



# CLASSIC YACHT

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LOGAN CLOTHING  
QUARTERLY

Issue 8

April 97

## THE Classic EVENTS CALENDAR

### APRIL 1997

- ▶ 12TH. RNZYS CLOSING DAY REGATTA
- ▶ 19TH. PCC CLOSING DAY REGATTA
- ▶ 25TH. VCC ANZAC DAY REGATTA

Final race of the Logan Cup Series.  
Old Crew Members Day.

Invite your yacht's crew from yesteryear to race, or to meet afterwards at the Victoria Cruising Club to pass on their sailing tips and stories. Start time: 12 noon.

**Tuesday 12th August:** CYA Annual General Meeting. Come along and have your say.

**Start lines** are off Westhaven unless otherwise stated.

**For race enquiries and entry forms please contact:**  
Ponsonby Cruising Club: 376 0245, R.N.Z.Y.S.:  
378 6286, Victoria Cruising Club: 376 4494.

**MONTHLY MEETING:**  
PONSONBY CRUISING CLUB  
6.30PM, 2ND TUESDAY OF EVERY MONTH

## Logan Series Placings

Placings to date  
with 7 out of 8 races completed  
in the Logan series are:

**A Division:** Ngataranga, 400 pts; Little Jim, 361 pts; Rawhiti, 344 pts; Teal, 331 pts; Prize, 209 pts; Moana, 190 pts; Victory, 92 pts; Katrina II, 85 pts; Waione, 84 pts; Tamatea, 78 pts; Ranger 70 pts; Ta Aroa, 46 pts; Hinemoa, 40 pts; Softwind, 31 pts; Aronui, 24 pts; Iorangi, 20 pts; Sorceress, 19 pts; Jeananne, 18 pts; Tawera, 16 pts; Aorere, 14 pts; Frances, 10 pts. **B Division:** Nomad, 150 pts; Gleam, 130 pts; Thelma, 120 pts; Yum Yum, 80 pts; Jonquil, 70 pts; Lexia, 62 pts; Alia, 36 pts; Vanita, 32 pts; Reverie, 32 pts; Irene, 20 pts; Dolphin, 10 pts; Kathryn Ann, 10 pts. Our thanks to Chris Smith (Moana), who is in charge of Race handicapping.



### MAHURANGI REGATTA

Conditions at the start of the Mahurangi regatta were tight and exciting with over fifty boats converging on a 50 meter start line. Some of the yachts had come from as far afield as Kerikeri, and it was all worth it with perfect sailing conditions in a 10-15 knot breeze. The wind unfortunately didn't hold out for the entire weekend and the yachts which didn't moor at Mahurangi for the week braved an unexpectedly stiff breeze back to Auckland. The race, and the barbecue back at Scott's landing were well organised and a very pleasant weekend was had by all.

Waione (32) chases Teahine (6) and Prize (15) Mahurangi Regatta 25th Jan 1997  
Courtesy Bob Wharton, Sails Photography

# Ponsonby Cruising Club's Logan Vintage & Veterans Regatta

*After the perfect racing conditions of the 1997 Mahurangi regatta, the Ponsonby Vintage and Veterans crew was a real sailor's challenge in light air up the Waitemata.*

Wind shifts were sought all over the harbour, but not all were in the right place at the right time to capitalise and the fleet was well spaced out before they made it to the first buoy. Knowledge of the local tidal streams and wind eddies was crucial to a good performance. The PCC decided to shorten the course to ensure a

4.30pm (A division) or 5pm (B division) finish, and many of the boats finished very close to this time. Little Jim crossed the line first in the A division after a superbly sailed race 11 minutes ahead of her closest rival the Ngataranga, and Prize and Rawhiti were over quarter of an hour behind Ngataranga. Nomad was first in the B division, having had a tussle with the A division race horse Moana for much of the race - a testament to the lack of wind. There was a good turnout with ten boats racing in each division. Logans kindly supplied the spot prizes this year and many people went away with their wardrobes well supplemented and pleased that the prizes were well spread around. Our thanks to John Matheson previously of the Wooden Boat Workshop for his support for the classic yachts in past years, and his lovely traditional clinker built dingies. Prizes awarded on the night were:

**Fuller Cup** for 1st on handicap, Little Jim. **Champagne Jacquart trophy**, 1st handicap 2nd division, Nomad. **Keith Hughes trophy**, Oldest skipper, Hub Gee. **Thelma cup**, for first gaff rigged boat on handicap, Nomad. **Ron Shaw trophy**, 1st handicap Mullet boat, Tyros. **Lloyd Brookbanks Tiller**, 2nd handicap mullet boat, Girlie.

