

Chapter 02: The First Few Seasons: 1925/26 to 1930/31

In the midst of theatre reviews, court, accident, market, and lodge meeting reports, the following item appeared on one of the local news pages in the Evening Post of 9 February 1926;

A NEW BOATING CLUB

'Residents of Worser Bay, Karaka Bay, and Seatoun met recently and decided to form a Boating Club for the boys. Mr. A. C. Kitto presided, and there were over forty residents present. It was decided that the name of the club be 'The Worser Bay Boating Club', and the objects to be the fostering of sailing in the district. The following officers were elected; Patron Mr. R. A. Wright, MP; president, Mr. A. C. Kitto; vice presidents, Mesdames Harvey, Hemmingway, Kitto, McKenzie, and Wilson, and Messrs. H. Bridger, C. Bell, W. Burge, T. Bush, E. Collie, H. Charman, Captain Chudley, J. Duffey, A. Day, J. Ellison, H. H. Hornibrook, ?????aich ??? Captain Hull, Dr. Hogg, G. Laichlan, H. McGirr, S. Naisbitt, Dr. Phillips-Turner, R. Ramsey, A. Smith, H. Smith, E. Scotland, L. and S. Silver, J. Scott, G. Tynan, J. Taylor, A. Thirkell, C. G. Watt, F. T. Warring.; Commodore, Mr. A. Harvey; vice-commodore, Mr. H. B. Rowe; rear-commodore, Mr. J. King; committee, Messrs. G. Coombs, A. Kinder, A. W. Lauchlan, J. MacLauchlan, D. McKenzie, E. Revell, C. Sang, E. Welsh.; hon. treasurer, Mr. H. J. Miller; hon. secretary, Mr. E. J. Wilson.'

This meeting of the founders of the club took place shortly before 9 February 1926, at what was known as the Worser Bay Tearooms, the two-storey building which stood in the midst of what was then a long row of almost identical cottages opposite the beach. This late-season start meant there were only a few weeks left of that summer for the new club to organise its first formal program of races.

There are several significant aspects to the list of office-bearers reported by the Post. The club's long-standing tradition of electing either the local MP or the city's mayor as its patron began at this very first meeting. He may well have been one of the many weekend residents at the Bay, or perhaps it was arranged beforehand. It would seem that quite a number of women were present - perhaps mothers of 'the boys' referred to in the press report, certainly some were wives of men there, and some were perhaps interested in taking up competitive sailing as a sport - and their interest in proceedings is well represented in the five elected, along with seven men, as vice-presidents.

As might be expected, a number of the names listed appear again and again in the records of the club in subsequent years, most notably those of Harvey, Kitto, McKenzie, Charman, Ramsay, King, Sang, and Welsh.

For the first five summers of the club's existence, no club records are available of annual meetings, of meetings of officers or of race results but, from subsequent trophy records, newspaper items and local Yachting Association reports, it is possible to assemble an outline of the activities of its members over those years.

Throughout the history of the club, right from its origins up to the present day, it has frequently been its commodores, in particular those who held that position for several years, often supported by energetic secretaries and other office bearers of course, who have made their mark on its development and progress. For this reason its story is best told as a series of 'commodoreships', so that is what this book does, though never forgetting along the way the vital contributions made by others, office-bearers and ordinary members alike, both on the water and onshore.

PIC and bio caption of A. G. (Alf) Harvey, foundation commodore [PICS & brief bios OF ALL C'DORES & significant others in each chapter, or in one place?]

The first full season of sailing and racing for the club was in the summer of 1926-27, but following its founding in February that year the second half of the summer of 1925-26 saw the beginnings of club racing at Worser Bay. Though there are no extant club records for these and several subsequent seasons, other sources provide us with snippets of information about activity during the first few years of the club's existence.

PIC of AGH's Sea Scud ex Liz Moody

The 1925-26 Season.

