

Summer 1990 Vol.2 No.4

Bearings

HOBSON WHARF

Auckland Maritime Museum

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THE SPIRIT OF SAIL TRAINING A FURTHER LOOK AT THE SCOW
RESKINNING THE NGOIRO PIRI PONO: A 1920s SPEEDBOAT DOWNWIND IN THE LIGHT

FIRST AROUND THE WORLD.



HOBSON WHARF

Auckland Maritime Museum

P.O.Box 3141, Auckland, New Zealand Ph: 366-0055

Bearings**EDITORIAL**

In *Travels with Charley*, John Steinbeck reflects on his home in Maine before setting out on a journey to rediscover the United States. Perched above the bay where his boat lies, he observes that Maine doesn't have a climate — only weather.

We have had our share of "weather" these last months, but there is now more than a little "climate" in the air, and summer looks good. While the north suffered a miserable and infuriatingly consistent cycle of wet, winter weekends, the south began to ring with the word "drought". But remembering the warmth of last summer, we can now anticipate gentle, warm days afloat.

This year has been an odd one — a year of ritualised celebration for New Zealand that wasn't as awful as some had anticipated, nor as celebratory as others had hoped. In most respects, it was just another year.

But 1990 was a year of great expectation for Auckland, a year which we entered full of grand anticipation of the preparations for an America's Cup defence that would wrench the city from its financial and psychological malaise. Happily for some, unhappily for others, that did not happen. We were denied the opportunity, for the time being.

Recently, the Farr 1020 MRX match-racing fleet was launched, and much of that indomitable New Zealand sailing spirit was in evidence. Despite the rhetoric, the speeches, and the compellingly enthusiastic commentary by Peter Montgomery, the New Zealand maritime ethos and determination had to be recognised.

We are a great maritime people and skilled sailors.

1990 has been a year of both frustration and achievement for HOBSON WHARF. The project has found itself battling with harsh economic conditions, bureaucracy and, worst of all, indifference and apathy at times. For all that, it has obtained increasing political goodwill and support from central and local government, generosity from donors and sponsors, large and small, and a groundswell of support from ordinary folk that is threatening to assume tsunami proportions.

This magazine is now well-established, and the Museum project has reached a stage at which it will be ready to start construction early in the new year. Needless to say, the trustees and the staff of HOBSON WHARF feel pretty good about that. The collection has been growing and the basis of a good national watercraft collection has been established.

In the end, as all the difficulties of 1990 begin to fade, what remains is a splendid achievement, a fitting tribute to World Maritime Heritage Year. Auckland is about to finally realise its long-held ambition of creating a national maritime museum worthy of the Maori and European navigators who founded this country and whose spirit lives on in every New Zealander.

Rodney Wilson

CONTENTS

- 2 LETTERS
- 3 THE SPIRIT OF SAIL TRAINING
by Tessa Duder
- 14 A FURTHER LOOK AT THE SCOW
by Cliff Hawkins
- 22 PIRI PONO: A 1920s Speedboat
by Rodney Wilson
- 30 DOWNWIND IN THE LIGHT
by Peter McCurdy
- 32 A FERROCEMENT SKIN FOR THE NGOIRO
by Jim Mason
- 36 THE BOOKSHELF
- 37 AILSA: CO-OWNERSHIPS
- 38 A SUMMER PUZZLE
- 40 BOOKS
- 44 SERVICES DIRECTORY
- 45 MUSEUM NEWS
Edith Winstone Blackwell Trust Gifts
The Collection
The Library
- 48 DITTY BAG
News and Events
Guarding the Upper Harbour
Association News
- 57 THE FRIENDS OF HOBSON WHARF

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COVER PICTURE

THE SPIRIT OF NEW ZEALAND on the Waitemata Harbour.

(Rob Tucker Photography)

LETTERS

Bearings readers are invited to write on any subject to do with HOBSON WHARF or maritime matters generally. We ask that letters be signed — no noms-de-plume please — and the address of the writer must be given, not necessarily for publication. To prevent confusion, letters must be legible, double-spaced and

preferably typed. Some editing may be necessary for reasons of space but every effort will be made to preserve the writer's intention. Photographs may be included; please identify subject and photographer.

Please have your say — your information, ideas, opinions and queries are awaited.

I would like to congratulate you and your staff on the production of your *Bearings* magazine. When the Museum achieves the level of your literary excellence, I believe that all New Zealanders will have our important maritime heritage preserved as it should be.

In the age of instant, throw away, computer-based solutions of our modern society, the world would need to have a benchmark on which, from time to time, it can remeasure its progress, or lack thereof.

I felt your editorial on the assumption that those who own a yacht, motorboat, or other forms of maritime transport were "rich" was also timely and accurate. Rich has two meanings — there is rich reward in the enjoyment of our maritime playground and the cost in dollars which is quite another matter.

From my tin canoes, the building of one of New Zealand's first modern multi-hulls thirty years ago, to my present keeler, I have found that it is personal hard work, along with other

sacrifices, which is the price required to be able to enjoy leisure time afloat.

As you can attest, when we were recently working side by side under clouds of old and new paint on our two pride and joys in the boatyard, we were but two of a large number of "do-it-yourselfers" all hard at work whilst those who accuse us of wealth were most probably at the Golf Club, Bar, T.A.B., or pursuing other forms of leisure.

Registration of craft is voluntarily undertaken by yachtsmen and registration of all craft may relieve the growing problem of "hoons" on our waterways.

Keep up the good work.
Kindest Regards,

W.K. McCook

Thank you Bill for your warm letter — it was all the more welcome coming from a yachtsman and sail training director of your experience. — T.L.R.W.



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THE SPIRIT OF SAIL TRAINING

by Tessa Duder



*Trainees at work aloft on the SPIRIT OF
NEW ZEALAND.
(John Klingenberg)*

At times of national or civic celebration — sesquicentennials, Anniversary Days and Whitbread fleet departures — Aucklanders turn to the Waitemata and square-riggers for the grand spectacle.

Recent years have seen a renaissance of square-riggers on the harbour. Some have been visitors, here for brief official calls or longer spells of charter work: the SOREN LARSEN, EYE OF THE WIND and TRADE WIND from Great Britain; the ANNA KRISTINA and the ANNA ROSA from Norway; the WHITE WINGS from Canada; the YOUNG ENDEAVOUR, the JESSICA (XXXX) and the BOUNTY from Australia; and, occasionally, the Chilean naval ship ESMERALDA.

Others are the small fleet of New Zealand-built and based sailing ships — the BREEZE, built at Coromandel, and now the flagship of the Auckland Maritime Museum; the R. TUCKER THOMPSON, built at Mangawhai; and the three Auckland-built ships FRITHA, SPIRIT OF ADVENTURE and SPIRIT OF NEW ZEALAND.

Although these vessels boast the noble bowsprits, lofty yards and white squaresails of traditional square-riggers, they do not ply the oceans as traders. The purpose of some is educational, others charter vessels; some combine both. Some are run by charitable trusts; others by professional navies or private owners.

Herein, lies the paradox in the general public perception of sailing ships and sail training. The terms are not necessarily as closely connected as they may seem.

The public may see the grandeur and mystique of a square-rigger under



Trainees at work on the SPIRIT OF NEW ZEALAND.
(John Klingenberg)

sail; but those connected with the SPIRIT OF ADVENTURE and the SPIRIT OF NEW ZEALAND see a different reality. They see the organisational and educational skills which lie behind a successful sail-training enterprise.

The Spirit of Adventure Trust has had seventeen highly successful years of sail training, and it is entirely consistent with its aims that its two ships should be included in the overall concept of the Auckland Maritime Museum. Present plans will see the two ships berth in the basin between Princes and Hobson Wharves, and administered from office and shed space within the Museum complex.

This will come as good news to those who have braved Marsden

Wharf on a wintry night to sign on for an adult weekend voyage, or to new teenage trainees staggering along from the railway station or airport bus with their bags on a wet Tuesday morning. They find a small, clearly hard-pressed office and basic facilities in a bleak shed crammed with stores and gear.

The former Auckland Harbour Board, now the Ports of Auckland, have long and generously supported the Trust in providing wharf space at Marsden Wharf. But there is no doubt that the ships, currently obscured from motorists on Quay Street and beyond the reach of much pedestrian traffic, will benefit greatly from the move to Hobson Wharf. The interest of the public in sailing ships was clearly shown during the January 1990 celebrations, when Princes Wharf and the ferry basin became a summer focal point.

However, the sheer glamour of



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Running home under full sail: the main and foremasts of the SPIRIT OF NEW ZEALAND viewed from the mizzen top.
(Tessa Duder)

square-riggers tied alongside the more visible and accessible Hobson Wharf is only the window-dressing. In one sense, the two SPIRITS already embody the fundamental concept of the Auckland Maritime Museum — the idea of a “living museum” that preserves both objects and maritime skills as treasures.

THE SPIRIT OF ADVENTURE

When the 33-metre SPIRIT OF ADVENTURE was launched from the St Mary’s Bay yard of Vos & Brijns in December 1973, she was the first square-rigger built on the Waitemata for many decades. With the decline of scows and coastal schooners, square-riggers had all but disappeared. Occasional sightings, though, kept the vision alive: the JOSEPH CONRAD of Alan Villiers and the CAP PILAR in the 1930s, the four-masted barque PAMIR in the 1940s, rare visits by the Chilean ESMERALDA, and the three-masted topsail schooner SOPHIA in the mid-1970s.

The SPIRIT was conceived originally by the late Lou Fisher, and designed by John Brooke, as a 75-foot ketch. It was the association of founder trustee Captain Barry Thompson with the Sail Training Association in England that began the move towards a larger vessel, a topsail schooner (or as some would have her called, a brigantine). John Brooke was not the only trustee to express doubts about the comparative inefficiency, handling difficulties and safety aspects of square rig, but Captain Thompson’s enthusiasm for the challenge eventually carried the day. New Zealand was to become involved in the world-wide resurgence of interest in traditionally-rigged ships. But, despite this resurgence with such vessels as the Sail Training Association’s (S.T.A.) own SIR WINSTON CHURCHILL and MALCOLM MILLER, square-rig seamen were not thick on the ground.



Many long-forgotten maritime skills would have to be re-learned.

Two of the trustees, master mariner Captain Thompson and yachtsman John Duder, and an early mate, Paul Leppington (later to become a Master), had sailed on the S.T.A. ships. In the first years, they contributed their experience as volunteers on both the ten-day youth voyages begun in January 1974 and the adult weekends begun in 1976. Several ex-PAMIR men, notably Jim Jeffery, came forward as occasional volunteers. But for the

most part the early SPIRIT crews, both professional and volunteer, came from naval, merchant marine and yachting backgrounds.

Most of the crews had to re-learn the techniques peculiar to working square rig; not only for their own safety as instructors, but also to set practices to be followed by young trainees. Working aloft remains the single greatest challenge for the 15 to 19-year-old trainees — 15,000 in seventeen years — who sail on the two SPIRITS.

On Day One, trainees are introduced to the basic rules: "One hand for yourself, one for the ship." Safety harnesses, clipped to the wire which runs the length of the wooden yard, are to be used at all times. There must be a crew member supervising, and all cameras and seamen's knives must be secured to the person. Also stressed is calling "stepping on — stepping off" to others feeling their way along the looped footropes.

Trainees are encouraged to go aloft, and allowed time to taste the fright and the freedom of hanging over a yard eleven, fifteen or (on the SPIRIT OF NEW ZEALAND's royal yard) twenty-five metres above deck. By the end of the ten-day voyage, nearly all trainees are working aloft; some still with reluctance, but most with a high degree of confidence and skill. While going aloft has never been compulsory, peer-group pressure and sympathetic encouragement by the crew eventually gets nearly all, even the most initially timid and terrified, up the ratlines and through the lubber's hole.

As well as going aloft to make up or untie the squaresails, crews and volunteers also had to learn how to set the squaresails. Without benefit of winches, early instructors and their trainees had to learn how to bouse halyards out and down. Heavy ropes had to be made fast and coiled in the time-honoured sailing ship methods which prevent half-hitches. Instructors and trainees had to become familiar with handybillies, and rolling hitches, and working the anchor windlass. Mates became proficient in the declining arts of ropework, whipping, seizing, and making up baggywrinkles.

Then there was the language of the square-rigged sailor. What on earth were "buntlines" and "clewlines"? Experienced yachties came on board and were totally at sea when confronted by clew garnets, forecourse tacks, a raffee downhaul, a taffrail, a tricky quadrilateral sail called a fisherman (which had a throat and a peak and a distressing tendency to be hoisted upside down), running backstays, and port and starboard lazyjacks. On the SPIRIT OF NEW ZEALAND, there were royal and topgallant yards, as well as full gaff

topsail gear on two masts.

There were also differences in sailing techniques. On a modern fore-and-aft rigged yacht, experienced yachties will automatically bring the yacht's head into the wind when struck by a gust. Not the thing to do on a vessel under squaresails. The mainsail can and should be eased, and sail reduced, as on a modern yacht. But the person on the helm must resist the temptation to bring the ship into the wind. Such a manoeuvre risks getting the squaresails aback, causing all manner of strife. The ship must bear away, and the raffee or royal or topgallant and upper staysails be quickly doused. Tacking the 33-metre ADVENTURE or the 45-metre NEW ZEALAND in a seaway demands the technique of backing one or more of the foresails, requiring foredeck crew with a keen sense of timing.

The early years of the SPIRIT OF ADVENTURE saw much trial and error. New skills were learned and passed from the "permanent crew" (the professionals employed by the Trust) to the regular volunteers, always a necessary component of the ship's crews on both youth and adult voyages, and on to the trainees. There were several instances of knockdowns,

including one which resulted in an internal inquiry; a grounding at Mayor Island in March 1975, saved from becoming a disaster only by the arrival of a Tauranga Harbour Board tug; and many voyages in brisk Hauraki Gulf winds which put a great deal of pressure on ship, crew and trainees.

As confidence grew, so did the skill and number of permanent crew. Among them were some female mates, notably Jenni Roberts and Margaret Pidgeon, both of whom rose to sail as Master, probably the only female sail training ship masters anywhere. The arrival of Senior Master Nick Hylton in 1979, along with Lieutenant Commander Bob Lawry as the Operations Director, put the enterprise onto a new professional footing. The volunteers, responsible for the complete manning of the adult weekend voyages, formed themselves into a Volunteer Crew Association (V.C.A.). Ex-trainees established a nation-wide Voyagers Club in 1976, and from 1979 were offered the opportunity to return to the ship for a second voyage as Leading Hands.

A few hand-picked young men were trained by Captain Paul Leppington,



Commissioning pennant flying, the SPIRIT OF NEW ZEALAND on her inaugural sail on the Waitemata in July, 1986.
(Tessa Duder)

Captain Mel Bowen (previously of the Onedin Line's CHARLOTTE RHODES) and engineer Ron Bird aboard SPIRIT OF ADVENTURE for crew work aboard the Whangarei-built BOUNTY for her film work in the Pacific during 1981 and 1982. One ex-trainee and "BOUNTY boy" was Steve Gamble, who later served for many years as a senior mate aboard both SPIRITS.

Increased confidence aboard the ADVENTURE gave rise to the SPIRIT OF NEW ZEALAND campaign, begun in 1982 and completed in 1986. In contrast to the tentative beginnings of the smaller ship, the SPIRIT OF NEW ZEALAND spread her sails in spectacular style in July 1986. With a crew of experienced adult volunteers aboard, Captain Hylton fully tested his new ship in 30-knot southwesterly squalls — putting the glistening black hull through the water at 15 knots.

THE MEANING OF "SAIL TRAINING"

While talking about a revival of traditional skills, it should also be stated that sail training, in its late twentieth century usage, has never been defined properly. Does it mean naval sail training ships, or youth-adventure ships? Unfortunately, it is used for both, and as such is a frequent cause of misunderstanding about the Spirit of Adventure Trust and what it is trying to achieve, and, I venture to suggest, about similar organisations elsewhere.

Of the square-riggers listed earlier, the SOREN LARSEN, TRADE WIND, the two ANNAS, and R. TUCKER THOMPSON survive by offering mainly adult charters; the BREEZE is owned by a museum; and the JESSICA and the FRITHA belong to wealthy owners. The ESMERALDA, and many others like her in the world's navies, (with the notable exception of the Royal Navy), trains cadets for professional sea-going careers. Only the two SPIRITS and the YOUNG ENDEAVOUR, the British bicentennial gift to Australia in 1988 and now operated by the Royal Australian Navy, are strictly speaking sail training ships in the youth-adventure sense. They take young people to sea to give them a taste of adventure, discomfort and challenge. They

encourage team-work and leadership skills, and teach some basic seamanship.

But what participants receive is not training in seamanship as such, nor training in the handling of sail. The training is, to a large degree, done by the young people themselves as they use the unique demands of the sea and shipboard life to learn something of how they respond to challenge.

"Character training" has been used as an alternative term, but smacks too much of brutal nineteenth-century boarding schools and cold showers. Yet the term "sail training" continues to be applied loosely to many schemes — from huge naval ships training cadets through smallish charter vessels (not only traditionally-rigged ones, either) to occasional voyages offered to teenagers or school students.

For those associated with the Spirit organisation, it is not merely the taking of young people to sea that constitutes sail training. It is the whole infrastructure of a training programme developed and refined over seventeen years by a strong partnership between professional and volunteer input, pooling both educational and maritime experience.

A Training and Safety Committee, one of the specialist committees within the Trust, regularly discusses every aspect of safety procedure and the activities undertaken by the trainees. It also operates as a philosophical think-tank. Recent topics discussed at length have been the wisdom of compulsory six a.m. swims in southern waters when there is literally snow on the decks; the benefits of continuing single-sex voyages on the ADVENTURE as well as mixed-sex voyages; the assessment, in association with the V.C.A., of the on-going training of volunteer crew; the production of safety manuals for volunteers; the increasing number of special voyages for the disabled and "at-risk" young people.

Comments from overseas visitors, or brought back by people like Captain Hylton and the Trust chairman Stephen Fisher, frequently focus on the relentless eleven-month sailing programme of the SPIRITS and the extraordinary extent to which the Trust relies on volunteers. These volunteers, it should be emphasised,

are not merely enthusiastic amateurs. Many are shore-based maritime professionals — nautical school tutors, riggers, sailing school operators, engineers, outdoor education specialists — or highly experienced yachties who see the chance to broaden their sailing skills, and enjoy the family atmosphere generated among the trainees and adult crew. Experience has shown that an extra dimension is also required: a genuine desire to help cope with young people under stress. Only those with a sense of humour and a real interest in young people usually stay the course.

From all accounts, however, it is the training programme which makes the SPIRITS unique. The aspect perhaps best known is "Trainees' Day" which rounds off each voyage. Using all the experience in navigation, sail handling and people handling acquired in eight days, the trainees elect their own Captain, First Mate and navigators. With the minimum of supervision, they then get the ship from one anchorage to another.

The concept of Trainees' Day was instigated around 1979 by Captain Hylton, and has remained an integral part of the trainee experience. It marked a swing away from an earlier style of training, which owed rather more to naval principles and procedures, towards the general educational philosophy of self-directed and self-motivated learning. To integrate this with the undoubted demands and disciplines of shipboard life has been no mean achievement.

Spirit people who have sailed on some of the British and European sail-training (adventure) ships, have also gained a further impression: comparatively less effort is made on ships overseas to ensure that all trainees sail at all sail stations, that they come off the ship with a modicum of formal water safety tuition, and that those who are struggling are individually counselled and encouraged.

New Zealand trainees may not enjoy the glamour and excitement of foreign ports or taking part in square-rigger races, but a typical voyage takes in activities very special to our coastline — bush walks, barbecues on the beach, small boat sailing, beach games and swims, abseiling, and

The SPIRIT OF ADVENTURE pictured from the deck of SPIRIT OF NEW ZEALAND, one of the rare occasions on which the two ships are seen together on the Waitemata.
(Tessa Duder)

making contact with remote coastal communities. Trainees occasionally visit marae, take part in beach and island clean-ups, and enjoy the warm hospitality of small ports such as Nelson, Greymouth, Bluff, Whakatane, Whitianga and Gisborne, for whom a SPIRIT visit is a special event.

Increasingly, however, since the commissioning of the SPIRIT OF NEW ZEALAND in 1986, the Spirit enterprise has begun to feel that it is suffering from the effects of its own success. The two ships, through generous coverage given to returning trainees in local media as well as the Trust's own vigorous public relations efforts, enjoy a high public profile. Word-of-mouth promotion by the thousands of adults who have sailed on the special weekend voyages has been consistently effective. Support by business houses, service clubs and individual donors in providing discounted goods and services has been outstanding.

This, of course, is the New Zealand way — run it on a shoestring, cut out the frills; and operate from a minimum of facilities; and concentrate on the priorities, which in the case of a youth sail-training ship must be safety, employing only permanent and volunteer crew of the highest professionalism and integrity, proper maintenance, proper financial restraint, and strenuous efforts in marketing and securing sponsorship.

Even those connected with the organisation are not fully aware of the innovative nature or perceived success of their endeavours. The 1990 American Sail Training Association, in a world-wide survey of sail-training ships, carries an interesting entry on New Zealand written by co-chairman Nancy Richards after a voyage on the ADVENTURE in 1987: "There are few if any countries where sail-training is so completely integrated into national life as in New Zealand ... School age trainees form the bulk of those who sail in the SPIRITS due to the innovative co-operation worked



out between project founder Lou Fisher and his wife, Iris, and the state schools."

The decision to run the scheme through the high schools was made at one of the Trust's very earliest meetings. No objection was made by educational authorities to the suggestion that two weeks away on a SPIRIT voyage would be a proper use of school time for pupils over fifteen years old. Schools were allocated berths, and it was up to the principals to select the individual trainees. All trainees paid the same fee; travel costs

were evened out and absorbed by the Trust. Available evidence points to this being a very unusual, maybe even unique, set-up. Sail-training ships overseas seem to work on a first-come first-served basis, with trainees coming from a slightly higher age range, up to twenty-three years, and responsible for their own travel to and from the ship.

FUNDING THE TRUST

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burden of fund-raising which has intensified with the years and worsened markedly since 1987. Because it is seen so widely as a successful enterprise which has never had to seriously contemplate going public with threats of cutting back its programme, raising fees drastically, laying off staff or any of the more dramatic measures not uncommon since 1987, it is sometimes difficult to convince sponsors that the organisation does nevertheless have a considerable problem.

Put simply, the day-to-day operations of the Trust in running two ships for eleven months of the year do not pay their own way and never have. Substantial funding is required to balance the \$1.2 million expenditure over and above trainee income of \$850,000 p.a., (each trainee paying \$650) to ensure that a SPIRIT voyage remains within reach of the average New Zealand school student. Though some still see a SPIRIT voyage as a reward or privilege of "rich kids" supported by wealthy parents, the reality is exactly the opposite. Most trainees contribute their own hard work to get on the ship, and in recent years more opportunities have quietly been made for the "disadvantaged" — those needing financial support, the physically disabled, and young people identified by police and social welfare agencies as being "at risk".

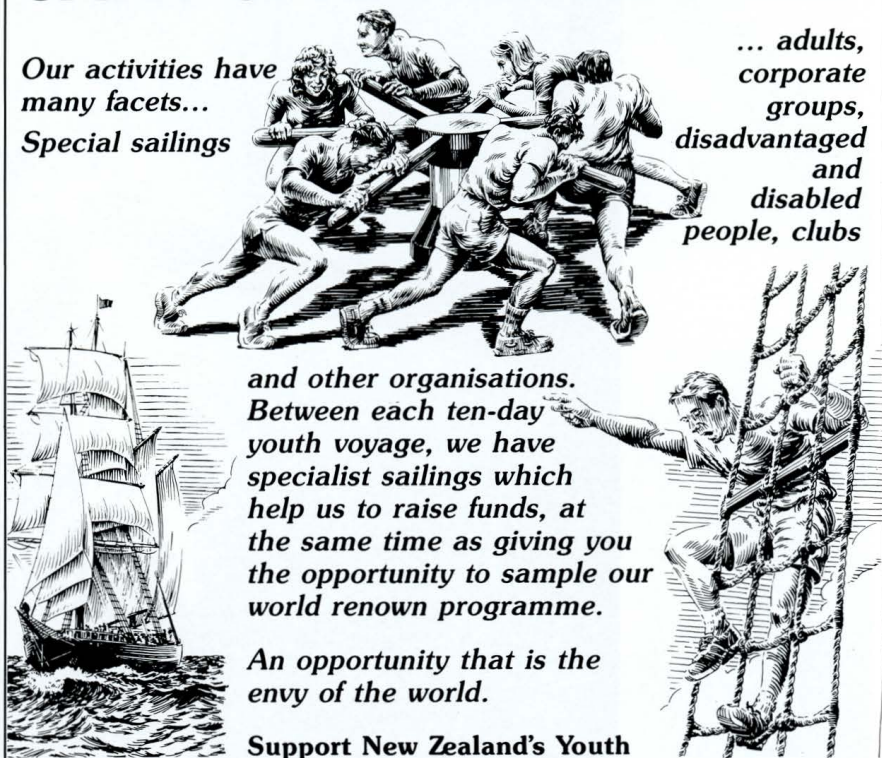
Since 1986, the difficulties facing the Trust have compounded. Until then, it oversaw the running of a large yacht by one Operations Director with one assistant in Auckland, a number of contacts at those ports sporadically visited by the ADVENTURE, and a sizeable band of volunteers, mostly in Auckland. In 1986, with the commissioning of the NEW ZEALAND, the Trust had to adjust rapidly to running a small shipping company.

The Operations Office in Auckland was expanded to six. With two ships now making more frequent voyages to southern ports, and with one or other ship away from Auckland for much of the year, the logistical demands on the office in organising travel, provisions, maintenance and crew are considerable. At the same time, the permanent crew was doubled, and a Wellington office was opened as more visits to the central part of the

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country were built into the schedules. Even the structure of the Trust was overhauled. Specialist committees — Finance, Manning, Fund-raising, Maintenance, Training and Safety, International liaison, Marketing and PR — were set up to report to an executive council, leaving the Trust Board itself as a policy-making body.

