# HISTORY

OF

# AUCKLAND ANNIVERSARY REGATTA

from

1871-1890

presented by

Capt. Wm. Ross.

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AUCKLAND ANNIVERSARY REGATTA.

1871.

0th. The Government steamer Luna was Flagship, and was covered nting, and much of the youth and beauty of Auckland on the ship. mers Royal Alfred, Lalla Rook and Enterprise carried passengers nd the harbour.

st race. Trading vessels over 25 tons.

st prize silver cup presented by Shaw Saville S.S.Co., and £10.

ourse round Tiri. Four started.

nd race. Small cutters 15 to 25 tons. Won by Avon.

rd Race. Boats and yachts any class 7 tons. 11 boats started and good race, won by Ripple.

5th race. Amateur Sculls. Won by Fletcher.

h race. Gig 4 oared.

th race. Merchant ships' gigs. Golden Crown 1st, Kenilworth 2nd.

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1872.

To-day the Regatta was wonderful. Six trading vessels from 30 to tons, 5 big cutters, 10 small cutters. The Regatta of 1872 quite valued the Regattas of 50 years later. The Committee was composed of he leading citizens of Auckland.

st race. Trading vessels over 30 tons. La Noba 31 tons, Dauntless tons, Clio 75 tons, Cambria 45 tons, Arawa 52 tons, Saucy Lass 35 tons ntless 1st, but La Noba won on time. This is regarded as the race he day.

d race. Big cutters. Sovereign of the Seas 29 tons, Mercury 33 tons, Elsie 30 tons, Hero 20 tons, Nautilus 29 tons. All started and a od race, Sovereign of the Seas 1st, Mercury 2nd, the two great rivals. his is always a good race as these boats are racing all the year, from ime to time racing up the harbour to get home.

3rd race. Under 25 tons, small cutters. Dove 21, Vixen 12, Avon Templer 14, Tay 16, Agnes 24, Zpne 18, Victory 23, Wave 20, Severn 19, Petro 17. All 11 started and raced all the way. The cutter men are all acquainted, and challenge and race again for a week after.

Avon 1st, but Vixen won on time allowance. Time allowance is customary all over the world. Auckland regatta time is 15s.to the ton.

1871
1936
1865

Please return

Intact

to

Mrs Ross

29 Gt South Rd.

Auckland.

4th race. Sailing boats and ychts under 5 tons. Ten entries. Won by Sappho.

6th race. Scullers. Five entries, won by J. Clare in boat built by self.

7th race. Watermen's boats. Bismarck won.

8th race. 4 oared gigs. Won by Admiralty Rowing Club.

10th race. Ships' gigs. Won by Golden Crown.

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1873.

1st race. Trading vessels. Clematis, Saucy Lass and Clio competed. Clio won after a good race.

2nd race. Big cutters. Mercury, Sovereign of the Seas.had a good race, Mercury winning.

3rd race. Small cutters, 6 competed. Undine won this well contested race

4th race. Boats, yachts any class 7 tons and under. Energy 1st, Gipsy 2nd.

6th race. Open sailing boats. This is always a closely contested race now. Niper 1st, Clare 2nd.

8th race. Merchant ships' gigs, ships' crews. Royal Alfred 1st, Captain Farquhar.

9th race. Watermen's boats. Rose Ann won.

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1874.

1st race. Trading vessels, now termed schooner race. 1st prize £30. Clio 75, Mary Melville 63, Saucy Lass 38, Bell Brand 65, Rover 33. Not a good day for racing, wind light and baffling. Clio won second year in succession.

2nd race. Big cutter race. Sovereign of the Seas, Mercury the old champions, with the Fanny a large new cutter. Fanny grounded and the Sovereign of the Seas was becalmed.

3rd race. 4 oared gigs, prize £20. A good day for this race, well fought out.

4th race. Small cutters. Rapid won on time. Two more days racing on challenges.

5th race. Sailing boats and yachts under 6 tons.

7th race. 9 tons and over all comers. Fleetwing won.

8th race. Open sailing boats. 10 entries. Pembroke won.

10th race. Merchant ships' gigs. Golden Crown won.

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1875.

1st race. Schooners. The prize this year was increased to £50. The old competitor and winner Clematis entered but she had won her last race. The day was squally and raining, just the day for the Peerless, a powerful new boat that none of the old class could look at. Faster vessels were being built, even the Peerless could not have looked at the class eight years later. The Peerless won early, and was then sold out of Auckland. It was generally thought a larger prize should be offered for the schooners.

2nd race. 6 tons boats. 11 entries for this. Well contested race which was won by Mystery.

3rd race. Big cutter race. The three competitors suggested the race should be round Tiri, and this was agreed on. As Mercury was absent this year Sovereign of the Seas won the race early.

4th race. Small cutters. 13 started and a good race all through, Undine winning again.

5th race. 5 tons. 1st, Sprig now a famous yacht and for many years held her own with up-to-date and newer yachts. 2nd Secret.

6th race. Open sailing boats. Great interest and competition in this race with a few challenges and matches afterwards. Won by Miranda with Ross 2nd.

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1876.

1st race. Schooners, £50 prize. The Peerless was absent so a good contest was expected, the 5 entries were, Jessie Henderson 92 tons, Colonist 42 tons, Favourite 46 tons, Ada 54 tons, Agnes Donald 62 tons.
None of the competitors were of the very fast class but it was a good race. Jessie Henderson 1st but lost to Ada on time allowance.

2nd race. Big cutters. The old crack Mercury was here again with Leo, Gipsy, Mana and Caroline. The Leo and Mercury fought it out Mercury winning by 20 seconds only.

4th race. No race.

5th race. 5 ton yachts. Won by Bismarck.

6th race. Small cutters. A very close race, Victoria won by a few seconds.

9th race. The 20 foot open sailing boat race is now an important one, the rival boat builders helping to make it interesting. Three Brothers is now a great favourite. 11 competitors and a very close race; close races were the order of the day, again a few seconds difference. Won by Three Brothers.

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1877.

Prize for 1st race £50, and share of sweepstakes.

Although all rigs this is more often called the schooner race. Five very smart little vessels contested this race, Acadia, Bell Brandon, May Hogan, Adah, Nellie, but the Bell Brandon won by 14 minutes.

