

The New Zealand

THE OFFICIAL JOURNAL OF THE
CLASSIC YACHT ASSOCIATION OF NEW ZEALAND

In conjunction with the Ponsonby Cruising Club

P.O. Box 47010, Ponsonby, Auckland, N.Z.



CLASSIC YACHT

PROUDLY SPONSORED BY
LOGAN CLOTHING
QUARTERLY

Issue 7

January 97

THE Classic EVENTS CALENDAR

JANUARY 1997

24TH. NIGHT RACE TO MAHURANGI

25TH. MAHURANGI FESTIVAL

▶ 3RD RACE of the Logan Cup Series.

27TH. AUCKLAND ANNIVERSARY REGATTA - TRIMMER CUP PASSAGE RACE

▶ 4TH RACE of the Logan Cup Series

FEBRUARY

5TH. SQUADRON NIGHT RACE TO KAWAU

5-9TH. SQUADRON WEEK,

Races 5,6,7,8,9TH

- Printing ExPress Series- 1st February to 8th March 1997

14TH. RANGITOTO FESTIVAL

22ND CYA ANNUAL PICNIC, MOTUIHE ISLAND

▶ 5TH RACE of the Logan Cup Series

MARCH

1ST. GEORGE WINSTONE JNR MEMORIAL TROPHY * - Classic Race - DUDER CUP REGATTA DAY

▶ 6TH RACE of the Logan Cup Series.

8TH. TE KOUMA RACE, MITCHELSON TROPHY

23RD. PCC VINTAGE AND VETERANS

▶ 7TH RACE of the Logan Cup Series.

Co-sponsored by the Wooden Boat Workshop. Details to follow.

APRIL

12TH. RNZYS CLOSING DAY REGATTA

19TH. PCC CLOSING DAY REGATTA

▶ FINAL RACE of the Logan Cup Series.

25TH. VCC ANZAC DAY REGATTA

Old Crew Members Day

MONTHLY MEETING:

PONSONBY CRUISING CLUB

6PM, 2ND TUESDAY OF EVERY MONTH

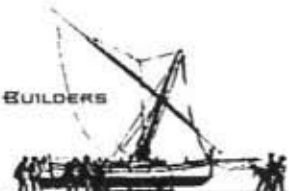
FOR SALE

Skipjack schooner 28'6" x 11' beam
Historic working boat of the Hauraki gulf
ph: Vern Harris (07) 866 3945

the
BOAT
Yard

TRADITIONAL BOAT BUILDERS

HOBSON WHARF
MARITIME MUSEUM
TELEPHONE 355 3395



Serious Racing

and, Farewell to a Classic Yachtsman

On 24th November the 1996/97 Logan series racing took off at great speed with the Akarana regatta. The race was a blast from start to finish with gusts up to 45 knots as the fleet sped down the harbour. The bigger yachts revelled in the conditions, powering through the water under full canvas, while the lighter boats did a balancing act- at times screaming along under full canvas, at times overpowered, booms carving a trough through the water as the gusts went through. The performances impressed the Herald sufficiently to warrant a half page spread the next day! Placings on handicap were: 1st division: Rawhiti (1), Ngataranga (2), Moana (3), 2nd division: Thelma (1), Alia (2).

The second event in the Logan series was a race from Browns Island to Patio Bay at the bottom end of Waiheke. The race turned into a tussle between Tamatea and the Little Jim for the entire race. (Doctor) Ross Cochrane and Hamish Ross fought each other for every wind shift, reaching and covering every last centimetre to the finish line at Patio Bay, but in the end the Little Jim beat the 'The Doc' and Tamatea by six inches. It was a memorable race- for the wonderful hospitality of the Brighthouse family, the superb restoration Russell has done on the Tawera, and also because it was 'Doc' Cochrane's last race.

On 9th January 1997, Ross Cochrane (71) died while in the cockpit of the Tamatea. Some of us only knew him as the owner and skipper of Tamatea, while a few knew that Ross had brought Tamatea, the only example of a New Zealand designed and built (Robb and Couldrey respectively) 8 metre boat, back to New Zealand from Fiji where she had been for over a decade. Others knew him as the man who had given the Tamatea new bronze floors, replaced the ribs and refastened

her in order to bring her to peak condition in time for the 1996 season, when she brought home the handicap honours in the PCC winter series.

