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## View of Auckland Harbour in 1862.

Our Supplement of January 27th, showing a view of Auckland Harbour taken during the Regatta of January 29th, 1862, just fifty years back, was so much appreciated, as evidenced by the frequent requests for that issue, which is now almost out of print, that we have reprinted it in this issue, and now give a description of the picture in the words of the artist, the late Major Frederick R. Stack, 65th Regiment.

"This Drawing was made during the Regatta of January, 1862, and depicts the race of the Maori war canoes. Her Majesty's steam-ships *Miranda*, Capt. R. Jenkins (to the left), and *Fawn*, Capt. R. P. Cator (to the right), are at anchor, having been ordered up from Taranaki by Commodore Seymour after the cessation of hostilities. To the left of the Picture is seen the suburb of Parnell, with the last two churches of the rival Bishops Selwyn and Pompallier; further towards the right are Mechanics' Bay and Official Bay, backed by the public domain, Government House, Scotch Church, House of Representatives, and other public buildings. Adjacent is the Wynyard Pier; further to the right is Britomart Point, Battery, and St. Paul's Church. Thence, to the right, is the commercial part of the city, with the steam-biscuit and other factories or stores, whence shipments to vessels of small and large tonnage are made by means of the Queen Street wharf and pier: the latter is a most useful structure, about three-quarters of a mile in length. In the central background is visible the extinct volcano called Mount Eden, which is about 700 feet in height, and distant from the town two miles. At its summit is obtained a fine panoramic view.

The very unsettled state of the colony for nearly two years prevented the natives from joining with the Europeans in their amusements; but the timely arrival of Sir George Grey very soon produced an amount of confidence sufficient to cause a belief that the odious and notorious "*Law for Fighting*" would soon be rendered nugatory; therefore a native tribe living near Auckland, on the Coromandel coast, was induced to bring their war canoes and warriors to join with the Pakehas (or White Men) in the amusements of the regatta, which took place on the 29th of January, 1862. Many other more distant tribes would have joined, but having ascertained that there was only one prize to be gained, however numerous the competitors, they declined to undergo the great exertion necessary to compete with their brethren unless a prize was guaranteed to every canoe that entered, without which they

could see no fun in undergoing so much fatigue merely for amusement; and the tribe which was persuaded to participate in the regatta agreed among themselves beforehand that the amount of money gained as the prize was to be equally divided among them, in consideration of the labour endured by each individual in the exertion of his utmost strength.

The sight of this extraordinary canoe race was not one to be easily forgotten by those who witnessed it. The chiefs performed hideous antics and gesticulations, acting as fuglemen and going through the most remarkable contortions of the body, combined with frightful screams or yells, which were responded to in perfect cadence by all those in a sitting posture (women even included), imagining by such unearthly sounds to strike terror into the hearts of their enemies, simultaneously using their paddles with admirable regularity and strength sufficient to produce propulsion of astonishing rapidity.

Each canoe is made from a single trunk of the kauri pine, the size of which may be judged by their being capable of containing from seventy to two hundred, and even in some instances as many as three hundred, warriors, who, like their barques, are all painted with vermilion and ornamented with feathers. The prows of the canoes are decorated with carved wood, and attached is a grotesque resemblance to the body or head of a man; the helm is made to represent some eccentric though unmistakable similitude to a woman. The rowers sit in couples, close together, from stem to stern, the free use of the paddles requiring much less room than oars in our ordinary boats.



VIEW OF AUCKLAND HARBOUR TAKEN DURING THE REGATTA

"Auckland itself is built upon the undulating ground forming the bays and headlands of the southern shore of the Waitemata. It already makes a considerable appearance, and, like most seaport towns, is seen to most advantage from the harbour. Approaching the shore, Official Bay, with its neatly painted weather-board cottages, each snugly sheltered by the luxuriant shrubbery of its surrounding garden, looks pretty and picturesque; and with its wooden jetty stretching out for more than six hundred feet into the sea, Auckland, from this point of view, suggests a miniature resemblance to Ryde, in the Isle of Wight. For picturesque effect the site of the town has been well chosen; but the inequalities of the ground are too great to be convenient for traffic, and a large proportion of the level land within its limits is occupied at present by the military barracks. With few exceptions, the streets are narrow, most of them as yet being but partially built upon. The shops, for the most part built of wood, are of every variety of colour, size, and style. Though they are generally small, some few of them would by no means disgrace provincial towns in England. The principal public buildings, churches, chapels, barracks, public offices, house of assembly, court-house, gaol, &c., almost without exception, have been built without any regard to beauty or design. The most considerable public buildings are the military barracks, which have accommodation for one thousand men. Some of them, the hospital, magazine, and commissariat stores and offices, are built of scoria, a darksome-coloured stone, and in the usual barrack style of architecture—square, heavy-looking, and