All small vessels.

1st race. The Sovereign of the Seas was not in time for this race, it was perhaps just as well as she would have been too good for the smaller boats.

2nd race. Big yachts over 9 tons. This race brought a big fleet. Eron 10 tons, Daphne 30 tons, Victory 11 tons, Contrabandor 10 tons, Bismarck 5 tons, Valentine, Good Templer. Near the finish the Eron was leading but carried away her jib-boom, came 2nd and won on time allowance. The old Bismarck was nowhere with the newer boats.

3rd race. Open sailing boats, 12 started, a good breeze to-day. Peacock capsized but no one drowned, and no race.

4th race. Big cutters, 9 entries. The 9 big cutters made a great race. Thistle won with 7 minutes to spare.

6th race. 6 ton yachts. Hit or Miss won by 7 minutes.

7th Race. Three Brothers won the open sailing race again beating a fleet of 12. Three Brothers seemed to be hard to beat, three half Maori brothers, sons of a waterman seem to manage a boat well.

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1878.

One of the most disappointing days for a Regatta.

Six entries for the schooner race, It was a drifting match and did

not finish in the day. Calm and rain.

Entries: Mary Ogilvie , Adah, Energy, Reward, Edith, Cornet.

Finished next day Adah winning again.

2nd race. The big cutter race was a farce as each skipper declared the other did not go round Tiri.

Entries: Thistle, Leo, Spitfire, Three Brothers, Rangatira and Ness.

Declared no race.

3rd race. 4 oared outriggers. A good day for this, calm, an interesting race. Mercury, crew from Mercury Bay; Valentine, crew from Thames; Maori, crew from North Shore. Great rivalry between the crews. Mercury (White Bros.) won very easily.

4th race. 6 ton yachts. A drifting match, no race.

5th race. Small cutters. No one knew who went round and who won.

6th race. Fell through.

8th race. Open sailing boats. No race.

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1879.

£100 prize. The champion schooner race, 25 tons upward. Nine fine schooners, brigantines and ketches started in this. Transit and Torea, the Torea is the Barber built crack (Kaipara) and according to its admirers ought to win every race, but Mat Hooper was in the Transit, and Hooper was a famous regatta sailing master. The Myrtle, a powerful Brigantine was expected to do something, but a brigantine never did win an Auckland Regatta, but she was not far off. Transit won by a few minutes (3).

2nd race. £20 prize, big cutters. 7 entries, an unusual number. Fame, Sovereign of the Seas, Lizzie , Gipsy, Rangatira started. The Morea cutter Rangatira won.

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1880.

1st race. 1st prize £100 and Master's prize a sextant. The first champion schooner race, it was worthy of the name. Auckland is getting a beautiful fleet of fast schooners, most of them in the Island service going three thousand miles from Auckland, and incidentally cannot all be here on Anniversary Day. Three large and fast schooners, the

Amy Wilson 150 tons and Sybil 150 tons, sister ships and new, Transit, Borealis, Caledonia, Reward, May Anderson, Fleetwing, Adah a former winner, Mazeppa, Ryno, Albatross winner of Lyttleton Regatta.
12 vessels round Tiri Tiri made a fine race. The Mazeppa who had made a great name in ocean passages was looked upon as an easy winner, but the name did nothing for her, she came in last. Captain McKenzie's Borealis was a likely winner but brigantine rigged, and a brigantine never won an Auckland Regatta, she was 4th. All N.Z. shipping men have heard that Barber-built vessels were the fastest. Here were two fine new 150 ton schooners that were sure to win, and then the Transit a real winner with one of the most famous skippers, Mat Hooper, were in it. It was a great race. The Sybil came in 1st 2283

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| Amy Wilson | 23053 |
| Transit | 23440 |
| Borealis | 23240 |

As the Transit has 7 minutes time from the Sybil she takes the prize, but the two Barber-built vessels led the fleet in. The Barber-built vessels won in Lyttleton, but in all the 50 years of the writer's experience no Barber-built vessel ever won an Auckland Regatta.
2nd race. Big cutter race round Tiri. The Rangatira (Maoris) won from Sovereign of the Seas by 3 minutes, no one ever challenged the Rangatira.
3rd race. Yachts and boats under 6 tons.
12 fine yachts entered for this race, Jessie Logan won, she was hard to beat for many years.
4th race. Small cutter race. 7 cutters contested this race, and a great struggle at the finish between Henry and Euphemia but they challenged and raced for another week; it generally took about a week before we settled down again to work. Henry won.
5th race. Open sailing boats. Toz 1, Alert 2.
6th race. Big yachts. Thetis.

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1881.

1st race. Champion schooner race. A big fleet turned out for this. The Torea a competitor again. This year a new schooner Sovereign of the Seas was just two minutes too fast for the Barber crack and was sailed by Mat Hooper the famous sailing master. A strong breeze from ENE and a beat down the harbour, the two fast vessels got an early lead and

kept each other company all the way round, only four of the nine went round, the Sovereign winning by two minutes.

The Regatta is getting larger now, 5 trading vessels races, champion schooners over 50 tons, small schooners under 50 tons, scow race, big cutter race, small cutter race. The scows when empty sailed very fast, and the small schooner does away with most of the time allowance.

Small schooner race. Entries Adah who has won several races from the schooner, she had a somewhat easy win from three vessels of her own size.

Champion outrigger race, 4 oar. Thames District (Mercury Bay), Auckland

Big cutters. Fannie, Rose, Rangatira, Lizzie,Champion and Janet.

The Rangatira wins again.

Open sailing boats. Hettie May 1, Mayflower 2.

Small yachts. Jessie Logan 1, Toz 2.

Scow race. 3 entries, Mokerau, Totara, Pupuke. Mokerau wins.

Small cutter race. The three old champions and old contestants sailed this race, each one has beaten all the others several times.

The Euphemia won this, but in the following champion she was beaten twice.

In the 5 trading races alone any admirer of sea racing would find enough to take up his whole attention, and the boats and yachts.

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1882.