## The first annual race for the Mitchelson Trophy to Te Kouma

held on Saturday 8 March, was organised by the Royal New Zealand Yacht Squadron for the Association. The wind came from the SE necessitating a slog up the harbour, and the Little Jim showed how devastating she can be in the light. After a tacking duel with Rawhiti to Matiatia, she gave the lead away to the Prize while her short handed crew struggled to reef her down as the wind came in. By the time the fleet rounded Gannet Rock there was a 30 knot SE and a 1-2 metre swell running to Tarahiki Island. Rawhiti and Ngataranga took a single very long tack, seemingly all the way to Coromandel, whilst Prize, Little Jim and Katrina II chose to hug the coast off Waiheke in several short attacks. The results of the course tactics were mixed, with Rawhiti first across the line, followed by Prize, Little Jim, Ngataranga and Katrina II. The fleet anchored in Squadron Bay where newly found musical talents were discovered on board Katrina II (Mark "Doobie Brother" Bartlett and Ces Tong) who proceeded to entertain not only the classic yacht fleet, but the rest of the RNZYS until the guitar strings gave way. The party was quietened down comparatively early by a passing rain squall. The Mitchelson trophy, as reported earlier, has been donated by Christine White, the daughter of Jim Mitchelson, in memory of her father who owned and raced Little Jim from her launch in 1934 until the early 1970's. The event for which it is to be awarded annually, the Te Kouma Race, was specifically chosen as Jim Mitchelson's fondest memories in yachting were races and cruises to Te Kouma in the company of other yachts, many of which form part of the Association's fleet. Jim Mitchelson's grandson, Harry White, is a regular crew member on Little Jim, as is Robbie Atiken, the grandson of an original crew member, Ben Tosswill. Hamish Ross.



Thelma, Yum-Yum, Irene & Alia at the start - Courtesy Bob Wharton

## LETTER FROM THE EDITOR

As the summer draws to a close we look forward to the season of annual maintenance. The next magazine will be coming out with the dates to mark in your calendar for next year's Logan series, in September, in time to prepare you for a new season of racing.

When we ran Hamish's article in the last magazine on the Antiquities Act and taking the old boats offshore, we didn't realise that one of our members would be going offshore quite so soon, and in quite such a tragic fashion. It was very sad to hear about the loss of the 1928 Lane built, Watts (USA) design vessel the 'Queen Charlotte', in cyclone Justin in the coral sea. Our thoughts are with the family of Bob Cornell and the families of his crew.



Speaking of Hamish, our congratulations to the newly appointed America's cup New Zealand lawyer to... The New York Yacht Club! (PACT 2000, Young America).

While we're on the topic of things American, in the last few days our steering committee have been enjoying the company of a visitor from America Mr Halsey Herreshoff, grandson of the famous Francis L. More on his visit next time.

Chad has put out a call for members to show our appreciation for the support of the Ponsonby Cruising Club by joining the 'Ponse'. They have an excellent racing programme and the clubhouse will soon be redeveloped to make after race relaxing even more enjoyable.

Queen Charlotte's photograph is provided by Terry Fong of AFA photography. Terry also provided the photographs of the Tamatea on the front page of the last issue. Thanks for your support Terry

Sandra Gorter.

## MEMORIES OF A VICE REGAL TRIP ON THE DUNEDIN HARBOUR,

...AND ANDREW PARKER BOWLES.

In 1963 during a vice regal visit to Dunedin the OPYA yacht club was asked if they could accommodate the Governor General on a day sail from Port Chalmers. Sir Bernard Fergusson was known to enjoy his sailing, and the OYC chose the Thelma (now in Auckland), for the occasion because as well as being the champion boat on the harbour, she was then known as the old lady of the harbour.

Co-owner Elva Carey prepared tomato sandwiches and scones but when the Governor General's aide-de-camp arrived there was some disagreement about the suitability of these for the vice-regal lunch. The aide-de-camp turned out to be none other than the ex-husband of the now infamous Camilla Parker-Bowles. Elva and her daughter Gaynor remember Mr Parker-Bowles as quite a nice young man but with holes in his dirty sandshoes and having some evidence of having consumed whisky the evening before. Anyway, Mr Parker-Bowles arrived at Port Chalmers without having had his breakfast, and it was soon evident that the cause for dispute over the Governor General's lunch was not a matter of taste or preference, but was more influenced by Mr Parker-Bowles's lack of breakfast! Elva was soon able to remedy this situation!