End of Season Racing / Daylight Saving / 175 Marine Parade / Losing the First Club Trophy / Building Zeddies

Formation of the club occurred at a time when debate about the construction of the 12ft 6in Z class two-man boats known as Takapunas, or Zeddies, after their class insignia, the type chosen by Worsler Bay as most suitable for its young sailors, was much in the sailing news. Originally required to be built in kauri when first designed in Auckland in 1921, by 1926 the Otago Yachting Association was proposing that construction be in 'any suitable New Zealand wood', white pine being already in use for such boats but forbidden for boats taking part in the annual class national contest.

At the Royal Port Nicholson Yacht Club opening day ceremonies on 13 November 1925 no mention was made of WBBC representation there, not surprisingly, since the club did not come into formal existence until half way through the 1925/26 season, but the Evening Post reported that 'a 7ft one-design race, which had been arranged, did not take place as the three boats expected from Seatoun did not turn up, doubtless owing to the threatening weather of the morning. Enjoyable selections were played by the Miramar band.' Under the newspaper heading Yachting and Daylight Saving, the RPNYC Commodore was reported to have paid a tribute to the man whose idea it was to introduce the time-change which allowed long daylit evenings during the summer months, in doing so saying 'thanks to Mr. Sidey yachtsmen would now be able to take their boats out any evening of the week - weather permitting.'

In this regard, Joe Arkley said that by the 1929-30 season, his first as a member of the club, WBBC were holding Friday evening races, in which he took part on several occasions.

It seems that what has long been known as the Paremata Easter Regatta was preceded by one at the Plimmerton club in 1926. The Evening Post for April 6 1926 reports that there 'Easter breezes were kind to the PSC, which, during the weekend, held a yachting regatta which was witnessed by many interested spectators' and which was considered by the Post reporter to be 'a unique gathering of Port Nicholson, Evans Bay, and Plimmerton yachtsmen [which] has laid the foundation for an annual gathering during Easter week'. Somehow, the Paremata club became the host for the regatta soon afterwards.

The Post for Wednesday February 3, 1926 reports that the Interclub Cup to be held the following Saturday between boats 14ft and under would have entries from the Port Nicholson, Heretaunga and Evans Bay clubs, with no mention of boats from Worsler Bay taking part - clearly no such representation was forthcoming from the very newly assembled group there.

Organised sailing activity under the leadership of the first commodore of the newly formed club had only a few weeks to run between its February formation and the end of summer racing, after which activity on the water presumably went quiet for the winter.

Alf Harvey and his wife had been living at 175 Marine Parade, in one of that row of almost identical houses along the southern end of the beach, since about 1923, and would have been distracted from yachting at least to some extent by the arrival of the first of their four daughters in the first year of the club's existence. Alf was born up north in Whangaroa in 1897 and had come south to Wellington after serving overseas in the band of the 1st NZEF. During his time overseas he attended the Kneller School of Music in the UK, which explains his considerable skill with the trumpet.

In Wellington he worked as a window dresser at Whitcombe & Tombs, where he was very successful, winning several competitions while employed there. His job in the well-known bookshop on Lambton Quay would have given him the opportunity to study the most recent overseas yachting books and magazines as soon as they arrived in the city, an opportunity which was soon to have a profound effect on the development of small boat sailing, not only in Wellington but in the whole country.

What was presumably the first club trophy, the picture presently hanging in the clubhouse, was presented for competition on 5 March 1926, just a few weeks after it's founding. Its donor, William Douglas, though his name does not appear in the published list of officers elected there, was perhaps inspired to donate it by the enthusiasm of the meeting the previous month. It was won in the 1926-27 season by the club's first rear commodore Jack King (Kingi Potiki), who had earlier crewed with Lord Jellicoe in the X-class *Iron Duke* according to Joe Arkley, and hung on the wall in his basement in Seatoun Heights Road for some 30 years until it was accidentally discarded when he left the house there.

Much later, club member Tony Coard found it at a Wellington rubbish tip and, both men recognising its significance, handed it to Joe Arkley who restored it and returned it to the club, where it still hangs.