Champion schooner race. Transit and Torea the two fast boats with the same sailing masters, Capt. Grundy, Torea, and Captain Hooper, Transit. These were two favourite vessels and two favourite sailing masters; Hooper has won more races than any other sailing master. This year 5 trading races, this reduces the entries for the big race to four, Gisborne, Sybil, Torea, Transit. This was a good race, except that the Sybil who came in first two years ago finished last. The race was again between the Torea and Transit, and just two minutes separated 1st and 2nd, Transit winning. This was Mat Hooper's 3rd win and last. The Torea seems unlucky.filling 2nd place three times. It was her last appearance, and she never won an Auckland Regatta, although she won several Lyttleton regattas. It was also the Transit's last race, but she had done good work.

Small schooner race, £50 prize, entries Lizette, Zilla, Mary Hogan, Cygnet. This race was the biggest surprise in the history of the Regatta. The small schooner Mary Hogan stood out as a sure winner, the new schooner Cygnet was noticed but little. The course was twice round Rangitoto Beacon and up to the head of the harbour twice round. The four boats went down the harbour close together Cygnet slightly ahead, rounding the buoy first time the 4 vessels were on the wind. The Mary Hogan left the ketches easily, but the Cygnet left her out of sight. The second round the Cygnet was many miles out of sight of her competitor, and finished the race 2 hrs. 40 min. ahead of the crack Mary Hogan and 4 hrs. ahead of the other two. Going up the harbour beating to windward the Cygnet was more than a match for the small yachts. The Cygnet's performance was so astounding that she was ordered up for examination, but nothing was found but fast lines and good sails. It was a shock to the Mary Hogan.

Big cutter race. Rose, Pake, Rangatira. The Maoris won again.

Scow race. Puke Puka, Olive, Lady of the Lake.

Small cutters. The old three, Mahurangi, Euphemy, Henry. won this year.

Open sailing boats. Madge 1, Iona 2, Imp 3.

## AUCKLAND ANNIVERSARY REGATTA.

## 1883.

Sixteen races to-day.

1st race, champion schooner race brought 5 competitors.

1, Annie Wilson who tried so often to win. This year the Annie was piloted by Mat Hooper, and with this noted sailing master her admirers thought she would win, but she was last. The Fanny Thornton was a good 2nd. Winifred and Kate McGregor also competed. The Three Cheers, a new powerful schooner, was all too good for the others, and won easily. This fine vessel was almost built by its owner, Alan D. Mathison, but he was killed by accident while rigging her out. The Three Cheers was too fast for anything out of Auckland. Captain Mathison was one of the last of the Waipu mariners who came from Nova Scotia, he built and sailed his own vessel. The Three Cheers was captained by Captain Murdoch McKenzie, known to us all as the Old Man, we all looked up to him. He was now in his seventies, and went to sea to the last, nearly four score.

This was a good race. The Fanny Thornton's people were disappointed, they thought she should win. The Three Cheers won easily, even Captain Hooper could not win an Auckland Regatta with the Annie Wilson.

The small schooner race. Four entries for this, and each of the four was sure of winning - the Saucy Kate, Vixen, Reward, Mary Hogan. The Cygnet was absent this year, in fact she arrived in Auckland next day. If she had been in Auckland it would have been no race, as no boat in N.Z. would have entered against her, especially after beating the crack Mary Hogan by 2h.40m. last year, and the little 42 ton vessel had made several ocean passages in 5 days, so it was the Mary Hogan's chance, and she won easily.

3rd race. ~~Scow~~ Small cutter race, 5 small cutters, Zilla, Henry, Euphemia, Moa, Garnet, old friends and opponents. The Euphemia won by 1 minute, was beaten next day in the usual challenge.

5th race. Big cutter race. The Maori boat won for the 4th time, beating the Rose and Sovereign of the Seas, a close race won by 3 minutes.

6th race. Big yachts. Rita, Arawa. Arawa won.

1884.

In 1884 many thought the Regatta had reached its zenith. This year for the champion schooner race, £150, three trophies i.e. champion flag, silver cup, and Captain's prize a sextant, £180 in all.

During 1883 the fast Cygnet was sold to the Tongan Chiefs in Tonga, schooners were taking the place of their great war canoes.

The Regatta committee gave £750 in prizes in 1884. For the champion schooner race they were expecting about 10 entries, but it became known that the owner of the Cygnet was getting another Cygnet built large enough to enter for the champion schooner race, and the owner of other vessels all believed that the new Cygnet would be too fast to allow them a chance of winning, and all (about 10) notified the Committee that they would not enter against her. The Committee then unsuccessfully tried to exclude her. The Cygnet arrived in Auckland from the builders 6 days before the race, and her looks increased the impression that she was a fast boat, but there was another fast boat, or supposedly fast boat, the Sue 97 tons, built for a cruising yacht and finished for a merchant vessel, and was also qualified to enter on tendering the entrance fee. The owner and master of the Cygnet was asked to sign a paper submitting to a handicap on the morning of the race. This he refused unless the handicap was limited and stated. The Cygnet was much the smallest, and by usual custom was entitled to get time allowance from the larger vessels, this the Cygnet's owner was willing to surrender. There was some trouble, and in the end the Cygnet surrendered her time allowance, and agreed to give the larger one 80 tons time allowance. This made a race and prevented litigation, but only the Sussex and Fanny Thornton accepted this.

The 29th Jany. 1884 was the lovliest day for a champion race in the history of the Regatta. A strong wind SSW, a fair wind down to Tiri, and dead beat home. The Sussex and Cygnet went down the harbour together, they were about a match before the wind, in fact

the Louie was the fastest before the wind. They were so close together that the Cygnet had to go inside the buoy to avoid a collision, in which case the Fanny Thornton would have got the race. Going down Rangitoto Channel the two yacht-like vessels passed each other several times. From Rangitoto the wind was right behind and with that wind the Louie was the fastest and passed Tiri 3 minutes ahead of the Cygnet. On going round Tiri and hauling on the wind the Cygnet apparently had it all her own way, in beating to windward in the gulf the race would have been a gift to the Cygnet if her two opponents had tacked the same way. The Cygnet could then have stood the same way and won by hours, but the Louie stood to the eastward and the Fanny Thornton to the westward, and if the wind which was shifty had gone east, it would have helped the Louie, by going opposite it gave one of the others a chance. The Cygnet did not follow either, but worked in the middle channel. At noon the wind did shift a lot to the westward giving the Fanny Thornton a tremendous advantage, but putting the Louie out of it. The master of the Cygnet now forgot all about the Louie and concentrated on beating the Fanny, who now had an advantage and had 80 tons allowance at the finish. The breeze was beautiful, the Cygnet showing her weatherly qualities got to windward of everything and rounded the North Head 17 minutes ahead of the Fanny Thornton, and a dead beat up the harbour and passed the Flag Ship with 90 tons time to spare on the Fanny Thornton, and beat the Louie 2 hours. In beating up the harbour the Cygnet worked to windward of the big crack yacht Muritai. Now as the Muritai was certainly the fastest yacht in N.Z. this of course settled the Cygnet's chance of another race, no challenges.

