However I have chosen "Pen Duick" (originally launched with the name "Yum") for the contribution she and her late owner made to the world of Classic Yachting. From her brass binnacles to her pitch black topsides Eric Tabarly's Pen Duick is simply stunning. (I think she will always be called Eric Tabarly's Pen Duick). Designed by Fife at the height of his genius she has a long list of racing successes. Restored by Tabarly in the 1950's using fibreglass, for me the most spectacular feature of her is normally hidden from view: her underwater hull shape, a glorious sweep of artistry and balance.



Ticonderoga 72' L. Francis Herreshoff Ketch 1936

"Ticonderoga's" place in history is due to her epic battle with "Stormvogel" in the 1965 Transpac race from San Francisco to Honolulu: Ticonderoga won by 1000 yards after 2225 miles - the stuff of legends. Though a 1936 ketch with a long shallow keel, Ticonderoga's racing life was as long as it was successful. Few yachts have been as widely campaigned, mostly under Robert Johnson's ownership from 1963 onwards. Following her Transpac success she took line honours in the 1965 Sydney Hobart and China sea races and the 1966 Transatlantic and Skaw races. 50,000 miles of racing in 12 months. Try that on a modern maxi! You might notice something of "America" and US Packet Schooners in "Ticonderoga" and quite deliberately so. Herreshoff gives five reasons why this should be so: Cheap building costs because of the straight keel. Shallow draft without a penalty in leeway; good interior volume thanks to the long floor line; dry ride thanks to flared bows; excellent seaworthiness with a slow motion. Perhaps "Ticonderoga" was lucky from the start, for she virtually launched herself in Quincy Massachusetts in August 1936 when her cradle disintegrated and ejected the skipper into the water. Designed as Tioga II she seemed an unlikely Greyhound. Refrigeration, Central heating, bathtub and two radio telephones were uncommon in the 1930's and none of them were light weight

fixtures. Her first race record was set in 1938 over the modest 171 mile New London-Marble head course. When her first owner Harry Noyes was killed in a plane crash she was sold to Alan Carlsile who changed her name to "Ticonderoga" as the Noyes family wanted to retain the name "Tioga". Another three owners intervened before Robert Johnson embarked on her second racing career, among them John Hertz of the car rental family. By the end of the 1960's her racing days were largely over and she cruised and chartered extensively having been replanked below the waterline and her frames and backbone repaired. Recently, Californian Robert Voit has owned her. In 1990 he had a new deck laid and extensive repairs to her framing and topsides were made, ensuring the legend lives on.

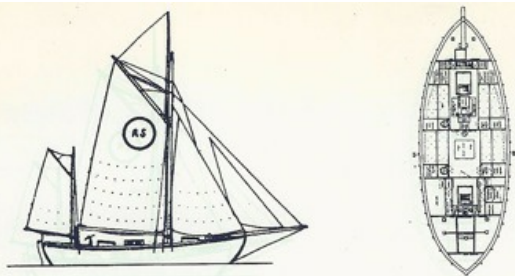
Endeavour 129' Charles Nicholson J Class. 1933

One of the world's most achingly beautiful yachts, "Endeavour" was restored to all of her 1930's glory and beyond it by American Elizabeth Meyer. But in between her custodianship and her launch in 1933 for British Aeroplane pioneer Sir Thomas Sopwith, Charles Nicholson's greatest creation suffered all kinds of indignities. Charles Sopwith applied aviation technology to his America's Cup challenger, such as wind instruments, two speed winches and a welded steel mast. No other challenger came as close to winning the America's Cup during the New York Yacht Clubs 132 year defence as did "Endeavour" in 1934. She was faster than 'Rainbow' but ultimately, Harold Vanderbilt outfoxed Sopwith who had just sacked his professional crew over a pay dispute. Laid up for the war, "Endeavour" endured a sorry decline. Sopwith sold her to a banker, and then she passed on to a scrap metal merchant. After a string of owners she eventually sank in the the mud of the River Medina on the Isle of White in the early 1970's. A man called John Amos bought her for ten pounds in the hope of restoring her but the enormity of the project