PIC of trophy [yet to be taken]

The 7ft one-design race referred to was presumably to have been staged for P-class boats of the type invented by Harry Hight and demonstrated by him at a regatta in Tauranga some 5 years previously. At its founding, the Worsler Bay yachtsmen were sailing a mixed bag of boats, including several X-class and Zeddies, but this newspaper report suggests

Alf Harvey and others were already encouraging youngsters to get into the tiny, safe, but demanding 7-footer which, even more than his own three-man design, was to profoundly influence sailing throughout New Zealand right up to the present time.

From the outset, the club's mix of small sailing craft was of the sort capable of being launched and retrieved at the beach, and Alf Harvey had for some time been using his double-ended clinker-built *Sea Scud*, presumably kept on the upper reaches of the beach since there was certainly no room for it at his tiny house opposite, to take young people out for a taste of the sport.

It must have been shortly after the founding of the club, perhaps during the 1926-27 season when a shortage of suitable boats for those too big or too old for Harry Highet's diminutive P-class became apparent, that the decision was made by members to build several Z-class boats. By the beginning of the following season, some seven years after their first appearance in Auckland, several Zeddies were being launched at Worser Bay. No club record exists of races for P-class boats during this early period of its existence, but we may assume they took place, if only on a casual basis as young sailors became confident in them.

The 1926-27 Season

Foundations / The Green Shed / Plans for Zeddies

The founding meeting of the club had its outcome reported in the newspaper, but there are no club records of the occasion. If there was a subsequent 'first' Annual General Meeting some time in late 1926, it may well have been held in what was known as 'the green shed' on the beach at the bay, perhaps in September to arrange the club's first full season's racing program and thus setting the pattern followed for many years for such meetings (eventually, at a special meeting held in April 1955, the AGM date was changed to July).

As far as we know (in the absence of meetings records for the years before 1932), Alf Harvey seems to have been Commodore for the first three seasons, though it appears he moved to 20 Aurora Street Petone some time in 1928. He certainly attended AGMs and other meetings and events at Worser Bay in subsequent years, so it may well be that in his enthusiasm for the club, distant though it had become following his move to the northern shores of the harbour, he remained club commodore from its foundation until the AGM in 1929.

The first entry in the earliest surviving race record book is for 23 March 1930, when four Zeddies, G. Cain's *Ngamutu*, B. Sang's *Ngaroma*, D. McKenzie's *Ngaru* and N. McKenzie's *Karkariki* (spelled without the first 'r' in the result book) are sailed by the participants in the series of Novices Races, and these four are joined by D. Bell's *Spitfire* in the race for the Spiers Cup six days later. Judging by their coordinated Maori names these four two-man boats were almost certainly those built for sale or loan to their young skippers - or perhaps to their fathers! All five young men named in the race graduated within a few seasons to sailing Idle Alongs at the bay.

This class promotion idea worked well for the club, and several more of those 'novices' went on to sail their own boats or to crew with others at Worser Bay and elsewhere, H. 'Spud' Murphy, L. 'Pam' Palmer, Russell Kerr and Gil. Rountree amongst them. The name *Spitfire* stayed with Russell Kerr and he used it for his new Idle Along in 1934.

The first building to be used as the WBBC clubhouse was what was called the 'green shed'. Located at the upper edge of the beach, just to the north of the Pilot Boat shed, it had been built by the Worser Bay Lifesaving Club in about 1910 on the rock outcrop which is the site of that club's present building. Their club was formed to meet the need for their skills brought about by the many swimmers using the bay and its bathing sheds.

PICS ex GA file

But during World War 1 the lifesavers had to hire and move into the Pilot Boat shed when, for £300 in compensation, theirs was taken over by the P&T Department. The Department intended to build a wharf and shed in the bay to serve cable laying vessels and operations, but this work never eventuated and the 'green shed' thus became available to the boating club when the Department vacated it.