On her arrival in Tonga in April the Cygnet was at once sold to the Tongan Chiefs. She was wrecked about 18 months after this.

1884 was the last year of the champion schooner races. It is now (44 years later) like the Maori canoes & the cutters and scows, a memory of the past that never more will be.

close race.

Where are the many beautiful schooners and cutters that graced the Auckland Anniversary Regattas? The bones of most of them lie scattered far and wide on the reefs and islands of the great Pacific.

Big Cutters. The Sovereign of the Seas won this race. ~~She was [illegible] pitted against by Cyfiex and the Fannie, and [illegible] the [illegible] [illegible]~~ She had won 5 races and contested about 15 regattas.

Small Cutters. Euphemia and Mahurangi fought for 1st place as they had so often done before. The three big yachts Rita, Arawa and Muritai made a good race, equal to anything in the Colonies for speed The Muritai won for the second time.

The small yachts were now a fine class of boat, Tarawera, Jessie Logan, Tay, Seagull, Magic. Tarawera was a bit too good for the old champion Jessie Logan.

Triona won the 3rd class yachts.

Fishing boats, Rill won.

9th Race. Open sailing boats. Great interest is taken in the open boats, it is a good race as no one stands out above the rest, making the race very interesting. Transit won beating Observer. Dream, Queen and Tay.

Four-oared whaleboats. With district crew, and well contested. Warbrick won with his N. Wairoa.

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1885.

No champion schooner race this year. The only likely schooner to come along was the Sovereign of the Seas with Mat Hooper as skipper. This race would have been a gift to this ~~former~~ famous sailing master with the Cygnet gone and the new boat to take hereplace not launched, and as the committee was loth to adopt handicapping for speed, the race fell through.

1st race. Scows. Fell through.

Big Cutters, 25 tons and upwards. Entries Fannie 39, Sovereign of the Seas 51, Morea 41, Nellie 41, 28. The new cutter Nellie was a bit too good for the old champions, but it was a good close race.

Small Cutters.. The 4 old warriors Henry, Gannet, Mahurangi, Euphemia entered, these 4 had raced in the Auckland Regatta for the last ten years and more. All had at some race beaten the others, the losers challenging and fighting it out for a week after the Regatta. Lilly, Enid and Lark also raced this year making a really good race, one of the best races ever sailed on the Waitemata. The Mahurangi, Henry and Gannet finished very close in the above order, two challenge races following.

Big Yachts. Muritai, Arawa and Rita. Tom Henderson won in his Rita, beating the two more modern yachts. Tom Henderson, one of Auckland's greatest sportsmen, was at home in yachting.

Champion Whaleboat Race. This race is now creating great interest in Auckland and the districts that supply the crews. Waitemata (Auckland), Hauraki (Thames), Petone (Petone), Northern Tairoa, North Shore. Waitemata won, close finish, challenged and beaten later by Hauraki.

Jessie Logan again won the small yacht race.

Open Boats. Mascot won from Dream, Imp, Leon.

2nd class yachts. Min won from Shrimp Brothers, Mignett, Sybil.

Open sailing boats, 2nd class. Violet won from Tay, Ely, Spray and Olivet.

won merchant ship gigs.

The 1885 Regatta was a success, although three of the trading vessel races were out of it great interest was taken in the other races. For weeks and months before the 29th, yachts, boats and cutters were getting ready and discussing their chances, and after the day all tell that but just for one incident they would have won.

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1886.

The weather was depressing, heavy rain in the forenoon. No schooner or scow race this year. We had to be content with the two cutter races. The advent of steam in the Island trade caused a great many schooner owners to sell their vessels. The scows were all afraid of the Nuron

In the big cutter race Sovereign of the Seas kept up her reputation beating the crack Nellie, Sovereign's last appearance and race, She had won 5 races and raced about 20 times.

Small Cutter Race. Was the best race this year, Henry and Mahurangi old competitors, Seagull and Lark, a close finish. Henry 1st, Seagull 2nd, Mahurangi 3rd, Lark 4th.

4th Race. Yachts. Arawa 1st, Tarawera 2nd, Wenona 3rd.

5th Race. Small yachts. A walk over for Jessie Logan, Sybil and Enid also competed.

6th Race. Fishing boats; did not finish.

7th Race. Champion whaleboats. Great interest is centered in this race as the crews are mostly from outside Auckland. Waitemata 1st, Hauraki 2nd, Waitara 3rd.

8th Race. Open sailing boats. Now an important race, and many challenges and matches follow the Regatta. Mascot 1st, Alert 2nd.

Merchant vessel gigs. Rotomahana 1st.

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1887.

Union S.S. Arawata was the Flagship.

1st, 2nd & 3rd Races. No race. The 40 fine schooners belonging to Auckland are now reduced to perhaps 15 and not sufficient in port to make a race. The scows did not race. The big cutters failed to make a race for the first time. The Sovereign of the Seas after racing perhaps 20 races and winning 5, had been pirated away and wrecked on the Australian coast. The other big cutters perhaps feeling for the Sovereign did not race. Of course there were croakers who reckoned the Auckland Regatta was doomed.

The small cutters never failed to come along, they would sooner miss their Christmas than their Regatta. A good race as usual, Gannet 1st, Mahurangi 2nd, Seagull 3rd.

Yachts under 6 tons. Jessie Logan won again this year.

Fishing boats, had a good race Christina 1st, Albatross 2nd.

6th Race. Open sailing boats, always a well contested race.

Entries
Surprise - Collins.
Alice - Chas. Bailey Junr.
Imp - McLeod.

Alice won, Surprise 2nd.