proved too much for him after seven months of chipping out the concrete ballast that had been poured into her. Salvation finally came in the form of Elizabeth Meyer, who bought Endeavour in 1984 and moved her to the famous Royal Huisman Shipyard in the Netherlands for a complete restoration and modernisation. The cost of the fabulous result

when she was launched five years later was ten million pounds, not too bad considering that she must have cost Sopwith a million to build in the first place. She sailed for the first time in fifty years in 1989. Although a show stopper "Endeavour" is no museum piece. She is always on the move racing in regattas such as La Nioulague and taking charter guests in the Caribbean, Mediterranean and North America.





Christiania 45' Colin Archer Gaff Ketch 1895.

In September 1997 this Norwegian Vessel sank off the Norwegian Coast in a passage to London. She suddenly and inexplicably started taking on water. This was astonishing to those who knew the boat's reputation for strength and because the strict Norwegian classification body Norsk Veritas had declared her "sounder than new". In the last few months she has been raised from the sea bed in 495m of water by the Peterson family who have owned her for the last twenty years and an incredible part of Scandinavian Maritime heritage is being restored. Designed in 1892 by Colin Archer as a rescue ship for the Norwegian fishing fleet working in the hostile waters of the North Sea. She was built for going out when others go in: a hull of oak with enormous dimensions. In her thirty seven years with the Norwegian Rescue Service she is credited with saving 257 lives "from certain death".

Jolie Brise 56' Le Harve Pilot Cutter designed by Alexandre Paris 1913

The reputation of converted pilot cutters as fine offshore cruising yachts was given a boost in 1925 when this big French Le Harve cutter won the first ocean race to the Fastnet Rock and back, a race which she was to win again in 1929 and 1930. As any pilot cutter aficionado will tell you, these were working boats but unlike fishing boats they were designed to a fixed waterline. Their sole purpose was to carry a human cargo of two, so they are among the purest form of working boat. Their job was to be fast and weatherly. No more, no less. Which is why they have made such safe cruising boats. The first racing owner of "Jolie Brise", Weston Martyr found her in

Concarneau, France where she was working as a tunny fishing boat in 1923. He bought her for twenty three

pounds, sailed her to Devon and had her fitted out as a yacht. After her Fastnet victories

she cruised the Mediterranean in the 30's and after the war spent

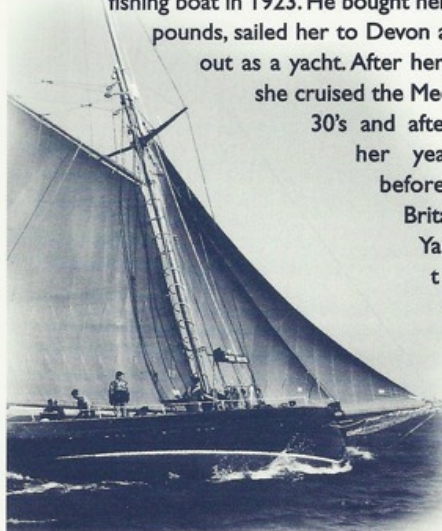
her years in Portugal before returning to

Britain in 1977. Three Yachts have won

the Fastnet twice. (Dorade, Myth of Malham

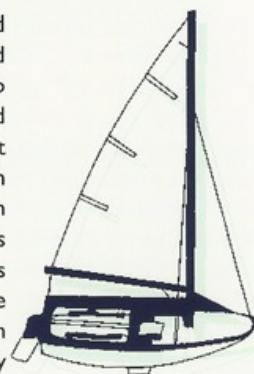
and Carina) but only "Jolie Brise" has won it three

times.

