

THE NEW ZEALAND CLASSIC YACHT QUARTERLY



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

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New Trophies from Auckland's Sailing Past

On 2 September 2000, the Association held its annual Prizegiving at the Ponsonby Cruising Club. The Association's growing collection of silverware was presented to winners and racing members received a Logan voucher for participation in Logan events and an embroidered burgee showing their successes for the season.

Following what is now becoming an established tradition, the formal proceedings were commenced by suitable nautical quotations, this year from E B White, an American essayist and children's writer. It was perhaps not unsurprising that E B White was recognised as an author of children's books by Lisa Duder, who won a bottle of Lindauer for her knowledge.



From left: The Couldrey Memorial Trophy, the Newcombe Trophy (made from an original silver cocktail shaker), the Mitchelson Cup, and (at rear) the new "No 9 Buoy" trophy, made from some of the debris following Victory and Teal's altercation with No 9 harbour buoy.

The Association was fortunate to be the beneficiary of two new trophies presented for the first time. The first was the Arnold ("Bill") Couldrey Memorial Trophy presented by the Couldrey family who were represented by his son Graham Couldrey. Graham recounted the importance Bill Couldrey had as the builder of many of New

Zealand's famous classic yachts including Little Jim, Waiomo, Aramoana, Tamatea, as well as a number of other yachts and launches.

After consultation with the Couldrey family, the Association will be awarding the trophy to the winner of the first race of the season. This year's winner was, most appropriately, Hamish Ross' Little Jim, the boat that launched Bill Couldrey's career in the construction of large yachts. The Executive Committee hopes the presentation of the spectacular Couldrey Memorial Cup will be a strong incentive for members to undertake their seasonal maintenance early and to be in the water for the season's early events.

This year, the Couldrey Memorial Cup will be awarded to the overall winner of the Ponsonby Cruising Club Centennial Regatta to be held on 14 & 15 October 2000.

The second trophy bestowed on the Association was from the Newcombe family, represented by Jean Newcombe. The Newcombes were best known for their yacht which Bill Couldrey constructed, and designed by Arthur Robb. The Association's Executive decided to award the trophy to the winner of the last race of the season, and this year's winner was Chris Smith's Moana in the Ponsonby Cruising Club Closing Day Regatta.

In the absence of a representative from the Mitchelson family, the Mitchelson Cup was presented by Mr Stan Jervis, the last surviving original crew member of Jim Mitchelson's Little Jim, to Malcolm Trask of Teal, after some good natured reluctance to part with it.

Prizegiving turned out to

be a Teal and Thelma beneficiary night, with Malcolm Trask's Teal taking the Logan Cup as the overall First Division New Zealand classic yacht champion, the Mitchelson Cup for the Te Kouma Race and the Scott Watson Memorial for the Patio Bay Cruising Race. In addition, Teal won the Trimmer Cup awarded by Auckland Anniversary Regatta for the Classic Yacht Passage Race in the Auckland Anniversary Regatta.

John Gorter's Thelma collected, in addition to the Logan Trophy for the overall Second Division New Zealand Classic Yacht Championship, the Queenie Gold Cups for being the first second division boat at Mahurangi, and the trophy for the first second division boat in the Around Rangitoto Race. John had to call on his son James and hardy crew members to assist in uplifting all the trophies and prizes won.

It is worth noting Ranger has, for the first time, acquired the trophy for the most guns of the season and there is good reason to suspect that she will dominate this trophy in future seasons now that she has been restored to the classic yacht fleet in first class condition.

A special award was made courtesy of "Civil

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Malcolm Trask, "Teal", winner of the Logan Cup with Chad Thompson and Hamish Ross

New Trophies from Auckland's Sailing Past

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John Gorter & Crew, from "Thelma", winner division 2.

Aviation" in recognition of the entertainment provided by Martin Farrand and friend during the Te Kouma Race, livening up an otherwise dull and frustrating drifting race as the fleet drifted with the tide around Passage Rock.

All Committee Members were involved in one way or another in making the Prizegiving a success, but the Committee would like to specially acknowledge the superb administrative efforts provided by Joyce Talbot.