Open Sailing Boats, 16 to 18 ft. Some discussion about placing this race on the programme. Won by Belle, Arrow 2nd.

Champion Whaleboat Race. Waitemata 1st, a close race.

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1888.

The schooners and big cutters did not race. Some think they are gone for good.

3rd Race. The 5 small cutters that started for the £25 prize were Gannet, Henry, Lily, Jane, Antelope. The Antelope and Jane were expected to fight for last place, as it takes something to beat the Gannet and Henry. These two finished close, Henry 1st, Gannet 2nd.

4th Race. Yachts over 6 tons. Entries Arawa, Wenona, Spray, Matangi. Mr. Bloomfield sailed his Arawa, this was a handicap race. This was the first handicap race and it was considered that the idea would bring more entries and make a better race. The Arawa was sailed by the owner, Wenona by Dr. Humphrey Haines, the Matangi by J. Carlaw, and the Spray by Captain Gibbs. The Matangi after a splendid race passed the flagship 2h.58m. in front of Arawa, Wenona and Spray out of it.

5th race. Fishing boats. May, Foam and Iona finished in that order.

6th Race. Yachts under 6 tons. Jessie Logan, Manola and Mascot. Jessie Logan again won.

Open Sailing Boats. Race not finished.

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1889.

1889 Regatta was looked upon as a sort of come back to the regattas of 5 years ago. The Committee boldly threw away the time allowances for tonnage or rating, and adopted the handicapping This brought along many entries that would not otherwise have come. This handicapping has stood the test of thirty years.

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| Handicaps, large yachts - | Matangi, | scratch |
| | Arawa, | 4 minutes. |
| | Muratina, | 6 " |
| | Spray, | 25 " |
| | Tarawera | 25 " |

The Union S.S.Co's. fine steamer Rotomahana was Flagship,

Captain Carey a highly popular captain. In response for new blood, the Committee was almost a new one, and the result was a success.

Although it was a successful Regatta, the scows did not race, and the champion schooners were apparently gone for good - they were almost gone out of the Pacific. In 1889 fine steamships were put on for Eastern Pacific, Tonga, Fiji, Sydney, N. Z. and America, schooners disappeared out of the Pacific like a flock of pigeons when a hawk arrives.

1st Race. Big cutters. 5 entries and all having a chance through handicapping, it was a good race,

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| Nellie, | 2h.40.32. |
| Fannie, | 2h.59.30. |
| Water Lily, | 3h.14.50. |

Nellie won.

2nd Race. The small cutters are always there at the Regatta, schooners and scows can come and go but the cutters are always there. At the start it was seen that the old cracks Henry, Gannet, and Mahurangi were in good trim for racing. A very close finish to a good race, the scratch boats were

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| Gannet | 1 |
| Henry | 2 |
| Mahurangi | 3 |

3rd Race. Big yachts. The Matangi had an accident to her mainsail first time passing Flagship,

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| Arawa | 12h.47m.20s. |
| Spray | 12h.57m.10s. |
| Muratina | 12h.57m.40s. |
| Tarawera | 12h.59m.25s. |

The race finished

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| Arawa | 3h.36m.31s. | 1st. |
| Matangi | 3h.47m.30s. | 2nd. |
| Muratina | 3h.51m.35s. | 3rd. |

4th Race. Fishing Boats. Christina 1st, May 2nd, Laurina 3rd.

5th Race. Small yachts under 6 tons. This race seems to belong to Jessie Logan every year, no exception this year.

6th Race. Fishing boats under 4 tons, 7 entries for this race. Mignonette 1st, Ida 2nd.

7th Race. Small yachts. Manola won easily, also sailed Pixie, Sybil, Ethel.

Handicaps: Large Cutter Race:

| | |
|---|---|
| Nellie | scratch |
| Fannie | 5 minutes |
| Water Lily | 15 " |
| Leo | 20 " |
| Venus | 21 " |

Small Cutter Race:

| | |
|---|---|
| Gannet | scratch |
| Mahurangi | " |
| Henry | 3 seconds |
| Vixen | 10 minutes |
| Tay | 12½ " |
| Otahuhu | 20 " |

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1890

Jubilee year. Anniversary day 20 years ago was almost entirely given over to the Regatta, now there are many other events on that day, but the Regatta stills hold a great attraction.

Two fine Flagships to-day moored alongside each other, N.Z. Shipping Company's Canterbury, and the Norwegian ship Orion. The adoption of the handicap principle brought the scow race on again, I think the men entered in the interest of sport. The Handicapping was done by a sub-committee of scow masters.

1st Race. Scows. Timber scows, square bilge, handicap

| | |
|---|---|
| Irene | scratch |
| Pukapuka | 30 minutes |
| Dungarvon | 60 " |
| Hautura | 61¾ " |
| Ida | |

Ida won.

2nd Race. Small Cutters. The same old warriors, Henry 1st, Gannet 2nd.

3rd Race. Yachts 6 tons and over, entries:

| | |
|---|---|
| Matangi | scratch |
| Ngaire | 4 minutes |
| Maritana | 8 " |
| Wenona | 20 " |

Tom Henderson handicap Maritana won, a fluking day for sailers.

---

5th Race. Fishing boats, entries

| | |
|---|---|
| Caprera | 8 tons |
| Christina | 8 " |
| Laura | 5 " |
| May | 6½ " |
| Foam | 4 " |

a mix-up finish, some boats going the wrong course.

6th Race. Yachts 3rd class. Entries Maid, Manola, Tangaroa, Transit, Metea, Isea, a very interesting race, some going wrong course. Maid 1st, Tangaroa 2nd.

7th Race. Open sailing boats, one of the most interesting races.

Entries:

| | |
|---|---|
| Era | Logan |
| Surprise | Collins |
| Isa | Bailey Junr. |
| Alice | King |

The race was between the Isa and Era, the Isa 1st, Era 2nd. Usually some challenges follow this race.

8th Race. Yachts fourth class. 6 entries and a good race, some going wrong course, this occurred in four races. Italy finished 1st of those who went the right course.

9th Race. Fishing Boats 4 tons and under: Venus 1st, May 2nd.

10th Race. Open Sailing Boats 2nd class, 16 feet and under. A close race, Alice 1st.

11th Race. Man-of-war Boats. Orlando's No.2. boat won.