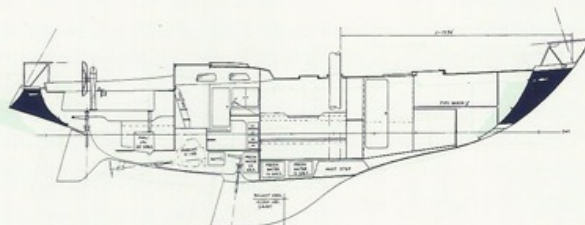


The Mirror Jack Holt and Barry Bucknell 10' 10" Dingy 1963

How can 70,000 skippers (and their crews) all over the world be wrong? This dingy has so much that many of us would wish for in a boat. It can be built from a kit by some one with minimal carpentry skills in approximately 120 hours. It has three fully adjustable sails including a spinnaker. It can be raced in exciting one design fleets world wide and can easily be handled by lightweight crews.

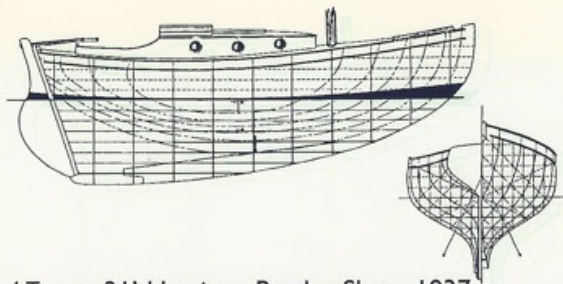


While it is challenging to sail, it is also a stable family boat. First introduced in England in 1963, the Mirror quickly became the most popular one-design dinghy class in the world. In 1990, the Mirror dinghy achieved "International status", recognised by the International Sailing Federation (ISAF - the international governing body of the sport) as a class to be promoted for active international competition. For racing the crew is two but when pottering three can be carried. The boat can be rowed or fitted with a small outboard - it can then accommodate four or five people! And all for about \$2500!



Casse Tete III 43' Swan (S&S) Sloop 1968

A fibreglass boat in a classic yacht list? This was the boat that put Nautor Swan, the Rolls Royce of production boat builders, on the map. When launched in 1968 she was immediately spotted as a leading contender for the Admiral's cup. Although commentators had admiring things to say about the beauty and quality of the woodwork below, they focussed mostly on her prospects as a winner- she appeared as dangerous as she was beautiful. She brought principles from S&S's twelve meter work to the medium sized racing cruising class. With her virtually flush deck and trim tabbed keel, she was obviously ready to compete against the most sophisticated rivals. A very fine entry, which swells out gradually to a firm bilge, and a lot of tumblehome made her seem a new, if not revolutionary, creature of the sea. Thirty one years later in 1999 a boat with the same S&S design number won the Swan World Cup in Sardinia.



Z- 4 Tonner 21' Harrison Buttler Sloop 1937

"Zyklon" was the first of the Z-4 Tonners famous for their amazing balance on the helm under almost all conditions. For those who understand these things this is apparently due to her "perfect metacentric analysis....she is almost a metacentroid but not quite...The centers of the curves of upright and heeled areas almost coincide" to quote the Doctor H-B. But more importantly for me was the "rightness" of the looks and the fact that in 1938 you could buy one with a four hp Stuart Engine for two hundred and twenty pounds. Nowadays you can buy one of the fifty odd still sailing for around seven and a half thousand pounds or nearly twenty thousand Australian dollars. Capt OM Watts wrote in 1938 "the Z-4 Tonner will be found a delightful little craft... the smallest yacht that can go anywhere, and just the right size in which a man and his wife may spend enjoyable weekends, as there is an astonishing amount of room inside...Any yachtsman who wishes to take his holidays abroad can arrange this in his own yacht by sending his 4-Tonner ahead on the deck of a steamer..." A compliment from the log of of a boat that moored close to one in 1939 sums her up. "Sat June 3rd. Saw a Z boat moored close by... went with him for a sail...The wind had died down a lot. She sailed like a dream, handling perfectly without her staysail. Balance exact. Seemed to be definitely fast and was as handy as a dinghy" What more could you want!