An unassuming man of many faces, those from the CYA who went to his funeral discovered him to be a brilliant commentator on botany, a pioneer in remote sensing of plant identification by satellite, and a man truly loved and who will be sorely missed by his family.



Doctor Ross Cochrane (right) and Peter Hook (left) on board the Tamatea, Mahurangi 1996.

Ross Cochrane's love for his boat was legendary. Staff at the University remember Tamatea well because every year at enrolment time Ross used to hang a photo in the department to ensnare a crew from amongst the unwary students. They say the crew would often only last a season, but that didn't matter because a new crop would be coming through the next year! Ross was happy to spend hours telling of his experiences sailing and the people and boats he had known in the New Zealand yachting community of the past 6 or so decades. He donated a beautifully worked wooden trophy to the CYA for line honours in the Musto winter series which will now be named the Ross Cochrane memorial trophy in his honour.



Tamatea, 1995 Akarana regatta



Tamatea, Mahurangi 1996

75th LIPTON CUP

Interclub Challenge Race
for 22' L-Class Mullet Boats
15th March 1977

Also:

- 50th Leigh Race- 28th March 1997

For further information contact: Ponsonby Cruising Club
Ph 376 0245, A/H 834 8436

LETTER FROM THE EDITOR

Another racing season gets under way and we are changing our publication yet again as we attempt to find a compromise between the content and quality we want, and cost. I hope this will not upset too many people and that you will bear with us. The magazine sized format will return.

We have a wealth of material waiting to appear, including news of boats returning home from overseas, an article by Heather Szabo on the Valkyrien a 1929 Bailey schooner which has spent most of its life in Tahiti and America, and an article on overseas maritime museums. Look forward to the story of the Reverie, a pretty 25' 1923 Albert Strange design owned by John Davis of Warkworth.

By the time you receive this newsletter the Mahurangi regatta will be over for another year. But come along to the CYA picnic (see attached ad) if you can possibly make it, it will be a great day for sailors and for all the family.

Sandra Gorter.

ANTIQUITIES ACT 1975 - IMPORTANT AND HISTORIC NEW ZEALAND YACHTS

by Hamish Ross, partner, Bell Gully Buddle Weir

One of the principal objectives of the Association is the promotion and encouragement of the preservation of New Zealand's yachts, including launches.

The Association has become concerned, particularly now there is increased international focus on New Zealand yachting, that there is now a significant risk that New Zealand may lose a number of important historic vessels through overseas persons purchasing them with the intention to export them from New Zealand. Prices of classic vessels are substantially higher in North America and Europe than they are presently in New Zealand.

The Antiquities Act 1975 applies to all boats more than 60 years old where they are of natural, historic, scientific, or artistic value or importance. Before a vessel of this description can be exported from New Zealand the consent of the Secretary of Internal Affairs is required. New Zealand Customs are aware of the rules relating to the export of yachts, and their inspectors will ensure permission to export the vessel has been given before giving customs clearance.

In determining whether permission to export a historic yacht will be granted the Secretary will have regard for:

- Its historic, archaeological, scientific, cultural, or special national or local importance.
- Its spiritual or emotional association with the people of New Zealand.
- Its rarity.
- The extent to which some articles are held in public ownership in New Zealand.
- The probable affect of its removal on historical, scientific study or research in New Zealand.
- Any other matters the Secretary considers to be relevant.

The Department of Internal Affairs has invited members who would like to ensure future owners of their vessel comply with the Antiquities Act, to request from the Department a ruling whether their yacht would be classed as an antiquity and outlining the export restrictions that apply that could be passed on to any future owners.

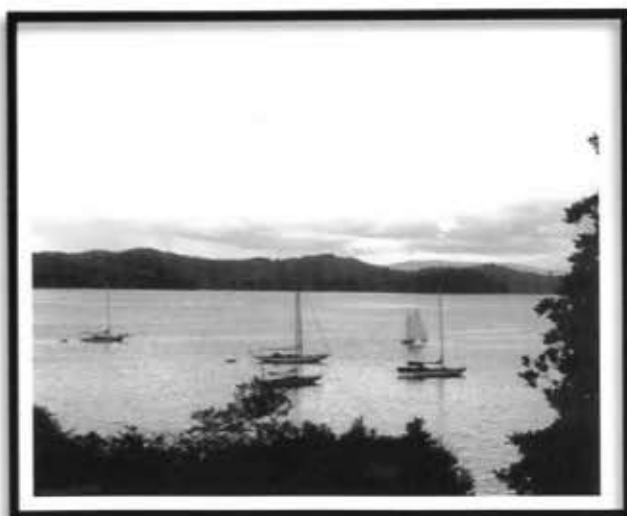
The Association has agreed to assist the Department in relation to any applications.