unsightly. The rest of the buildings are of wood, also of a sombre colour, and in a style to match. Together with the parade-ground, these military buildings occupy more than twenty acres of ground in the centre of the town, and the whole are surrounded by a strong scoria wall some twelve feet high, loop-holed, and with flanking angles. Commanded by a rising ground within a few hundred yards, and within view from ships in the harbour, and within range of their shot and shell, the site, from a military point of view has not been judiciously chosen. And it is probable that the large portion of level ground now occupied by the military barracks will not long be taken from the site of a town having too generally a broken and uneven surface.

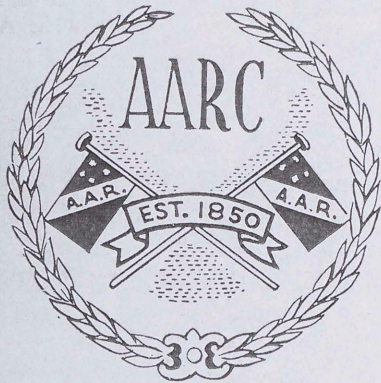
"In their social and domestic phase, the smaller Settlements do not differ materially from the Capital. The most considerable difference is in the composition of society. In the provincial towns the Colonists themselves have always formed their social world: the Officers in the employment of the Government being but an insignificant minority, and in many of them no military force has at any time been stationed. But in Auckland, the Government officials have always been a numerous body: two battalions of Military Pensioners have long been located in the immediate neighbourhood, and for several years Auckland has been the head-quarters not only of a Regiment, but of establishments connected with the brigade, commissariat, artillery, and engineer departments. For some time, however, few Colonists of social standing were settled in the neighbourhood, and so long as the Civil officers

of the Government were the servants of the Crown, and independent of the public, the society was somewhat exclusively official. But the officials under a Representative Constitution and 'Responsible Government,' now no longer the servants of the Crown, but of that many-headed master the people, can hardly venture to gratify exclusive social tastes. Political supporters have to be considered, and opponents to be conciliated; and it is not probable that personal qualifications will long continue to be the sole passport to society: it is not difficult, indeed, already to discern 'the beginning of the end.' A little more attention to dress, also, and somewhat more formality of manner, are observable in Auckland than in the other Settlements. There is little, indeed, in the dress of the people to remind

*a stranger that he is out of England. Black hats and dark cloth coats do not, as in warmer climates, altogether give*



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# 106th Auckland Anniversary Regatta

( INCORPORATED 1850 )

MONDAY, JANUARY 30, 1956.

The Only Official Function  
Celebrating the Anniversary of the Founding of the  
City of Auckland.

Location:

YACHT RACING

OFF TAMAKI YACHT CLUB AND ORAKEI WHARF.

FIRST RACE: 9.20 A.M.

HEADQUARTERS FOR THE DAY:

Tamaki Yacht Club.

(By Kind Permission Tamaki Yacht Club)

Guard Ship H.M.N.Z.S. Hawea

Lieut.-Commander R. T. Hale, R.N.Z.N.

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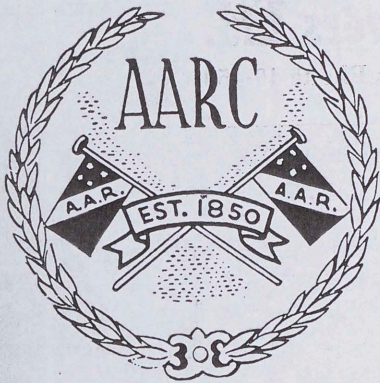
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# 117th Auckland Anniversary Regatta

MONDAY, JANUARY 28, 1957.

The Only Official Function  
Celebrating the Anniversary of the Founding of the  
City of Auckland.

Auckland Anniversary Regatta Committee  
(Incorporate 1850).

Location:

**YACHT RACING**

OFF TAMAKI YACHT CLUB AND ORAKEI WHARF.

Presented by

Auckland Anniversary Regatta  
Committee.

Date 15.3.60.

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# THE WORLD of SPORT

## YACHTING.

### SIGNAL MAST AND YARD.

OLD AND NEW ROSS CUPS.

SIR THOMAS TO TRY AGAIN.

FLOTSAM AND JETSAM.

(By SPEEDWELL.)