Information in this list has come from many sources including "Classic Boat" magazine, "Yachting World" magazine, "Sailing Thoroughbreds" by Timothy Jeffrey and "The guide to Wooden Boats" by Maynard Bray.

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NEW MEMBERS Commenting on the success of the Classic Yacht fleet in Europe David Glenn wrote in the latest edition of Yachting World..."An acute shortage of yachts to restore is about the only limiting factor on the growth of the classic movement. It is immensely popular amongst crew, many of them from the grand prix racing circuit. They find it a happier and more relaxed environment in which to sail and the yachts themselves are more interesting, better looking and more enjoyable to be aboard. Clearly some lessons to be learned here" It seems as the CYAA membership climbs past the 200 mark, Australians might be realising the same things. However current members must remain active and enthusiastic and new members must be found if our unique activity is to flourish. Congratulations to the new members who are:

Peter Hannah	Vic	26'6" Couta Boat 1990
Donald Gale	NSW	24' EC Gale Gaff Sloop 1933
Graham Mc Neice	Vic	36' Arthur Robb Sloop 1953
Clive Moulday	Vic	36' Sam Crocker Ketch 1950
David Allen	Vic	Tumlaren
Leslie Goodridge	NSW	48' Int 11m Max Creese Sloop
Matthew Mckensie	Vic	Crew
Ernst Zacher	Vic	30' Sloop
James Mighell	Vic	28' Gaff
John Featherstone	Tas	Crew

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VICTORIA

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Col Anderson c/o 14 Woodruff St, Port Melbourne, VIC 3207
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APOLOGY

In the last issue of CYAA newsletter Tom Stephenson was credited as having written the account of CYAA progress in the harbour city. It was actually Terrance Robertson and so our apologies go to him especially after his major efforts to get things rolling in N.S.W.



Classic Yacht Happenings

John Devers writes "We have our Queensland program up and running. It started with participation in the two day St Helena Cup- a big event with around 140 boats participating. It was a teams event, so we fielded a CYAA QLD Logan team of three boats. Mistral, owned by Andy Stenders and skippered by Tom Stephenson. This is a beautiful Peter Cole designed harbour racer built in 1965. Koomooloo owned and skippered by Don Freebairn. she is a respected Sydney Hobart winner from 1968 and has also represented Australia at the Admiral's Cup. Christella, owned and skippered by John Devers a Fred Parker sloop built in England in 1961. Results were pleasing with Mistral coming 4th overall on collective point score, being beaten only by quite radically designed sports racers. We were placed further down the order as a team, but each CYAA participant equipped themselves well and earned many admiring waves from other members of the fleet. The next event on the Queensland CYAA calendar is the Australia Day race organised by Royal Queensland Yacht Squadron, so things are starting to move here." (See calendar for more Queensland details)

After three races in the Victorian Logan Classic Cup we have a wide selection of shapes and sizes winning places. Despite the impossibility of pleasing everybody the handicapper must again be congratulated on giving everyone a fair chance in such a diverse fleet. The results at the half way point of the series are as follows.

Race One	1st SYONA M Holliday
	2nd WAITANGI
	3rd SCIMITAR B Purcell
Race Two	1st SCARACEN OF HUONT Grundy
	2nd ARIEL B Weston
	3rd FRANCES A Morrison
Race Three	1st SCARACEN OF HUONT Grundy
	2nd BUNGOONA C Bandy



As many of you may know, the unofficial flagship of the Classic Yacht movement in Victoria has been shipped to Auckland to be part of the America's cup celebrations. Here is an extract from Phillip Morrissey's information sheet distributed to those involved...