Logan, the Association's sponsor, presented the winners with superb embroidered jackets, framed burgees and a voucher. Please continue to support the Logan brand of clothing to reciprocate the support they continue to generously provide the Association.



Some of the guests, including visitors from Hawkes Bay

CHANGES AT THE CYA

During the off season there have been some changes in the structure of the organising committee and the personnel behind the Classic Yacht Association.

Most notably, we regret the resignation of Chad Thompson, who was instrumental in the setting up and formation of the Classic Yacht Association and without whose sterling efforts the CYA would not be where it is today. Chad has resigned from formal committee activities only to avoid possible conflicts of interest while he sets up his new charter business, and the Committee wishes him well with this new venture.

Sandra Gorter has also been taking a break from putting the magazine together, and the Committee wishes to formally thank her for producing a magazine of which the Association is justifiably very proud. We hope you will bear with us as we try to match the high standards set by Sandra in the past.

Joyce Talbot is now fully in charge of day-to-day administration and affairs and members should contact her in the first instance with any queries.

John Webber (Solara) and Russell Brooke (Rawene) have joined the committee, which is now being chaired by Ray McElroy (Satanita).



Martin Farrand, "Scout" receiving his special "civil aviation" award.

Robin Elliott and I approached this book with some reservations about our ability to get into the characters of this impressive family and do justice to their qualities. In their lifetimes none of the Logans suffered fools gladly, while their standards of conduct and their physical skills were remarkable. It was easier to contemplate writing about such pioneers of Auckland yachting as the Waymouths, the Baileys or the Duders who had a more rambunctious side and were, perhaps, more fun.

Sometimes I think Auckland yachtsmen are not very interested in the soul, just in the boats and the good races and the good cruises and the good parties. But when you are embarking on writing seriously about the Logans, you must take into account other dimensions; there is integrity, there is an intellectual quality, there is soul.

I have always been in some awe of Jack Logan with whom I had some contact, along with my mate John Chapple, around the time Jack was sailing the 18 footers Tarua and Tekana and building the 18 footers Sluefoot and Quandary. Along with many other young North Shore yachtsmen we helped a little in that famous shed, his father's old shed on Ngataranga Bay where Arch had built the mullet boats Valeria and Omatere, the launches Doreen (now Coquette) and Ngaio, the speedboat Miss Masport and the crack 18 Matara, and we all came under Jack's spell.

John and I converted Jack's Pennant Class design Glee into the Q Class Caprice, while John designed and built (I helped a bit) the 12 footers Dixie, and later, the Inter-Dominion champion Flamingo, both based on the Glee design. Several years before, John's father Kingsley Chapple had Jack build one of his fine little clinker runabouts for their property at Lake Okareka.

I sailed with Jack on Bob Stone's Tekana on a picnic race to Island Bay one super summer day with a light westerly. I recall I was on trial as a possible for'ard hand. We won the race to Island Bay easily and, as was his custom, Jack put up the prize, a bottle of whisky, for the race back in the afternoon.

We were leading the close bunch as we rounded Kauri Point, and set the biggest nylon kite for the flat run down harbour. I was on the hoist and cleated the halyard to its miserable little two bob galvanised cleat on the mast. As I looked away, the one turn and a half-hitch, which was all I could get on the cleat, let go and down she came, under the boat, around the plate, to a chorus of catcalls from the delighted crews around us.

Jack quietly directed the retrieval of the embarrassing situation and we proceeded to win the leisurely race in a grim silence. I



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Integrity, Quality & Soul

WRITING THE LOGAN BOOK - BY HAROLD KIDD

ventured some derogatory remarks about the cleat. After we had pulled Tekana out at Okahu Bay, hosed her down and put her cover on, Jack turned to me and said, "We won't need you next week, Harold". I learned a lot from that episode. Don't blame the cleat, was one.

Since I can remember I heard about the Logans and Logan boats from my father. For much of my childhood we lived in London Street, St. Mary's Bay and later on the North Shore, in Calliope Road, at the Devonport end. All around, in both locations, were boatbuilders and yachtsmen, Charles and Alec Collings, Leon Warne, Dick Lang, the Bartons, the Giffords, the Tercels, then, on the Shore, the Woollacotts, the Masons, the Sutherlands, Colin Wild, the Spencers, the Brookes, the Salthouses; the list was endless. They were the days of the trailblazing offshore cruises, mostly in Woollacott shortenders, then of the flying 18 footers and of the exciting new 12 footers. Everywhere I went I inhaled this respect for the Logan name.