The volunteer structure was expanded dramatically, also. To bring together isolated pockets of Voyagers, Supporters and V.C.A. members, five regional associations were set up in Otago—Southland, Canterbury, Wellington, Hawkes Bay and Auckland. These drew together local expertise to provide volunteer crews and to co-ordinate fund-raising and social events under the administrative eye of the Operations Office at Marsden Wharf.

As the organisation has expanded, so have the financial worries. Long gone are the days when the Spirit could run an annual national lottery in conjunction with an Auckland school. The money raised — ranging from \$52,000 in 1979, to \$147,000 in 1984 — went a long way to making

up the annual shortfall. For the SPIRIT OF NEW ZEALAND campaign in 1984, a Silver Cloud limo was raffled, much to the horror of Rolls Royce in England. The astonishing sum of \$650,000 was raised.

Since then it has been all downhill. The worsening financial climate of the 1980s, major events like the Commonwealth Games, telethons, 1990 events, other appeals for worthy causes, and Lotto, have all but drained the fund-raising and sponsorship lake.

Not only are there the annual operating costs, which in the 1989-90 financial year showed running costs of the ships at \$580,000, repairs and maintenance at \$264,000, travel at \$153,000, administration at \$187,000, and promotion at \$60,000. But there are also other large projects needing money. Four years ago the Trust had to make a major decision on the future of the SPIRIT OF ADVENTURE: accept an offer from a Japanese buyer or refurbish the well-loved but worn-out ship for a further twenty years of hard use.

It was decided to retain her with a three-year restoration programme

costing \$1.3 million. "It could be argued," says the Executive Director Bill McCook, "that for \$1.3 million we got a cheap ship. But not only that — SPIRIT OF ADVENTURE has established herself as part of our national maritime heritage. It was important that she stay here." To his great delight, an application to the Lottery Board Grants committee resulted in a grant of \$500,000 towards the cost of the refurbishment.

As Executive Director with overall responsibility for both operations and fund-raising, Bill McCook has set himself no easy task in securing a level of fund-raising which will allow the Trust to continue its programme and maintain its high standards. With lotteries no longer a source of funds, and corporate sponsors increasingly difficult to find, the Trust has gone back to its long-term supporters — an impressive list of companies, individuals and service clubs who have been quietly providing funds, goods and services over the years.

And what of those who know nothing of high-level funding problems, those who just find their \$650 and join the ships on a Tuesday and leave, altered people, the following Friday? Overall the Trust allocates berths to 99 per cent of New Zealand high schools and tertiary institutions with students in the age range of fifteen to nineteen. Only four of the 411 eligible educational establishments do not participate in the scheme.

The schools and the intending trainees have their own ways of finding voyage fees. Some are sponsored by their schools or jointly with local businesses or service clubs. Many earn every penny themselves, either by working or door-knocking for a lengthy list of small sponsors. A minority, about 20 per cent, are funded by their families. Some come through the work of small groups of Spirit supporters which exist to fund-raise for a selected local trainee. Such groups operate in Nelson, Otago, Southland, Canterbury, Hawkes Bay and Northland.

Efforts are currently being made to increase the numbers of Pacific Island trainees. Cultural and social differences have made it difficult to persuade Pacific Island parents and teachers of the value of a SPIRIT trip,

	SPIRIT OF ADVENTURE	SPIRIT OF NEW ZEALAND
<i>Built</i>	Vos & Brijs, Auckland, 1973	Thackwray Yachts and the Spirit Trust, Auckland, 1986
<i>Displacement</i>	120 tons	220 tons
<i>Length overall</i>	90 ft	109 ft
<i>Beam</i>	20 ft 6 in	29 ft 10 in
<i>Draught</i>	11 ft	13 ft 8 in
<i>Sail area</i>	5582 sq ft	7965 sq ft
<i>Speed under sail</i>	11 knots	14 knots
<i>Complement</i>	9 crew & voyage leaders 25 trainees	9 crew & voyage leaders 42 trainees

especially for girls. By contrast, Maori involvement has risen sharply in recent years with no great effort on the part of the Trust. Bill McCook estimates some 15 per cent of trainees are now Maori, many from Area High Schools.

THE BENEFITS OF SAIL TRAINING

While the Spirit programme is considered a great success, it is difficult to quantify that success. How do you measure the increased self-confidence, courage or team-work skills of teenagers on a long-term basis?

A study of some relevance to the Spirit experience is the recent survey of former Outward Bound trainees; the two organisations share similar fundamental philosophies. The survey provided convincing proof that successful outdoor pursuit activities have long-lasting beneficial effects on participants in these areas: emotional stability, perception, physical appearance, courage, perseverance, tolerance to hardship, willingness to explore, self-respect, awareness of others, self-esteem, maturity, confidence and the understanding of the power of logical assessment. That is a long and a compelling list.

A similar survey of SPIRIT trainees has long been mooted, but for financial reasons, not put into action. Until a proper survey is done, those promoting sail training will have to

fall back on the Outward Bound results and their own convictions. But in the end, there are three groups of SPIRIT supporters to listen to.

One group consists of the adults who sail with the young trainees. Among both the permanent crew and the adult volunteers there exists that special bond of seafarers, intensified by the young raw recruits they work with. An organisation like the Spirit attracts the sort of people who want something more than simply a good time for themselves from a voyage. A SPIRIT voyage demands a willingness to give of yourself, to share your skills and to learn from the skills of others.

Adult crew and volunteers see trainees arrive terrified and lonely; get wet, cold, seasick and scared to death; and retire into corners, into silence, and into the sleep of exhaustion. They see the same trainees begin to laugh and move confidently around the ship, and then weep tears of sorrow on the final night. They watch the friendships being formed, and see





Laying back on a halyard.
(John Klingenberg)

They talk of overcoming seasickness and the delight of sighting dolphins and whales. They detail the beaches and islands visited, the dairies cleaned out of chocolate bars, and the elation of finding that by the ninth day they have absorbed so much information they can actually manage the vessel themselves.

In other words, the trainees have achieved more in their ten days at sea than they dreamed possible — they have passed into adulthood and maturity. This is surely compelling evidence for the need for the Trust to continue to offer sail training to our youth. 🌐

FURTHER READING

SPIRITS: New Zealand's Adventure Voyaging Ships SPIRIT OF ADVENTURE and SPIRIT OF NEW ZEALAND, by David Hindley and Gavin McLean. (GP Books, 1989)

SPIRIT OF ADVENTURE: The Story of New Zealand's Sail Training Ship, by Tessa Duder, Cliff Hawkins and Captain Barry Thompson. (Century Hutchinson, 1985)

WAITEMATA: Auckland's Harbour of Sails, by Tessa Duder and Gil Hanly. (Century Hutchinson, 1989)

Tessa Duder is an author, a member of the Spirit of Adventure Trust PR & Marketing Committee, volunteer crew member and until recently the Editor of the Trust journal Spirit.

the prima donnas come to realise that it is team-work and not heroics that gets results on a sailing ship.

The second group is the teachers. They know their pupils well before the SPIRIT experience, and are frequently moved to write to the Trust expressing gratitude and amazement at the confident and in some cases quite different young people who return.

The third group is the trainees

themselves. The archives of the Trust contain hundreds of thank-you letters and newspaper clippings of interviews with returning trainees. They tell of a common pattern — the fear, especially of working aloft; and the dreaded six a.m. swim, summer or winter, in northern or southern waters. They emphasise the initial loneliness of being totally removed from home and friends, and the speed with which they make new friends on board.

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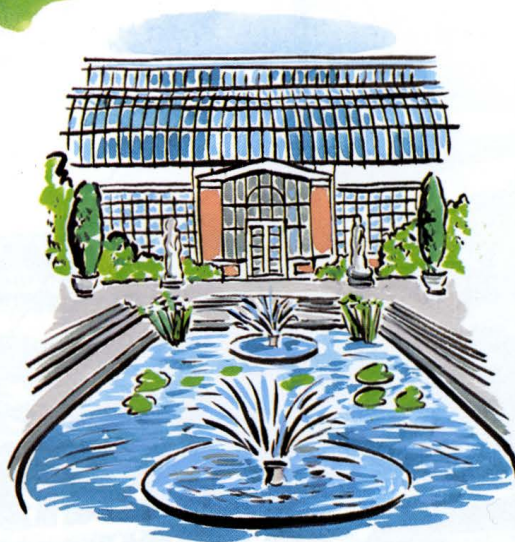
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AUCKLAND CITY

A FURTHER LOOK AT THE SCOW

by Cliff Hawkins



The low scow RANGER (G. Niccol, Devonport, 1893; 80.5 x 25.4 x 4.7 ft) at Auckland. There are no bulwarks amidships and the parbuckling chains are bundled along the covering board. AK37 is a classic Auckland working mullet-boat. (H. Winkleman, Auckland Institute & Museum)

Once introduced into New Zealand, the scow quickly became accepted as the most convenient and economical form of off-shore transport for bulk cargoes such as sand, shingle, firewood and timber, in the Auckland Province. The advent of the coastal steamship did not in any way disadvantage the scow, which was designed for the

specific purpose of bringing the requirements of the more populous and expanding industrial centres from the then inaccessible remote coastal areas.

In later years, the scow became more diversified in its trade, in some instances running to a regular timetable. The SCOT, which served Waipu, and the ESME, which called at

The log scow *RANGI* (G. Niccol, Devonport, 1905; 98 x 28.1 x 4.7 ft). (C.W. Hawkins)

Waiheke, are two good examples of this.

Scows also became more varied in their methods of construction. Round-bilge hold scows were in service back in the 1880s and, as we have seen (*Bearings* Vol.2 No.1), there was some controversy when the *VIXEN* was looked upon as an unfair competitor in the 1884 Auckland Anniversary Day Regatta because of her unorthodox construction. The *VIXEN*, however, was not the only scow to take advantage of some refinement of design, as we shall see.

Initially, the New Zealand scow was built to carry all of its cargo above deck. This was made possible by supporting the deck with rows of stanchions (posts) between bottom and top longitudinal stringers (rails). An alternative method of support was the use of longitudinal partitions, over which the deck beams were laid. In some of the large scows, for example the *ZINGARA*, a combination of the two principles was employed: alternate rows of solid-partition and post-and-rail construction. In addition, that huge scow had diagonal bracing between the rows of supports. However, it was found that the bracing tended to force the hull apart instead of allowing it to work when at sea.

It is not known which construction method was employed in the early "LAKE" scows (*LAKE ERIE* and others, of the 1870s) but I am inclined to think that it would have been post and rail.

In later years, many scows of similar size, or slightly larger, were built with five solid partitions. The midship one formed one side of the centreboard case, as in the *KITTY FRASER* and other scows built at Omaha by David Darroch. The *KITTY FRASER* was typical of the smaller sand-carrying scows which could easily be loaded from a beach between two tides.

On the other hand, there were the big logging scows that favoured the post-and-rail construction. The *RANGI* and *MOA*, both two-masted fore-and-aft schooner-rigged scows, were fine examples. The lineal



measurements of the first scow in New Zealand, the *LAKE ERIE*, are compared with those of the *KITTY FRASER* and *RANGI* in the accompanying table.

Scow hulls, especially the logging ones, underwent terrific stress and distortion, not only at sea, but also in

loading and discharging operations. To cope with this stress, long galvanised iron rods ran vertically right through the bottom and top rails by way of the posts between them. Athwartships, the deck beams were likewise fastened with galvanised iron bolts, as were the massive side timbers of the hull. The

	<i>Length</i>	<i>Breadth</i>	<i>Depth</i>
LAKE ERIE	60.6 ft	17.3 ft	3.4 ft
KITTY FRASER	74 ft	21.3 ft	3.7 ft
RANGI	98 ft	28.1 ft	4.7 ft



Caulking seams at the fore chainplates of the KOHI built as the CAED-MILE-FAILTE (G. Niccol, Auckland, 1911; 92.6 x 27.6 4.2 ft). The totara worm-sheathing has been stripped back. Note the junction of bow and side planking at the shoulder.
(C.W. Hawkins)

bottom planking usually ran athwartships, fastened directly to the chine logs and bottom stringers. Sometimes though, as in the VESPER, the planking was entirely longitudinal over 'thwartship timbers. As a precaution against teredo infestation, the hull, including the inside of the

centreboard casing, was sheathed with totara up to the waterline.

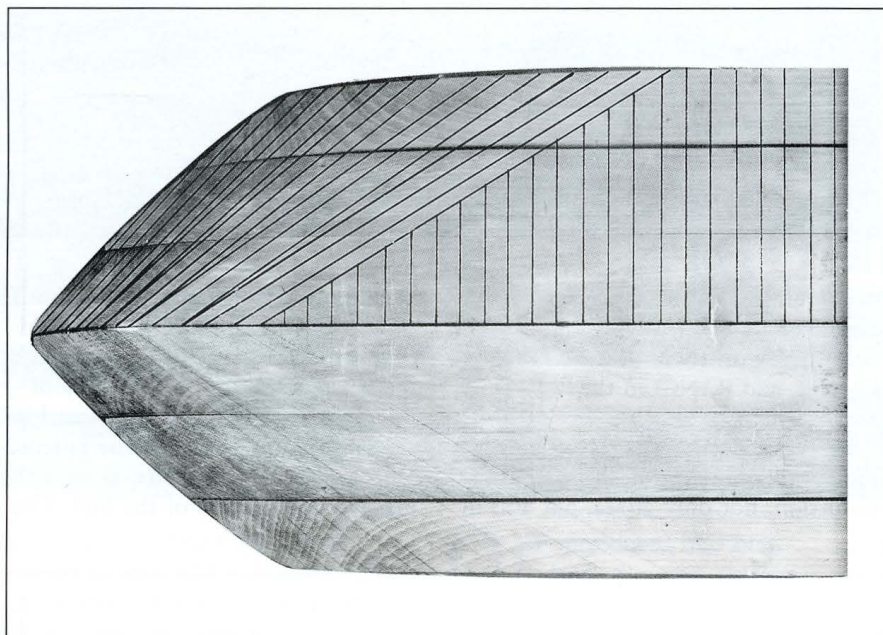
Partitions within a hull were fastened with bolts drifted from one plank to another. The partitions usually ended in post-and-rail construction near the bows, which allowed space for ship's gear. From

here entry could be gained to the dark and dank passages between the partitions, but it was possible to stand erect only in the very large scows. No doubt many a head suffered through inadvertently coming into contact with a deck beam.

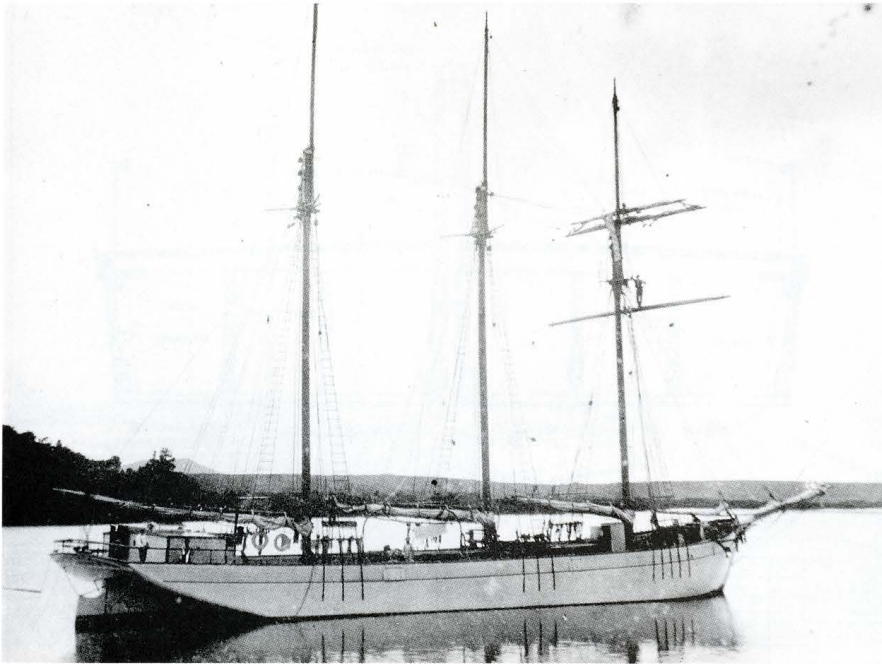
An entirely new concept in the development of the scow brought about a return to hold vessels. Scows so built ranged from the diminutive ketch-rigged PAHIKI to the topsail schooner MOANA and the three-masted WHANGAROA, also a topsail schooner.

William Brown built the WHANGAROA at Totara North in 1893. The sides of her hull were triple-skinned: double diagonal, with the outer planking fore and aft. This form of construction was also used for the MOANA in 1895. Brown was in partnership with Thomas Lane but later severed that relationship and went over to Te Kopuru on the Northern Wairoa River. It was here that he and his sons built the well-known scow ECHO, on the same principle as the Totara North vessels.

The drawing reproduced here shows the midship construction section of the ECHO, with triple-skin side planking and a longitudinal bulwark of double diagonal planking on posts inboard from the side planking of the hull. Within the enclosed area, 'thwartship diagonal bracing gave



Mirrored half-model of the OWHITI, showing bottom and bow planking. For clarity the upper half has been inked in. The lower half remains untouched.
(C.W. Hawkins)



The inter-dominion three-masted topsail schooner hold scow WHANGAROA (W. Brown, Whangaroa, 1893), showing the round bow built without a shoulder in the triple-planked sides. (C.W. Hawkins collection)

additional strength to the hull. The hold was divided into two by the centreboard casing, as in all hold scows. The bottom of the hull was planked athwartships, the planks being rabbeted into the rounded chine log and the keel.

The main dimensions of the four hold scows named are given in the accompanying table.

It would be unfair not to mention another prolific builder of scows — George Niccol of Auckland. He built many of the large deck scows, among them the three-masters KORORA and

The twin centreboard cases of the RANGI, showing the geared winding shafts for hoisting, with pawl and ratchet.

(C.W. Hawkins)

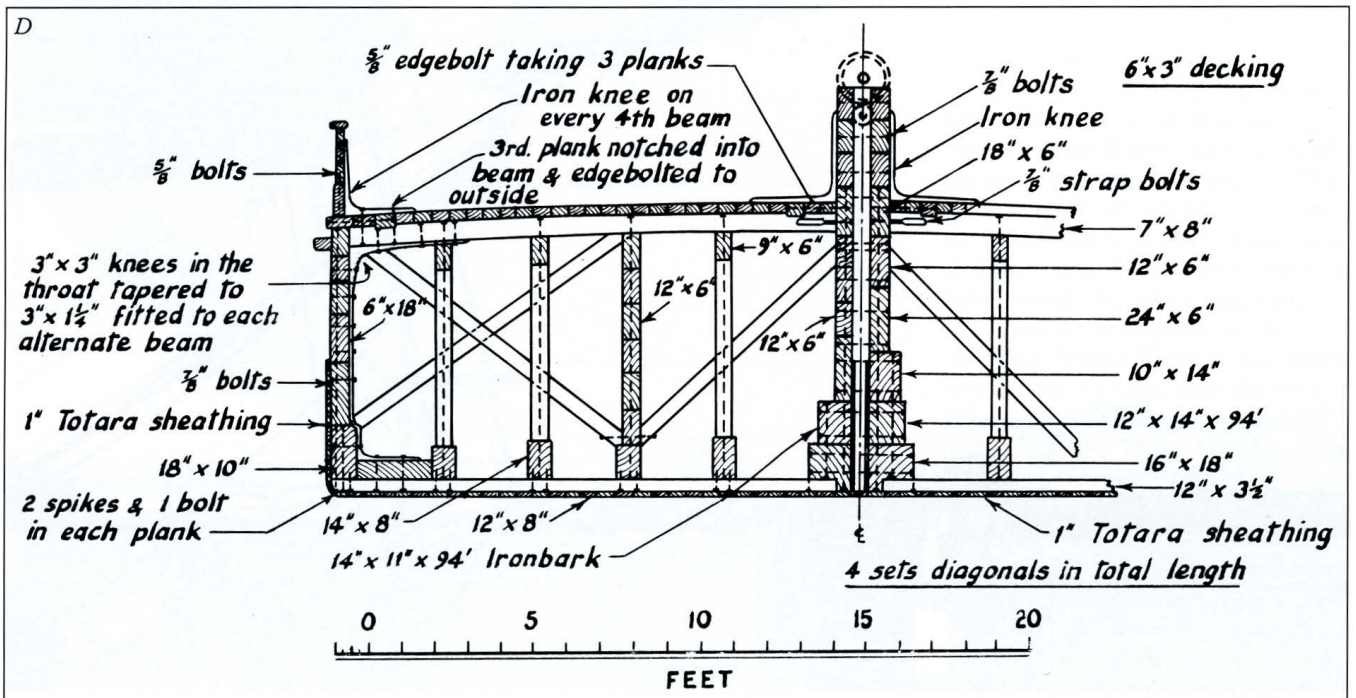
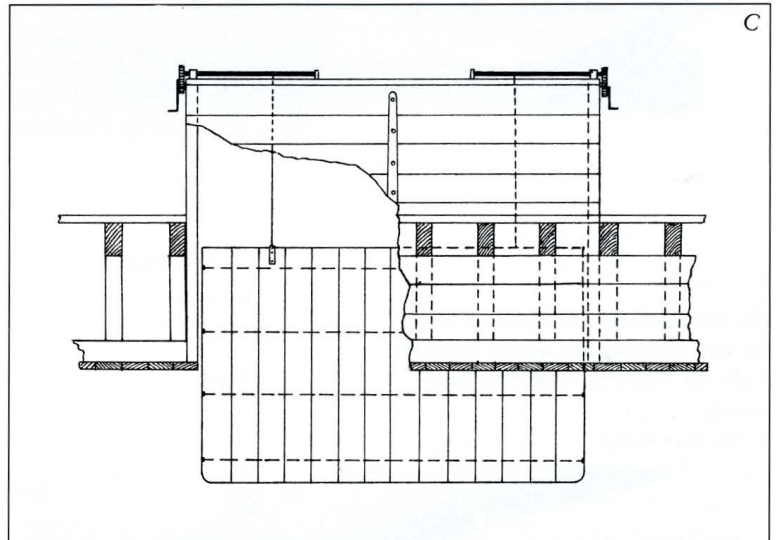
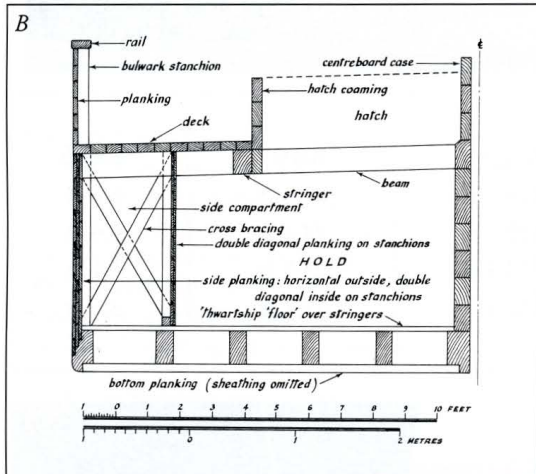
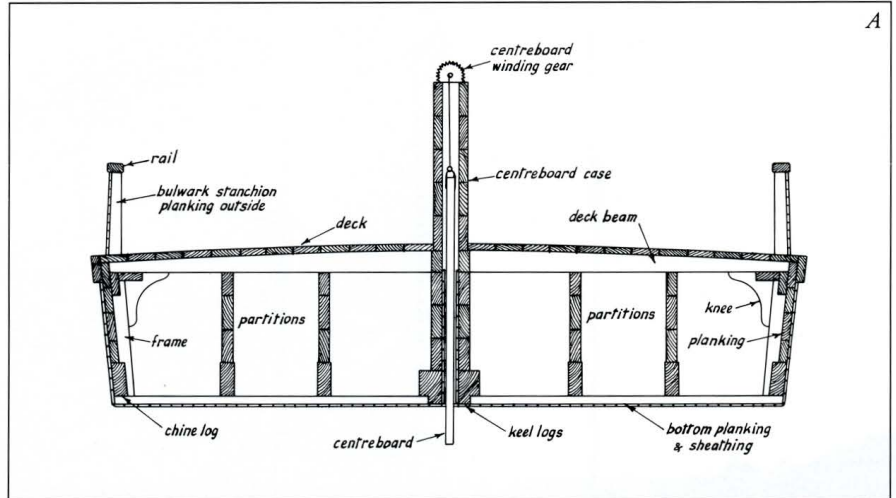
	<i>Length</i>	<i>Beam</i>	<i>Depth</i>
WHANGAROA	119.7 ft	27.8 ft	6.3 ft
MOANA	102.5 ft	24.4 ft	6.6 ft
ECHO	104.3 ft	25.5 ft	6.1 ft
PAHIKI	56.5 ft	17.1 ft	3 ft



A. Typical Darroch deck scow (e.g. OWHITI and JANE GIFFORD) with partitions. Note the lack of crown to the underside of the deck beams and the fore-and-aft sheathing over transverse bottom planking.

B. Hold scow ECHO (W. Brown & Sons, Te Kopuru, 1905; 104.3 x 25.5 x 6.1 ft), with three-skin side planking and fore-and-aft wing bulkheads.

Typical arrangement of centreboard and case in a post-and-rail scow (Drawing C). The board is assembled from vertical baulks, often of rimu, through bolted. It is hoisted by wire pennants wound on a shaft along the top of the case, turned by a geared crank, with pawl and ratchet, at either end. (C.W. Hawkins)





The GLENAE, a small hold ketch — note the hatches each side of the centrecase (D. Darroch, Omaha, 1904; 57.7 x 16.4 x 3.1 ft). (A.N. Breckon, C.W. Hawkins Collection)

The inter-dominion timber-carrier KORORA (G. Niccol, Devonport, 1905; 121.6 x 31.7 x 5.2 ft). She was wrecked off the coast of New South Wales in 1917. (H. Winkelmann, Auckland Institute & Museum)

HAWK, stalwarts on the logging runs, and the RANGI and the MOA, remembered for their encounter with Von Luckner off Mercury Bay in 1917. The largest of all Niccol's scows was unquestionably the ZINGARA, built in 1906 as a three-masted topsail schooner. She had a registered length of 128.1 feet and a beam of 33.1 feet and a depth of 6.2 feet.

Because the cargo space was above deck, determining the tonnage of a scow was not clearcut. The centreboards interfered with the cargo space and so deductions had to be made for them when assessing the net tonnage. The main deduction was for the cabin which housed the master and crew. Logging scows often had a donkey engine with a boiler to supply its steam, in which case an appropriate allowance would be made. In some scows a small deduction was

also made for ballast tanks.