"On November 8th after a detailed preparation by Graeme Geary Marine, Waitangi was finally loaded into her cradle (occupying the space of 32 containers) on the P&O Nedlloyd line's 55,000 ton container ship, Resolution Bay. Captain Tweedie provided a fine lunch on the bridge for all involved. The Resolution Bay set sail for New Zealand via Sydney at 5am the following day, with two Waitangi caretaker crew on board. Captain Tweedie and the ships company thought that Waitangi was just beautiful. Accordingly they took very special care to ensure their precious cargo was safe and secure, inspecting her every four hour watch. After a very pleasant six day voyage, including a two day stop in Sydney, Waitangi arrived in Auckland. Once again P&O Nedlloyd excelled in the way they carefully and painstakingly rearranged the deck cargo to ensure Waitangi was safely unloaded.

The same day Graeme Geary and Doug Shields flew to Auckland (courtesy of Air New Zealand) to prepare Waitangi for Sailing. The task made so much easier by Bruce Tantrum, of the Royal New Zealand Yacht Squadron. Bruce had meticulously prearranged everything Auckland side, a powerboat to help with unloading, a crane for stepping the mast, a berth at Westhaven Marina, introductions to the Royal New Zealand Yacht Squadron, storage facilities, charter documentation and inspection etc etc.

Over the next four days while Waitangi was at her berth being rerigged it soon became quite obvious that every sailor in Auckland seemed to know all about Waitangi and her heritage.

It was quite apparent from the complementary remarks made by people passing by that everybody thought she was exquisite."

All members of the CYAA are encouraged to support our generous sponsor by buying your quality sailing clothing at one of the Logan outlets listed below. Persuade your crews and friends to join the Classic Yacht Association of Australia thereby ensuring Logan's ongoing financial and practical support.

VICTORIA

Melbourne Central	Chatswood Chase
300 Lonsdale Street	345 Victoria Avenue
03 96622100	Chatswood 02 94123234
Chadstone Shopping Centre	Warringah Mall
1341 Dandenong Road	Old Pittwater Road Brookvale
Chadstone 03 95304333	02 99398156
Westfield Shopping Town	DFS The Rocks
Cnr Doncaster & Williamson Rd	155 George Street 0292529373
Doncaster 03 98483733	

NEW SOUTH WALES

Sydney Central Plaza
450 George Street
02 92351560

QUEENSLAND

The Arcade Pacific Fair Shopping
Centre Hooker Boulevard
Broadbeach 07 55384722

Top Ten Australian Boats of the Millennium

Being asked to choose the Australian top 10 classic yachts for publication in the CYAA newsletter is to be handed the poisoned chalice and asked to show your drinking skills to your friends. Everybody will have their own list that will certainly include their own boats and it will be difficult not to offend by omission. Choosing boats for this list is like choosing a bride. That amazon goddess may look superb, but unending conversation about nail-colour and her vegan diet would put marriage out of the question. Alternatively, the stellar accomplishments of the attorney general of the USA, Janet Reno, still wouldn't have you rushing her down the aisle. Therefore, our list of the top ten boats takes aesthetics, personality and accomplishment into account. We have favored boats that are still sailing. Of course, we have excluded the boat to whom we are wed, Scimitar.

1. Australian

This incredible 30ft double ended cutter was designed and built in Sydney in 1858 by a founding member of the Royal Sydney Yacht Squadron, Richard Harnett. She was a radical departure from the designs of her time. Harnett ignored conventional wisdom and based his hull shape upon the belly of a mackerel. This produced a yacht of stunning sailing performance. Even 25 years after her launch, she was rarely beaten in races on the harbour. A larger yacht, *Xarifa*, was built to the same design principles also repeatedly proved herself in races against crack vessels visiting Sydney, such as the 76ft schooner *Chance* that rated twice her tonnage. This early technological triumph even spawned serious thoughts for a Colonial challenge of the nascent Americas Cup, which unfortunately never eventuated.