PIC of plan diagram of the area ex GA file and describe it in caption

The 1927-28 Season

Zeddies vs Idle Alongs / Marine Parade Improvements / Making Great Progress / Building Takapunas / Races Every Saturday / Senior & Junior Trophies / Daylight Saving / Opening Days / Dances & Musical Items / Idle Along Plans on the Floor.

Again the date of the AGM is not known, nor is it's venue for certain but, given the likely membership numbers, it too was most likely held in the 'green shed' clubhouse.

On 29 October 1927, the Summer Sport page of the Evening Post (the forerunner it seems of the Sports Post which began publication a decade later) had this to say about events at the new club;

"The young Worser Bay Club is making great progress, and with the recent acquisition of the premises on the beach which were formerly occupied by the Worser Bay Swimming Club is assured of a successful future. The financial position is very sound indeed, and officers and members are showing keen enthusiasm in the club's activities. The season will be opened next month with a comprehensive programme of events which will include, it is hoped, an interclub race for 14-footers, open to all comers. Striking interest is being taken by the club in the Takapuna class 12ft 6in boats, of which it at present owns three, all built by the members. Two of younger members were out on Sunday afternoon in one of these small boats, and it behaved very well. It is proposed to sell some of the present craft and to replace them with Takapuna boats, making up a fleet of about fifteen. To make this possible for the younger members, the club will finance the purchase of the timber, and those members who have the requisite knowledge of boatbuilding will then construct the boats, which may be later purchased on reasonable terms and at cost price. This is an example which might well be followed by other clubs ... Races will be held every Saturday and on every public holiday except Christmas Day. The boat gaining most in the senior races receives the Charman Cup and the championship flag, and the winner of most races secures a new set of sails. There will be a trophy for the junior points champion and another for the most improved junior competitor, in addition to a number of smaller trophies which should do much to arouse interest in the races."

On Sunday 6 November T.K. Sidey's daylight saving was again introduced for the summer - it began at 2 am. that day - and presumably evening races again took place that season.

It was now opening-day time for local sailing clubs, the sequence for which was the responsibility of the provincial association it seems, and Saturday 12 November was the Heretaunga Boating Club's turn, with WBBC amongst the five clubs represented at the ceremony there. The Worser Bay Commodore informed those present at Petone that his club had acquired three new Takapuna class boats and that it was hoped the club would be able to contest the Cornwell Cup at Christchurch early next year.

A gale was blowing at Petone that day and it was deemed too windy for any racing. It must have indeed been blowing hard, since one of Worser Bay's energetic founding officials, Dolph Kitto, who was also an athletics administrator, visited the Basin Reserve during the day and postponed the evening athletics meeting there because of those same high winds.

Saturday 26 November 1927 was WBBC's opening day, a week after that held at RPNYC. It was the first to signal a full season of club racing which, given that there were now five sailing clubs on the harbour and two more a little further north in the region, perhaps explains the concern expressed in that Saturday's Evening Post about lack of coordination with other clubs on the harbour (this matter became one of the tasks of the WPYMBA, as later club AGM minutes make clear).

The paper reports on several matters under its Yachting headline, thus;

"RPNYC Notes - 'owing to the somewhat belated request of the Worser Bay Club, it was found impossible for the RPNYC to postpone its 18ft and under class race to enable the 14-footers to attend the Worser Bay opening this afternoon. General regret has been expressed that notification of the opening was not forwarded sooner.'

Worser Bay Notes - 'During the weekend, Mr. James's *Mizpah* and Mr. Chapman's launch *Torea* were launched. The *Jane*, the *Joan* and the *Spitfire* were also afloat. The first of the Takapuna class boats built by the Worser Bay Club under the plan whereby members can buy the craft under reasonable terms was launched during the weekend. She was christened the *Karkariki*, the Maori name for the point on which the clubhouse stands [according to Struthers in his *Miramar Peninsula* the spelling is Kakariki]. Two more of this class are under construction, and by the end of the season probably some fourteen or fifteen new Takapuna boats will be in the water.'