The accompanying table shows the deductions made for net tonnage of the big scows ZINGARA and WHANGAROA.

The RANGI, which was more typical of the logging scow in size, had a registered gross tonnage of 98.59

tons. Deductions were made for the centreboards (2.42 tons), the master's cabin (3.38 tons) and the crew accommodation (6.86 tons). These deductions totalled 12.66 tons and gave a registered net tonnage of 85.93 tons.

We come now to the question of

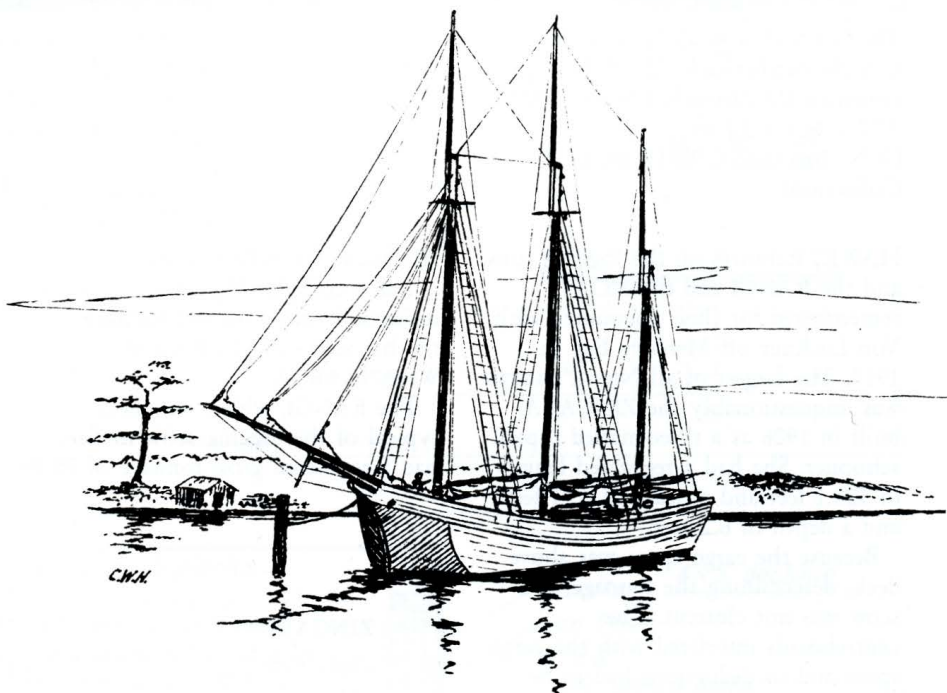
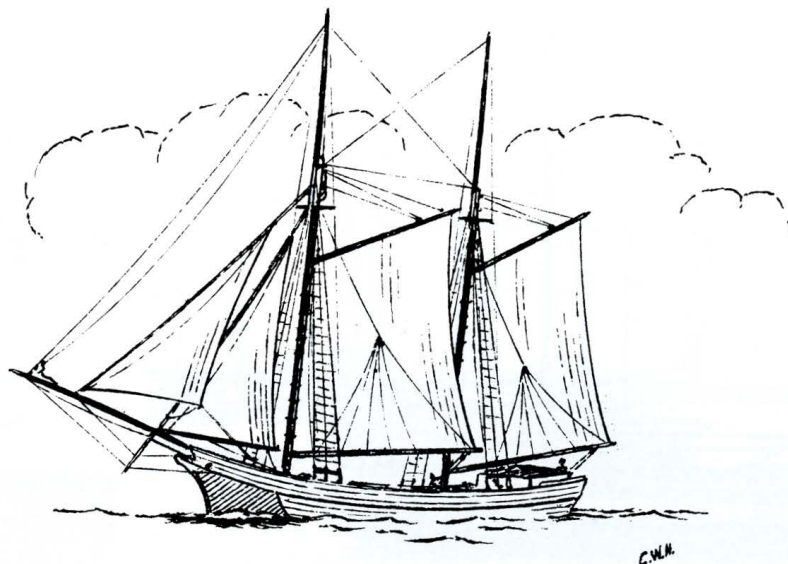
	tons	
ZINGARA	210.75	gross
Deductions	1.83	donkey engine
	4.59	centreboards
	5.00	ballast tanks
	4.06	captain's cabin
	11.66	crew accommodation
	183.61	net
WHANGAROA	142.94	gross
Deductions	2.99	centreboards
	2.76	captain's cabin
	2.76	mate's cabin
	2.52	crew accommodation
	131.91	net

D. Opposite: Deck scow ZINGARA (G. Niccol, Auckland, 1906; 128.1 x 33.1 x 6.2 ft), with partitions, post-and-rail, and diagonal bracing. Note the iron knees to bulwarks and centreboard case, and the exceptionally solid construction of the case and centre partition and the chine logs.

what crews manned the scows. The big WHANGAROA, which made deep-sea voyages, had a complement of seven, including master and mate. The other hands were four seamen and a cook. The last, in these vessels, normally assisted with handling the sails. It is of particular interest that, like the masters of many foreign-going sailing ships, Captain Olsen of the WHANGAROA had the companionship of his wife and child on his voyages between New Zealand and Australia.

The ZINGARA, which also made overseas voyages and was rigged as a three-masted topsail schooner like the WHANGAROA, carried a crew of eight, while the three-masted fore-and-aft HAWK carried one less in her complement. The two-masted schooner-rigged scows naturally carried smaller crews. The RANGI, for instance, had a crew of five consisting of master, two able seamen, cook and boy. The MOA, when captured by Von Luckner, carried, a master, four other men and a boy.

The smaller ketch-rigged scows that plied the Hauraki Gulf and beyond worked with the bare minimum — usually three hands, as in the sand and shingle carrier KITTY FRASER. They worked like slaves, digging sand from the dunes and lumping it aboard their scow in barrows.



AN INTRODUCTION TO THE SCOW — POSTSCRIPT

Research carried out since the article "An Introduction to the Scow" appeared in *Bearings* Vol.2 No.1 has provided further evidence that the New Zealand scow evolved from the vessels of the Great Lakes.

Photographs from *Ships and Sailing* Album No.2 by Henry Barkhausen and information from the Great Lakes Historical Society at Vermilion, Ohio,

confirm that the Great Lake scows possessed the typical shoulder where the pointed bow met the main hull structure. This feature is clearly seen in a photograph of the HELEN, which was built as the ULSTER at Milwaukee in 1874. This 90-foot scow was rigged as a fore-and-aft schooner, as was the smaller LIBBIE CARTER which measured 62.3 x 17.9 x 5.1 feet. The HELEN is shown carrying a deck load of shingles.

A photograph of the FARRAND WILLIAMS, built at Mantowoc, Lake

The Great Lakes hold scows HELEN of 1874 and FARRAND WILLIAMS of 1882. The bows are much bluffer and the shoulders much steeper than in the New Zealand scows, especially the GLENAE.

(C.W. Hawkins, after photographs reproduced in Barkhausen's *Ships & Sailing* Album No. 2.)

	<i>Length</i>	<i>Beam</i>	<i>Depth</i>
Great Lakes scow FARRAND WILLIAMS	88.8 ft	22.8 ft	6.6 ft
New Zealand hold scow HAERE	87 ft	25.6 ft	6.5 ft
New Zealand deck scow RELIANCE	88.7 ft	24.2 ft	5.3 ft
Great Lakes scow HELEN	90 ft	23 ft	7 ft
New Zealand deck scow WAIKONINI	92.2 ft	25 ft	4.4 ft

Michigan, in 1882, shows a scow rigged as a three-masted schooner. Another Great Lake scow, the GARIBALDI, was built as a sloop in 1854 but was converted to schooner rig in 1862. At some time during her career she took thirteen days to beat her way from Chicago on the southern extremity of Lake Michigan to Collingwood at the eastern end of Lake Huron, a distance of just 570 miles.

From the Kingston Marine Museum of the Great Lakes, Ontario, came this information: "Scows were very common on the Great Lakes, but they were at the bottom of the pecking order... They seem to have had short lives and short runs. In Kingston during the latter part of the 19th century they carried cord wood, produce, hay etc from mostly the local farms to market. To this day there are roads that run across fields to the water where 100 years ago the horse drawn waggon would be backed into the water for the transfer of goods to the beached and waiting scow." How like the New Zealand scene in the days of the scow!

The blunt bows and steep shoulders of the HELEN and the FARRAND WILLIAMS can be seen clearly in the sketches, which are based on the Barkhausen photographs. The lift aft and in the bows accentuates the sheer of the FARRAND WILLIAMS, but the deck line of the HELEN appears to match that of the New Zealand scow ALMA. It becomes apparent that the foremast of the Great Lake scows was stepped so far forward that it was necessary to take the forestay to the end of the bowsprit and set the staysail from a boom, as was the case on our own PAHIKI. Another feature of many of the Great Lake scows was the extraordinary length of the jibboom.

A comparison of the Great Lakes and New Zealand scows shows that the length—breadth ratio was noticeably greater in the Great Lake vessels, and that in turn was reflected in their greater depth. This also points to the fact that the Lake scows were hold vessels. Notice in the accompanying table how closely the measurements of the FARRAND WILLIAMS compare with those of the New Zealand hold scow HAERE, and the difference in the depths of the HELEN and the WAIKONINI, an Auckland deck scow.

In his *History of the American*

Sailing Ship, Howard Chapelle writes that, "Lakes vessels, like those of other localities, had to be designed and built to meet certain natural and economic specifications", and that, "important considerations were a limited draft and the restriction in beam imposed by canals." Perhaps here is the reason for the higher length—breadth ratios of the Great Lake scows. ⚙

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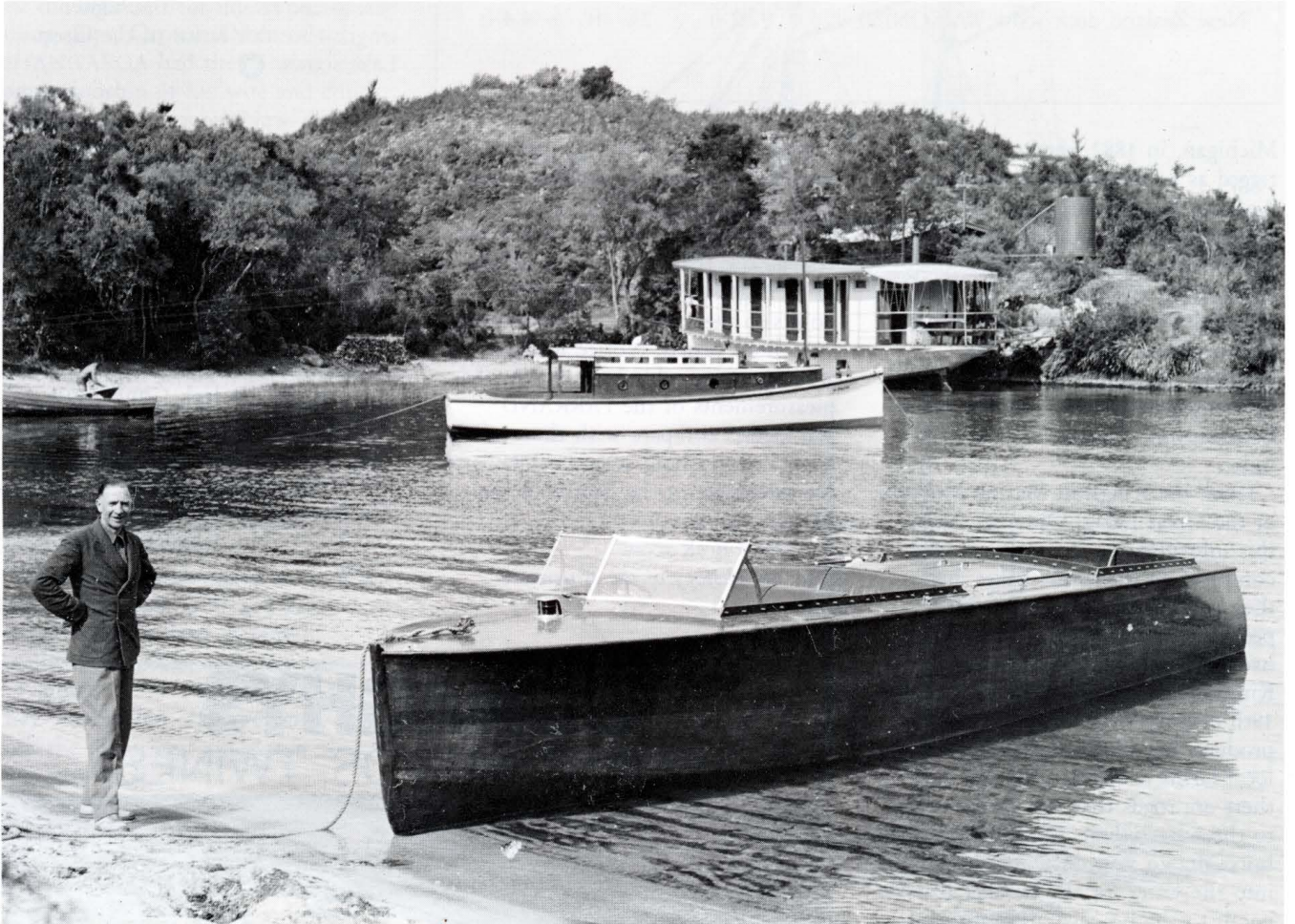
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PIRI PONO

A 1920s Speedboat



by Rodney Wilson

In 1929, Robert Laidlaw of Auckland ran into a westerly gale while returning from Turangi to his Lake Taupo house Monte Vista at Two Mile Bay. He was out on the lake in a 17-foot runabout the SEAHORSE, with a hard-chined planing hull of American type powered by a 32 h.p. Johnson Seahorse outboard motor, the biggest they made in the 1920s. However, he and his party were forced to return to Turangi for the night, leaving the family at Monte Vista anxious. The lake was getting rougher and rougher, night was setting in, and there was no sign of the boat.

At first light the next day, and with the family unaware of the boat's return to safety, the crew set out from Turangi again. Conditions were scarcely better, but they pressed on, engaged in a dangerous refuelling exercise midway, and finally made it home. Lincoln Laidlaw, Robert's son, recalls,

"All this time the anxious family has heard nothing, and is gathered around the big window in Monte Vista searching the stormy lake for any sign of the returning speedboat. Finally around midday, one of us catches a momentary glimpse of a tiny dark spot in the white, breaking

top of a distant wave. It seems ages before it reappears. This time several of us see it, and with each reappearance it is a little larger, until we can identify it as the SEAHORSE and run down to help the exhausted and wet crew ashore.

"Dad knows that Taupo demands a bigger boat."

When the family returned to Auckland, Robert Laidlaw approached the builders of the SEAHORSE, Collings & Bell at St Mary's Bay,

Robert Laidlaw with the PIRI PONO in the boat harbour at Kawa Kawa Bay, Lake Taupo, 1929-30.

(where the Harbour bridge approach now runs) with the proposal that they build a new motorboat, a 26-footer powered by an inboard engine. It would be longer, heavier and more powerful than the SEAHORSE, and so better able to deal with the stormy conditions which could spring up suddenly on the lake.

The PIRI PONO, as the new boat was to be called, has always been considered to be a Chris-Craft design, but it is doubtful that drawings from the American company were ever used. Chris-Craft, John Hacker, Gar Wood and many other designs and builders were producing high-speed boats of this type for pleasure use, commuting, racing and rum-running. Drawings and photographs appeared in the American yachting and motor-boating magazines which were avidly scrutinised in New Zealand.

Lincoln Laidlaw recalls that Collings carved a half-model of the boat at a scale of about $\frac{3}{4}$ inch to the foot, and this was cut laterally at intervals to derive the sectional forms of the hull.

The hull was constructed in the classic Chris-Craft manner, with an inner bottom skin of Honduras mahogany planked diagonally, a layer of aeroplane linen soaked in linseed oil, and an outer longitudinal skin of mahogany screwed with brass fastenings and plugged. The sides were seam-and-batten mahogany, and the plumb transom, into which the name was carved and gilded in gold leaf, was built in a gentle horizontal curve. Its planking too was in two skins, the inner vertical and the outer horizontal. The hull and decks were all varnished.

All the deck and windscreen fittings were chromium-plated cast brass. Two full-width seats in the forward cockpit were deeply sprung and upholstered in maroon leather. Running fore and aft along each side of the after cockpit were bench seats with kapok-filled leather covered squabs.

The original motor was an all-

aluminium Niagara from the United States, developing 155 h.p. It drove through a forward-and-reverse gearbox and a $1\frac{1}{4}$ inch shaft to a 20-inch three-bladed propeller of 20-inch diameter and 23-inch pitch. The maximum engine speed was 3500-3650 r.p.m., and the boat normally cruised at about 3000 r.p.m.

The Niagara had white-metal main and big-end bearings, and to start the motor from cold it was necessary to pour neat petrol into the carburettor intakes. (The design of the motor was not a success and only six of them were built. It is thought that the PIRI PONO's was the only one still operating when war broke out in 1939.)

Unlike the SEAHORSE, Robert Laidlaw's new boat had a self-starter, and the reverse and neutral gears as well as the usual forward. The PIRI PONO carried an eighty-gallon fuel tank, which held more than enough petrol for a journey from one end of Lake Taupo to the other, even though she could manage only two miles to the gallon.

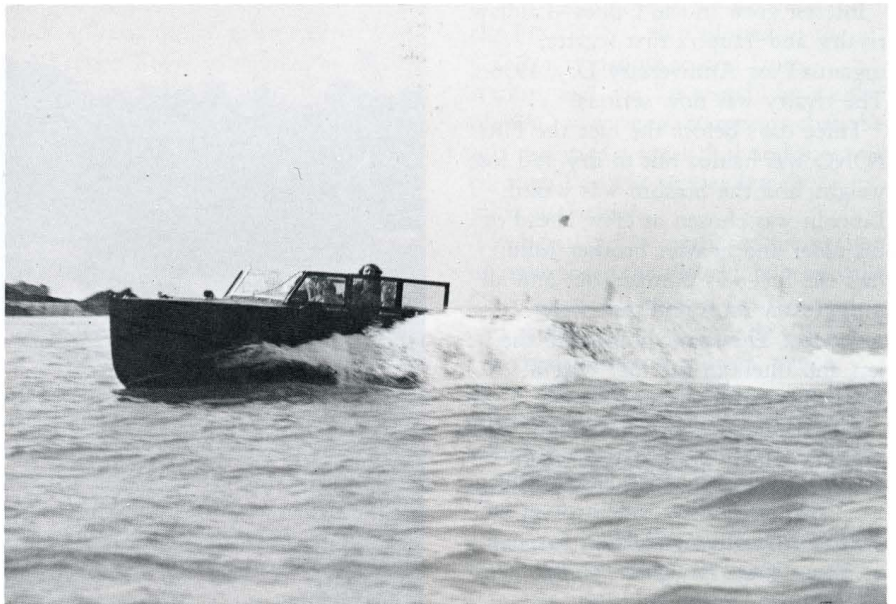
Sea trials were conducted by taking the vessel from St Mary's Bay, Auckland, to Kawau Island, and Lincoln Laidlaw remembers a situation that was to recur frequently. The owner and his adult companions sat snugly in the forward cockpit, dry and warm. The kids were confined to the rear, where they could enjoy the salt spray sweeping across the cockpit.

The PIRI PONO is not a dry boat!

Weighing over two tons and measuring twenty-six feet in length and seven feet breadth, the PIRI PONO was not going to be easy to transport from Auckland to Taupo. Collings & Bell constructed a special wooden trailer, mounted on truck wheels with solid rubber tyres. A speed faster than a walking pace was seldom possible, and the journey took three days. The trailer was taxed severely by the rough metalled roads and frequently had to be reinforced and even rebuilt by blacksmiths along the way. The boat arrived safely, however, and was launched at the river mouth.

Before the PIRI PONO's arrival, travel about the lake was slow. There were still no roads on the western side of the lake, and most launches cruised at about six knots. A typical outing from the river mouth was a gentle launch trip to Acacia Bay, where some of the party would fish from the rocky outcrop while others would troll the bays out to Rangatira Point and back. PIRI PONO's 30-knot capability changed all that.

The family could now visit bays, previously accessible only to those prepared to camp out for several days. Now the Laidlaws could leave Monte Vista in Two Mile Bay, be fishing at Waihaha in time to catch a trout for lunch, barbecue it on a griller over manuka coals, and return home in comfortable time. Other trips were to



Sea trials, Auckland to Kawau Island, 1929. The PIRI PONO is fitted with side-curtains like those of a contemporary touring car. The after cockpit is very exposed to the spray thrown up.



Alongside the Laidlaw's jetty at Monte Vista, Two Mile Bay, Taupo, 1929-30.

Cherry Bay in the southwest corner of Western Bay, returning home with a boat load of billies and baskets of delicious ripe fruit. The boat's high speed also permitted the excitement of aquaplaning, standing on a board towed behind the boat at planing speed.

In 1935, a rival arrived on the lake! Mr Gillies, the owner of the largest service station in Taupo, had a 22-foot speedboat with a Dodge motor and sterndrive built. She was reputedly only half the weight of the PIRI PONO. When the boats met on the lake, competition followed, but the results were not conclusive: in some conditions the PIRI PONO had the edge while in others the Gillies were faster.

Interest grew in the Gillies—Laidlaw rivalry and Taupo's first regatta, organised for Anniversary Day, 1936. The rivalry was now serious!

Three days before the race the PIRI PONO was hauled out to dry and lose weight, and the bottom was waxed. Lincoln was chosen as crew ahead of his older and heavier brother John, half the fuel was pumped out and all unnecessary tools and gear were unloaded. The spark plugs, and the jets and filters in the fuel system, were thoroughly cleaned.

The Laidlaws hoped for rough weather which would favour their

larger and heavier boat, but the day was fine and calm.

A rectangular course had been laid out, starting near the river mouth and extending about a mile down towards Waipahihi, then about two hundred yards out into the lake and back to the river mouth. The race was to run over twenty laps.

The story passes to the 14-year-old crewman, Lincoln Laidlaw: "The gun goes off and the highest handicap boat, a fast launch, ploughs over the start line. We still have forty minutes before our start time, but we are afraid we might run out of fuel if we

keep the motor running so we let the boat drift, just giving it the occasional kick on the motor to keep it roughly in place and to make sure that the motor doesn't get too cold. We keep our eyes on the Gillies and, about five minutes before we are due to start as the two scratch boats, we both get our motors going and give them a warm up.

"The flag drops and the lighter Gillies boat takes off faster, and though we catch up on it by the end of the first straight, it still manages to corner ahead of us. We come up level at the end of each straight but we just



PIRI PONO entering the boat harbour at Kawa Kawa Bay, Lake Taupo, 1929-30

Coming and going: the PIRI PONO in the head of the Waikato River, looking towards Lake Taupo, 1929-30. Note the form of the wake of this heavy, fast boat.

(1929-30 photographs from the Laidlaw collection, HOBSON WHARF)

can't get round the corner first.

"I am sitting up alongside Dad in the front cockpit. In earlier trials we found that the motor managed to put out a few more revs when there was more weight in the stern so, while we are barrelling down one of the straights, Dad says, 'Do you think you could clamber over the hatches into the back cockpit while the boat is going at full speed?'

"With me in the back we are just a fraction faster, but still not quite enough to edge past the Gillies. After a few more laps I climb back into the front and down under the fore-deck. Dad asks, 'What are you doing?' 'I'm going to take the anchor down to the back cockpit. The extra weight in the stern just might be enough.'

"With both the anchor and me in the back we seem to have a touch of extra speed. Dad pulls wide before a turn and comes up inside the Gillies' boat and almost level with it. By the end of the straight we are far enough ahead to corner first, and hold the lead. I am hooked on speedboat racing."

In 1939, the black cloud that obscured the horizon around the world settled over Lake Taupo. The lazy, carefree days of trout fishing, picking wild cherries, aquaplaning and speedboat racing were over, and PIRI PONO was to be called up to make her contribution to the war effort.

Robert Laidlaw stayed in England during the war to serve with the Soldiers and Airmen's Christian Association. He was approached by the Air Force who wished to requisition the PIRI PONO as the Air Commodore's barge at Hobsonville Air Base in the upper Waitemata Harbour in Auckland. Lincoln recalls that the Air Force purchased her for a pound on the understanding that his father could buy her back for the same amount after the war.

The Air Force fitted a white fixed sedan-type top over the front cockpit,



and replaced the Niagara motor with a Chrysler Royal straight-eight. When Wing Commander Bill Willis, now of Taupo, joined Hobsonville as the C.O. in 1944 the PIRI PONO was already there, complete with new forward cabin which had obviously been built to protect passengers from the spray thrown up by the typical short chop of wind against the tide in the upper Harbour. The varnished mahogany was covered by prosaic Air Force paint, and the launch was adorned with Air Force roundels.

The PIRI PONO was part of a large marine section at Hobsonville. Barges, tugs and passenger vessels all serviced this base, to which aircraft engines were brought for repair and maintenance. Bill Willis recalls that

the PIRI PONO was allotted to the C.O. for transport to and from station, and was "manned" by a crew of WAC airwomen. It appears that she was not used a great deal and so came through her war service largely without incident.

Robert Laidlaw exercised his option to repurchase the PIRI PONO, and the Chrysler Royal engine was removed and replaced by two superb 105 h.p. Graymarine petrol motors, which drove two counter-rotating propellers. These engines are still in the boat, which is now steered by two rudders instead of the original single blade. The performance with these two engines is much the same as it had been with the single Niagara motor.

In 1947 the PIRI PONO became

probably the first boat in New Zealand to tow waterskiers. At that time the Laidlaws had not heard of skiers being towed on untethered skis but they had been told that Swiss Army Officers had developed a technique of skiing down snow-covered slopes, out onto the waters of a lake and around and back to the shore. The first skis built by the Laidlaws were like snow skis, about 140mm wide. They were made of kahikatea, with the fronts steamed and turned up. The first bindings were sand-shoes nailed to the skis, and there were no fins attached. Later, rubber front bindings and solid wooden heel pieces were fitted. Shallow square timber fins were also added.