2. Sayonara

If ever a yacht looked right and sailed even better, it is the legendary *Sayonara*. She is a 58ft William Fife designed gaff cutter that was built in Adelaide in 1898, and is near completion of a stunning restoration. In the early 1900's she was unbeatable on Victorian waters and was taken to Sydney to initiate an interstate challenge race for the "Sayonara Cup", similar in concept to the Americas Cup. She beat the best boat in Sydney, *Bona*, and held the successfully defended the Cup for Victoria against great Sydney yachts such as *Rawhiti* and *Thelma*. Rated as a 12 meter she was eventually beaten on handicap by *Cullwalla III* (*Eu na mara* – see below) rated at 10 meters. *Sayonara* moved to Sydney and prevented several attempts to return the Cup to Victoria. We eagerly await the relaunch of *Sayonara* and racing against her in upcoming events on the CYAA calendar.

3. Morna (also known as Kurrewa IV)

Built in 1913 by Morrison and Sinclair in Sydney to the design of W. Fife this beautiful 65ft cutter has been owned by some of Australia's greatest yachting personalities, including J.M. Hardie, Sir F. Packer, C. Plowman, and F. and J. Livingston. Incredibly, this yacht was built for cruising and as a flagship for her first owner, RSYS Commodore Dr. A. MacCormick. She was not fitted for racing until many years later. She consistently won races in the 1920's and 30's as the

scratch boat on Sydney Harbour. She was a regular contestant in the Sydney to Hobart and was the first boat home in 1946, 48, 54, 56, 57, and 60. It is hard to imagine a better-looking yacht, one more versatile as cruiser and racer, nor a yacht as successful for as long a period as this fabulous classic yacht. Presently in Sydney (MHYC), hopefully one day she will again race against traditional rivals in CYAA events.

4. Eu na mara (also known as Awanui and Cullwalla III)

This 50ft W. Fife designed yacht, launched in Sydney in 1906, races regularly in CYAA and club events in Victoria. *Eu na mara's* triumphant history, which includes almost every conceivable accolade, was published in a recent CYAA newsletter. Originally a gaff cutter, she has undergone many alterations over the years that have kept her at the front of any fleet. While some of the recent changes to her rig and hull have left her looking a little like a ballerina on steroids, nevertheless she still has the unmistakable lines of a thoroughbred. She continues to draw the awe of those who race against her with her stunning pace. In a race during the recent Australia day regatta in Geelong, she completed the course with an elapsed time almost identical to the 12 meter, *Kookaburra*, almost eighty years her junior!

5. Acrospire III

A beautiful 50ft pole-masted gaff cutter designed and built by C. Peel in Williamstown in 1923. Col Anderson restored her to her original condition in 1999 and she now contests CYAA races in Victoria. *Acrospire III* makes my list for her stunning appearance on the water. She makes an enormous impression in a modern fleet with her spread of sail. In one of her first races in a mixed fleet since her restoration, the 50nm Williamstown to Geelong, she relished the light conditions and amazed onlookers in their modern lightweight boats by overtaking them and moving off onto the horizon. Together with her 1928 vintage Bermuda-rigged namesake, *Acrospire IV*, many yacht club shelves have trophies inscribed with this famous yacht-racing name. *Acrospire III* challenged for the Sayonara Cup in 1928, but was beaten by her handicap and the Bermudan-rigged Sydney 8 meter *Norn*. Today, seeing *Acrospire III's* low freeboard and powerful rig, one can again appreciate the extra dimension that the required ocean passage to contest the Sayonara Cup added to these celebrated contests.