When this newspaper report was referred to Joe Arkley, he said that the McKenzie brothers built two for themselves and at least one for others, but he was sure there were never as many as fifteen Zeddies at the club.

The official club opening by Dolph Kitto was reported in the Post of 28 November which said 'representatives from the EBYMBC, RPNYC, HBC, PBC and the Seatoun Model Yacht Club were also present. An open race for 14-footers and under resulted in a win for the visiting boat *Geisha*. In the afternoon a full program of childrens' races were run off, while in the evening a dance was held in the clubhouse. Musical items were also rendered, the performers being Misses Irene Passeur, Gwen Norton Taylor and Mr. P.K. Kindall. Mrs. King and Mr. Tahiwai also rendered a duet'.

The same newspaper gave results for the day, on which there was 'a full sail breeze ... and a smooth sea for the various yacht club races'. *Geisha* (on 7 minutes) won from *Joan* (on 12), with *Karkariki* (on 24) third. The finishing order of other boats to take part were *June* (12 mins), *Vixen* (24), *Spitfire* (24), *Tui* (6), *Gypsy* (10), *All Black* (scr) and *Wellesley* (1.5 mins). *Wellesley* and *All Black* were X-class boats, as perhaps were *Joan*, *Gypsy*, *Geisha* and *June*, which confirms *Karkariki*, *Vixen* and *Spitfire*, judging by their big handicaps, as Zeddies.

Mrs. Pat Sherratt, Alf Harvey's daughter, says that about this time her father drew the lines of the Idle Along on the floor of their house at 175 The Parade. It seems that the new club was not very keen on the concept, particularly because it had just begun the development of the Z-class fleet, and at about the same time, in recognition of this, Alf built one of the two-man boats, naming it *Shirley* after his first daughter. Alf was a Cornwell Cup delegate at the class national contest in 1927 according to Pat Sherratt, and following his move to Petone he sailed his Zeddie at the Heretaunga Boating Club.

Worser Bay members, mostly sailing Zeddies, which some continued to do well into the period when Idle Alongs proliferated, weren't keen it seems on Alf's new idea for a beamy three-man boat. As a result of this initial lack of enthusiasm, he did not build one to his design until some two years after he had moved to Petone. The road along the beach front must at times have been a hive of small-boat activity when it is realised that, according to Mrs. Sherratt, Dolph Kitto, Frank Mumford and a number of others involved in the new club lived in houses on the Parade, not far from the Harvey's.

PIC of Fellows Shield [presented in 1928 for Zeddies comptn - see GA trophy list]

PIC of Wellwishers Cup [presented in 1928 - see GA trophy list & story re RPNYC source!]

The 1928-29 Season

A New Commodore / Launching Club Takapunas / New Colour Schemes / Visiting Alf Harvey by Sea.

[GA to write and add details about Kingi Potiki somewhere here]

Once again, in the absence of club records, it is the Evening Post which provides information about activities at Worser Bay as the new season began.

The Post for 27 October reports, in an item headed Notes from Here and There; "The Worser Bay Club's four Takapunas and the 14-footer Gipsy were launched on Saturday in a stiff breeze and made a good showing. Different colour schemes are the order this season. the Karkariki has green topsides, white deck and bottom; the Ngaroma is varnished with white deck and bottom; the Maru cream with white deck and bottom, the Spitfire blue with white deck and bottom, the Gipsy blue with white deck and bottom, and the Joan (a 13-footer) all white On Monday the Karkariki, Spitfire, and Gipsy made the trip to Petone, their crews visiting their former commodore (Mr. Harvey) who is now associated with the Heretaunga Club. The boats made the trip in two hours seven minutes against a head wind. Keen week-end competition is expected this season between the Worser Bay and Heretaunga Takapunas, each club owning four boats. The Worser Bay Takapunas are all Marconi-rigged and the Heretaunga boats all gaff-rigged, and it will interesting to compare the results obtained with the two rigs."

The *Ngaroma*, *O.K.Baby*, *Ngamutu* and *Ngaru* are all Takapuna Z class boats - see the club race report book entry for 19.3.32.