If you wish to write to the Department to obtain a ruling as to whether your yacht would be classified as an antiquity, requiring consent to export from New Zealand, you should write to:

The Secretary of Internal Affairs
Department of Internal Affairs
PO Box 805
Wellington

Attention: Cassandra Bates, giving full details of your vessel as well as its history.

The Association would like to encourage members owning yachts falling within the description under the Antiquities Act to do so, so that a national register of yachts can be established and maintained by the Department with the assistance of the Association.



in Thebus pulls into Patis Bay. Boats left to right: Victory, Amotea (Kororarua), Anover, Heterons

Jessie Logan

by Harold Kidd

In the mid '40's my family was living in Devonport. I mowed lawns for two elderly sisters across the road, the Misses Inglis, for a shilling a week. I was campaigning a long-in-the-tooth Idle Along at the time, so they would tell me tales of their own early yachting days, in the '80's and '90's, but the names of the people (apart from Logan and Bailey), meant nothing to me.

Then a friend of the family gave me the second edition of Little Ships by Ronald Carter for Christmas. The Inglis sisters became quite excited when I showed it to them, but were particularly thrilled when they saw the photo of JESSIE LOGAN still surviving in Motueka.

They told how they were friends of the Logan family and knew Robert's daughter Jessie well. They had sailed on JESSIE LOGAN many times. They gave me the very clear impression that Carter's book was inadequate and inaccurate as an overview of New Zealand yachting. So much was left out.

Many years later I found JESSIE LOGAN at Nelson, moored inside Haulshore Island. Even though she looked pretty tacky, I made up my mind to do something about her one day, when the time was right.

Years later, I was in Nelson one Christmas and found 'JESSIE' at Paul and Alison Winter's place at Richmond. She had come ashore some time before and been damaged. Their children were using her as a

frankly amazed at what I saw. Measuring 28'24"/8'6", 'JESSIE' looked to me for all the world like a Young 88 with a little counter stern instead of a squared-off transom. And hell, she was a centre-boarder!

Despite being deeply suspicious of Little Ships for many years, I had bought the concept of 'JESSIE' being a keel yacht as Carter portrayed her... "of fairly heavy displacement; deep sectioned... slack in the bilge, and ballasted well down in the water." Then too, 'JESSIE's history is bowdlerised and distorted in Carter's book and its subsequent regurgitations. I started some basic research into contemporary sources, the New Zealand Herald, the Auckland Star, the Observer, and so on. Carter had her being built for Walter Jones of Ponsonby. Titchener says she was named after Robert Logan's wife (who was actually Margaret), and says that Jones, "a wealthy Auckland merchant", took her to Wellington and won major races there.

The facts are that Robert Logan built 'JESSIE' in 1880 for himself and named her after his daughter Jessie. Walter Jones was, in fact, a 20 year old storeman with LD Nathan's at the time, and a hotshot Open Boat skipper. He did sometimes crew with Logan, and Logan built Magic, a 25' Open Boat, for Jones later in 1880. Logan intended to make his name as a builder in racing 'JESSIE' (and he achieved this overnight in the 1880 Anniversary Regatta), and to flog her off afterwards. In the terminology of the time, she was built "on spec". The then accepted method of disposal was used by Logan too; she was sold by Art Union, or lottery in November 1880. 'JESSIE' was won by James Ansenne, a clerk at Goldies' timber mill.

Jack Bell, Logan's crack skipper, sailed 'JESSIE' for Ansenne in the 1881 Anniversary Regatta for a win and there followed: match raced for the benefit of the bookmakers against Bailey's TOY, for example. Ansenne sold her in November 1881 to Cotter and Biggs. Biggs won most of his races but pulled a few for the bookies. In 1884 she was bought by H Wilson and John Wiseman. 'JESSIE' was beaten in the 1884 Regatta second class yacht race by CB Stone's new Logan-built TAWERA, at nearly 7 tons rating a much bigger boat. In June 1885 they sold 'JESSIE' to our friend Walter Jones. He sailed 'JESSIE' to the limit, scarcely losing a race, beating off newer challengers such as the Weymouth's MAPU.