6. Saskia and Vanessa

These celebrated Bermuda-rigged Fife 8 meters were unbeatable in their day and certainly had the graceful looks to match their performance. These near sisters dominated races in New South Wales and Victoria claiming every possible prize including the Sayonara Cup. *Vanessa* was built in Sydney in 1928 by J. Hayes and was immediately put up against *Eu na Mara* in the Sayonara Cup, which she won on handicap. *Vanessa* won the Sayonara Cup a further three times. *Saskia* was built by Fife in Scotland and brought to Sydney in 1953 specifically for the Sayonara Cup, which it won in 1955. Other wooden eight meters of note are *Frances* which won the Sayonara Cup in 1951, 1952 and 1954, *Norn*, which won the Sayonara Cup in 1928 and *Josephine*. Not many boats can match the timeless beauty of these graceful wooden 8-meters and all are still actively racing, but for *Vanessa* which awaits restoration of her deck.

7. The Couta Boat

Few types of yacht have captured the hearts of Australians like the couta boat. While few couta boats are identical, the lugg-rigged, shallow draft, open boat design evolved in the 1890s as a practical solution to trolling for the commercially important barracouta (or 'couta) in rough Bass Strait waters. These centreboarders were always fast and functional. Today many of these yachts have been restored for racing and pleasure, a quantum leap from their original purpose as solid workboats. Today's couta boat racefleets in Victoria make an impressive gathering of restored classic yachts that few places in the world could match.

8. Kathleen

Built over six years and launched in 1939 in Sydney for famous sailing artist Jack Earl, this 43ft Colin Archer designed cruising yacht was the second Australian yacht to circumnavigate (H. and D. Nossiter in Sirius the first). She contested the first Sydney to Hobart, but was never really a racing boat. Jack Earl's second boat, Maris, is also a contender for this list. Today Kathleen Gillete is a floating display of the Australian National Maritime Museum in Darling Harbour. She was completely restored in 1988 as a bicentennial gift to Australia by the people of Norway and provides inspiration to anyone toiling with the maintaining a classic wooden boat. She has truly achieved perfection.

9. Solveig (Anitra V)

Any list of the best in Australia would have to include one of

the many exceptional yachts built and raced by T. and M. Halvorsen; Solveig, Anitra V, or Freya. They also built Greta, Australia's first 12 meter to challenge for the Americas Cup that should be considered in this list of classics. In addition, the wooden Halvorsen cruisers are certainly the last word in elegant Australian motor boats. The Halvorsen's raced Solveig in five Sydney to Hobarts taking line honours and second overall in 1953 and first in 1954, Anitra in four Hobarts winning in 1957 and taking second in 1956, 58 and 1959. Their steel hulled Freya won three times in 1963, 64 and 65. It will be a long time before these yachting accomplishments are matched. The Halvorsens only know how to build attractive yachts.

10. Margaret Rintoul

Since this is our list, we include the first yacht of this name launched in Sydney by A. Edwards. She is a 45ft yawl designed by New York Navel architect, Phillip L. Rhodes. She is a beautiful wooden boat that was the first boat home in 1950 and 1951 Sydney to Hobart races, conceding second place overall in 1950 to the magnificent Nerida. This yacht has personal importance because when F. Purcell (our father/grandfather) was unsuccessful in his bid to buy Margaret Rintoul or her sister Tahuna, built by Wilkins in Adelaide, we commenced in 1956 the construction of the 45ft sister to Rhodes most famous yacht, Carina II. We used a large photograph of Margaret Rintoul with a bone in her teeth as inspiration during the long building of Scimitar.

Damian and Barry Purcell.

CYAA CALENDER

NSW

18th December 1999	Sydney Amateur Sailing Club
12th February 2000	Sydney Amateur Sailing Club
18th March 2000	Sydney Amateur Sailing Club

The four races held by SASC make up the NSW "Logan Cup". Call a NSW state representative for details.