13th Race. Merchant vessel gigs 4 oar, entries

| | |
|---|---|
| Orion | Norwegian |
| Canterbury | N.Z.S.S.Co. |
| Waimea. | |

Canterbury led from start and won.

14th Race. Man-of-war Cutters, entries Orlando, Lizard. Lizard won.

15th Race. Champion Whaleboats, £100 prize, entries

Thames Rowing Club
Hauraki " "
Waitemata " "
City " "

This, the most important race of the day, was kept back so that the Governor and Admiral could see it. Waitemata won after a strongly contested race.

16th Race. Junior Whaleboats. A good race but too many protests, being not known who won.

17th Race. Volunteer Force. Entries: Chanticleer, Hinemoa, Thames Naval. Won by Hinemoa.

18th Race. Amateur Whaleboats, Maiden race. Hauraki wins.

A year of protests.

to EXTRACT FROM ACCOUNT OF AUCKLAND ANNUAL REGATTA.

Tuesday's "Star", January 29th, 1884.

## Second Race.

Champion Trading Race (Handicap) for vessels of 50 tons register and upwards (any rig excepting cutters). First prize £150 Champion Flag (presented by Messrs P. Hayman & Co.) valued at £10 and Miniature Sextant to the registered master of winning vessel, valued at £15: second prize £50; third prize £25. Course: Same as first race. Entries: Cygnet (McArthur & Co) 56 tons; Fanny Thornton (E. Keane) 82 tons; Sybil (J. Sinclair) 150 tons; Louie (E.Pillinger) 99 tons.

The small number of entries for this event can be attributed to nothing but ill-luck. A prize of £150 is no doubt a great inducement to owners of vessels, but yet the chances of winning are not considered good enough to keep a vessel lying idle in port for several weeks before the Regatta in order to make sure of her being here in time and in proper condition. Thus when looking over our records of regattas for several years, we find the numbers of entries vary considerably. One or twice, as on the present occasion, there have been only three competitors, but as a rule the competing craft have been much more numerous, as so many as seven or eight have taken part. A series of misfortunes appears to have attended the Champion Race of 1884. The first was the wreck of the Transit which tookplac

to Napier a few months ago, and in her disappearance we lost the champion of many a closely-contested race. However, she was an old vessel, and having done credit to the port for a long period as a smart sailing vessel, while her loss was regretted, it was considered that her absence would induce greater competition in future events. This seemed likely to be the case until very recently, and it was contemplated that this year would see something like a dozen entries for the Champion Race. The Three Cheers which carried off last year's prize, and the Sovereign, the victor of a previous contest, were both in port a month ago, but their owners or charterers did not consider it worth while to keep them here waiting the event, and accordingly they were sent away for lengthy voyages. The Torea and Annie Wilson owned by Mr Mitchelson, M.H.R. which were considered almost certainties next caused considerable disappointment, for only last week it became known that trade engagements would prevent their arrival here in time for the Regatta. Following this we heard of the wreck of the schooners Agnes Bell and Atlantic at Raratonga. One or both were counted on for the Regatta, and the wrecks proved a severe disappointment to many. Next it was rumoured that the Sybil, which was lying in port and for sale, would not enter, and it was an agreeable surprise when her Master appeared at the Committee Meeting on entry night and added her name to those already given in. Yesterday, however, after the vessel had been almost put in trim for the event, the owners (Messrs Nathan & Co.) objected to the course pursued by the Master, and the Sybil's nomination was accordingly withdrawn. This left only three vessels, the Cygnet, Louie and Fanny Thornton - each of which was considered

to have a good prospect of winning, the result depending a great d
on "how the wind blew." The Cygnet was backed heavily, but yetth
Louie found numerous supporters, and large sums of money were laid
on each craft. The Louie, it may be remembered, was built in 1882
by Mr H. Niccol of North Shore for an Island Cruiser. She was
constructed on very fine lines, but owing to a change in ownership,
which occurred before the vessel was completed, she was slightly
undermasted to fit her for regular trading. The Cygnet, it is
scarcely necessary to remark for it has now been rung out so often
that all should know of it, was also built for a fast sailing boat,
so much so that the Masters of other vessels publicly expressed
their fear of her by objecting to enter for the Regatta were she
allowed to take part. The trouble into which the Regatta Committee
ran themselves in trying to exclude and handicap her is also well
known, and after all when the race started she was backed at even
money against the Louie, it being considered that the race really lay
between these two. The Fanny Thornton nevertheless appeared with
the full intentions of her owners to win if possible, and they
evidently considered their prospects of receiving the prize very
good, for the vessel had been in port for nearly a month, refitting
specially for the race. The handicappers met this morning and
decided to let the Cygnet and Louie go at scratch, each to allow th
Fanny Thornton fifteen minutes. The Cygnet was in charge of
Capt. Ross while Capt. Keane had charge of the Fanny, and Capt. Ro
presided at the helm of the Cygnet. The vessels took up their

positions to the Southward of the Flagship shortly before 8 o'cl the Cygnet and Fanny Thornton with part of their canvas up, while the Louie had her sails lowered. The Louie appeared as a topsail schooner, her rig having been altered by the addition of a raffery. When the gun fired punctually to the time announced for starting, the three vessels lay at anchor head to wind. The Cygnet smartly fell off before a stiff south-westerly breeze, and she was speedily followed by the Louie, which was delayed somewhat in getting her canvas on; although thrown a few seconds late by the misfortune, she was speedily in pursuit of the new schooner, which was making very fast progress down the harbour. The Fanny Thornton was all behind. Although soon under canvas, she was very slow in getting way on, and it was at once apparent that her chances of winning were very poor indeed. As the vessels sped onwards towards the North Shore Head each gradually was covered with a cloud of canvas, with the object of making the very best possible use of a splendid fair wind.