The PIRI PONO provided many more years of pleasure for the Laidlaw family on Lake Taupo until 1970 when the house at Two Mile Bay was sold to Blair Major. With the house went the jetty, the boat-shed, the PIRI PONO's cradle and winch, and, of course, the PIRI PONO.

The boat was painted when Blair Major acquired her, and had some dry rot in the bow. The rot was removed by a Taupo boat-builder, but an unhappy owner discovered that kahikatea had been used instead of mahogany, and that the builder — not understanding the seam and batten construction — had driven caulking into his new planking.

Some seven years later, a storm on the lake washed the boat from its cradle and put it on the beach. She was filled with pumice and sand and further damaged while being put onto a trailer. This provided a reason for undertaking a major restoration. The paint was stripped from the hull with a view to varnishing her again. The Air Force roundels appeared during this process, recalling past times. The paint embedded in the planking and seams resisted all efforts to remove it and it was decided — reluctantly — to repaint the hull white. The deck was varnished.

In 1982, the boat changed hands once more, being bought by Peter

Willis, son of the war-time Hobsonville C.O., Bill Willis. Peter's prime interest in the PIRI PONO was the long-standing Taupo connection and his father's war-time association with the vessel. A few years later, when Peter Willis sold the boat to a consortium of three Wellington owners led by Jock Lee, he kept some of the PIRI PONO's accessories. (HOBSON WHARF will obtain a number of engine parts, the original squabs and side curtains, the original boarding ladder, and boat-hook, a spare propeller and other bits and pieces, thanks to Peter Willis forgetting to include them with the boat when she was sold.)

In 1987 the *Nautical News* reported that the PIRI PONO was at Marine Services in Nelson, undergoing a major restoration and receiving a new mahogany deck. While there she was purchased by Paul Pannell of Christchurch, and for a short period she graced the southern waters of Lyttelton Harbour and other southern waters.



*PIRI PONO on the upper reaches of the Waitemata, during her 'war service', June 1944. The cabin was added by the Air Force.
(Whites Aviation)*



Now she is back on the Waitemata, just a couple of bays away from where the Collings & Bell yard once stood, and one of New Zealand's most interesting early power boats has been added to the New Zealand watercraft collection at HOBSON WHARF. The Museum wishes to thank Alan and Jenny Gibbs and Robin Congreve for the donations that made possible the purchase of the PIRI PONO. 🌐

Footnote on the name PIRI PONO

Robert Laidlaw enjoyed a special friendship at the Auckland Rotary Club with "Blow" Blamfield, the cartoonist on the *Observer* newspaper. Mr Blamfield always referred to Robert Laidlaw as his "Piri Pono" and when asked what it meant, always answered "Faithful Friend". When Robert Laidlaw came to build the new boat, he wanted a "faithful friend" and so named her PIRI PONO.

PIRI PONO on Lyttelton Harbour at the time of her purchase by HOBSON WHARF (Rodney Wilson)

It seems that Mr Blamfield's Maori may have lacked a little, for a dictionary meaning of "Piri" is "cling to", while "Pono" means "truth". Either way, it is an appropriate name for a grand early speedboat which served the Laidlaw family through four decades and now comes down to us in remarkably original condition.



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*Greg Knowles,
Tax Consultant at Ernst & Young
and International Yachtsman.*

blow up a steep chop in minutes, and if you capsize you'll bend your mast on the bottom and your race is over."

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DOWNWIND IN THE LIGHT

by Peter McCurdy

In the traders' races on Auckland Anniversary Day early this century, the working craft — scows, schooners, ketches and cutters — would set every possible sail in addition to the normal suit. In the holiday racing, the masters and crews would compete with a ferocity not seen during the working year.

The centenarian centreboard cutter *UNDINE* is seen here preserving all the conventions of a traders' race on a calm day. Clare Duder, who took the photograph from the dinghy, set the "extras", creeping out along the booms to do so.

The *UNDINE* is rigged as a gaff cutter, and so the topsail is part of the working rig, not an extra. The single-luff spinnaker is supposed to have been first employed on the English cutter *NIOBE* in 1866, but the use of a triangular sail in this way is probably much older. It became the traditional downwind sail for cutter-yachts and mullet boats. In the early days it was set wholly to windward of the mast, the sheet (it used to be called something else — spinnaker terminology has been variable and confusing) running aft past the weather side of the mast. The spinnaker of the *UNDINE* appears to be set in this old-fashioned way.

Below the mainboom is the traditional regatta-day water-sail, usually an old jib pressed into use. There is a second set from the spinnaker pole — not quite a water-sail because its head(?) is carried from the lee shrouds.

The third fair-weather sail should probably be called a spinnaker topsail, with its peak to the topmast head and tack rope to the end of the spinnaker pole. Its sheet appears to run to leeward of the mast, in the modern fashion for single-luff spinnakers.

John Duder, one of the owners of the *UNDINE*, is tempted to claim a first for the use of a spinnaker topsail. No doubt, given the nature of these things, there will be a flood of claims

of prior invention. The combination of conservatism, creativeness, competitiveness, and making the most of the resources, in the working sailor and the yachtsman, probably led to something like this having been used more than once a long time ago.

The *UNDINE* was built at Tangitu in the Bay of Islands in 1887. The builder was Alfred Earnest Fuller, who used her to carry kauri gum, coal, building materials and general produce. The family expanded their fleet with launches and barges over the years and later ran the famous Cream Trip.

For many years the *UNDINE* fished out of Mangonui and Whangarei — there are gaps in this part of her history — and in the late 1970s she went to the Historic Maritime Park at Paeroa, where she was rebuilt by Alister MacDonald and Barry Flint of Ngatea. In 1987 she was bought by a syndicate comprising Bruce Marler, John Burgess and the Duder family.

The original rig of the *UNDINE* was like that of an early mullet boat, with a running bowsprit, foresail and jib, a very high-peaked gaff and no topsail. Cargo was carried in the open cockpit, which had a low trunk over the forward end. The house aft and the gaff-topsail rig date from the Paeroa restoration.

And, in case anybody is wondering why the gaff and the boom are longer than the head and foot of the mainsail, the sail was recut to peak the gaff for the sake of the performance to windward. ⚓

FURTHER READING

"The *UNDINE*" by John & Tessa Duder, *Traditional Boats* No.49, October 1988.
Gaff Rig, by John Leather.
(Adlard Coles Granada, 1970)





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SØREN LARSEN

New Zealand • South Pacific • Australia 1990/91 Programme

3 CHRISTCHURCH - WELLINGTON

Join: Christchurch, 28 Dec. at 9.30 am.
Finish: Wellington, 31 Dec. afternoon
Disembark - 1 Jan. 1991 - 10 am
Cost: NZ\$ 772

We leave by midday to position ourselves in the waters off Kaikoura, where we hope to spend time whale and dolphin watching. The following day we sail to Port Underwood in the delightful Marlborough Sounds, renowned for its sheer beauty and tranquility. We then sail across Cook Strait to Wellington, in time to be part of the closing ceremony of the 1990 Celebrations, and the start of the New Year.

4 WELLINGTON - NAPIER

Join: Wellington, 2 Jan at 9.30 am
Finish: Napier, 5 Jan at 2 pm
Cost: NZ\$579

We leave by midday making our way past the infamous Barrett reef into the Cook Strait, hoping for following winds to take us to Cape Kidnapper's and on to Hawkes Bay for the start of the South Pacific Blue Water Festival.

DAY SAILING AVAILABLE DURING THE

5 NAPIER - PICTON

Join: Napier, 13 Jan at 6 pm
Finish: Picton, 17 Jan at 10 am
Cost: NZ\$772

A late start to the day to allow everyone the chance to see the start of the yacht race, then off, passing Cape Kidnapper's at dusk and on towards Tory Channel and Queen Charlotte Sound. This is the best known of the Marlborough Sounds where Captain Cook visited no fewer than five times. He named his favourite cove and the place he grew vegetables 'Ship's Cove'. We spend time here before docking at Picton.

6 PICTON - WELLINGTON

Join: Picton, 19 Jan. at 9.00 am.
Finish: Wellington, 21 Jan. at 12 noon.
Cost: NZ\$ 386

Taking our time visiting the many coves in Queen Charlotte Sound before making our way through the beautiful Tory Channel and out into the famous Cook Strait and onward to Wellington.

7 WELLINGTON - NELSON

Join: Wellington, 24 Jan. at 9.30 am.
Finish: Nelson, 27 Jan. at 12 noon.
Cost: NZ\$ 579

Crossing the Cook Strait to the Marlborough Sounds, which extend across to D'Urville Island and French Pass, so named after the French explorer in 1827. This is the gateway to the Abel Tasman National Park, where the bush, beach and sea blend perfectly, next to the first anchorage of New Zealand's earliest European discoverers. A trek in the Abel Tasman National Park can be offered after this cruise.

9a WELLINGTON - GISBORNE (via Napier) ☆

Join: Wellington, 5 Feb. at 8.00 am.
Finish: Gisborne, 9 Feb. at 12 noon
Cost: NZ\$ 772

Leaving Wellington, past the infamous Barrett Reef, into the Cook Strait and on towards Napier, where we shall take a break and visit the "Art Deco" City before sailing off for the Bay of Plenty and Gisborne.

9b GISBORNE - TAURANGA ☆

Join: Gisborne, 11 Feb. at 9.30 am.
Finish: Tauranga, 14 Feb. at 12 noon (tide permitting)
Cost: NZ\$ 579

Setting off towards East Cape via Tollaga Bay, yet another watering hole for Captain Cook. Round the Cape we find White Island, the still active volcano, where we will stop if conditions allow, before calling in at Tauranga.

9c TAURANGA - AUCKLAND ☆

Join: Tauranga, 15 Feb. at 9.30 am.
Finish: Auckland, 17 Feb. at 12 noon
Cost: NZ\$ 386

Mayor Island, Coramandile peninsular, Mercury Island and, finally, the Hauraki Gulf, which has to be one of the most beautiful and protected cruising areas in the world. Dolphins are regular visitors, swimming alongside and under Søren Larsen's bows as she glides silently along under her large square sails. So much to see before arriving in the "City of Sails" - Auckland.

8 NELSON - WELLINGTON

Join: Nelson, 30 Jan. at 9.30 am.
Finish: Wellington, 2 Feb. at 12 noon
Cost: NZ\$ 386

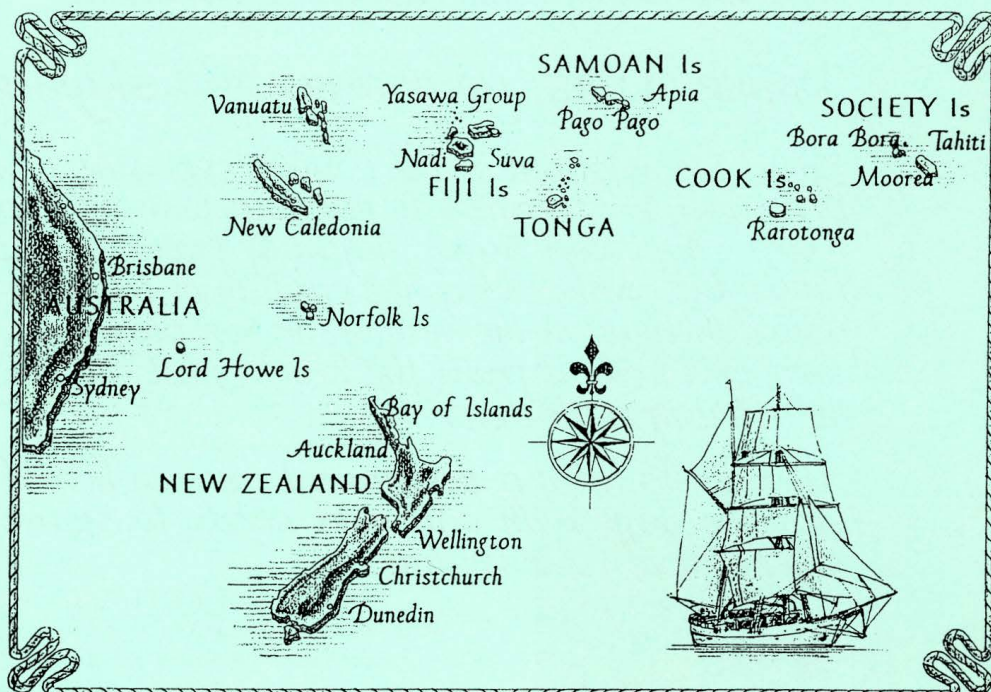
After Nelson's anniversary celebrations, we set sail retracing much of Voyage Seven, entering Wellington for the last time before Søren Larsen returns to Europe. A trek in the Abel Tasman National Park can be offered before joining this cruise.



10 HAURAKI GULF CRUISE

Join: Auckland, 26 Feb. at 8.00 am.
Finish: Auckland, 28 Feb. at 4 pm.
Cost: NZ\$ 386

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FRIENDS OF HOBSON WHARF

Auckland Maritime Museum



The Maritime Museum has established a 'Friends' Club. The full benefits of Membership will be obtainable after the Museum is fully developed in 1992. For those individual people and corporations who recognise the value of the Museum to Auckland and New Zealand and who wish to show their support at the earliest stage, we have launched the Friends of HOBSON WHARF and established a Founding Member category.

Why not join now, show your support of Auckland's exciting new maritime museum/maritime recreation centre and attain recognition as a Founding Member?

MEMBERSHIP BENEFITS

Members will receive

1. The quarterly magazine *Bearings*.
2. Concession entry charges to the Museum.
3. Purchasing discounts at the Museum restaurant and retail operations.
4. A series of discounts which will be progressively negotiated with retail suppliers of goods and services elsewhere in the community.
5. Special programmes and events including exhibition openings, heritage cruises, lectures, cocktail parties etc.

ADD-ON MEMBERSHIPS

For those who have specific interests, and where there are sufficient numbers of people with similar interests, special membership subgroups will be formed. Each subgroup will have its own steering committee and will organise its own specialised programme.

1. Friends of the Maritime Library

This group will be particularly concerned with support of the Museum's library and archives through special-purpose donations and by assisting the Librarian/Archivist in the acquisition of collection material.

Benefits include:

- i) library access and reader rights
- ii) special library/archive-interest lectures and workshops

2. Friends of Small Craft

This is a group specifically interested in the design and history of New Zealand small craft and whose prime interest in the Museum will be the collection of New Zealand class yachts and other small craft.

Benefits include

- i) Support of the director and curator in locating appropriate small craft, small craft design files and other

historical data relevant to this collection.

- ii) Special lectures and workshops

3. Special Vessel Preservation Groups

The Museum will acquire a carefully chosen, manageable collection of historically valuable water-borne exhibits. It is envisaged that each vessel will have a preservation group attached to it. These groups will comprise people who are enthusiastic about and are prepared to make a commitment to the vessel of their choice.

Benefits include:

- i) Participation in the day-to-day maintenance of the vessel and assistance with the Museum's presentation and interpretation of her.
- ii) sailing rights.

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2. I also wish to join the following Friends specialist subgroups:

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ii) Friends of Small Craft (Additional levy \$25)

iii) Friends of the BREEZE (Additional levy \$25)

iv) Friends of the PUKE (Additional levy \$25)

v) Other (please list your area of interest)

Note: 1. Total Additional Levy for two or more subgroups — \$50.

2. Subgroup members must also be members of the Friends of HOBSON WHARF.

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11 AUCKLAND - OPUA

Join: Auckland, 6 March at 9.30 am.
Finish: Opuia Wharf, 10 March at 12 noon.
Cost: NZ\$ 772

This will take us through the Bauraki Gulf, calling either at Great Barrier or Kawau Island, up past the Poor Knights, stopping at Whangamumu, an old whaling port near Cape Brett, before entering the gorgeous Bay of Islands.

12 BAY OF ISLANDS CRUISE

Join: Opuia Wharf, 13 March at 9.30 am.
Finish: Opuia Wharf, 17 March at 4 pm.
Cost: NZ\$ 772

We will sail in amongst many of the 150 islands scattered around the beautiful sheltered waters, leaving them for a while to explore Whangaroa Harbour with its own unique character and towering pinnacles. Returning via the Cavalli Islands, renowned for their marine life.

13 BAY OF ISLANDS CRUISE

Join: Opuia Wharf, 19 March at 9.30 am.
Finish: Opuia Wharf, 22 March at 4 pm.
Cost: NZ\$ 579

We will sail in amongst many of the 150 islands scattered around the beautiful sheltered waters, leaving them for a while to explore Whangaroa Harbour with its own unique character and towering pinnacles. Returning via the Cavalli Islands, renowned for their marine life.

14 OPUA - AUCKLAND

Join: Opuia Wharf, 23 March at 9.30 am.
Finish: Auckland, 27 March at 12 noon.
Cost: NZ\$ 772

We sail out past the many islands in the Bay and hopefully stop in at Whangamumu, the old whaling port near Cape Brett. Søren Larsen sails down past the Poor Knights and then call in at either the lovely, unspoilt Great Barrier Islands, or Mansion House Bay on Kawau Island, before returning to Auckland.

15 EASTER HAURAKI GULF CRUISE

Join: Auckland, 30 March at 8.00 am.
Finish: Auckland, 1 April at 4 pm.
Cost: NZ\$ 386

A perfect haven for sailing, with an abundance of sheltered anchorages including Fitzroy, a spectacular harbour at Great Barrier Island, and Mansion House Bay on Kawau Island.

A AUCKLAND - RUSSEL

23 MAY - 24 MAY (2 days)
(Optional Start to Longer Voyages)

Join: Princess Wharf, Auckland at 8.00 am.
Finish: 2 pm. Russel or Opuia with connection to Pahia
Cost: NZ\$ 300

We sail up through the Hauraki Gulf, passing Great Barrier Island on our starboard side, towards Whangarei and the Poor Knights. Then, round Cape Brett marked by the natural tunnel in Piercy Island, and into the Bay of Islands.

B RUSSEL, BAY OF ISLANDS - TONGA

25 MAY - 6 JUNE (12 days)

Join: Russel at 8.00 am.
Finish: Tonga at 12 noon.
Cost: NZ\$ 2,736

Joining in with the South Seas Cruising Regatta, as we become the "Flag Ship" of this "Fleet of Yachts". The cruise will take us up along the Kermadec Trench, stopping at the island group to look at the bird and marine life. Hopefully we will see whales on migration to their Tongan breeding grounds as we sail on towards Nuku'alofa, the Kingdom's capital, and the official welcome at the Royal Sunset Island resort.

C TONGA - FIJI

9 JUNE - 27 JUNE (18 days)

Join: Tonga at 8.00 am.
Finish: Lautoka, Fiji at 12 noon.
Cost: NZ\$ 3,474

One of longer voyages, combining Polynesian and Melanesian cultures, which have survived even at today's ever demanding pace. "Island time" as they say, has a much gentler pace where tomorrow will do! We will sail North from Tongatapu towards the Ha'api Group, made up of hundreds of coral islands covered with palm trees and surrounded by crystal clear water. Watch the still active volcano of Tofua, the island made famous by the Bounty Mutiny. We will stay here a while before heading off to Vava'u, a truly spectacular island group with towering peaks, caves and one of the most unspoilt, natural harbours of the world. From here we leave and follow the Trade Winds to Ovalau and the old Fijian capital of Levuka, before passing through Bligh Water en route to the Yasawa group, spending time in the local villages and taking the opportunity to snorkel over fantastic coral outcrops, before arriving at Lautoka

D FIJI - VANUATU

30 JUNE - 11 JULY (12 days)

Join: Lautoka at 8.00 am.
Finish: Vanuatu at 12 noon.
Cost: NZ\$ 2,511

From the Yasawa to Yasur and the awe-inspiring sight of red hot lava from the volcano at Tanna. The first island of Vanuatu we will visit which has the "John from Cult" who worship cargo left by the American troops of World War II. The waters are a museum of ships and planes, lying alongside the unspoilt corals and virgin islands. As Michener said of Vila, "The finest spot in the South Pacific to visit and see the island as they were in the great days of the beginning of the century."

VANUATU

E Cruise 1: 14 JULY - 25 JULY (11 days)
Cruise 2: 4 AUG. - 15 AUG. (11 days)

Join: Vanuatu at 8.00 am.
Finish: Vanuatu at 12 noon.
Cost: NZ\$ 2,511

Throw away your watches and let time take you back to its beginning. We will sail North from Vila, through some of the most unspoilt islands of the world, where so little has been written about them as these islands have been, and still are, so inaccessible. The "Bali Hai" of Rogers & Hammerstein is Aoba, one of the many islands we will stop at to enjoy island time, where we can do as little or as much as one wishes.

WW2 relics gently rest on the coral beds with wrecks of ships and planes and, at "Million Dollar Point" you will find an arsenal of gun tanks, helmets and boots, amongst the hard and soft coral and giant fans patrolled by Manta, Eagle Rays, Turtles and Giant Clams, all covered by warm, crystal clear waters.

The Søren Larsen carries an ample supply of fins, snorkels and masks, together with our ship's windsurfer - all of which are available to our guests

F VANUATU - NEW CALEDONIA

18 AUG. - 29 AUG (12 days)

Join: Vanuatu at 8.00 am.
Finish: New Caledonia at 12 noon.
Cost: NZ\$ 2,511

We will explore more islands of Vanuatu before we head off with the Trade Winds to the Loyalty Islands and the gateway of New Caledonia. Relaxing there before sailing on to the Ile des Pins, an old penal colony. Here we will pick our way past the coral atoll, anchoring as evening approaches in one of the many beautiful bays, to swim, snorkel and explore. Finally to sit and relax with a drink in your hand and watch the sun set.

G NEW CALEDONIA - SYDNEY

1 SEPT - 16 SEPT. (17 days)

Join: New Caledonia at 8.00 am.
Finish: Sydney at 12 noon.
Cost: NZ\$ 3,088

This is a relatively long sailing passage, where will be experiencing some fantastic blue water sailing. We hope to call at Lord Howe Island, which is a spectacular island where we will try to spend a day or two walking the many forest trails or cycling. Finally arriving in Sydney, perhaps one of the world's most spectacular harbours. Join us bound for Australia.

This is your opportunity to experience a different lifestyle. A lifestyle that most people believe is long passed. A life style most people only read about.

BOOKING FORM

Please complete this form and forward to us along with your 25% deposit cheque or full payment made out to the Søren Larsen. Acceptance of your booking is subject to our receiving from you a completed satisfactory medical questionnaire. The Medical questionnaire and information handbook, which contain detailed information on the ship, suggested packing list etc, will be forwarded to you immediately upon receipt of your deposit and this booking form.

PLEASE PRINT

FULL NAME _____

ADDRESS _____

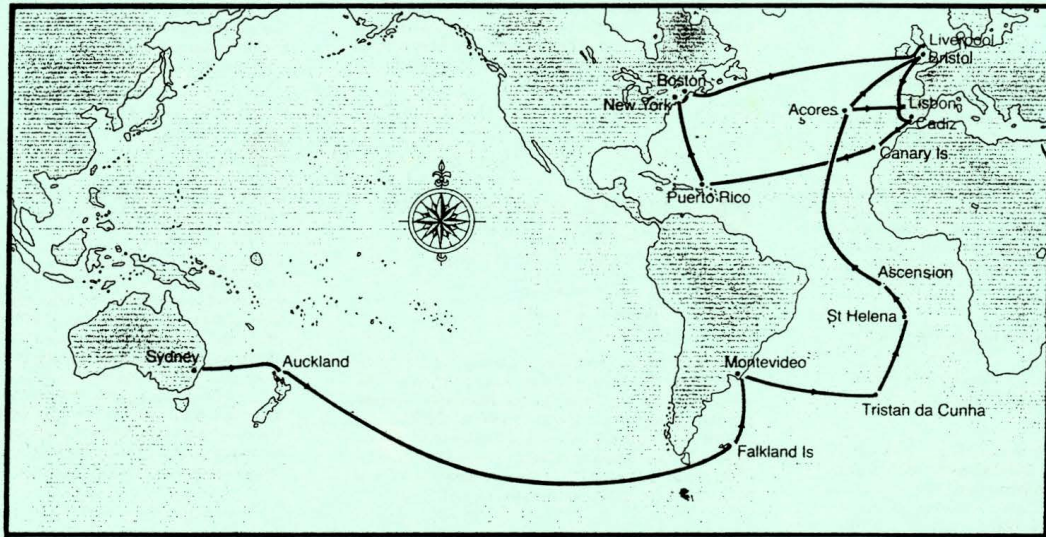
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PLEASE POST TO HOBSON WHARF, AUCKLAND MARITIME MUSEUM, P.O. BOX 3141, AUCKLAND.

HOMeward ROUND THE HORN AND COLUMBUS '92 QUINCENTENARY

S.T.V. EYE OF THE WIND & S.T.V. SØREN LARSEN



HOMeward ROUND THE HORN

1 SYDNEY, AUSTRALIA TO MONTEVIDEO, URUGUAY — via the Cape Horn and the Falkland Islands.

Join: Sydney, Australia 5 October 1991
 or (Auckland, New Zealand 24 October 1991)
Finish: Montevideo, Uruguay 21 December 1991
Cost: U.S. \$9,600

This voyage is the ultimate ocean sailing experience as the vessels sail the Great Circle route down into the Southern Ocean, running before the westerlies into the Roaring forties and fifties. Expect exhilarating sailing as we follow the classic route of the former wool clippers, such as the Cutty Sark and the large four masted barques such as the Moshulu of the "Last Grain Race". Upon rounding Cape Horn — under square sail — we alter course for Port Stanley, where we hope to spend about eight to ten days exploring some of the Falkland Islands, meeting the islanders and observing the prodigious wild life. We plan to depart approximately 11 December for a short ocean passage to the warmer climes of Montevideo, the capital of Uruguay, situated at the mouth of the River Plate.