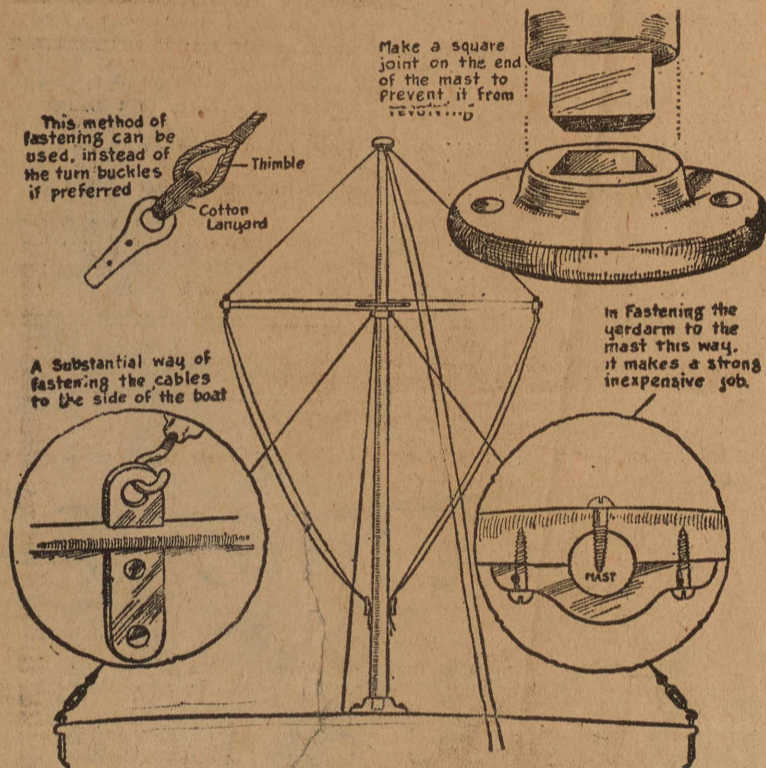
The appearance of a motor boat is much improved by fitting a mast and signal yard, provided they are in proportion. Very few of our local craft have this fitting, and on some of the boats which have it, the length of the yard is out of all proportion to the length of the mast. In other cases it is set too far down or too high up on the mast. The following diagram explains everything clearly. The size of mast suitable for a 32-foot launch would be one 12ft above the deck, unless a substantial sail is carried when it should be a few feet longer. With a 12-foot mast, the yard should be 6ft long and it will look best if it is carried 3ft below the truck.

The illustration gives all details of fastenings and connections. Wire stays fastened to chain plates on the topside by rope lanyards or rigging screws should be used. They are better if set back about a foot aft of the line of the mast when they serve the double purpose of shrouds and backstays in one. The forestay is set up just aft of the stem head to an eyebolt. The heel plate should be strong and preferably of metal and be well fastened through the deck. If preferred, the side stays and forestay can go to the top of the mast. Another way is to sling the yard-arm on a traveller if such is fitted, but this allows a lot of play and a fixed yard is preferable. A mast for any size boat can be made from the drawing, care being taken to get the proportions correct and so make the job look ship-shape.

While we have men who are able and willing to help the sport of boat sailing in such a practical manner it is safe to say that there will be no lack of youths and men in this city by the sea who will build boats and take part in keen rivalry to win such trophies on the waters of the Waitemata.

SIR THOMAS TO TRY AGAIN.

Sir Thomas Lipton evidently has not lost hope of winning the America Cup, for he has lately announced that he will again challenge as soon as Mr. William Fife, the famous yacht designer of Fairlie, on the Clyde, can build him Shamrock V. The previous challenger, Shamrock IV, was designed and built by Nicholson, of Gosport, Isle of Wight, but both of the earlier Shamrocks came from Scotland. Sir Thomas has just returned from America and nearly every time he crosses the Western ocean we hear rumours of his intentions to challenge for the famous trophy, but this time it appears genuine. Quite a lot has been written about a change in the size of boats for the next contest. The idea is that the present boats are too big and costly and a reduction is favoured in some quarters. The present conditions provide for a 75-foot waterline craft and as the New York Yacht Club's rule, represented by their defenders, has never been beaten, they are not at all likely to agree to a change. If the fifth Shamrock materialises, all British yachtsmen will join in wishing her plucky owner the best of good luck and boating men in Auckland will not be the last to express their good wishes. Sir Thomas, world-wide known as he is, seems to be particularly interested in Auckland yachts and yachtsmen. Two cups donated by him are raced for annually on the Waitemata. The first and most valuable one is the cup presented six years ago to the Ponsonby Cruising Club, and allotted to the 22-foot class. The other cup bearing the sporting baronet's name is competed for by the 14-foot Jellicoe boats, so that we have every reason to be grateful for favours shown.