Both Worser Bay and Heretaunga held their opening day ceremonies on Saturday 17 November the Post tells us, though no details of the occasions have yet been found. It is clear from newspaper reports that by the beginning of the 1928-29 season Alf Harvey was not commodore at Worser Bay, which means that at its AGM in 1928 someone else, presumably Kingi Potiki, was elected club commodore.

It now seems likely that Jack King/Kingi Potiki's obituary in SeaSpray magazine for July 1959, which tells us he was a foundation member of WBBC and its Commodore in 1929, may be right on the second matter. It is certainly right about his being a foundation member of the club, as the 1926 press report shows, and if Alf Harvey ceased being commodore when he left the Bay, which he did in 1928 according to his daughters, then the Worser Bay Almanac is in error in listing him as commodore in the 1928-29 season.

[check board in the clubhouse also for this 'error']

There are several records of his presence and participation in WBBC AGMs and committee meetings in subsequent years, which reveal, despite the long distances involved in attending them, his continuing interest in the club of which he was first commodore, but no evidence it seems of his being commodore for the 1928-29 season.

The 1929-30 Season

Races for Novices & Ladies / Compulsory Life Jackets / Commodore MacLauchlan / Cleaning Up / More Boat Storage / Kauri & White Pine / Ideal Small Boat Waters / Toroa & Mizpah / Life Jackets To Be Worn / Half Moon Bay / The Spiers Cup / The Ladies Race

Amongst those elected to the committee at the founding meeting of the club was J. MacLauchlan, about whom little else can be found in WBBC records other than in the list of commodores in the club's recent annual Almanacs, where he is shown as commodore in 1929-30 and 1930-31. In fact if it were not for the Post report of the founding meeting we would not have known even that about him. In the Post of Saturday 27 October 1929 we are told that "Messrs. McLaughlan and Sang's launch Toroa is ready for the water ..." and perhaps this is a miss-spelling of the newly elected commodore's name. If so it seems he was a launch man and not a centerboard sailor, which would explain his absence from the club racing records of the time.

It would be reasonable to assume that sometime in September the club AGM took place in the green shed clubhouse, as had become the custom, and that the meeting elected J. MacLauchlan as its new commodore, but we have no record of it.

Racing began on the second of November, in preparation for which, the Post of 26 October tells us, "quite a number of members spent the day [in mid October] cleaning up the hall and scrubbing out the floor in preparation for the dance on the evening of opening day ... the usual race will be held, and all members of other clubs are cordially invited to participate. Races for the children on the beach will be arranged, and books and other prizes will be liberally distributed. At 8-o'clock the dance will be held in the club hall, when prize-giving will take place. A good time is guaranteed for everyone. The Worser Bay club is the youngest Club in Wellington, and would be grateful for the support of all who can possibly help."

Much work had been carried out during the 1929 off-season, mostly in connection with enlarging the space under the club hall to accommodate more boats. In addition, Zeddies were given new coats of paint. D. Bell painted the *Spitfire* blue, the *Karkariki* (described by the Post as "the only Takapuna proper in the fleet" presumably because she was built of kauri and the others at the club were of white pine, the latter timber as yet forbidden by the class rules) became "an attractive green", D. McKenzie's *Ngaru* became "the conventional white, with blue effects", while B. Sang and H. Murphy's *Ngaroma* was painted "Post Office red". Despite the restrictions in the class rules, another new Takapuna, G. Cain's *Ngarumu*, painted blue, had been built in white pine during the winter.

It is a nice coincidence, presumably, and not a deliberate repeat of a historic event in the club, that much later in the its history, another fleet of Zeddies was built by club members to encourage younger sailors and again given names with a common theme - this time not Maori but beginning with the Christian name of the enthusiastic and very successful then-commodore, Stan Bacon.