2 MONTEVIDEO, URUGUAY TO LISBON, PORTUGAL & BRISTOL, ENGLAND.

Join: Montevideo 2 January 1992
Finish: Option 1: Açores 25 March 1992
 Option 2: Lisbon 1 April 1992
 Option 3: Bristol 4 April 1992
Cost: U.S. \$9,600

We sail from Montevideo before the prevailing westerlies to the remote South Atlantic volcanic island of Tristan da Cunha. Here, with the ships "hove to", the islanders will come to ferry us ashore through the surf and Kelp beds to visit their isolated home. Then we sail northwards to pick up the south east trade winds which will carry us to the tropical island of St. Helena. We anticipate spending two days visiting this beautiful island on which Napoleon Bonaparte was exiled. We continue to sail north before the balmy south east tradewinds accompanied by flying fish to Ascension Island. Upon our visit to this British island we should see amongst its marine wild life a Frigate bird which is unique to Ascension. Then we sail north to cross the "line" into the North Atlantic — King Neptune will visit the ships to initiate those who have not crossed the equator before! Finally we sail before the north east trade winds to the peaceful Portuguese Açores — our last islands of call before finishing at Lisbon or Bristol.

COLUMBUS '92 QUINCENTENARY

A LISBON, PORTUGAL via Cadiz, Spain — CANARY ISLANDS

Join: Lisbon, Spain 24 April 1992
Finish: Canary Islands 10 May 1992
Cost: U.S. \$2,489

Join the assembling fleet of Tall ships which have sailed down from Northern Europe and cruise in company to Cadiz where this unique fleet is swelled by sailing vessels from the Mediterranean. Then as did Columbus in 1492, the combined fleet, under pyramids of canvas sail before the north east trade winds to the Canary Islands.

B CANARY ISLANDS — SAN JUAN, PUERTO RICO

Join: Canary Islands 11 May 1992
Finish: San Juan, Puerto Rico 10 June 1992
Cost: U.S. \$4,540

The fleet sails from the Canaries out into the Atlantic, westward on this classic blue water passage during which we should experience excellent sailing as we run in the tropics before the north east trades to the Caribbean Island of Puerto Rico and berth in San Juan.

C SAN JUAN, PUERTO RICO — NEW YORK — BOSTON

Join: San Juan, Puerto Rico 13 June 1992
Finish: Boston 11 July 1992
Cost: U.S. \$6,794

On departure from Puerto Rico the fleet sails out of the Caribbean northwards before the N.E. Trades crossing the Tropic of Cancer and on to New York. On July 4th we participate in the grand occasion of perhaps the largest assembled fleet of Square rigged sailing ships in modern times, crowd on canvas for a spectacular parade of sail through New York Harbour, past the Statue of Liberty into the Hudson River. Truly a unique experience to be part of. From New York we cruise along the New England coast to the historic city of Boston.

D BOSTON, U.S.A. — LIVERPOOL, ENGLAND

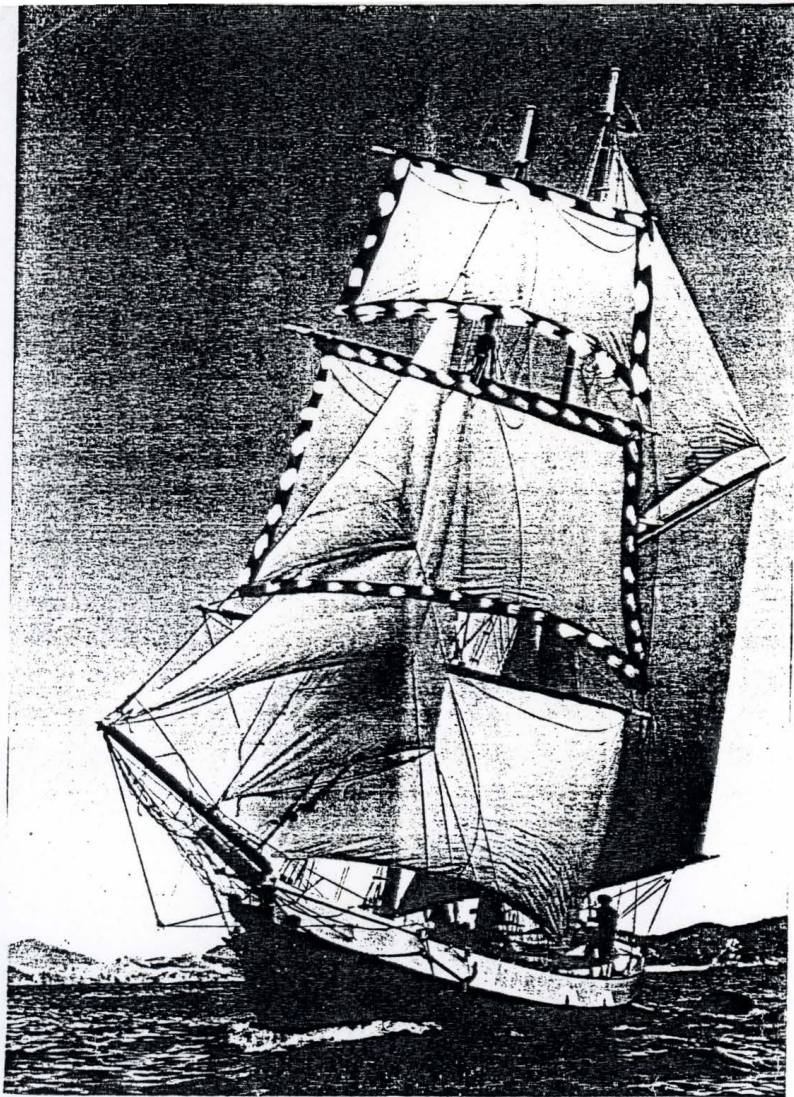
Join: Boston 15 July 1992
Finish: Liverpool 12 August 1992
Cost: U.S. \$4,530

Join us on this leg for an experience of a life-time in a Tall Ship's Race. From the port of Boston, home of the U.S.S. Constitution, the oldest wooden frigate afloat — the fleet heads out across the Grand Banks past Newfoundland into the North Atlantic Ocean to follow the old sailing ship route shaping a course before the prevailing westerlies towards Britain. After passing through St. George's channel into the Irish Sea the Tall ships will arrive at the port of Liverpool to berth at Canning Docks, home of the Merseyside Maritime Museum.

What a party there will be when all the ships have docked!

The UNDINE, running off in light airs.
(Clare Duder)





BREEZE

This romantic little vessel, under
the proud ownership of :

HOBSON WHARF
Auckland Maritime Museum

wants a Christmas present

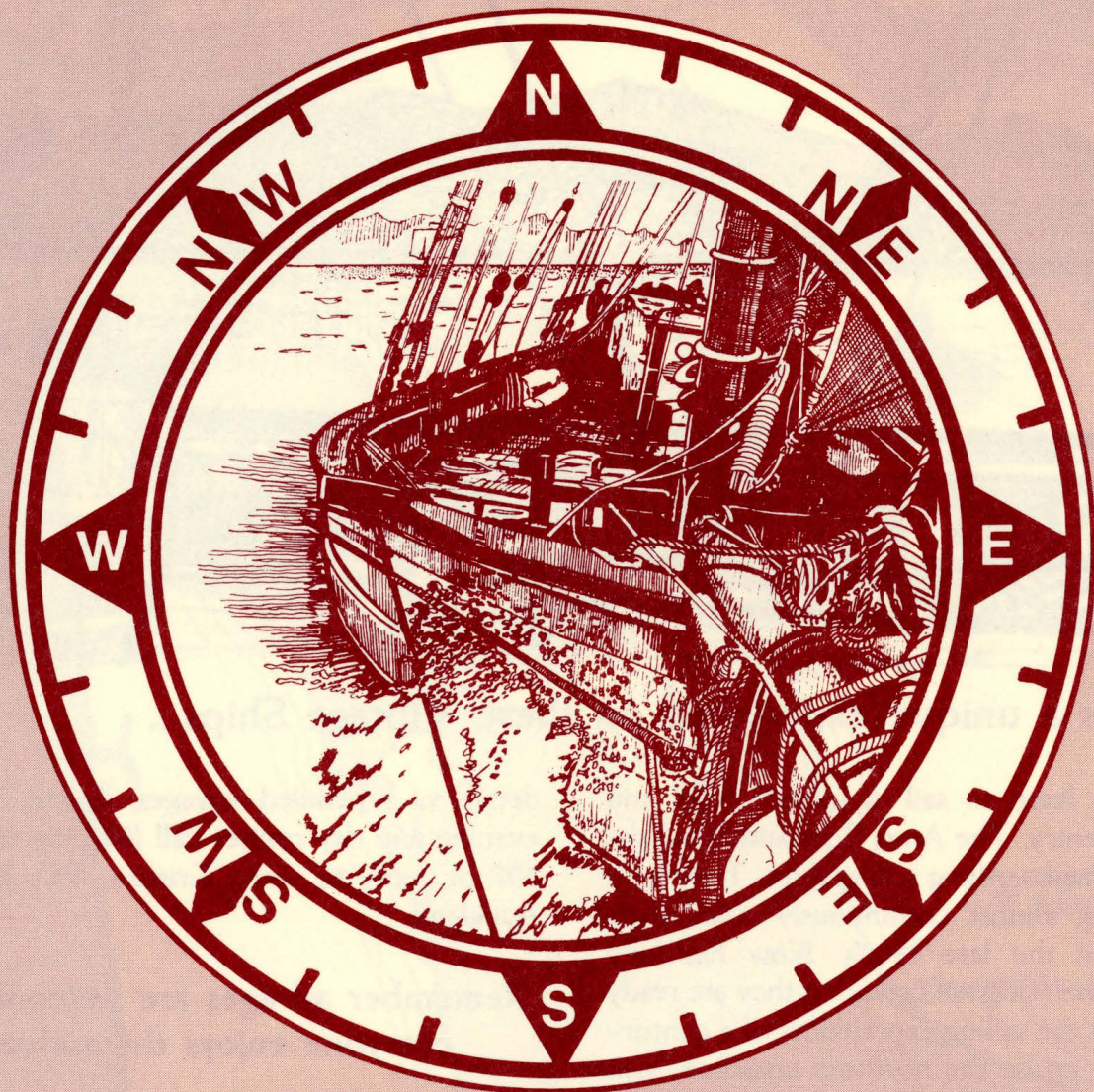
If you would like to help, your
contribution would go towards the
purchase of materials to make her
two new sails, as indicated by the
dotted line.

All contributions gratefully accepted.

Please send to :

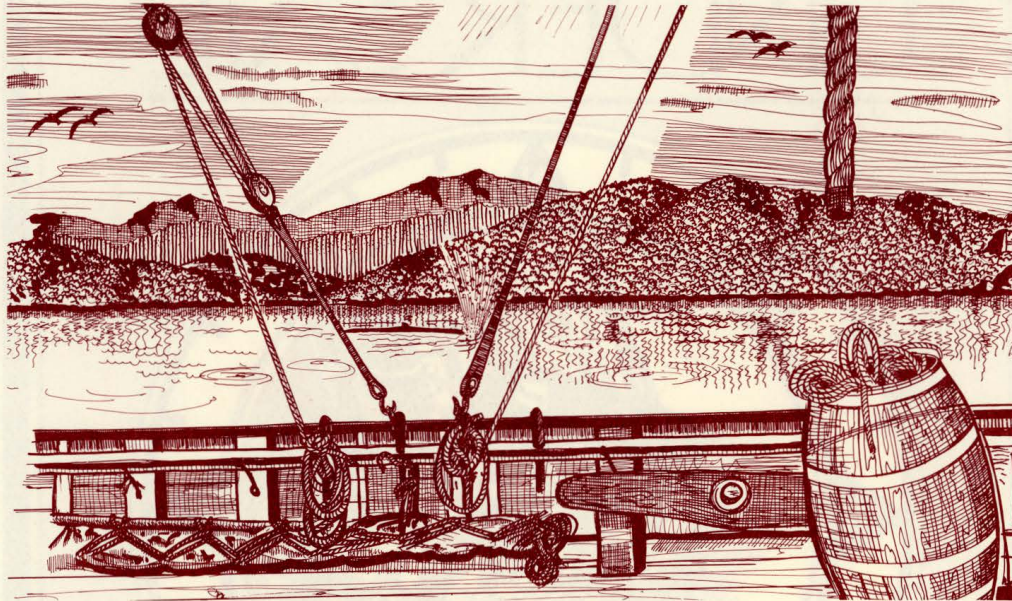
"BREEZE Sails Appeal"
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Auckland Maritime Museum
P O Box 3141
Auckland

UNDER SAIL



ON THE VINTAGE SHIPS
ANNA KRISTINA
and
ANNA ROSA

The Great Days of Sail Revisited



Sailing is a unique experience on these Vintage Ships...

You can learn to sail or simply relax and Play Gentry. The Anna Rosa and the Anna Kristina are real working sailing ships. They have been trading almost continuously since their launching in the late 1800's. Now faithfully restored to their original condition they are ready to show you the sailing experiences of a century ago. As you cruise the northern coastline, visit the Great Barrier Island or the Coromandel Peninsular you will do it in a style that can only be described as unique. The standing order of the day is for passengers to enjoy themselves, regardless of age or experience.

Whether individually, a couple or a group there are concessions on trips as short as half a day or as long as a week. For prices and

details of scheduled voyages, special charters, evening and day cruises call (09) 366 0055 Ext. 407 or reply to Anna Kristina, P.O. Box 3141 Auckland.

Remember all ages are welcome and everyone enjoys themselves!

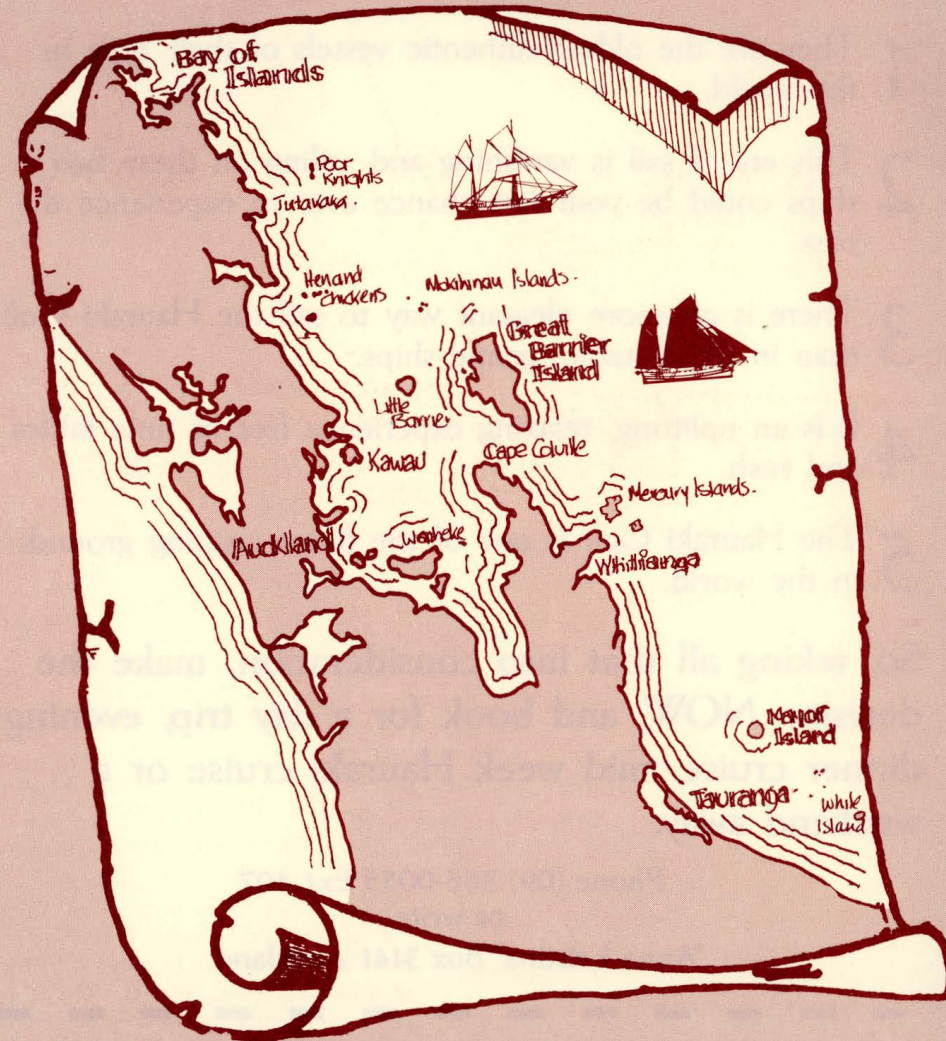
These two ships are the last surviving vessels of their type. They have a special place in New Zealand's History. In the early days of settlement ships such as these formed an important part of the early trading fleet. They are the fore runners of the famous coastal scows that moved cargo around the New Zealand coast for half a century.

"Sailing on the Anna Kristina was the best weekend of my life. I loved the whale, the dolphins, the seabirds and arriving at Great Barrier Island in the dawn. I especially liked the crew. They made it easy for me to understand the ship and looked after me so well I felt very lucky and very important. Everyone else on our cruise loved it too.

"Matt Rusco, Aged 12



This Northern Coastline of New Zealand is a world famous cruising ground...



A Journey into the past. A holiday of unmatched style and relaxation on board either of these authentic working sister ships is a memory that you will treasure forever.

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- 1 They are the oldest authentic vessels of their type in the world.
- 2 This era of sail is vanishing and sailing on these two ships could be your last chance ever to experience the past.
- 3 There is no more pleasant way to sail the Hauraki Gulf than in these stable, gentle ships.
- 4 It is an uplifting, relaxing experience free of time tables and rush.
- 5 The Hauraki Gulf is one of the finest cruising grounds in the world.

So, taking all that into consideration, make the decision **NOW**, and book for a day trip, evening dinner cruise, mid week Hauraki cruise or a weekend away.

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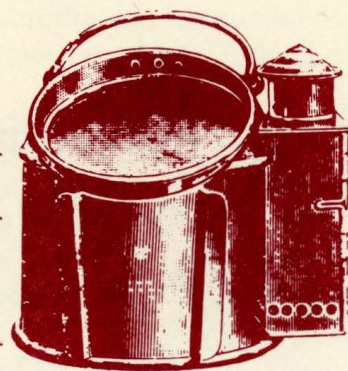
or write

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1991 'Tide Times'

SUN - MOON - TIDE CALENDAR
FULL NEW ZEALAND COVERAGE

Your purchase contributes 20 cents towards
preserving our coastal wildlife



Dear Customer,

1991 'Tide Times' SUN—MOON—TIDE CALENDAR

It is time to purchase your 'Tide Times' calendar. The years do tick over quickly don't they? The 1991 issue is our fifth.

I would like to take this opportunity to say thank you to those of you who have purchased the calendar in past years. Your purchases year after year indicate that you must enjoy the product. Thank you. As I process your orders, I often recognise your names and feel like I know you. Because only a small handful of calendars are sold via mail order (most are sold in shops), I enjoy this more personal contact with you.

Although the 1991 issue follows the same format as last year, we have made a few small changes to the grids to make it look sharper and easier to read. These changes were all made according to customer comments and suggestions! We have also **improved shipping protection** as the post office can be a bit rough.

Remember, the calendar

- Features Bill Hohepa's Maori Fishing Guide
- Contains 12 beautiful colour photographs
- Is the only layman's tide reference covering all of New Zealand
- Has a graphic picture of the sun, moon, and tide for each day of the year.
- Is essential for fisherman, yachtsman, boaties, beachcombers, divers, surfers, windsurfers. . . or anyone who loves the seal

AUCKLAND MARITIME MUSEUM
 P.O. BOX 3141
 AUCKLAND
 NEW ZEALAND

This year I have decided to direct promotion funds towards keeping our coastline clean and full of wildlife for all to enjoy in the future. **Every calendar you purchase contributes 20 cents to this end.** I am sure you will agree with this cause.

Please use the form below to complete your order. I look forward to hearing from you. Thank you again.

Sincerely,
David J. Robinson, Editor

David J. Robinson

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MY ORDER IS:—

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A FERROCEMENT SKIN FOR THE NGOIRO

by Jim Mason

NGOIRO, the 1913 Chas Bailey Jnr ferry converted into a floating restaurant for Waitemata Harbour, is now resplendent in a ferrocement skin.

Believed to be one of the largest marine preservation projects using this technique in the world, the work was completed under the direction of the Auckland-based engineer, Douglas Alexander. Recognised as a world authority on ferrocement construction, Doug Alexander has been involved in the design of ferrocement structures, including ships, wharves and barges, for twenty years. Most of his clients have been overseas, where ferrocement is also used to preserve historic buildings and keep older vessels in operation.

The NGOIRO is the smallest of the three traditional Auckland ferries which survived the holocaust following the opening of the harbour bridge. Rescued in 1978 by the writer and the New Zealand Maritime Trust, the vessel is 118 ft in length, 28 ft 6 in beam and has a draft of 6 ft 6 in.

The NGOIRO is of composite construction with a single skin of 3 inch kauri bolted to 3 in x 3 in steel frames spaced at 20-inch centres. Below the waterline, the kauri is sheathed in 1 inch totara, much of which is original, probably from Totara North. The hull bears the scars of an encounter with Bastion Reef, on which she grounded in fog during her twenty years on the St Heliers Bay run before Tamaki Drive was constructed.

Totara North sheathing is renowned for its resistance to marine worm attack, a quality not found in Southern Totara. It has out-lasted local totara used for patching. Areas of gribble worm attack were apparent where the sheathing was damaged. Elsewhere the kauri hull planking was generally sound.

The interior steelwork was substantially wasted but retained sufficient strength for a floating museum restaurant which would not be putting to sea.

BLACK SUNDAY

Luck deserted the NGOIRO in March of this year when a chapter of accidents culminated in her sinking at her berth beside Julian's Wall in the Western Viaduct Basin. Her shipkeeper had gone ashore at three a.m. to watch an international rugby game on television. A faulty answerphone blocked emergency calls and, although her alarm bells called for help for more than three hours, none of the many passers-by thought to call the Fire Brigade. She could have been saved at any time before the water reached her open portholes. Any other morning, except Sunday, staff would have been aboard early.

Pumped out at the low spring tide, she was refloated and slipped on the historic 600-ton slipway in St Mary's Bay, where she had been built.

The owner of the historic vessel considered the options for preservation. Re-planking was estimated to cost \$200,000 while fibreglassing the existing hull would

be about \$70,000, with limited durability. A new "skin" of ferrocement was estimated to cost about half that figure.

THE TECHNIQUE

It was decided to retain the totara sheathing, which was generally sound. The surface was pre-conditioned by sandblasting. Local areas of worm attack were gouged out to sound timber and, where necessary, backed by marine ply to act as a backstop for the fibre-mortar filling mixture. Five per cent by weight of enlarged steel fibres had been added to the mixture, and staples were used to provide a key.

After the preliminary work the whole surface was treated with high-build aluminised bituminous paint to provide a flexible dampcourse between the ferrocement skin and the hull timber.

Next, 2.5 mm high tensile galvanised wire was stapled around the girth of the vessel at 300 mm centres in order to stand the subsequent longitudinal wire, which acts as the main tensile reinforcement layer, off the hull. The longitudinal wire was spaced at 50 mm up to the turn of the bilge, and 100 mm above that. Each wire was tensioned end to end before securing it with 50 mm cadmium-plated staples, fired into the underlying timber by a pneumatic stapling gun.

Three layers of 1117 galvanised weld mesh were then laid up over the skeleton of steel wires. These layers were again secured with staples fired

Tensioning the main longitudinal reinforcement. The old hull has been patched where necessary and coated in aluminised bituminous paint.

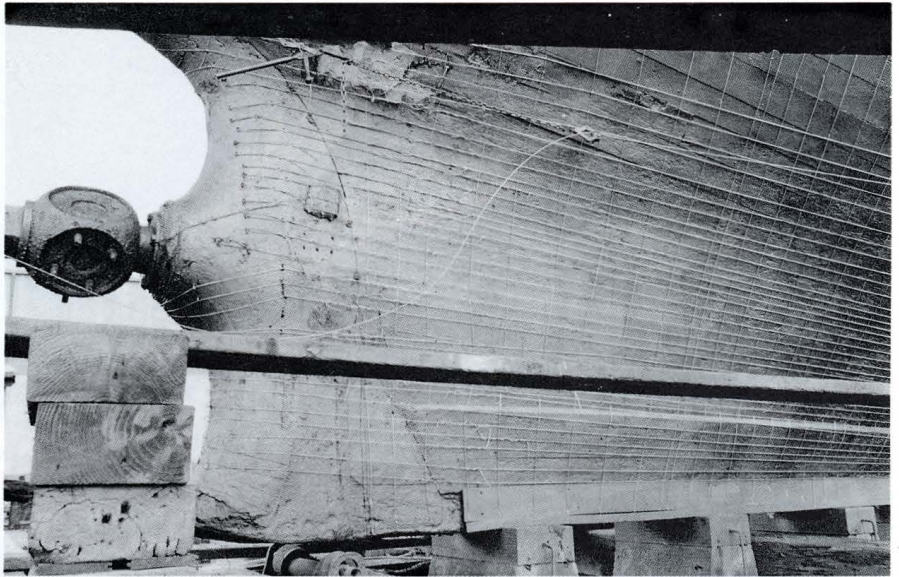
over the top of the underlying high tensile wire to avoid depressing the meshes.

The combination of the high tensile steel wire layer and the layers of wire mesh were designed to replicate the strength of the existing wooden hull, giving it sufficient strength to cope with its duty as an unpropelled vessel permanently moored in the quiet water of an inner harbour berth. In the event of future disintegration of the underlying timber, the new ferrocement hull would continue to resist the external water pressure on its own. For this reason, sufficient reinforcement was provided to develop a moment resistance capable of spanning two frames without exceeding a critical crack width of 0.05 mm. That critical width relates to corrosion susceptibility.