VICTORIA

8th January 2000	RYCV	Logan Classic Cruise Williamstown -Portsea.
22nd & 23rd January	RGYC	Festival of Sail
5th February 2000	RBVC	Logan Classic Cup
12th February 2000	MYC	Schnapper Point Classic
26th February 2000	SYC	Logan Classic Cup
18th March 2000	RYCV	Logan Classic Williamstown-Geelong
19th March 2000	RYCV	Logan Classic Geelong-Williamstown
8th April 2000	RYCV	Logan Classic Cup

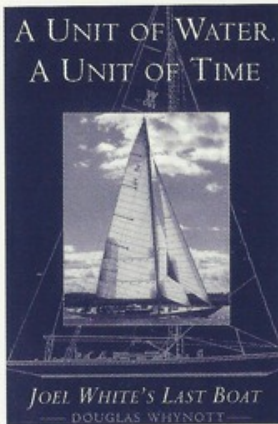
For entries starting times and course information contact Col Anderson on 03 9646 5273

QUEENSLAND

26th January	RQYS	Australia Day Race.
26th February	RQYS	Commodore's race to Mooloolaba.
27th February 2000		Mooloolaba Classic Yacht Club Race.
4th March 2000	RQYS	Return Leg of Commodore's Ocean Race Mooloolaba-Brisbane.
9th April 2000	RQYS	Day Bay Race.
1st May 2000	QCYC	25th Vintage Yacht Regatta.

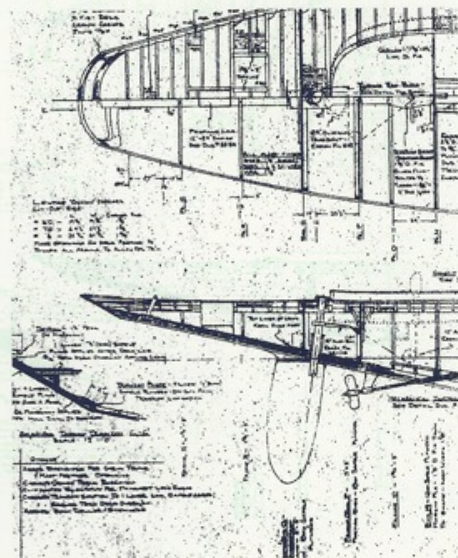
Please contact John Devers for more information concerning these exciting events on 0417 036 028.

AND FINALLY...



The passage written on the final page of the last issue of this newsletter prompted a few enquiries as to its origin. I read a little more about E.B. White (famous for the children's classic "Charlotte's Web") and I discovered that he was the father of Joel White the legendary yacht designer who died in December 1997. Joel White has recently been most famous for designing the massive W Class "modern classic" one design racing machines. However his designs range from numerous small dinghies and dayboats to long term cruisers all notable for their simple, appealing elegance. In 1996 an author called Douglas Whynott spent a year at the Brooklin Boat Yard, run by Joel's son Steve, observing Joel White and the craftsmen who work there and out of his stay came a very special book called "A Unit of Water, A Unit of Time". It is a portrait of E.B. White's New England and a community that care for one another deeply but express their emotions in their deeds not their words. Whynott has captured in absorbing detail the painstaking craftsmanship of the boat builders and explains the deeper meaning of creating functional objects of great beauty. If you have

ever wondered what it is that draws you to the world of classic yachts this book should help explain. It was published this year by Hodder and would make perfect summer cruising reading.



To ensure you never miss another issue of this newsletter, why not become a member of the Classic Yacht Association

Application for Membership of the Classic Yacht Association of Australia Incorporated

I.....
(full name of applicant)

Of.....
(address)

Tel.....Occupation.....

wish to become a member and apply to have my Yacht accepted on to the Yacht Register \$50 (if accepted) ☐
wish to join as a crew member/friend \$25 ☐

Signature of Applicant.....Date.....

For Boat Owners- Designer.....Date of Build.....
LOA.....Rig.....Construction.....

For Friends/Crew-Details of Classic Yachts crewed on.....

Details of other Yacht club Memberships.....

PLEASE RETURN TO L.CLOSE, SUITE 4,10 HODDLE STREET, ABBOTSFORD, VIC 3067

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