On opening day, the Post described ideal sailing conditions in the bay thus "When from the south a fairly steady breeze strikes Worser Bay, combined with the absence of any retarding sea - an important factor this - helps the centerboard boat to do its best." Six boats took part in the opening day race in a fading southerly, five Zeddies and "a 12ft. 6in. boat of unusual design - the *Puhi*", the course being triangular, from the clubhouse to Seatoun Wharf, then to a black buoy at the Pinnacles and back to the clubhouse.

Small centerboard sailing craft were not the only boats owned by Worser Bay members. Several launches, including the 34ft. *Toroa* and the 45ft. *Mizpah*, and in 1929 a number of the newly-conceived outboard motor-boats were built by members, the waters at the bay being considered "eminently suitable" for racing them. The *Mizpah* had a very interesting history prior to its arrival at Worser Bay, having been used by the German Count von Luckner, in his escape from wartime imprisonment in New Zealand. The *Toroa*, with its white hull and imposing teak deckhouse, carried "the club commodore and party" to pay a late October "flying visit to Petone ... picking up their late commodore [Alf Harvey] and family and journeying to Evans Bay to see the outboard races."

(By 1929, when Joe Arkley joined, he said there were 7 or 8 Zeddies at the club.

Robert and George Arkley, whose names frequently appear in the records of the club, were Joe's brothers). Joe also said rules were introduced in the 1929/30 season requiring life jackets (often home made but effective) to be worn during races at the club.

If there were Rona-Jellicoe boats being sailed at the club when it was founded, as appears likely from newspaper reports and from the size of handicaps given to smaller boats, there is no direct evidence of them in the race records still in its possession, nor do those records give any indication of P-class boats racing at Worser Bay in the earliest years of the club.

Only three boats, all Zeddies if those built of white pine can now be included in the classification, took part in the first programmed race of the 1928-29 season in late November, and the next day, Sunday 24 November, in a fresh northerly, the Post tells us that three of them "crossed the harbour and their crews enjoyed the sun from that quarter. In a comment which reveals something of the debate we know was going on about the suitability of the two-man boats for young sailors in Wellington conditions, the Post went on to say about this trip to what club-members called Half Moon Bay "Sceptics may doubt the qualities of Takapunas, but there is no gainsaying that they are fast off the wind. The boats made the journey across the harbour - a good three miles - in twenty minutes on a fresh beam wind."

Though an earlier record is referred to ('For previous races this season see old Book', is the note in the front of the book which has survived), club race records begin on 23 March 1930 with the results of a three-race handicap series for novices sailing four of the club's Zeddies - *Ngamutu*, *Ngaroma*, *Ngaru* and *Kakariki*. The series was won by P.Cole in the scratch boat *Ngamutu*.. Each boat entered paid 6d race fee.

In the only other races recorded for this season, G. Cain, sailing *Ngamutu*, won the newly-presented Spiers Cup in a squally southerly on 29 March, and Miss M. Bellamore presumably a young relation of Pop Bellamore, sailing the same boat, won the Ladies Race in a light northerly on the 30th, and 'the rather extensive prize list was donated by the male members of the club'.

The 1930-31 Season

Demon & Kiwi / Mark Foy Starts / Two Reefer Breezes / The Wellwishers Cup

It would seem the 1929-30 commodore, J. McLaughlan, was re-elected at the AGM in late 1930, though we have no record of the meeting or of the officers elected at it. The minutes, if ever found, would make most interesting reading though, because the winter months had seen a radical turnaround in the direction of the club. Instead of an almost total concentration on the Z class, essentially a boat for young sailors, with an upper age limit of 19 for competition both at local and representative levels, as had been the case since the founding of the club, attention turned during the winter of 1930 to the very new Idle Along class, only 2 inches longer than the Zeddie but with a jib and a three-man crew on whose ages there were no restrictions.

Quite suddenly it seems, as 'the boys' for whom the club had been formed grew into young men, the two man boat became a limitation, not only due to the age limit, but also because it only got two 'boys' out on the water when the founding purpose of the club was to get as many as possible sailing. In addition to its three-man crew, the Idle Along rig included a jib along with its mainsail and spinnaker, which, given its much simpler and less expensive hard-chine construction, quickly made it very much the equal of the more complicated clinker-built 14ft. X-class, the 'senior' centerboarder class then sailing, as far as impecunious young do-itself sailors were concerned.