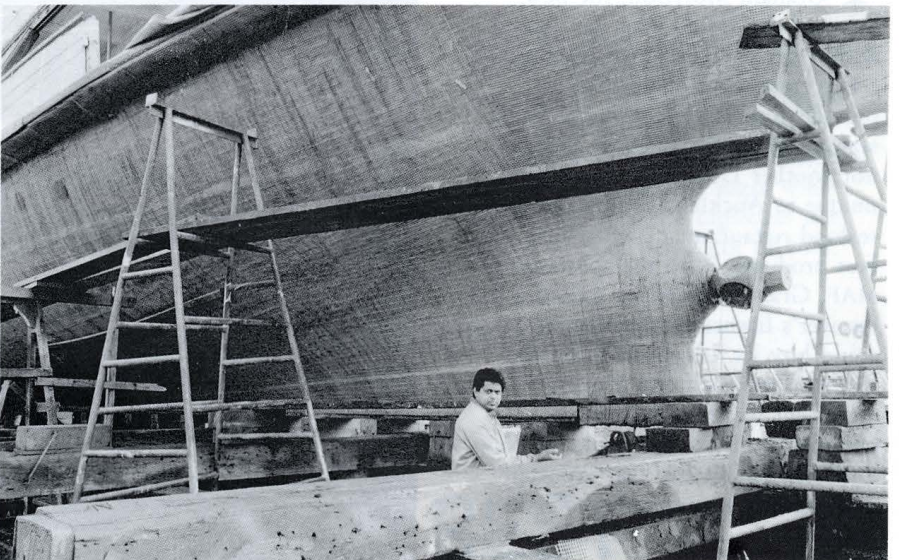
The mortar employed in the plastering of the hull was based on a mixture of 1.5 sand to 1 cement, with super plasterciser used to reduce the water content, and a polymer to decrease the permeability. Chromium trioxide was added to the water to passivate the galvanising on the reinforcement.

Delivery of the mortar to the surface of the hull was by means of air entrainment of the slurry which was driven into the mesh with the nozzle held within 150 mm of the surface. The comparatively stiff mix deposited formed rows of mortar splutter as the nozzle was weaved backwards and forwards, giving the appearance of a furrowed contour as the area of application progressed. Further operators immediately trowelled the mortar into the mesh, raking it level with the mesh and leaving a coarsely textured surface for keying the finishing coat. The finishing coat was applied to obtain an approximate cover of 4.5 mm over the mesh-steel and to provide for a degree of fairing.

It is interesting to note that some 200 square metres of each side of the vessel were mortared using these methods in an elapsed time of four hours, not including the finishing



Galvanised mesh in place and ready for plastering.



Plastering in progress.



The completed ferrocement skin, awaiting epoxy paint.

coat rendering. Seven men were used in the operation.

The work was carried out principally as a labour-only contract, with professional plasterers being employed for that phase of the work. The direct costs fell into four categories: slipway charges, materials, equipment hire, and labour. Materials totalled approximately \$35,000, while 2500 labour hours were expended.

FERRYMANS

The project was carried out by Graham Morrison, the new lessee of the vessel, who has created within her the Ferrymans Restaurant.

Ferrymans was established to provide Aucklanders with the finest seafood restaurant in New Zealand; not another Doyles but something unique to Auckland. To be the best seafood restaurant it had to have the best products. With the assistance of MAF, Graham Morrison gained a fish receiver's licence so that the restaurant could buy its fish direct from the fishing boats each day. During inclement weather, the fish are obtained from the live tanks of New Zealand's largest live fish exporter. The product is unquestionably the

The NGOIRO, strong and watertight again.

freshest available, and with the variety found in the Hauraki Gulf and surrounding areas, the choice of seafood is extensive.

The internal refit of the NGOIRO has been extensive. The proprietors have endeavoured to keep as much as

possible of the original, taking off all the old paint to reveal the native kauri wherever possible.

Upstairs, the restaurant seats seventy on kauri tables and chairs, and features a refrigerated display of all the seafood available. The two wheelhouses, while an integral part of the restaurant, have separate functions — the bow is set up as the wheelhouse bar, seating twenty people on kauri swivel type captains chairs; while the stern wheelhouse is a private room for ten people, be it a business luncheon or birthday party. Ferrymans is two month's old and has already captured the imagination of dedicated seafood lovers.

[Friends of HOBSON WHARF enjoy a discount of 10% at Ferrymans.]

FURTHER READING

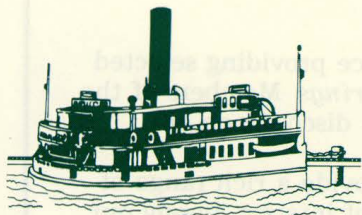
“Review of Factors Influencing the Durability of Ferrocement”, by Douglas Alexander, *New Zealand Concrete Construction*, July 1989.
The Harbour Ferries of Auckland, by David Balderston (Grantham House, 1986).



FOOD

FERRYMANS

SEAFOOD RESTAURANT & BAR
PERMANENTLY MOORED IN HALSEY STREET



AUCKLAND'S ONLY SEAFOOD RESTAURANT ON THE WATER

Graham & Dawn & chef John

John grew up on the Coromandel and lived on fresh seafood. He buys fresh fish everyday — sometimes directly from fishermen who tie up alongside. At Ferrymans they take pride in having as large a variety of fish as possible.

“Serve seafood absolutely fresh, simply and elegantly, and you can't go wrong”.

The staff at Ferrymans take delight in serving customers who step straight from their boats onto the NGOIRO to eat seafood just as they like it.



CHESSBOARD OF SNAPPER AND OCEAN TROUT

100 grams Ocean Trout } per person
100 grams Snapper }

1 teaspoon Brown Sugar

Salt and chopped parsley

Cut the fish into four-inch long strips, half an inch wide. Lay four strips of

ocean trout on buttered tinfoil.

Thread the snapper under and over the ocean trout until the four slices form a chessboard. Sprinkle with one teaspoon of brown sugar, season with salt and chopped parsley. Smoke in the hot smoker for approximately ten minutes or until done. Smoke flavours go well with a fresh chutney or a tomato and capsicum sauce.

FRUIT CHUTNEY

½ cup Malt Vinegar

¼ cup Brown Sugar

½ cup each of Apple, Pineapple,

Grapes and Oranges, cubed

(Makes four portions)

Boil the sugar and vinegar until the sugar has dissolved. Add the fruit and continue to simmer for eight minutes. Cool and serve.

TOMATO AND CAPSICUM SAUCE

250 grams whole peeled Tomatoes (fresh or canned)

¼ cup chopped Parsley

1 teaspoon chopped Garlic

¼ cup chopped Capsicum

1 small Onion, chopped

1 tablespoon of Oil

Salt and Pepper

Saute the onion, garlic and parsley in the oil without colouring — about one minute. Add roughly chopped tomatoes and simmer for eight minutes. If using fresh tomatoes, add one scant teaspoon of sugar while simmering. Add the capsicum last. Season to taste. Serve hot or cold.

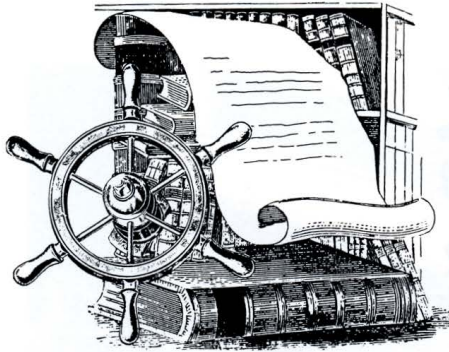
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Around the World in Wanderer III. Eric Hiscock	\$24.95	Ocean Cruising Survey. Jimmy Cornell	\$34.95
Boatbuilding. Howard Chapelle	\$68.50	Of Yachts & Men. William Atkin	\$31.95
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The AILSA, with her original cutter rig. (A.V. Buchanan album, M. Foster collection.)

AILSA CO-OWNERSHIPS OFFERED

The AILSA was built at Devonport, Auckland, by T.E. le Huquet in 1909. She was originally rigged as a gaff cutter but was converted to yawl rig after going to Wellington in 1911. In 1920 the AILSA became one of the first bermudan-rigged yachts in New Zealand.

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The Auckland Maritime Museum wishes to acquire the AILSA and to do so is offering patrons four Co-Ownerships.

Co-Ownership requires an initial payment of \$10,000 plus GST, and a quarter share of AILSA's annual maintenance costs for the duration of ownership.

If you would like to know more about this opportunity to share in the maritime heritage of New Zealand, contact Rodney Wilson at the Auckland Maritime Museum, P. O. Box 3141, Auckland. Tel. 09-366 0055.

*Length 36 ft 9 in, beam 9 ft, draught 5 ft 6 in.
Construction: three-skin kauri — two diagonal and one fore-&-aft, copper-fastened, grown floors and knees.*

Co-Ownership of the AILSA provides each owner with:

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 - Up to ten weekends of sailing per year.
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 - The most desirable marina berth in the country — right at the heart of the Museum complex.
 - A rare pride of ownership — the sight of the AILSA on the harbour will cause heads to turn!
 - The satisfaction of helping HOBSON WHARF preserve a vitally important piece of the country's maritime heritage.
-

A SUMMER PUZZLE

REGISTERED AS A NEWSPAPER

Auckland Weekly News

Price 1/-



Christmas Number
1916.

The cover features a central oval illustration of a woman in a white sailor's uniform, including a white cap with a black band and a red neckerchief, rowing a wooden boat on a blue sea. In the background, a large, rounded rock formation is visible under a pale sky. The entire cover is set against a golden-yellow background decorated with several white seagulls in flight. The text 'Auckland Weekly News' is written in a large, stylized red font with a gold outline. The words 'Christmas Number' and '1916.' are at the bottom in a similar red font with gold outlines. The price 'Price 1/-' is located to the right of the oval. Small text in the top left corner reads 'REGISTERED AS A NEWSPAPER'. The cover is framed by four black holly leaves in the corners.



LADSCREW ON THE WAITEMATA HARBOR, AUCKLAND.



NEW ZEALAND SUMMER PASTIMES: YACHTING AND...

Summer is here again. A brief search in the wonderful archives at the Auckland Institute and Museum has revealed these pages from the Christmas 1916 issue of *The Weekly News*.

The double-spread of scenes on the Waitemata comes without identifications for most of the vessels. Readers are invited to write in with any comments or stories about the photographs illustrated. This might make for some entertainment aboard at a gentle anchorage.

Happy Christmas and a Prosperous New Year from HOBSON WHARF: Auckland Maritime Museum and Bearings.

With assistance from the Auckland Institute and Museum

BOOKS

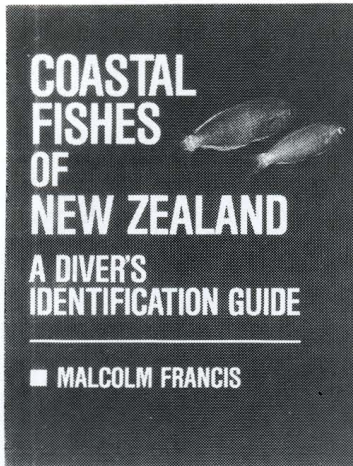
COASTAL FISHES OF NEW ZEALAND

A Diver's Identification Guide

By Malcolm Francis.

Published by Heinemann Reed, 1988. Soft cover, illustrated, 111 pages. \$29.95.

In earlier years, most boaties generally appreciated fish only on a plate topside. But now that diver training is almost routine, and good equipment is easy to use and come by, more and more seafarers are slipping below the waves to enjoy the denizens of the deep in their natural environment.



Many seafarers have found a new freedom as they marvel at the bright colours of the underwater world, and are relaxed by the grace of swimming fish. And this new freedom has brought a new perspective to boating. Vessels are now a means of escape from urban hustle and business pressures, as well as a chance to explore out-of-the-way coves, underwater caverns and submerged reefs, where fish and human intruder frequently share a mutual curiosity.

New Zealand has an amazing variety of coastal fish, and this guide will find a prominent place in the lockers of many a boat, for it is useful to both novice diver and seasoned explorer alike.

Malcolm Francis is one of New Zealand's experts on in-shore fish. As a diver with appropriate academic qualifications, he is a fisheries

biologist for the Ministry of Agriculture and Fisheries. In addition, he is an award-winning underwater photographer. With these credentials, it is not surprising that his book is so useful and well illustrated.

Two-thirds of the nearly 150 colour photographs are taken by the author, with the remainder supplied by other notable local underwater photographers and biologists. Every shot, is taken underwater, which means that the natural colours and iridescence, together with skin textures and natural fin posture, are not lost or diminished, as they are when the creatures are taken out of the water.

For each fish species there are clear identification notes that include size, colour and key distinguishing features. There are also details of distribution, descriptions of the typical habitats, and some general biological notes. The latter include such interesting tidbits as food, hunting methods and details of reproduction.

For example, we are told how red gurnard use their probing feelers; about the aggressive nature of scorpion fish; of some fish that change colour at night, and others that change sex as they get older. We learn about the female fish that lays her eggs in a special pouch of her male partner, who then acts as a surrogate mother; of other species that make and guard nests; of fish that are camouflaged to escape the notice of predator or prey and even of some species that specialise in cleaning the parasites off other fish.

All accounts are in a language that is easily understood, and are in sufficient detail to be genuinely useful without being exhaustively academic.

Coastal Fishes of New Zealand will be a great aid and stimulus to all to drop anchor and enter the beautiful underwater world of fish.

John Walsby

Dr John Walsby is a freelance biologist, author, journalist and illustrator, who has a regular column in the N.Z. Herald. He also contributes to New Zealand and foreign magazines.

BIG RED:

The Round the World Race on Board STEINLAGER 2.

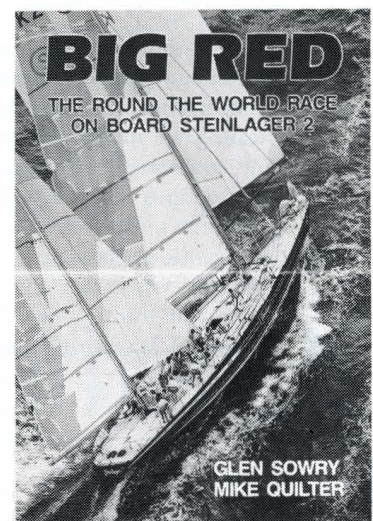
By Glen Sowry and Mike Quilter.

Published by Hodder & Stoughton, 1990. Soft cover, illustrated, 199 pages. \$39.95.

It is now twelve months since New Zealanders tensely followed the fortunes of their two crews battling it out, neck and neck, in the Southern Ocean. And as the race wore on, as Peter Blake's victories followed leg after leg, it all seemed too good to last. What a victory it was! What a richly deserved, hard earned triumph for the skipper and crew of the big red ketch. *BIG RED* is the story of that triumph.

There was "... a pact amongst the crew that, if anybody felt tempted to do the next Whitbread in four years' time, he could immediately ring up his mates and they would dissuade him, with tales of cold, wet, windy nights in the Southern Ocean as opposed to hot showers and clean sheets. What weak creatures we are; one phone call from Peter Blake was all that was needed to throw that out of the window", recall the authors in the second sentence of the book.

Their account of the race is a high tempo, emotive narrative, recording an extraordinary event. But it is also a quietly stated eulogy for a respected skipper and campaign leader. How Peter Blake could persuade his crew



to forgo the hot showers and clean sheets becomes quickly clear as the story unfolds.

The reader shouldn't look to *BIG RED* for a considered account of the race, the boat, the strategies and the statistics. It's not that sort of book. It's a hot book — a fast book. It was rapidly produced after an intense event, and the pumping adrenalin can still be felt as the authors exchanged winches for typewriters. The language is that of the crewman — straightforward, uncomplicated. The reader, at times, is sitting on the weather rail with the crew, sharing their anxiety, their excitement, the aggression of high achieving sportsmen.

As the race approaches its end the greatest test of the whole race becomes glaringly apparent — the need to finish. Although the expectation of victory grows by the day, failure to finish that last leg would dash all hope regardless of the five previous victories. That was something we all knew in the comfort of our front rooms. But nobody knew it better than the crews out on the waves, striving for every extra knot, always mindful of the implications of pushing things too far.

BIG RED is abundantly illustrated with excellent full colour plates — they add vividly to the narrative, filling out the word picture with a mosaic of humour, beauty, esprit de corps and excitement. The shot of the spinnaker on pages 84 and 85 is a cracker!

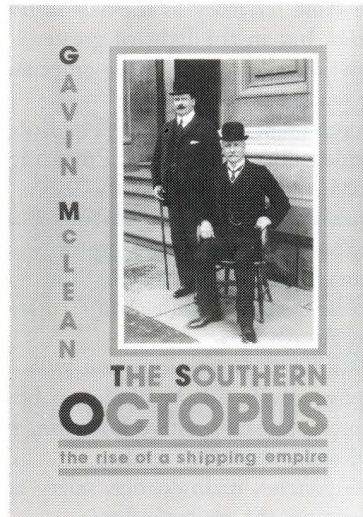
Rodney Wilson

***THE SOUTHERN OCTOPUS:*
The Rise of a Shipping Empire
By Gavin McLean.**

Published by the New Zealand Ship and Marine Society and the Wellington Harbour Board Maritime Museum, 1990. Hard cover, illustrated, 239 pages. \$44.95.

THE *SOUTHERN OCTOPUS*, a title derived from a name levelled at the Union Steam Ship Company by its detractors, is not the first history of the company to be published, but it is probably the most scholarly.

The author, Dr Gavin McLean, has previously published histories of the Oamaru and Otago Harbours, and



two Union Company subsidiaries, the Canterbury Steam Shipping Company, and Richardson and Company. But this is his most substantial work to date.

He traces the history of New Zealand's great shipping line from its Dunedin origins in 1875, demonstrating the tactical skill of its management and revealing the ruthlessness of its politics and manoeuvres designed to ensure dominance and monopoly. He concludes his narrative in 1917 when the Union Company's founder, Sir James Mills, finally sold the company to the British P & O Line.

THE SOUTHERN OCTOPUS is a very well presented book, with an intriguing and absorbing range of monochrome illustrations. It is put together with the print quality and straightforward good taste which marks the author's previous publications. For those readers with high expectations, useful appendices, an excellent bibliography and detailed reference notes complete a book of solid scholarship.

Rodney Wilson

***THE BOOK OF BOATS*
Edited by William & John Atkin.**

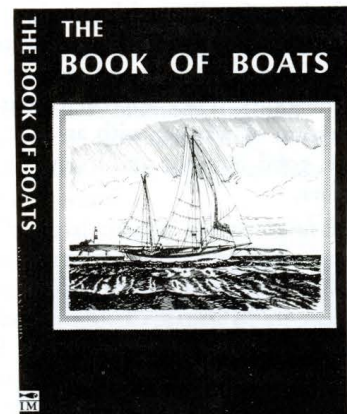
Published by the International Marine Publishing Company. First published 1947; this edition 1978. Hard cover, 219 pages. \$19.95.

In 1947, when this book was first published, publishers made books

that nestled into the reader's hand — octavo format and not too thick. This is one such book. It combines the *First and Second Book of Boats* into a volume with which you can nestle into the corner of the settee berth, when the wind gets up outside and the rain rattles out its rhythm overhead.

The Book of Boats extols the virtues of the honest, simple boat. It is a pot pourri of articles on boat designs, anecdotes and incidents, useful information and curiosities. It is abundantly illustrated with plans, profiles and sections, pen and ink drawings, sketches, and the occasional black and white photograph.

In the foreword to the original *First Book* the Atkins, father and son, wrote, "... some of it is old; so old, that to the younger generation of cruising men it will be new. Some of it, I suppose I might say, is middle-aged and, despite this, is as timely today as it was when written a generation ago."



That ambiguity of age — neither old nor young — is as true today as it was over forty years ago. This is partly because of the enormous international resurgence of interest in traditional craft, and partly because the book presents enduring good sense and good practice.

But I don't want to give you the wrong impression. The virtues of this book are not confined to worthiness and good sense. It is pure poetry, a little silver dish of sweet meats from which the tired soul may sample. And in sampling, it would be an exhausted soul that failed to emerge enchanted, amused, warmed, and informed.

At its very modest price, and

containing so much entertainment within such a compact set of covers, it is also a splendidly good buy. An excellent Christmas present — if you can bear to part with it.

Rodney Wilson

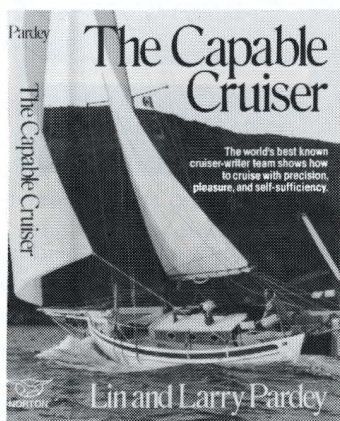
THE CAPABLE CRUISER

By Lin and Larry Pardey.

Published by W. W. Norton, 1987. Hard cover, illustrated, 400 pages. \$40.95.

In the Autumn issue of *Bearings* we reviewed Lin and Larry Pardey's *Self-Sufficient Sailor*. *The Capable Cruiser* is another in the how-to titles by this prolific sailing-writing couple. Like the Hiscocks before them, the Pardeys have adopted northern New Zealand as a base from which to make their regular cruising sorties.

There is no doubt that Lin and Larry Pardey have acquired a good deal of experience in several years and many thousands of miles of cruising under sail. They approach their profession of sailing with simple practicality and good common sense, avoiding complication and seeking dependability. They approach their profession of writing with an easy prose, good humour and lively manner.



In the literature of advice on cruising, the Pardeys tend towards the low-tech end, extolling the virtues of simplicity and reliability. Accordingly, their practices tend to be more enduring — have you ever noticed how curiously dated the books on gee-whiz componentry become a mere five or six years on?

The Capable Cruiser covers much of

the same territory as the *Self-Sufficient Sailor*, but in the light of greater experience and with more emphasis on seamanship. They are complementary volumes. The book is divided into six sections: Preparing to Go, Choosing the Gear to Go Cruising, Taking Care of Your Boat as You Cruise, Taking Care of Yourself and Your Crew as You Cruise, Seamanship as You Cruise, and At Anchor.

Within those sections you will receive advice on the choice of boat, choice of gear, positive flotation, rig and sails, choice of tender, emergencies, maintenance, safety and medicine, the writer/sailor/photographer, ground tackle, lighting and much else.

There is no shortage of choice in this area of the book market, but readers seeking a single volume treatise will find much good counsel densely packed into this 400-page volume. They will also find that advice presented in an easy, engaging style — all in all a better choice than a great many of the alternatives available.

Rodney Wilson.

YACHT DESIGNING AND PLANNING

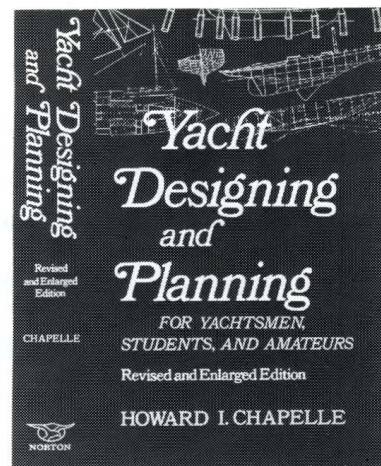
By Howard I. Chapelle.

Revised and enlarged edition, published by W. W. Norton & Co, 1964. Hard cover, illustrated, 373 pages. \$63.50.

First published in 1936, *Yacht Designing and Planning* is a timeless reference, as applicable now as when first written to the design of wholesome and practical sailing craft, from knockabouts to cruising yachts, particularly those built of wood. The sub-title is *For Yachtsmen, Students and Amateurs* but there is much of use for professional designers as well.

There is nothing at all on high-temperature, resin-fibre composites or other exotics; no mention of IOR ratings and very little on designing for any rating system; nothing on high tensile rigging and alloy spars. For these aspects of design there are more recent and more specific sources.

However, as a comprehensive explanation of the process of design, and on the specific issues in the



design of vessels not primarily for racing, the work is invaluable.

The book begins with a chapter on tools and materials. Some of the information has been superseded by developments in draughting materials and methods, but for the beginner it is practical enough. It contains the statement, "The end in view, in yacht design, is to turn out a boat suitable in every possible respect for the intended purpose, not to obtain a 'coefficient' ... nor to make 'pretty' drawings. That sense of proportion and form, best described as 'boat sense', which is obtained by critical observation and comparison of lines and details of successful craft is of far more importance than either the ability to make difficult calculations or to draw well." Words that should be pinned above the drawing board.

Then follow a hundred or so pages on preliminary design, covering all the choices that have to be made during the process of design: the basic choice of type, dimensions needed and attainable, arrangement, deck outline, profile, form of sheer, mid-section and ends, keels, cabin structure, rig and balance, lateral plane, stability, handling, ballast, mechanical power. All of this is gone into rather thoroughly, keeping in mind always the effect of any one choice on the behaviour of the vessel and on all the other choices: the necessity for compromise in attaining the desired end. Aesthetics, too, and the interplay of all the aspects of form, are well covered.

The next section, on how to draw the lines of the boat is also thorough, beginning with the relationship

between the preliminary sketch plans and the lines, and following through the order of work in laying down a set of lines. The performance and behaviour implications of particular aspects of shape, and the relationship to the construction of the boat, are described for conventional round-bilged hulls and V-bottoms.

There are notes, added in 1964, on plastic and ferrocement construction and multi-hulls which are quite general and not of direct use in the design process.

The sections on the construction and joiner plans and the sail plan are briefer but no less thorough and practical, the former dealing with timber construction only. Several types of sail plan are discussed, and their relationship with hull form and arrangement, and layout and details of standing rigging, running rigging and fittings, described.

The last chapter, on written specifications, is intended for boats built professionally — a New Zealander designing a boat would probably build it too.

The appendices — on weights of materials, capacities and sizes; calculation of standing rigging and spar sizes for cruises; and further aspects of line drawing and taking off — are very useful.

There are many books on yacht design, some of them more specific, but *Yacht Designing and Planning* is one of the best in setting out the processes of design for a beginner and as a reference for cruising yacht design. The discussion on the inter-relationship of aspects of arrangement and function has much for designers of any amount of experience.

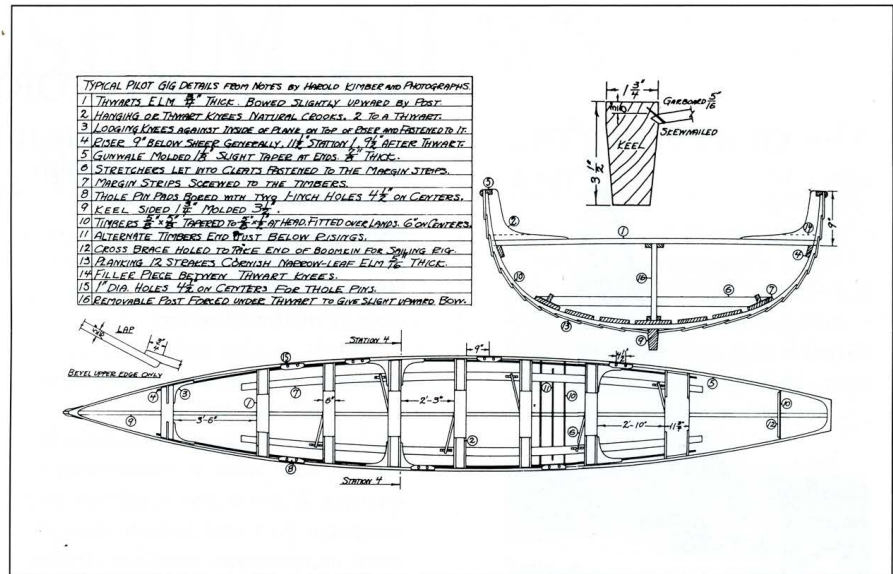
Peter McCurdy

MORE BUILDING CLASSIC SMALL CRAFT:

How to Build 23 Traditional Boats.
By John Gardner.