Sir Bernard Fergusson was a very pleasant man, and during the sail around the harbour with the Royal Standard flying, the incuma passcu a dnuu in Japanese seamen waving enthusiastically. Bearing in mind that it was a mere eighteen years since the end of World War two, Sir Bernard gave a rather earthy account of how he would have preferred to answer the Japanese salutes.

Gaynor and Colin the Carey children (now in their late 40's), were serious racers aboard the Thelma at the time and made up the numbers on board that day possibly because they had become an immovable part of the fixtures and fittings. (!) Gaynor remembers being occupied downstairs transferring Elva's sandwiches and scones from cake tins to the best china, when she was interrupted by the effervescent Mr PB who asked what she was doing. When she told him, he promptly took a handful of food in each and transferred the lot to a cake tin lid, passed it out the hatch and said to Sir Bernard, "here, eat this..!"

Thelma returned to Port Chalmers without incident and Sir Bernard expressed his gratitude for a very pleasant day out. The epilogue to the day came a short time later when Sir Bernard sent the Careys a bottle of whisky to thank them for the sail. This arrived via the local traffic officer who delivered it to their door. Elva, who never drinks whisky at all, for some unknown reason said to the traffic officer, "Good, I'll be able to drink this before my husband gets home". The officer answered with, "Oh no madam, its far too good for that!"

Sir Bernard Fergusson was to go out in Thelma a further two times while visiting Dunedin. A further trip which was to include Lady Fergusson which was cancelled due to the weather.

### SOUTHERN CONNECTION

The Lyttleton arm of CYA held their Easter regatta on Monday 31st of March, with good support from 8 yachts and a few old launches. 1st and 2nd places went to the Bermudian rigged Lyric and Bona, with the gaff rigged Kotiti, Clementina and Cherub not far behind. All credit to Mike Rossouw for organising the events. They don't qualify for the Logan prizes yet, but with the performances they're turning out the Northern CYA racers had better look to their laurels- and their prizes!

# Reverie

by John Davis

was built for Doctor Chesson of Auckland by Bob Brown at Northcote in 1923/24

to a design by Albert Strange. Nip Miller told the late Ron Oliver (former owner of Reverie) that there was no expense spared, with impeccable workmanship to the design of Albert Strange. Nip Miller, Ron Oliver understands held the dolly whilst riveting up. I have been told that Doctor Chesson wanted to call Reverie, Quest. Quest is designed by Doctor T. Harrison Butler and when I last heard, is now over in New South Wales, Australia.

Ronald Carter's "Little Ships" states, "Following the Delville (\*now Kotuku) in 1923, the late Mr RB Brown of Northcote, built Reverie for Doctor Chesson of Auckland.

This fine little craft was built from a design by the late Albert Strange of England, and measures 25 feet overall, 7'6" beam, and 4'6" draught. She is rigged as a Bermudian Sloop, having a sail area of 450 square feet. On her keel outside she carries 30cwt of iron ballast. Nothing was spared this yacht in the way of time, workmanship, or material and when she was launched, this 21 foot waterline craft had cost her owner £600.00!" (1) Ronald Carter must have thought a great deal of Reverie to have written such a story about the new type of cruiser. The Albert Strange Association (UK) had a photo of Reverie but when it

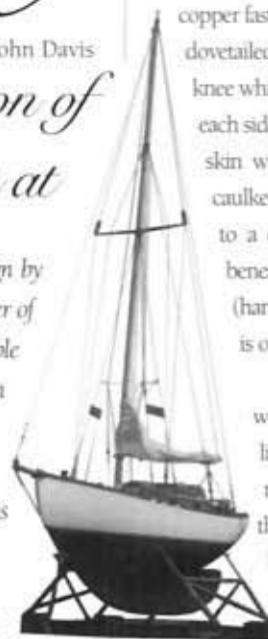
was shown to me it was not my boat! The boat in the photo was gaff rigged and had a counter stern. On the back in brown ink "about the same dimensions of Memory", (taken to be Harrison Butler's writing, as the photo came from Joan Jardine Brown), and in pencil beneath, "This Memory refers to a HB design built in N.Z.". This 'Reverie' was in existence when Ron Oliver purchased Reverie, was 23 feet and was known as "Little Reverie" and was moored at Devonport. She was gaff rigged.