All went well until, after Jones' easy win in the Anniversary Regatta of January 1889, the Weymouth's came out with an unfounded allegation that Jones had shifted ballast. But the attack worked, as Jones refused to race in the next AYC race against MAPU.

Then "someone" tied a bucket to the bottom of 'JESSIE's bobstay, and the brass rooster that Jones had put on her mashead to laud her

victory over MAPU was removed, the Observer said, "something more than theft prompted the deed". Then the AYC introduced handicapping for the first time. Clearly 'JESSIE' was the target. Jones decided it was time to let go, and sold her to Williams and Dixon of Wellington. She went down by steamer in October. The Observer reported that her departure for Wellington was "hailed with delight", and that races in Auckland would have more entries in future.

In Wellington she was disbarred from entering the large yacht race in the Anniversary Regatta of January 1890 because she was "under tonnage", so she cleaned

up the second class yacht race, disposing of the Bailey-built Pet in short order. And so it went on. Except when she suffered damage, she was invincible in Wellington too. Chas Bailey was given an open order for a yacht to beat her. This was MAHINA, delivered to JR Gibbons per SS Talune in October 1891. She was a 36'26"/6'6"/5' keel yacht rating at 5 tons, with all the contemporary bells and whistles. 'JESSIE' was by now 12 years old. There was a lot of interest in the 1892 Wellington Regatta 2nd Class race and a lot of money on it too! In the event, this long-awaited match between the legendary 'JESSIE' and the new Bailey boat was a fizzer, as 'JESSIE' had to retire with broken chain plates.

'JESSIE' was sold soon after by auction to Nelson owners. Not surprisingly, she soon became undisputed champion of that port. About 1895 she was



Jessie Logan 1880

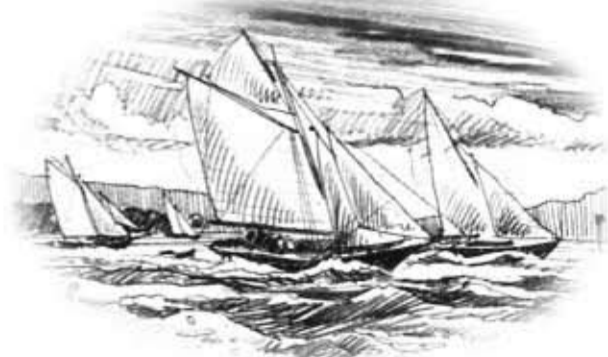
About mid-1905 she was converted to an oil launch and used around the Sounds and Nelson for another 80-odd years.

The above (necessarily shorted), tale of 'JESSIE's life story surely proves that the clinically researched truth is a miles better story than a mess of false assumptions based on anecdote alone. Robin Elliott and I have a book in preparation on the Logans, from Robert Senior to his grandson Jack. Hopefully, this book will lay to rest some of the hoary myths about them and their boats, and be a much more interesting yarn to boot!



THE CLASSIC YACHT ASSOCIATION

Annual Picnic



AND OLDE BOAT RALLY

This promises to be 'The' event of the Classic Yacht Association year. Open to all members / families and friends, a picnic on Motuabe Island, Saturday 22 February 1997. A day of fun, food and frivolity with a monster 'Tug of War', dinghy races, lolly scrambles, Live music and much more. To finish this truly magnificent day off a gourmet BBQ will be supplied by the Classic Yacht Association. Don't miss the event of '97. Mark it in your diary and we'll keep you posted with more details to come.

LOGAN

Contacts:

The Classic Yacht Association of New Zealand (Inc)
PO Box 47 010, Ponsonby, Auckland, NZ

Racing Greg Scopas 520 9473

Social events: John Gorter 292 9100

Hamish Ross: 298 2143, Chad Thompson: 378 6271

Editorial: Sandra Gorter 292 9100

Southern Connection

Mike Rossouw has been busy organising events for the classic yachts in Lyttelton. Restorations on the Clementina, the Malaya and a new rig for the Cherub have been well received by the southern press which have also given great support to the regattas which have been happening every 3 or 4 months. The next regatta in Lyttelton is Easter Monday. Mike can be contacted for details on (03) 389 9299.