Published by International Marine Publishing Co. Soft cover, illustrated, 241 pages. \$59.95.

John Gardner has been so much part of the revival of interest in traditional wooden boat-building, in the United States first and later in other countries, that it is now



Cornish gig arrangement, from *More Building Classic Small Craft*.

difficult to remember what it was like before his books appeared: the two volumes of *Building Classic Small Craft* and the *Dory Book*.

The books deal with several types of American boat, giving something of their characteristics and history and, especially, very clear plans and instructions for amateurs, and others, to build them. The boats are generally honest craft, designed for use and enjoyment, and their construction is no more complicated or expensive than it need be. While most of the timber used is solid, John Gardner has given much thought to adapting old designs to allow the use of plywood and epoxy, especially for the types of boat that required very broad stock for their planking, and for boats kept out of the water.

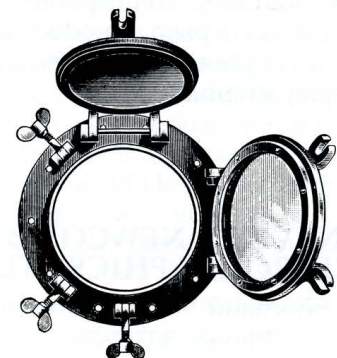
More Building Classic Small Craft is the paperback version of the hardback *Building Classic Small Craft Vol II* which appeared in 1984. It gives comprehensive plans and instructions for building twenty-three boats, including rowing, paddling and sailing boats for recreation and practical use, and seven working motorboats, also suitable for pleasure use. They are boats of good model, suited to their purpose. Included among them are flat-bottom, round-sided light rowing boats by Herreshoff and McInnes, a Cornish gig, nineteenth century canoes, an outboard workboat, inboard and outboard garveys, two elegant clinker yacht tenders, power

dories, a peapod, various sailing and rowing dories, and a sneakboat. One or two of the boats, while worthy enough, seem too mundane to warrant the space devoted: the 8-foot V-bottom pram tender is one.

Even if none of the boats inspires the reader, the discussion on construction methods, in John Gardner's informative and undogmatic style, is applicable to all sorts of boats.

The final chapter is not about boats at all, but is an inspiring piece nevertheless. It describes the making of boat-builders' planes, of all sizes and forms, which was something that boat-builders used to do for themselves. In these days of power tools, the speed and finish of a hand-plane in capable hands is not often appreciated, but there is pleasure in the use of a sharp plane, and in making it in the first place.

Peter McCurdy





TAMATEA - A20

Length 48 ft o.a. 31 ft 6 in w.l.
 Beam 8 ft 6 in Draught 7 ft 3 in
 Designed by A.C. Robb
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Bearings is a unique magazine in that it combines, in a high-quality publication, an eclectic range of maritime interests. It parallels the responsibilities of HOBSON WHARF but is not a servant of the Museum.

Already, at this early stage of development, the magazine reaches a very valuable and extensive readership whose interests include such diverse areas as recreational boating, historic and contemporary shipping, port and coastal services, naval architecture, maritime trades and skills, the indigenous craft of the South Pacific, maritime arts and crafts, antiques and collectables, books, maritime sociology, the marine environment

and New Zealand heritage.

As well as its subscription circulation, *Bearings* is now sold retail throughout the country, and the readership is growing rapidly. The magazine is a quality publication for discerning readers and it offers a unique opportunity in the New Zealand market.

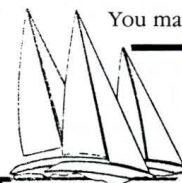
New advertisers are invited to make use of the Services Directory, which will grow to provide an invaluable service to the public and to the providers of goods and services. Advertising rates are very competitive.

Write to *Bearings*, HOBSON WHARF, P.O. Box 3141, Auckland, or telephone 09-366 0055 for details.

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MUSEUM NEWS

GENEROUS SUPPORT FROM THE EDITH WINSTONE BLACKWELL TRUST

HOBSON WHARF has been advised that the Trustees of the Edith Winstone Blackwell Trust wish to present a large model of the scow RANGI to the Museum and assist with the establishment of oral history recording.

The RANGI model will be built by the well-known scow authority, and *Bearings* contributor, Cliff Hawkins. It is intended that it be a large display model of the schooner-rigged scow which, at one time, was included in the fleet of Winstone Limited.

The Trust's support of the oral

history programme will enable the purchase of further recording equipment. This programme is of vital interest to HOBSON WHARF as so many veterans of our shipping and yachting past, whose memories contain so much important information, are approaching their twilight years.

In the Spring issue was an invitation to people interested in participating in the oral history programme. If you would like to assist as an interviewer or interviewee, please let us know.

GIFT OF WOOD PANELS

Fletcher Wood Panels Ltd have very kindly donated a large supply of plywood and particle board for Museum fit-out, shelving and general workshop use. The company is also keeping the workshop provided with sandpaper, of which much is used.

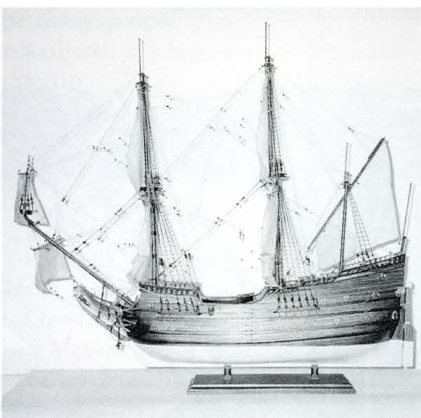
The Museum is very grateful to Fletcher Wood Panels for their on-going support.

GIFT OF WET WEATHER GEAR

Sixteen sets of high quality off-shore wet weather gear have been gifted to HOBSON WHARF by the Patagonia Incorporated Lost Arrow Corporation of Ventura, California. These will be used by staff and, especially, crew on Museum vessels.

We extend our thanks to Patagonia; thanks which we are sure will be heartily endorsed by dry, warm crew members working the foredeck of BREEZE as she plunges into a Tamaki chop.

BREEZE crew decked out in Patagonia's finest.



An example of the Abel Tasman model to be produced for the Auckland Maritime Museum.

ABEL TASMAN SHIP MODEL

In 1992 New Zealand and the Netherlands are to celebrate the arrival of the first Europeans on our shores. On 17 December, 1642, Abel Janszoon Tasman sailed into Golden Bay and anchored, it would seem, within a tapu fishing ground. The crew of one of his two ships (the HEEMSKERCK and the ZEEHAEN) were attacked and four men were killed. Tasman sailed off, naming the bay "Moordenaars Baay" (Murderers Bay), and European settlement waited another century for the arrival of the British.

To mark the 350th anniversary of

Dutch involvement in "Nieuw Zeeland", a committee has been formed in Auckland to gift to HOBSON WHARF a professionally built museum model of one of Tasman's ships. The official presentation of the model will coincide with the State visit of Queen Beatrix early in the year.

If you would like to contribute to this fund or assist in the project, please contact the Museum or the Chairman of the Tasman Model Committee, Mr J.A. Mulder, 50 Gladstone Rd, Parnell, Auckland; telephone 09-798 334.

COLLECTION

RAKOA:

A National Treasure

The 22-foot L-class mullet boat depicted on the back cover of our Spring issue has been acquired by HOBSON WHARF. L18 RAKOA, designed by Arch Logan and built by Joe Slattery for F. Saunders in 1924, is a particularly fine example of the class. She won the Lipton Cup in 1926.

The RAKOA has been the pride of Ian and Carol Bergquist for many years and they have been responsible for retaining her in sound, authentic condition.

A good mullet boat has always been a high priority for the Museum, and the RAKOA fits splendidly our requirement for a twenty-two footer. The only regrets we have come from Rodney Wilson, whose home looks down on Chelsea Bay and the RAKOA's mooring. For him, breakfast and the golden glow of the retreating day will not be the same without the RAKOA.

GIFT OF STEAM CRANE

Towards the end of November, Royal New Zealand Navy and HIKINUI staff removed the 30-tonne crane and steam plant from the barge TRANSPORT 4 and moved them across Waitemata Harbour to storage on Princes Wharf. The crane and plant were gifted to HOBSON WHARF by Ports of Auckland Ltd while the removal, transport and craning were gifted by the Navy.

This historic steam equipment will eventually be installed at the Museum as part of a restoration boat-yard. With its 30-tonne capacity it will be capable of lifting sizeable craft from the water whenever extensive or underwater maintenance is required. The crane and the boat-yard will not only be maintenance facilities, but also public displays — as is the case with the Wooden Boat Workshop, the Sail Loft and the Riggers Loft.

The steam crane on its barge.



The RAKOA, heeled to the coaming, with helm hauled to windward and mainsail luffing. Photographed in 1946 when owned by J.L. Batts. (I. Bergquist collection)

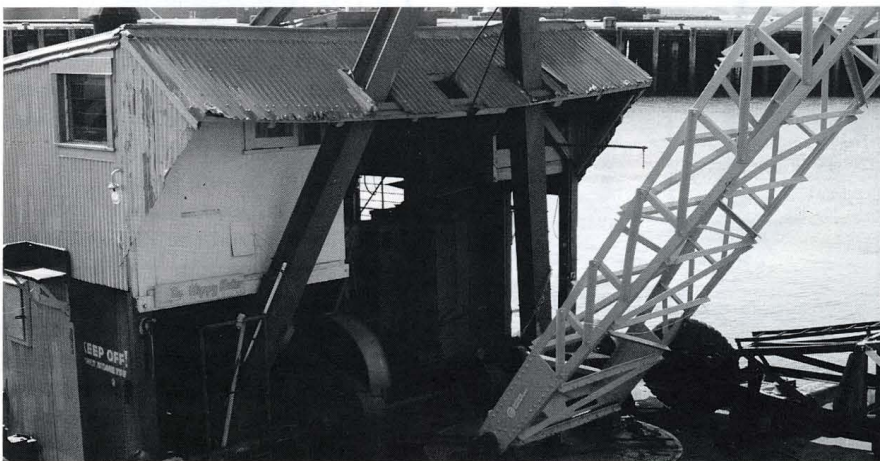
SHIPWRIGHTS' GRINDING WHEEL

Neil Hayter, the manager of Vos & Brijs Shipyards of St Marys Bay, has gifted a large grindstone of the type that yards always had to provide for their shipwrights in the days of axe and adze. The wheel is sandstone, two feet in diameter and four inches broad. It is mounted on a heavy wooden frame and is driven by an electric motor; but originally by a hand crank. The wooden water-trough that kept the sandstone cool and lubricated is

missing but will be reinstated when the grindstone becomes part of the working wooden boat workshop at HOBSON WHARF.

Also for the wooden boat workshop are building moulds for several small boats built at the Vos yard, the most recent a clinker lifeboat for Outward Bound at Anakiwa.

Our thanks to Neil Hayter and Vos & Brijs for these items of traditional boat-building.



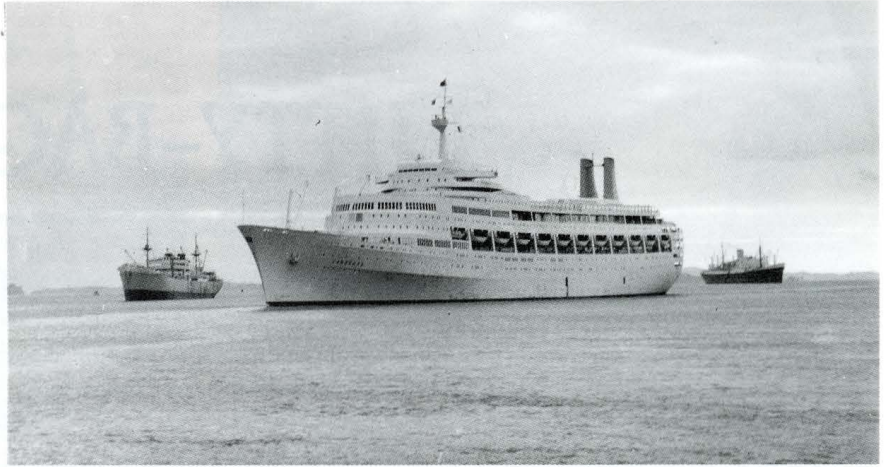
AN UNUSUAL GIFT

When the CANBERRA visited Auckland on her second voyage, 19 November, 1961, she had on board a state-of-the-art radar installation. It was a Kelvin & Hughes twin-motion radar system with two scanners, two transmitters, two display units (each viewable in daylight), and two motor-alternator assemblies with an additional slave display.

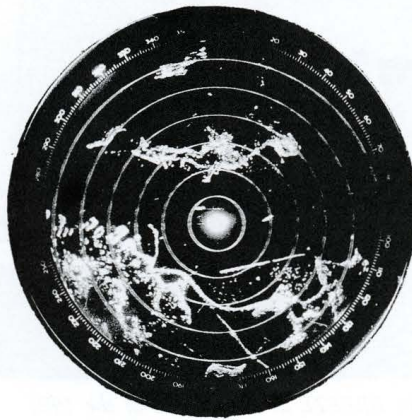
The displays were centred in a navigational console on the bridge, which integrated a tactical chart table, radar display system, echo sounder, Decca Navigator, clock, logs, etc. One of the master displays was a 16-inch PP1 display; the other a 24-inch "bright display", a new adaptation of defence technology being used for the first time in a marine radar application.

As the CANBERRA made her approach, the new radar installation was being filmed. The entire passage from the Noises to Princes Wharf was recorded. Careful study of the film reveals many recognisable features, including the PORT HALIFAX and the RUAHINE lying in the stream, and the tugs and the customs boat moving out from the breakwater to join the ship. What it does not show, though, is Cliff Hawkins on the breakwater photographing her arrival.

The film was gifted to Captain Bob



The CANBERRA approaching Princes Wharf on the afternoon of 19 November, 1961, with the PORT HALIFAX and the RUAHINE at anchor. (C.W. Hawkins)



The same moment as it was recorded on the Canberra's radar display.

Wallis, the pilot who brought in the CANBERRA. He passed it to Cliff who, in turn, has gifted it to HOBSON WHARF where it will probably be used in an audio-visual display on navigation.

RECENT ACQUISITIONS

HOBSON WHARF would like to acknowledge the generosity of the many people who have contributed artefacts for the Museum collection. While just the bare details can be given in this column, many of the items will be more fully described in future issues of *Bearings*.

Cliff Hawkins — scow half-model, possibly of the GLENAE, and ship drawings.

Vos & Brijis — launch and Wakatere One-Design drawings

Bain McGlashan — drawings of C.W. Bailey launches

E.J. Sutherland — block and lanyard thimbles

Peggy Allen — sailmaking gear, paper-knife carved by mariner

Dick Southon

A. Foster & Co — mainsheet horse from the mullet boat CORONA
Mrs R. Williamson — shipping line ties, tools, books and the papers of the late Captain Reginald Williamson
G.A. Armitage — photographs and archival material.

Our thanks to all those who are searching out material for HOBSON WHARF. Copies of the Wish List, which details many of the items sought for the displays, are available from the Project Office or will be sent on request. Please call in, write or telephone if you know of any maritime object that might be suitable for the Collection.

THE LIBRARY

At the time of writing it is not yet possible to gauge the response to the request for specific publications in the Spring issue.

Much other interesting material has kindly been gifted to the Museum Library, however. Included is a set of the journal *Light Craft* of the 1950s, by Frank Bailey; and Edwin Schock's *Small Boat Building* of 1934, by Paul Gilbert. MOTAT have passed to us a number of publications, including the *Motor Boat Manual* of 1907, which includes fold-out drawings of a range of motorboats and auxiliary yachts. The drawings are very detailed by modern standards, showing wood grain and even diamond-pleated upholstery.

We wish to add these titles to the list of books sought for the library:
Titchener *Little Ships of New Zealand*
Buck *Vikings of the Sunrise*
Neyret *Pirogues Oceaniennes*
Kemp *A Manual of Yacht & Boat Sailing*

If you can help to find any of these, or know of any other publication that a maritime library ought to have, please contact the Curator at HOBSON WHARF.

DITTY-BAG

BREEZE LAUNCHES AUCKLAND PORT FESTIVAL 1991

On her last day in office as the Mayor of Auckland, the Governor-General Designate, Dame Cath Tizard, took the helm of the BREEZE, the brigantine of HOBSON WHARF, as part of a celebration to launch the 1991 Auckland Port Festival, planned for 2 and 3 March.

The BREEZE, accompanied by the Norwegian visitor ANNA ROSA, motorsailed alongside invited guests lining the rail of the historic double-ended ferry KESTREL, and released hundreds of helium-filled balloons in the Festival colours — red, blue, yellow and white.

The exciting events planned for the Port Festival are described elsewhere in this issue.



The BREEZE at the launch of the 1991 Port Festival programme.
(Auckland Port Festival)

IDLE ALONGS AT TE ANAU

Some years ago, Martin Barriball of Titirangi came across the “home” for old I.A.s, the Marakura Yacht Club at Te Anau. These lovely photos show them lined up along the edge of the lake at that time.

The club had a large fleet of Idle Alongs, which were dispersed — a few to Dunedin, most to Oamaru — ten or twelve years ago when they were replaced by Javelins. How many of them are sailing now?



Right and above (opposite): Idle Alongs at Te Anau: SUSPENSE (blue topsides and yellow bottom), JILL (varnished topsides and white chine) and HARLEQUIN.
(Martin Barriball)



GUARDING THE UPPER HARBOUR

The upper reaches of the Waitemata Harbour are one of Auckland's best kept secrets. Yet all that is needed to fully appreciate these uncrowded waterways is a small boat and a sense of adventure. To travel up the meandering, forest-fringed Lucas Creek is to relive the voyage of the AFRICAN QUEEN. And, for the children who live in the area, the harbour provides a *Swallows and Amazons* existence of small boats and safe waters.

The Upper Harbour is also a haven for a great variety of plant and animal life, being as productive as a tropical rainforest. But, like all estuaries, it is extremely vulnerable. The same natural process which traps nutrients in an estuary can also trap pollution, so damaging the fine balance of the whole estuarine system.

According to a draft development strategy from the Auckland Regional Council, the damage has already been done — the Upper Waitemata Harbour is on the verge of a major environmental disaster. Neil Olsen, the principal strategic planner with the ARC, describes the situation as critical. The increased frequency and size of the red bloom of *Mesodinium rubrum* is a clear indication that the harbour is under threat.

That this should have happened is not surprising. As well as increased



Early morning on the Upper Waitemata Harbour, looking from Whenuapai towards Paremoremo Creek.
(Geoff Maxwell)

silting due to inadequate controls on stormwater, three government institutions still discharge partially treated effluent directly into the harbour. But according to a newly formed society, the Guardians of the Upper Harbour, the greatest threat to the harbour is lack of public awareness and a lack of co-ordination and decisiveness by the four authorities responsible for the region

— the ARC, and the Rodney, Waitakere and North Shore councils.

The Guardians was founded by fifteen people representing the villages of Riverhead, Paremoremo, Greenhithe, Herald Island, and Whenuapai. Its main aims are to ensure that residents in the area are properly informed and supported in their concerns about the harbour; to make certain that the relevant authorities fulfil their obligations; and to eliminate all forms of pollution in the waters.

Acting chairman, Malcolm Hahn, says that the Guardians will throw



The falls at Kells Reserve, Albany, on the furthest reaches of the Lucas Creek. (Geoff Maxwell)

their weight behind local concerns. Two of current interest are the application by Waste Management to discharge stormwater from a proposed tip at the head of the Rangitopuni Stream, and the application by Paremoremo Prison to allow emergency discharge of untreated effluent. Colliform counts from the Paremoremo Stream in November 1989 measured 550,000 per 100 ml of water — the acceptable limit is 200 per 100 ml of water. While the prison

is about to stop the continuous discharge of untreated effluent, the public should be aware that swimming in the harbour could be a matter of “going through the motions”.

The Guardians have an excellent role-model in the Manukau Harbour Protection Society, founded in 1975. This society has an impressive record of public education and successful battles to prevent pollution. The Manukau Harbour Task Force, set up

by the last government, has, says society president Paul Walbran, helped solve the major problem of lack of co-ordination between local authorities in that region.

The 1983 Auckland Regional Authority land and water management plan warned that nutrient concentrations in the Upper Waitemata Harbour were approaching nuisance values, and that oxygen levels were sufficiently low as to cause concern. Today, the situation is described as critical. Older residents in the area are in no doubt of the potential for disaster — they have watched the channels become shallower as silt builds up; pipis, cockles, and the small sandy beaches disappear; and the red bloom grow ever larger. More than any of us, they are aware of the legacy we could be leaving our grandchildren.

If you wish to support the Guardians of the Upper Harbour, or require further information, please write to P.O. Box 81-040, Whenuapai, Auckland.

Jennifer Maxwell

CONGRATULATIONS

Dafanie Patten was elected Commodore of the Royal Akarana Yacht Club in August. *Bearings* would like to congratulate her on what has obviously been a profound achievement in the face of tradition. It cannot have been easy to persuade some to adjust to change and possibly accept a new perspective on women in what has been a strongly male world.

Commodore Patten joins Shirley Johnson who, as Commodore of the Richmond Yacht Club, is the only other woman who currently holds this position in Auckland. Shirley Johnson replaced Phillip Prouse as Commodore in June 1990.

WELLINGTON PORT NEWS

Although the same old ‘box boats’ continue to dominate the shipping scene, more smaller bulk carriers and multi-purpose ships have been visiting Wellington in recent months as the effects of deregulation and increased inter-port competition make themselves felt.

The small log trade continues, with the MARITIME ASSOCIATE recently taking away logs from Tasman Lumber’s Masterton and Wellington woodlots. Logs are now a common sight on Aotea Quay and port company planners are hoping to put through 80 to 180,000 tonnes per annum.

Two other firsts have been the export of the first shipment of chemicals (in the BOW SKY) and a visit by a Soviet parcel tanker. More important has been the establishment of a regular Europe—Southeast Asia

service by Polish Ocean Lines. POL’s ships have been regular visitors to Auckland for many years but have not previously called regularly at Wellington. First visitor was the multi-purpose ship PROFESSOR RYLKE.

The Cunard liner SAGAFJORD initiated the Spring-Summer cruising programme. This year the Capital is looking forward to seeing about fourteen cruise ships, which will include the small WORLD DISCOVERER as well as the veteran ACHILLE LAURO.

The art of model-making is alive and well in the lower half of the North Island, and visitors to the Wellington Maritime Museum and Gallery (as the former Wellington Harbour Board Maritime Museum has been renamed) can now admire some notable new miniatures. The first

acquisition is from the talented hands of cartoonist, Eric Heath. Better known by readers of the *Dominion* for his gentle lampooning of political egos, Heath spends much of his spare time constructing scale models of some of the smaller craft from the past. His latest, now on display in the Museum, is of the former harbour ferry COBAR. Built in New South Wales in 1903, the 159-ton COBAR was a familiar sight on Wellington Harbour until 1948 when she was withdrawn from service. She ended her days as a fish-freezing hulk. At present, Heath is gathering information for a model of a World War Two Castle class minesweeping trawler.

Mr Heath's model of the COBAR has already brought benefits to the Museum. Publication of the photograph of the presentation

ceremony resulted in St Bernard's Intermediate School presenting the Museum with the COBAR's old bell, which had been on the school grounds since the 1950s. It is now being prepared for display.

The Museum's other acquisition, the NIAGARA, was a passenger vessel of somewhat larger stamp. When built for the Union Company's "All Red Route" Vancouver mail service in 1913, this stately two-funnelled passenger-cargo liner was arguably the finest ship outside the Atlantic service. Wellington's new NIAGARA, an imposing two metres long, is the latest product of the Hawera "yard" of Del Flannery. Since retiring as headmaster of Hawera College, Del Flannery has been making highly detailed models of ships for the Museum. So far his activities have produced several superb models,

including the RANGATIRA and TAMAHINE, as well as ones of the TITANIC and WAHINE foundering.

In recent months the Wellington Maritime Museum has been developing its research facilities, and can now offer researchers a reading room and associated reference library. Visitors are always welcome, although out-of-towners are advised to contact archivist Ken Scadden at P.O. Box 893, Wellington, before travelling to the city. Recent major accessions include extensive archives from the New Zealand Institute of Marine and Power Engineers, the New Zealand Line (including some Commonwealth and Dominion Line material) and the maritime periodicals of Jack Churchouse.

Gavin McLean

TALL SPARS & GRAND DREAMS: A Kaipara Field-trip

When was the last time you were on the Kaipara Harbour? For many people the answer to this question is probably "never", and yet this enormous inland waterway has a dramatic and fascinating history. Samuel Marsden during the 1820s sailed the Kaipara and described the kauri that proliferated there as "tall spars" — obviously with an eye to the commercial potential of the timber. Hundreds of ships from all parts of the world visited the Kaipara to harvest this rich resource and mills lined its banks. As many as thirty ships a day came and went through the Kaipara Heads, requiring the presence at Pouto of three officials — a customs officer, a pilot and a harbour-master. [See "Tugboat on the Kaipara" by Cliff Hawkins, *Bearings* Vol.2 Nos 2 & 3.]

Pouto these days is nothing more than a dot on the map, as is Port Albert, on the shores of the harbour. Port Albert was planned originally as a city that would rival Auckland in size and importance, but has never been more than a small village. Despite some imaginative, if transient, commercial endeavours, from viticulture to ostrich farming, the area did not develop as its early European settlers had hoped.