The Cygnet and Louie bowled along in splendid style, increasing the lead upon the Fanny Thornton every moment, while the difference between themselves shortly became almost imperceptible and those who before had much faith in the Cygnet began to lose confidence. Abreast of Calliope Point the vessels were on pretty even terms, but bringing a good stiff breeze along with her the Louie which had the windward position gained almost a length. This gave the Cygnet equal advantage so far as the wind was concerned, and all her canvas drawing beautifully, the difference was at once noticeable; gradually she gained inch by inch upon her larger

again got an advantage of a couple of yards, and the Cygnet once more

opponent, but even then so slowly that while the two symmetrical and yachtlike craft were almost side by side, it was only with difficulty that the slight advantage which the Cygnet was gaining could be noticed. The wind broke away slightly, and immediately the Louie had all her former advantage of a length back again, this being the position approaching the North Shore Wharf. The Fanny Thornton came on a long way behind at snails pace, only half her canvas drawing. As the vessels passed the North Shore Wharf, a favourable puff again swelled the Cygnet's canvas to its widest dimensions, and once more she stole along, swiftly covering the Louie's quarter. Gradually the breeze freshened, and despite her leeward position, the Cygnet crept up to her opponent, each moment making her more and more even. Ere the recently destroyed North Shore Wharf was reached, the two vessels were abreast of each other, and the struggle for supremacy began in earnest. They were so close together at this time that a biscuit might have been thrown from one to the other. Passing the Sandspit buoy, the Cygnet had a scarcely perceptible lead, and giving the shore a wide berth she soon had her stern ahead of the Louie's, but her advantage was of brief duration, the Louie again getting exactly on level terms with her. Rounding the North Head, the vessels were well away before the wind and every sail was drawing beautifully. Few sights could have been prettier than that presented by what was virtually a yacht race. Side by side the handsome schooners sped onwards, the symmetrical lines and natty rig showing to advantage, while the foam curled and splashed around their bows. Leading down the fairway of the channel, the Louie again got an advantage of a couple of yards, and the Cygnet once more

recovered it. Canvas was now a great consideration, and the Louie soon showed a ringtail, but the necessity for close hauling was also a reason against its use, and it soon disappeared. Approaching the first buoy in the channel a puff sent the Cygnet slightly in advance of the Louie, which had now the lee position. The difference became more and more perceptible until the Cygnet had gained more than a length when the Louie weathered the Cygnet and "winding" her, assumed the most favourable position, although slightly in the rear. The Fanny Thornton was at this time clear of the North Head, and with all her canvas drawing well at last, she appeared to be holding her own, and there seemed every probability that she would not even be the handicap fifteen minutes behind the others at the finish. She had, however, lost fully a quarter of a mile at this time. Profiting by the smartness of her Master, the Louie blanketed the Cygnet nicely, and the advantage of this policy was at once apparent. The Louie led prettily past her opponent and took the lead as the reef was approached by about two lengths. The Cygnet made several attempts to weather her opponent, but the wind was breaking away too much at the time, while her flying gaff-topsail did not set at all well, and she thus did not get the same show to perform the feat.

Close to the beacon at the reef, the Cygnet succeeded in getting the weather position and by that time the Louie had increased her lead to several lengths. Rangitoto Reef was passed in this order, the Louie being four or five lengths ahead of the Cygnet, with the Fanny Thornton still about a quarter of a mile in the rear of the latter boat. The vessels passed the outer end of Rangitoto

in the following order:-

| | |
|---|---|
| Louie | 9 h. 13 m. 0 sec. |
| Cygnet | 9 h. 13 m. 45 sec. |
| Fanny Thornton | 9 h. 17 m. 0 sec. |

From this point they went away with a spanking breeze, the Louie gaining considerably on the new schooner in the run down, while the Fanny Thornton overhauled the Cygnet by some 30 or 40 seconds. All the vessels stood well over to the Whangapoa side of the channel, and then shaped a course for rounding Tiri. The vessels were in the order given below when passing out of sight round the N.W. point of Tiri:-

| | |
|---|---|
| Louie | 10 h. 33 m. 0 sec. |
| Cygnet | 10 h. 37 m. 0 sec. |
| Fanny Thornton | 10 h. 38 m. 30 sec. |

The Louie was only ten minutes before she hove in sight again, coming round the N.E. side of Tiri and passing the point where the Triumph was ashore, at 43 minutes past ten. She followed in the wake and soon overhauled the scows standing well over towards Rakino Island.

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## A B O A R D  T H E  C Y G N E T.

(By Carrier Pigeon).

11.30 a.m. The first episode in what promises to be a highly exciting race occurred just off North Head, when the Louie and Cygnet were sailing so closely abreast as to leave the latter vessel, which was in shoreward position, rather a slender chance of clearing the buoy. The Captain of the Louie was asked repeatedly to keep away,

but the answer was decidedly sultry. However, the Cygnet weathered the Head in safety, after which the Louie managed to get to windward and assume a slight lead. At 9.7 the Louie passed the reef, with the Cygnet about a length behind on the windward quarter, both vessels bowling along at a spanking pace. The Fanny was nearly half a mile astern. During the run down the Channel she gradually improved her position through hugging the Rangitoto shore rather closely. Meanwhile the Louie, with her sails beautifully set, held straight on her course in the van, and slowly but surely left the Cygnet in her wake, which shook the confidence of the latter's crew in her caunted prowness. After passing Rangitoto, the Cygnet's square sail was taken down, as it seemed to be doing more harm than good. Both Louie and Fanny still kept up their square sails, but the relative positions altered very little indeed. At this time the wind blew steadily and there was very little swell on the water, while the fine weather made the pleasures of the race to be very sensibly appreciated by the visitors, besides allaying the fears of those who are predisposed to squeamishness. The Louie and Cygnet stood on down to Tiritiri almost in a line and well to windward, the former leading by rather less than half a mile, while the Fanny, holding on a much straighter course, and in consequence making less allowance for clearing the island, was several hundred yards astern of the Cygnet. Such was the position at 9.55, the vessels being 2 miles off the island. The scows could be seen close in shore, the Vixen leading with the Result in near attendance. As the island was approached the wind feel lighter, and the vessels sailed almost on an even keel. Off Rakino Island the Fanny began to come further

to windward, and to creep up so that the Cygnet once more sent up her square sail. At this point the Louie was well down to the western end of the island and still going well. The Cygnet's hopes are now centred on the run up, although there is not a great chance of much beating so far.