Conventional wisdom has it that the first two Idle Alongs (*Rongomai* along with the first of his two to have the name *Idle Along*) were built by Alf Harvey and Roy Rodgers, assisted no doubt by other yachting friends, at Petone about September 1930. No doubt influenced and assisted in doing so by Alf Harvey, despite his relocation at Petone, that same summer, two WBBC members, N. McKenzie and G. Cain, completed *Kiwi* and *Demon*, *Kiwi* self-built and *Demon* professionally built it seems. By March 1931 Frank Mumford had launched *Butterib*, the fifth Idle Along on the harbour and the third to be built at Worser Bay.

An article in the Evening Post of Oct 25 1930, in referring to events at the WBBC, said '*Kakariki* owner Mr. N.McKenzie is at present engaged in building a boat to the design of the Idle Along class introduced by Mr. A.G.Harvey. Mr. G. Cain has also had one of the same class of boat built and in taking delivery of her last Sunday found that she was excellent on every point of sailing, exceedingly fast, and very stiff. With such a boat an owner can look forward to a hard blow knowing that the boat will stand up to anything short of a gale a new Takapuna boat will be enhanced by a set of Harvey aeroplane cloth sails'.

Less than a week later, in the Post of 1 Nov, we are told that at Worser Bay ... '*Demon*, one of the Harvey Idle Along class, was out for a spin on Monday and gave her crew a thrill and incidentally a wetting while fighting a fresh southerly with full sail'. The boat also blew over while on the beach, a hazard risked at many beach front clubs, especially in the Wellington area. That same issue of the Post carried an article introducing the Idle Along ... 'A new 12' 6" Class ...

designed by Mr. Harvey ... '. The 2-inch trim piece shown, in the official plans for the class, fixed to the stemhead brought the overall length to 12ft 8in. instead of the 12ft 6in quoted in the newspaper introduction to the class.

An examination of the club's early race records shows that *Kiwi* failed to get I-class recognition, and eventually sailed as Q13 - perhaps this early measurement difficulty is connected with the McKenzies resigning in 1935. The race records show that *Kiwi* often beat *Demon*, and on occasions gave her up to 4 minutes handicap in local races, which apparent speed differential no doubt heightened debate at the club about whether the boat conformed to the class measurements.

The race on 6 December 1930, the first on the season's programme, again at 6d per entry, saw G. Cain's *Demon* and N. McKenzie's *Kiwi* take part, starting on scratch, though one of the three Zeddies in the fleet, *OK Baby*, sailed by R. Rountree, won on handicap after a Mark Foy start in a fading southerly.

In the season's second club race, for the Charman Trophy on 13 December, we are told in the record book that 'Five boats faced the starter, in a two-reefer northerly, but owing to two capsizes the race was abandoned'. When it was resailed on 20 December, only two boats finished due to a light southerly failing altogether during the race, *OKBaby* winning again on handicap.

On Dec. 20 *OKBaby* won the Charman Trophy, and on Feb. 21 1931 *Ngaru*, sailed by J.Fisher, won the race for the Wellwishers Cup in a 'two-reefer northerly' in which only two of the nine starters finished. P. Irvine, sailing *Pastime*, won the Spiers Cup in a 'full sail northerly breeze' on Mar 7.

Throughout the rest of the season, in which a total of twelve races were held at the club, *Kiwi* was scratch boat, with *Demon* being given a minute or two depending on the weather, and Zeddies usually won on corrected time on what seem to have been generous handicaps.

R. Kerr signed off the race results as a correct record, and so appears to have been racing secretary, at least for the latter part of a season during which the shift from Takapunas to Idle Alongs was well under way, despite the apparent efforts of the as-yet unidentified club handicapper in making sure that the two-man boat often won on handicap.