SIGNAL MAST AND YARD.

The handsome silver cup donated by Captain William Ross for competition in the 14-foot Jellicoe class and won by Rona, was presented to Mr. C. S. Macindoe last Friday at the Squadron rooms. The cup was first competed for at the Anniversary Regatta of 1922, Rona winning it. Next year the Sanders Cup representatives were in Auckland ready for the contest, and they added considerably to the interest in the race. The Southland boat, Murihiku, winning. Nyria won it in 1924. Rona being away at Wellington for the Sanders Cup contest of that year, which she won. In 1925 the interprovincial representatives again had the chance to compete, and Konini won, taking the cup to Napier. Rona won it both in 1926 and 1927, so that she has complied with the two conditions for outright ownership laid down, when it was first presented, by winning the cup twice in succession, also three times at intervals. To achieve that within seven years in such a sporting class certainly entitles her to have it "for keeps," and Captain Ross, when making the presentation to Mr. Macindoe, said that he was sure the best boat had won it.

After thanking the donor for his valuable cup, Mr. Macindoe said the credit of winning it should be given to the skipper and crew of Rona. Interest in the class had waned a little last year, but he was sure it would revive. The Sanders Cup contest must go on, if only to do honour to the great name of Sanders V.C. Down south, the keenest interest was taken in this event, and while some centres might appear to be indifferent, they always rose to the occasion, and would not be missing from the fight when the time came to uphold the honour of their province. No doubt, said Mr. Macindoe, the class here would miss the Ross Cup, and he would be pleased to donate another to take the place of the one he had just received and in honour of Captain Ross he would ask his permission to call it the "Ross" Cup. Owners and prospective owners of Jellicoe class boats will be glad to learn that there will still be a Ross Cup to sail for, presumably on similar terms to the first one.

Captain Ross has always taken a keen interest in the sailing side of our sport especially the small boats. His gift of a cup to the Jellicoe class gave a stimulus to it, and it is to be hoped the new cup will do the same. The class certainly wants something to give it a new lease of life. The 16-foot one-design class was the forerunner of most of the small boat classes we now have.

The incident connected with the gift by Captain Ross of his cup is worth reading, for it shows the generous nature of the donor. When drawing up the programme for the Anniversary Regatta of 1922, the chairman, Mr. J. H. Frater, mentioned to "Speedwell" that there was no trophy for the Jellicoe class. The writer said he thought he could get one and rang up Captain Ross and explained the position. "Is that your class you want a cup for?" said Captain Ross. "Yes, Captain, that is the class I am so much interested in," was my reply. "And what sort of a cup do you want?" was the next query. "Something worth about £5 or £6 would do, Captain." "Well, if I give you one worth £50 or £60, will you be satisfied?" The answer can well be imagined, and the gallant captain was as good as his word, the cup being fully worth the larger sum.

### FLOTSAM AND JETSAM.

The first of a series of lectures on yacht racing rules was given to members of the Squadron on Wednesday by Mr. Jack Kissling. The subject taken was the overtaking, luffing and bearing-away rule, which was clearly explained by the aid of a blackboard with illustrations of its application when racing. The next lecture will be held on Wednesday, August 17.

Yachtsmen will be sorry to learn that the 14-footer Viper, owned and sailed by Mr. E. Arthur, son of Mr. H. R. Arthur, the popular treasurer of the Ponsonby Cruising Club, was completely broken up in the landslip which occurred last week near Curran Street Beach. Tons of earth fell on the little ship, and she was flattened right out. Mr. H. Cook's launch and several other boats were also in danger, but they were quickly removed.

Mr. H. Chamberlin, of Ponui Island, has just sold his motor boat Defender to a firm who will use her for carrying passengers to Dargaville, on the Northern Wairoa River. This boat is better known as Scripps III. Built about 15 years ago by Messrs. T. M. Lane and Sons for Mr. E. Le Roy, she attained a speed of 16 knots with a comparatively small power. She was afterwards owned by Mr. J. Hodgson, and later by Mr. Chamberlin, who fitted her with a 100 h.p. Scripps engine. She was railed to Helensville to-day.

Work on the St. Mary's Bay boat harbour is proceeding merrily, and already boat owners have experienced the benefits of its protection from hard north-easterly gales. We are given to understand that no provision has been made for the overlapping of the wall at the entrance, only a straight opening being made. This is a matter which might be given consideration before it is too late. The walls of the entrance to the Wellington boat harbour have a decided overlap, which keeps heavy seas from entering. The area of the Ponsonby harbour when completed is to be 290 acres, the largest boat harbour south of the Line.