12.5 p.m. It soon became apparent that the Fanny had gone too far to leeward, for in keeping up to the wind the headsails ceased to set well. The Louie's sails required the least attention, for they set remarkably well and a splendid course was steered, the helmsman not abandoning his place for a moment. At 10.30 the Louie began to go round the island, giving it a pretty wide berth, and the last of the scows (Result) just being ahead of her. Five minutes later the Cygnet jibbed and prepared to go round and a minute afterwards the Fanny, now some 100 yards astern and closer inshore, followed suit. The Louie sent down her square topsail and the Cygnet took in her square sail, the freshening breeze bringing both vessels almost down on their beam ends occasionally. As for the Fanny, she still hugged the shore. Abreast of the lighthouse, the Cygnet sent down her main by gaff-topsail, as it did not sit well, and replaced it with a smaller one. The Louie did not do so well on the wind, and the Cygnet which kept further to windward materially improved her position, while the Fanny coindidently fell further astern. From the Shag Rock the vessels took their first board at 11 o'clock towards Rangitoto, the Cygnet now having the lead, the Louie being more than half a mile to leeward near Cuvier Island, and the Fanny 400 or 500 yards astern of the Cygnet in a direct line.

At 11.20 the Fanny went about and stood across towards the lighthouse and at 11.25 the Cygnet tacked and held over to the windward of the Whangaparoa Peninsula, taking up the weather position of everything - scows included. The Louie kept too near the eastern shore, and when at last she did go about in the same direction as the Cygnet, she had got into a position about two miles astern of the latter. This was at 11.35 the Fanny Thornton being now near the lighthouse, and about a mile to leeward of the Cygnet. At 11.40 the Fanny again put about and stood over for the weather side of Rangitoto. Ten minutes afterwards the Cygnet adopted the same tactic, taking up a position about a mile ahead of the Fanny, while the Louie is two miles dead to leeward, and barring flukes or accidents completely out of the race.

1.15 p.m. At 12.10 the Louie went about again standing this time for the lighthouse and promising to bring up to leeward of everything not excepting the cutters, Cygnet is now sailing abreast of Vixen, which appears to have the Scow Race thoroughly in hand. At 12.25 the Cygnet now nearly halfway between Tiritiri and Rangitoto tacked again, making directly for the latter island, while the Fanny, now some two miles astern, continued to make for the Whangaparoa position. For the first time one of the excursion steamers, probably the Waitake, was descried down the passage with her head sails down. A scow near her seems to have carried away her topsail. The Cygnet headed the whole fleet by a good distance at 12.30 and Captain Ross was confident of finishing first although troubled by a soupcon of doubt as to whether the Fanny might not come out right with the time

...ht, however,

allowance. At 12.45 all the vessels were beating well to windward with a fine whole-sail breeze, the cutters being on good terms with the scows, excepting the Vixen, which, though close in on Whangaparoa is not far behind the Cygnet. The steamer seems to have a disabled scow in tow, and speculation is rife as to the cause. At 12.50 the Cygnet and Louie were standing straight for Rangitoto with Tiritiri astern, the Louie being about 4 miles to leeward of the Cygnet, and the Fanny being singularly close in to the Whangaparoa Point. At this time the Louie and Cygnet went about almost simultaneously, and the former made a board towards Tiritiri, while the Cygnet, after a short board towards the western shore, headed straight for Rangitoto Reef, having the Vixen on the weather quarter. The latter does her beating extremely well. The Fanny is in the passage heading towards Rangitoto.

2.30 p.m. The Cygnet at 1.30 p.m. was off the northern end of Rangitoto Island and there she made a short tack for the purpose of weathering the reef. At the same time the Fanny Thornton was away 3 miles astern and somewhat to leeward of the Cygnet, but heading towards her and holding a much better position than the Louie, which is now out of sight amongst the cutters and scows. At 1.35 the Cygnet weathered the scow Vixen, crossing her bows, the crews heartily saluting each other by a waving of hats. The Ringarooma with the disabled scow Result in tow is now coming straight up the Channel. Failing in this board to weather the reef the Cygnet at 1.40 tacked again and headed straight for the North Head, favoured by a breeze, which brought her port bulwarks almost on a level with the water.

she sails splendidly on the wind. Such a tremendous list, however, did she have at this stage that the foresail had to be loosened and the jib-topsail taken down. She lay over to the gusty breeze, but the sails had frequently to be slackened. At 2 o'clock the Cygnet was still heading directly for the North Head with the Fanny Thornton coming on well fully two miles in her wake, and also behind the Vixen and the steamer. The reef was safely weathered this board by the Cygnet and the jib-topsail at 2.7 was again hazarded and the sails tightened in the hope of fetching the North Head. The Fanny Thornton is standing well out in the Channel on a long board and may possibly weather the reef without further tacking. At 2.30 the Cygnet passed the North Head, standing right across the harbour towards Orakei Bay.

Running quickly over to Orakei the Cygnet took a board back across the harbour to a point just opposite the North Shore Wharf, she tacked again on a board towards Mechanics Bay just as the Fanny Thornton at 2.37, having managed to weather the reef without again tacking, showed her nose round the North Head. The greatest excitement now prevailed, the time allowance lessening considerably the Cygnet's advantage and making it just touch and go with the two vessels. Off Dr. Campbell's residence the Cygnet tacked and stood down to the Flagship. The Fanny Thornton at this time was running on towards Orakei. At 2.48 the Cygnet passed the barque Candidate and two minutes later took a board down towards the Railway Wharf, tacking again at 2.55 and standing straight down the harbour pa the Flagship. She had to tack again however to pass the post she did at 2.58, the band striking up "See the Conquering Her as the gun boomed out for the Cygnet's completion of the rac

As, however, the Fanny Thornton received 15 minutes from the Cygnet the prize still remained in doubt, more especially as the Fanny was making good headway up the harbour. These fears were soon dissipated, however, for the fateful 15 minutes passed away and still the Fanny was hardly beyond Calliope Point. Fourteen minutes later she passed the Flagship and the result proved to be:-

| | | |
|---|---|---|
| Cygnet | 2 hrs. 58 mins. 32 sec. | 1. |
| Fanny Thornton | 3 hrs. 27 mins. 30 sec. | 2. |
| Louie | | 3. |

Mr Lane one of the builders of the Cygnet was on board all the time and lent valuable assistance to Capt. Ross, who handled his vessel with great skill and shrewdness. The seamen, too, worked most energetically. Mr Utting represented the owners.

INVICTA HOUSE

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