Even the two maiden ladies across the road that I mowed lawns for (at a shilling a week), the Inglis sisters, had sailed in Jessie Logan with their contemporary and friend, Jessie Logan herself, in the 1880s.

From my bedroom window I had a splendid view of the Devonport waterfront from the Ferry Wharf to the Philomel jetty. The boats moored there long-term were Cove Littler and Arthur Angell's Ariki (A3), "Ma" Sutherland's Marangi (A21), H.R. Speight's new shortender Jacqueline (F55), the ex-Spencer express cruiser Tasman and, to the west of the Iris Wharf, A.S. Miller's Moana (A9) and the Royal Naval Sailing Club's Tangaika (B11). But front and centre, straight out my window, was Ariki. I can still shut my eyes and see her image there.

Small wonder, then, that I was diffident about taking part in writing this book. I spent an awkward half hour or so at the Logan family grave at O'Neill's Point contemplating it all, but no adverse sign appeared, except that when I did attempt to engage in conversation with two elderly ladies sunning themselves on a park bench nearby, evidently knowledgeable local identities: I found them to be non-anglophone Russians. This seemed too Pythonesque to be a bad omen, however.

I was a coward and chose to write the period up to 1910, when Logan Bros closed down, plus Arch Logan's mullet boats, launches and keel yacht designs. The databases Robin and I have laboriously put together over the last ten years or so made it an easy task to put the bare bones of that together. Once I had established a rational boat chronology too, it was relatively easy to look at the Logans from a purely business perspective.

One big surprise that emerged was just how early it was that Logan Bros' production tonnage was dominated by launches. That it was 1897 did amaze me. Another was the fact that, although we had the Logan-built major yachts pretty well taped, "new" Logan-built boats kept on turning up, mainly launches and workboats, so that I'm sure we'll never get even close to a full list of everything they ever built.

Other insights popped up too. For example, all members of the clan, from Robert Sr through to Jack, regularly displayed a streak of derring-do which



resulted in Boys Own Paper feats that made them public heroes and must have helped mightily in selling their wares; but it was in contrast with their normal taciturnity and, sometimes, grim Scots dourness. Not that they did anything more than people like Johnny Wray or Dick Wellington or Harold George or Jim Davern or Chris Bouzaid or Peter Blake did later; but they did do it first and set the scene for Kiwi enterprise in yachting. We mention some of these Logan exploits in the book.

We have always thought that the Baileys were the best thing that happened to the Logans, and vice versa. However, we still don't

really know what the Logans thought of the Baileys, and vice versa. We do know that Arch would have nothing to do with the 14 foot One Design (X or Jellicoe) Class, but whether that was because of its "Bailey" origins or the inevitability of its politicization, we don't know, but incline to the latter view.

But there is absolutely no doubt that the intense rivalry between the two families, in their various trading entities, throughout the twenty years starting in 1890 lifted the game of both to such an extent that they both became as good at yacht design and construction as anyone else in the world.

One disappointment is that we still can't yet establish the exact provenance of the old warhorse May Belle. We put forward a theory that is as likely as any to be right, but can't be certain.

Robin then edited my text and made me shunt a lot into a series of tables; this makes the text flow better, without sacrificing the nuts and bolts. Then Robin, with his "Emmy" background, romped into the post-1918 centreboarders. He, too, was worried about Jack looming up, but then he struck Doug, Jack's elder brother, and came to a dead halt. Who the hell was Doug?

Then Robin started researching Doug's Army record and his death in action and worked back from there. I think he has done a fine job of portraying this complex character who, for example, managed to be a devout Plymouth Brethren, a Kiwi anti-tank artilleryman, and "a good bloke", all at the same time. Doug was also an absolutely superb helmsman but was so quiet that he could barely be heard giving the order to go about.

The effect on Jack of his brother's death was very deep, particularly the guilt he felt that he had been kept at home in an "essential occupation", and that he survived while his brother died. Fortunately we have some wonderful Hooker Bowden photographs of Jack that capture the man and almost make our words unnecessary.