The Centre of Continuing Education at the University of Auckland has planned a course called "Tall Spars and Grand Dreams", which will be held on 8, 9 and 10 January, 1991. Participants will have a chance to learn something of the fascinating history of the Kaipara Harbour and its environs by taking a step back into old New Zealand. They will explore this great waterway by boat, visiting the excellent local museums and staying overnight in Dargaville, before returning by boat the next day.

Before this adventure, there will be an introductory session of two lectures, which should be both entertaining and informative, by two experts on the Kaipara.

One is Mr Bill Laxon, a Trustee of the Auckland Maritime Museum, who will look at the maritime history of the Kaipara, including the timber trade, ships and ship building, transport on the harbour, and waterside settlements. He will also accompany the field-trip. The other lecturer is to be Mr Dick Scott, historian and author whose most recent book, *Seven Lives on Salt River*, is about the settler families of the Kaipara and covers the fascinating and varied social history of the area.

During the stop-over at Dargaville, local historian, Mr Noel Hilliam, will address the group at the museum, and the Yugoslav community will later entertain with music from their Tamboritzza Orchestra.

The trip is one of a series of summer field-trips to be offered in what is a new venture for the Centre. The aim is to provide opportunities for those who remain in the city over January to get out and about with an expert guide and learn more about their region. Each course will provide an introductory session followed by a field-trip.

Other courses will look at the architecture of Auckland in the 1920s, the upper Waitemata and the strains placed upon it by the development of the city, the experimental reforestation programme on Tiritiri Island, and Auckland's explosive past and its volcanic sites.

Detailed brochures and information can be obtained from the Centre for Continuing Education, University of Auckland, Private Bag, Auckland; or by telephoning 09-737 831 or 09-737 832.

Margaret Coldham

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Name: ICE FIRE - Sail No.: KZ6572 - Length O.A.: 13.78 - Length W.L.: 12.50 - Beam: 4.32 - Draught: 2.60 - Designer: Mummery, Dixon, Ball, De Thier - Built: 1988 - Owner: Malcolm Lerner.
 Results: FIRST Handicap PHRS-Sydney-Mooloolaba (480 mile Blue Water Classic) - 3/4/1990 ■ HAMILTON ISLAND RACE WEEK: ① FIRST Handicap - 25 mile South Mollie Trophy Race - 21/4/1990 ■ ② FIRST Handicap - 15 mile XXXX Classic - 22/4/1990 ■ ③ FIRST Handicap - First on line - 85 mile Coral Sea Race - 24/4/1990 ■ ④ FIRST Handicap - 25 mile Ansett Challenge - 27/4/1990 ■ ⑤ FIRST Handicap - 22 mile Lindeman Island Trophy - 28/4/1990.



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1991 AUCKLAND PORT FESTIVAL

MARCH 1 – 3
Princes Wharf

The Festival will open at 5.30 p.m. on the Friday with a parade led by international Dragon Boat crews. Over 2000 paddlers, dressed in national costume or official team uniforms and carrying national flags, will accompany their boats. Others in the parade include the Royal New Zealand Navy band, America's Cup and Whitbread yachts, a Maori waka, Maori and Polynesian outriggers, and a container crane.

This is to be followed by a Marine Concert and Fireworks Spectacular. The Auckland Philharmonia Orchestra will entertain an audience on tiered seating on Princes Wharf from a floodlit, floating stage in Princes Basin. Also in the basin will be H.M.N.Z.S WAIKATO, flanked by Auckland's square-riggers, and up to a hundred craft of special interest brought together by Friends of HOBSON WHARF.

The concert, starting at 8.30 p.m., will feature a recital of famous opera love duets followed by a selection from Handel's Water Music. A synchronised fireworks display from the decks of H.M.N.Z.S WAIKATO



Judith Rhodes on the Wang boat driving her team-mates on in 1989.

will accompany Tchaikowsky's 1812 Overture.

Next morning, the 1991 Lampen Dragon Boat Festival will be officially opened by the Governor-General, Dame Cath Tizard, after overseas guests have been welcomed by the tangata whenua. Races will be interspersed with outrigger races, water-ski and jet-ski demonstrations

and other water-borne entertainment. On the western side of Princes Wharf, the Auckland Maritime Museum will host a festival of traditional sail. Skippers of historic and traditional craft have been invited to moor, raft-up or anchor for the weekend.

Concurrent with these events will be the races for the United Bank Dragon Boat World Cup, a new event which could well be held annually. With substantial prize monies, subsidised travel and local hosting, this event has already attracted a strong entry from the world's top dragon boat teams.

Saturday night will be Mardi Gras time — a late-night party offering entertainment on a New Orleans theme. Top Kiwi entertainers will be joined by at least one import direct from Bourbon Street, New Orleans.

During the weekend the Ports of Auckland Forklift Trials and a continuing Chef and Brewer Auckland International Wine and Food Festival will be part of the entertainment.

Sunday evening will see the completion of the Auckland Port Festival.

Bearings wishes the Auckland Port Festival, Summerama, Auckland and its visitors a wonderful summer.



A scene at last year's Dragon Boat Races.

AUCKLAND MARITIME SOCIETY

At the October meeting, Society member Dick McKay presented a superb slide show and commentary on his many and varied talks to the Society over the years. Special mention should be made of some slides shown which are now of historical note: vessels such as H.M.N.Z.S. PUKAKI (A voyage to Indonesian waters) and H.M.N.Z.S. LEANDER (from Dick's own photographic collection).

1991 MEETINGS

LISTON HALL, HOBSON ST, AT 7.30 P.M.

23 January — Don Meechan. Ships and Maritime Scenes in Scandinavia.

27 February — members slide evening.

27 March — Rex Carter. A career with the N.S. Shipping Company.

AUCKLAND MARITIME SOCIETY

P.O. Box 129, Auckland 1.

Subscription: Single \$14.00; Double (family) \$20.00. Country Member \$10.00. (Please note small increase in subscriptions.)

Chairman: Robert J. Hawkins
Phone 781 254 (day)
410 4786 (evening)

Secretary: John Webster
Phone 778 915/790 202
(day/evening)

Treasurer: Graham Perkins
Phone 452 459 (day/evening)

THE MULLET BOAT ASSOCIATION

The Association has planned a full programme of racing over the summer, for the highly competitive and the casual. Some events are listed below — see *Mullet Boat News* for the complete programme. It is also actively encouraging the rescue and restoration of languishing mulleties around the country, and researching their history.

Following last year's very successful event, a Mullet Boat Reunion will be held at the Ponsonby Cruising Club, 2 February, 1991, at 2 p.m. Past and present mullet boat owners, sailors, builders, re-builders and enthusiasts are invited.

EVENTS

15 and 16 December — Vic Lidgard Memorial Trophy Races

28 January — Auckland Anniversary Regatta

2 February — Mullet Boat Reunion, Ponsonby Cruising Club, 2 p.m.

9 February — Cruising Race to Riverhead

16 and 23 February, 2 and 16 March — Printing Express Series Races I-IV

8 March — Night Race to Kawau

23 March — Lipton Cup

29 March — Cruising race to Leigh

7 April — Vintage & Veterans' Race, P.C.C. (Vintage craft in several classes; veteran skippers in the mullet boats.)

THE MULLET BOAT ASSOCIATION

Subscription: \$20 p.a. — supports restoration projects and the quarterly *Mullet Boat News*.

P.O. Box 100-006, North Shore.

Secretary: Paul Cato,
ph. 09-479 6800.

THE TRADITIONAL SMALL CRAFT SOCIETY

The major summer event for Auckland members is usually the Mahurangi Regatta (see opposite in this issue) for the historic yacht race, the various races for small craft, and notably the Master of the Mahurangi rowing race, for which some Traditional Small Craft Society members especially design and build fast rowing boats.

MEETINGS

AUCKLAND — the second Wednesday each month; 7.30 p.m. at the Ponsonby Cruising Club, Westhaven: 13 February, 13 March, 1991. (No January meeting.)

Contact: Colin Brown
ph. 09-416 6654.

HAMILTON — the fourth Wednesday each month: 23 January, 27 February, 27 March, 1991. (No December meeting.)

Ring Jack Eason at 071-64508 for venue.

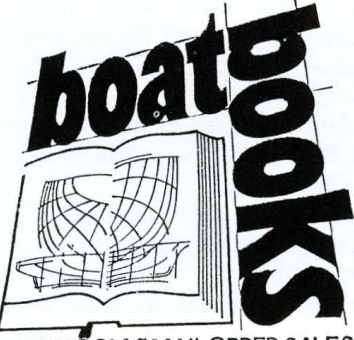
TAURANGA — the fourth Thursday each month: 24 January, 28 February, 28 March, 1991. (No December meeting.)

For venue and summer events, ring Barry Dunwoody at 075-65 373.

WHANGAREI — the last Thursday each month; 7 p.m. at the Northland Regional Museum, State Highway 14 (ph. 089-489 630): 31 January, 28 February, 28 March, 1991.

OTHER CENTRES — for local contacts, and enquiries about back issues of *Traditional Boats*:

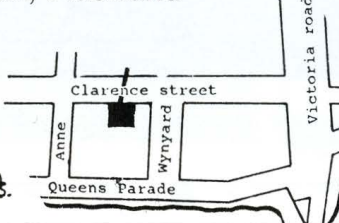

Peter McCurdy, 15 Cowley St, Waterview, Auckland 7,
ph. 09-884 680.



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Z CLASS WORLD CHAMPIONSHIPS

The old Takapuna or Z Class is still going strong sixty-eight years after the first half-dozen boats appeared on the Waitemata. The design was by Bob Browne and the boat measures 12 ft 6 in by 5 ft. The sailing rig comprises a large mainsail (originally gunter, later bermudan) and a single-luff spinnaker for downwind work.

This summer, the Ponsonby Cruising Club is holding the Z Class Worlds, on 15, 16 and 17 February, 1991. Thirty-five or forty boats are expected to enter and Ron Copeland of the P.C.C. is urging all those with old Zeddies languishing in shed or garage to dig them out, tend to leaks, sails and running rigging, and enter the championships, which include social events with the racing. With enough boats so revived, regular vintage Zeddie racing could continue afterwards on the Waitemata.

Enquiries to the Ponsonby Cruising Club, P.O. Box 47-010, Auckland 2; telephone 09-760 245.

THE OLD TIME MAHURANGI REGATTA

The annual regatta, organised by the Friends of the Mahurangi Inc., in association with the Sandspit Yacht Club, will be held at Otarawao (Sullivans Bay), Mahurangi Regional Park, on Saturday 26 January, starting at 10 a.m.

The regatta has become famous for gathering a fleet of historic yachts, traditional craft of all sizes, and some boats, from the Mahurangi and Auckland, which are downright eccentric.

The main races are the Mahurangi Cup, for classic wooden boats of pre-1955 design, and over 18 feet in length; the Te Haupa Trophy for those up to 18 feet; and the Master of the Mahurangi. The last is a rowing race over a mile or two for single-handed boats without sliding seats and outriggers — the rowlock must pivot no more than three inches outside the planking. In recent years, boats have been specially designed and built for this race — it has been a

development challenge for amateur designers of recreational rowing boats — but they do not necessarily beat boats of very simple form.

There are many shorter races: sailing, rowing, paddling and running; sandcastle competitions and a good party afterwards. An excellent day for the whole family.

Traditionally, there is a yacht race down from Sandspit on the Friday night. Most of the larger boats stay anchored off on the Saturday night, and race informally down to Auckland on the Sunday, ready for the Anniversary Regatta the following day.

A splendid day for interesting boats and people — the BREEZE should be there, too.

Mahurangi Old Time Regatta — 10 a.m. Saturday 26 January, 1991. Mahurangi Regional Park; turn off past Puhoi. Information: telephone 0846-20703 or 20875.

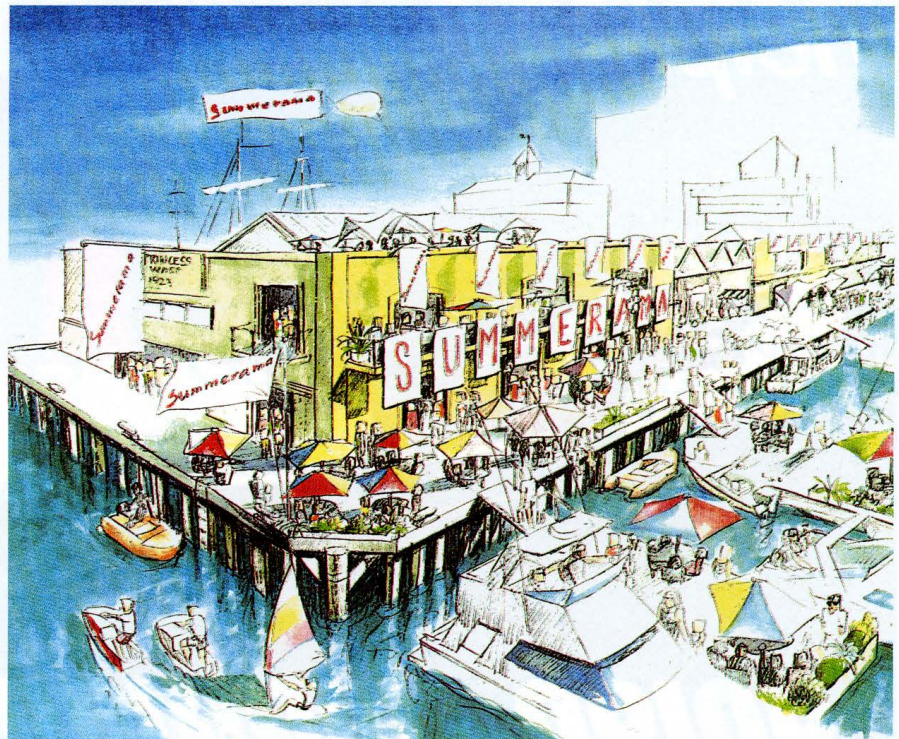
SUMMERAMA

Summerama is coming. Planned as a major event in Auckland this summer, it will give Aucklanders a chance to party on Princes Wharf from 11 to 20 January. We are promised live music, over 100 retail shops, a floating beer garden, a food hall, night-clubbing, a children's play centre, street theatre/cultural groups, water activities incorporating small boats, a restaurant, and even roller-blading.

Shops will be open from 10 a.m. to 10 p.m. each day. Bars will stay open until 2.30 a.m., and the nightclub will still be there at 3.00 a.m. each morning. Remember the Whitbread visits last year? Well, expect to have even more fun this summer.

Auckland Maritime Museum will have an active workshop on show, and vessels from the Museum's collection will be showing the flag.

The beneficiaries of this carnival of summer fun will be the Marine Rescue Centre and HOBSON WHARF: Auckland Maritime Museum.



A sketch of the site for Summerama, with its floating beer garden at the end of Princes Wharf.

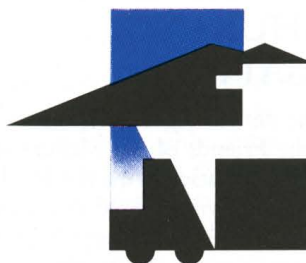
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FRIENDS OF



HOBSON

WHARF



Michele Sigerist, the winner of a Schatz barometer for recruiting the largest number of new Friends of HOBSON

WHARF, pictured with Gillian Chaplin (Manager Public Programmes) and Peter McCurdy (Curator).

DISCOUNTS FOR MEMBERS

Discounts on goods and services have kindly been offered to Friends of HOBSON WHARF. These are listed below; the list will be updated in each issue of *Bearings*.

To obtain discounts, please present your membership card, and ascertain whether there are conditions or restrictions.

The Museum values very highly the discount service offered to the Friends of HOBSON WHARF — our thanks to these firms and individuals for their support. Please contact the Museum office if you too can offer a Friends discount.

FRIENDS DISCOUNTS

Capt. B.M. Commons: Compass-Adjusting, 20%.

345 Glen Var Rd, Torbay, Auckland 10, Tel. 09-403 8733.

Ferrymans: Restaurant, 10%.

Aboard NGOIRO, Halsey St, Freemans Bay, Auckland 1.

Tel. 09-302 4834.

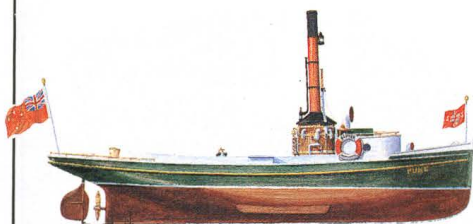
M.R. Ward: Dental Surgery, 20%.

10th Floor, Southern Cross Building, Victoria St. East, Auckland 1.

Tel. 09-735 521.

COLLECTORS' POSTERS

Beautiful full-colour prints of accurate portraits of the vessels by Roger Morris, author of *Pacific Sail* and sailing master of the BREEZE.



Each poster is on high-quality art paper, 830 mm x 580 mm (32.7 in. x 22.3 in.).

May be displayed full-sheet or mounted and framed.

\$20 each, or \$35 the pair (incl. postage & GST).

Please use the separate order form; send with remittance to

HOBSON WHARF:
Auckland Maritime Museum,
P.O. Box 3141, Auckland

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**PROUD TO BE PART
OF THE CREW
TO BUILD THE NEW
AUCKLAND MARITIME
MUSEUM**



FRIENDS OF THE BREEZE

The first major meeting of the Friends of the BREEZE was held on 1 November. Twenty-six members attended and various issues were discussed. Rodney Wilson welcomed everyone and gave a brief rundown on progress to date with the Museum.

Roger Morris then presented a report on the first draft of what will become a handbook for volunteer crew on the BREEZE. This will address safety procedures and standards of behaviour required of crew members. It will also contain information about the BREEZE herself and will assist every member in their knowledge of the vessel. We have undertaken to get an initial version of this booklet out to members by Christmas.

Members were also given an



*BREEZE from R. TUCKER THOMPSON
December 1989
(Miles Allen)*

opportunity to sign up on the various scheduled "sails" until the end of 1990. Many of these dates are now filled to capacity but if you have an interest in any of these dates ring the answerphone and leave a message

(Tel. 09-366 0055, ext. 406) saying what your preference is.

Plans were made to scrub BREEZE's bottom on the weekend of 24-25 November, the hard work to be followed by a barbecue.

Fund-raising for the BREEZE was also discussed. BREEZE is sorely in need of a new topgallant and topsail. As various costs of this nature arise, the Friends of the BREEZE will hold social and other events through the year to raise the money that will make major replacements of gear, or specific and major repairs, possible.

The formalities of the evening were rounded off with drinks and everyone seemed to go away having had a pleasant time. This was due in no small measure to the generosity of the Richmond Yacht Club who very kindly allowed the Friends of the BREEZE to meet in their upstairs clubroom. Many thanks to the Club.

HERITAGE VESSEL RACE

The inaugural Heritage Vessel Race, intended to become an annual event for square-riggers, working craft and historic yachts, was scheduled for 11 November but got off to a soggy non-start. Marine forecast warnings of gusts to 35 knots reminded the organisers that the Museum has a charter to preserve heritage vessels, not to send them out in conditions that could leave them with broken gear.

In spite of the postponement, a number of vessels set off and their

skippers declared, at the after-race party, that the weather had been fine. A lot of discussion occurred aboard the ANNA KRISTINA about a possible date for the replay of the race. Sunday February 24 is the date for the rescheduled race. The original protagonists will have been notified by now. Please ring the Museum for information on the race.

The proposed date for the 1991 Heritage Vessel Race is Saturday 26 October, the day that the SOREN LARSEN and the EYE OF THE WIND

will leave the Waitemata Harbour on the start of their voyage around Cape Horn. It also will make it possible for sailing ships with summer seasons in the far North to participate.

Many thanks for their enthusiasm to all the skippers of heritage vessels who were approached for this event. Please contact Gillian Chaplin at the Museum if you know of any craft that you feel complies with the title heritage vessel. Telephone 09-366 0055 ext 439.

THE PERFECT CHRISTMAS PRESENT

Auckland publishers Random Century, in conjunction with the Maritime Museum, have published the *HOBSON WHARF: Auckland Maritime Museum LOGBOOK*.

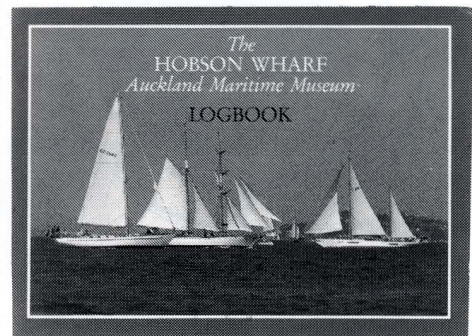
Liberally illustrated with vintage black and white and modern colour photographs, and beautifully designed and bound, this logbook will delight both when in use and as an heirloom record of cruises made.

Subjects pictured include scows, early small trading vessels, veteran yachts and interesting modern boats. Dinghies and dories and the waterfront itself have not been forgotten, nor have the details of rig and fittings.

On the log pages separate columns provide for weather and sea conditions, course made good, distance run, fuel consumed, remarks etc., and there is a panel for the name and details of your vessel.

Treat yourself or a friend this Christmas. The *HOBSON WHARF LOGBOOK* will reach booksellers by Christmas and will retail at \$29.95.

Members of the Friends of HOBSON WHARF may secure their copies at \$25.50 (GST, postage and packing included) by sending a cheque to the **Auckland Maritime Museum, P.O. Box 3141, Auckland.**



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SUMMER CRUISE PROGRAMME 1990 - 1991



On the Vintage Ships
Anna Kristina
and
Anna Rosa

DAYSAILS

<u>SAILINGS</u>	<u>TIME</u>	<u>PRICE PER PERSON</u>	<u>PRICE INCLUDES:</u>
Morning Sail	10am - 1pm	\$35.00	Tea/coffee
Afternoon Sail	1pm - 4pm	\$35.00	Tea/coffee
Sunset Sail	6pm - 9pm	\$40.00	Tea/coffee and nibbles
Evening Dinner Sail	6pm - 10pm	\$70.00	Five course - buffet style dinner
Full Day Sail	10am - 4pm	\$80.00	Light lunch and afternoon tea

OVERNIGHT VOYAGES

(ALL MEALS INCLUDED)

22 - 28 December	7 Day Christmas Special	\$900.00
8 - 11 January	Whitianga - Auckland	\$500.00
15 - 16 January	2 Day Sail	\$250.00
22 - 27 January	6 Day Sail	\$750.00
29 - 31 January	3 Day Sail	\$375.00

There will be similar sails in February.
For further information:

4th Level, Port of Auckland Building, Princes Wharf, PO Box 3141, Auckland 1
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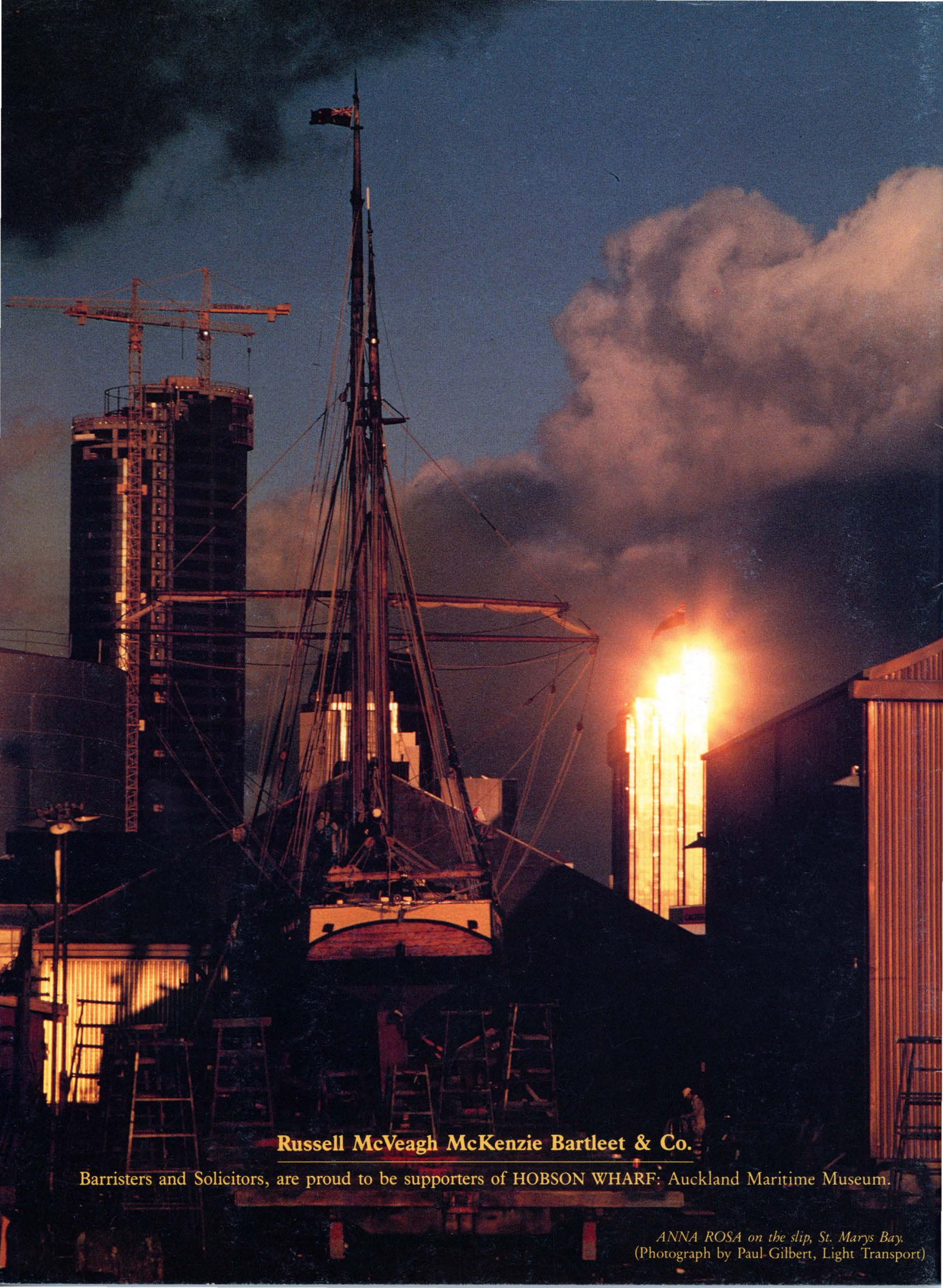
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*ANNA ROSA on the slip, St. Marys Bay.
(Photograph by Paul Gilbert, Light Transport)*