Memory was built for Lincoln Wood according to Ron Oliver. I met up with Memory at Kawau Island a few years ago and was shown on board. Mr Bunty Palmer said to me that he used to sail on Reverie as crew for Doctor Chesson and son, Bunty Chesson. The two crew having like Reverie wanted something similar but bigger.

According to Ron Oliver, Reverie's second owner Ashton Spenser who bought Reverie sight unseen from a photograph in 1938/39. She was definitely bermudian rigged and (Ronald Carter's book also states), the sails were hoisted and lowered from the cockpit. Ron Oliver had been informed by old time yachtsmen that there were only three bermudian rigged keel boats in Auckland in the twenties and they were - Ngatua (Col. Wild built for Winstons), Delville (by Col. Wild for himself, later named Kotuku), and Reverie. Some owners of Reverie are: Doctor Chesson, Ashton Spenser, Maurie Bates, John Ellis, George Dickson, Ron Oliver (1954- 1970), Graham Week, Eric Kayes, Colin Lewis (1982-84), and myself, 1984 to the present.

During my ownership I have had a new wooden mast built, and I have rebuilt the cockpit. Reverie is a single skin carvel built planked in full length kauri. She is framed at 6-7 inch spacing with 2 inch floors at every 2 frames except in the way of the mast, and fore and aft at every frame. She is copper fastened. Her floors are neatly dovetailed together and forward are dovetailed into the stem knee. The mast steps onto the end of the stem knee which is bolted onto the keel. She has one full length bilge stringer each side. She still has her original deck and cabin top. The deck is twin skin with canvas between. The upper planking is one inch thick caulked puttied and painted. All up she weighs five tonnes according to a crane during haulout. She has two bunks, (water tanks beneath), a primus stove and an eight horsepower Yanmar diesel (hand start), although she was built without an engine. The shaft is on the port quarter.

I have had a lot of fun and adventures with Reverie, she sails well and is light on the helm and has proved to be a dependable little boat. She has a good motion, a solid feel to the boat's movements through the water. Besides being a good passage maker there is the joy and pride in owning a pedigree yacht built of beautiful wood with the skill of caring craftsmen. I think Albert Strange was a genius of a designer, his proportions are excellent and his scale and balance perfect to the eye.



(1) Ronald Carter, Little Ships, Page 127, 128



Reverie

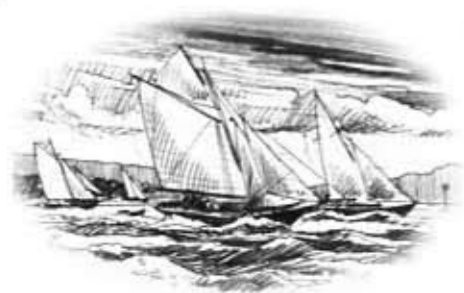


Saturday 22nd February was a perfect day for the CYA picnic. The boats which had sailed down to Motuihe on Friday night rowed ashore around mid day for a quiet gathering on the beach and retreated either to the shade of the trees, or to the water for a swim while the sun made its way across the cloudless sky. The Logan flag and CYA pennant were raised at mid day. Around 4pm the children decided that the adults had had enough relaxing and started a game of cricket. The competitive spirits soon came to the fore. The crew of the Tamatea triumphed in the field taking 4 wickets in 4 balls on one occasion, and the team from the Reverie clocked up too many runs to count in an embarrassingly short space of time.



Steve Horsley was in charge of the afternoon's activities. After a lolly scramble for the children large and small, an egg throwing competition got underway. The crew of the Rawhiti threatened to be the serious contenders when they striped down to their togs from the start, but it was the crew of the Tamatea who were the last to be left with egg on their faces - literally! The advantage of having a chef on the steering committee was apparent

at the BBQ. Not satisfied with precooked sausages wrapped in bread with Watties sauce, Greg organised lightly toasted french bread to go with superior sausages and chops. The salads which emerged from the Ngataranga were truly delicious. There was a good attendance, especially of the smaller boats which aren't seen so often. As the sun set on the crowd around the fire, all agreed it had been a lovely family day for the CYA.



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