Nonetheless, the responsibility of writing about these unusual men (and their equally impressive sisters) was an onerous one. Jack, himself, was a good, clear writer as his articles in the contemporary Sea Spray show. There was no way, therefore, that we could be glib or superficial. Whether or not we have succeeded, we will leave to you when the book hits the booksellers some time in January next year, impeccably timed to miss the Christmas sales rush.



Event Program 2000 / 2001

The coming Season's race program has a few changes from previous years and some additions given the success of new events last year. The Logan Cup Points Series continues to be our premier event - 5 out of the 10 races in the series counting for the Season Championship, starting with the Ponsonby Cruising Club's Centenary Regatta.

In addition we are also holding a Spinnaker Series for the first time which will include two new races: the Royal New Zealand Yacht Squadron's 75 mile Gulf Race on the 17th November, and concluding with the Hauraki Trifecta on the 28th April.

We have built on the success of the Patio Bay of previous years and this year for the first time we will be race / rallying down to the bottom end of Waiheke on the Friday night (1st December), breakfasting ashore at the Brighthouse's and Woolcott's, racing out into the Firth of Thames on the Saturday and finishing up ashore again for the usual festivities associated with this great event.

We are all looking forward to the ever increasing number of members joining in on the events that challenge their sailing skills, or interest their families' participation.

Friday & Sat 1&2 December

Race / Rally to Patio Bay - CYA Cruising

Late December early January - Christmas Cruise

Friday, 26 January 2001 - DYC Night Race to Mahurangi - Logan Series

Saturday, 27 January - Mahurangi Festival

Monday, 29 January - Auckland Anniversary Regatta Race - Logan Series

Friday - Sunday, 2 - 4 Feb - RNZYS Squadron Weekend - Spinnakers

Saturday, 24 Feb - RAYC Race for Classic Yachts - Logan Series

Saturday, 3 March - DYC Duder Cup - Logan Series

Sat & Sun, 10&11 March - CYA Picnic Weekend

Saturday, 24 March - RNZYS Round Rangitoto Race - Logan Series

Saturday, 31 March - Skippers, Crews and admirers Reunion Dinner

Sunday, 1 April 2001 - PCC V&V Day - Logan Series

Saturday, 7 April - RNZYS Race to Te Kouma - Spinnakers

Friday, 13 April - Easter

Saturday, 21 April - PCC Closing Day - Logan Series

Wednesday, 25 April - VCC ANZAC Day Regatta - Old Crews Day

Saturday, 28 April - RNZYS Hauraki Trifecta - Team Race - Spinnakers

Logan Series Points Races - 10, (with 5 to count) • Spinnaker Races - 6 (not part of Logan Series)

The Classic Yachts into the Viaduct

We have just concluded successful negotiations with America's Cup Village Ltd. to mount a season-long display of classic yachts on the island in the middle of the Viaduct from October through until September 2001.

After many inquiries as to where the classics can be seen as a group, we are at last able to present our yachts in a unique massed display for the coming 12 months. This is something that has never been done for such an extended period of time anywhere in the world.

We have had the unenviable task of selecting 20 pre WWII yachts for the display and are awaiting their response to the financial cost implications that goes with this invitation. Five owners have already responded positively.

Tourism New Zealand and Auckland City Council are very enthusiastic about the opportunity, as is Logan Clothing, and have offered their assistance in various ways to promote the display.

This will truly be a very special opportunity to present the yachting heritage we are so fortunate to be part of to Aucklanders and visitors from around New Zealand and overseas. Various events will be focused on this display for our members and other interested visitors. We look forward to your involvement and that of your friends.

Ponsonby Cruising Club Centennial Celebrations

PCC celebrates its centenary during the coming season. Note the planned events in your diary.

Centennial Picnic	4th February
80th Lipton Cup	10th March
Veterans Reunion & Regatta	31 March / 1st April
Centennial Book Launch	Nov/Dec
Casino Night	Feb/Mar 2001

Further Information from Ponsonby Cruising Club
PO Box 47 010 Ponsonby, or Telephone 376-0245.

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