Talking of boat harbours, the members of the Manukau Cruising Club are very keen on getting a portion of the basin lying to the north-west of the Onehunga wharf set apart as a boat harbour. This is practically a boat harbour now, but it requires a lot of dredging and a short length of retaining wall building along one side of it to connect with the present stone jetty. A boat harbour could be made here at a comparatively moderate cost. It would help the sport on the Manukau a lot if this could be done.

Mrs. Alexander, widow of the late Mr. Tom Alexander, has donated a cup to the Royal New Zealand Squadron in memory of her husband. The committee propose to hold a cruising race for the cup to Te Kume, which was the favourite harbour of Mr. Alexander.

The 36th annual prize night of the Manukau Yacht Club will be held in the clubhouse to-morrow evening.

The Akarana Yacht Club's usual dance will be held in the New Zealand Power Boat Association's clubhouse to-morrow evening.

The annual presentation of prizes of the Devonport Yacht Club will be held in the Masonic Hall, Victoria Road, Devonport, next Wednesday evening.

# AUCKLAAD ANNIVERSARY REGATTA.

## PRESENTATION OF PRIZES.

There was a large gathering of yachtsmen and a sprinkling of ladies at the Chamber of Commerce last evening the prizes won at the last Auckland Anniversary Regatta were distributed to the fortunate owners by the president of the Regatta Club, Mr. J. H. Gunson, Mayor of the city. †

Mr. J. H. Frater, chairman of the committee, presided and welcomed Mr. Gunson and the visitors, including Mr. H. R. Mackenzie, chairman of the Harbour Board, Mr. J. B. Johnston, chairman of the Auckland Yacht and Motor Boat Association, Captain H. H. Sergeant, Captain Wm. Ross, Messrs. A. Burt, Commodore Royal New Zealand Yacht Squadron, J. S. Brigham, town clerk, A. G. Lunn and others interested in the welfare of the time honoured aquatic fixture.

Mr. Frater said that he was pleased that the past regatta had been a success, both from a boating and a financial point of view. The receipts totalled about £750 and would leave a surplus of at least £100, part of which was earmarked towards the expenses of conducting the Sanders Cup contest. More interest, said Mr. Frater, had been taken in the regatta this year than for many years past, and he was pleased to see the revival in the sport of yachting and motor boating not forgetting the swimming and model yacht events. They were fortunate in having good friends in the Mayor, Mr. Gunson and the chairman of the Harbour Board and he wished to express the committee's thanks to these gentlemen for their assistance especially to Captain Sergeant and his staff. The chairman also referred feelingly to the long association with the regattas by Captain Wm. Ross, who had taken part in them since 1873. The work of carrying out the many details had been greatly helped by his brother officers and committee and the splendid work of Mr. J. C. Hewson the hon. sec-

tary and treasurer. A word of praise as also due to the commanders and officers of H.M. warships in port and the Calliope Sea Scouts. A record number of 170 yachts and 60 launches competed on the day, representing over 1000 achtsmen. They had good contests and close finishes, while added interest was given to the racing by the attendance of the Southern competitors in the Sanders Cup contest, the sight of the Waitemata regatta day being an eye-opener to our visitors. Mr. Frater then called on Mr. Gunson to distribute the prizes, which totalled £370.

Mr. Gunson, who was received with applause, said it gave him great pleasure to again be present and distribute the prizes of the Anniversary Regatta. He would like on behalf of the citizens of Auckland to congratulate Mr. Frater and his officers on the excellent way in which they had carried out the time-honoured event. Mr. Frater had said he was largely the figurehead, but he felt sure Mr. Frater was the man at the wheel who steered the ship to a successful issue. He was also pleased to see Captain Ross, who was easily the veteran of the regatta, with them. They were all glad to see the revival of interest in the white wings and having the premier cruising ground of the Dominion at their doors, he hoped it would continue to grow. Mr. Gunson then presented the prizes, each recipient receiving a round of applause, especially the winner of the Heather Cup for first-class yachts, won by Heartsease, and the Ross Cup, won by Murihiku.

Mr. Arthur Moffett, of Invercargill, received the cup on behalf of Murihiku and he was proud to take such a fine trophy back with him and they would try to win it next year.

Before concluding, Mr. Gunson made a presentation of a silver cigarette case to Mr. Frater on behalf of the committee, which Mr. Frater suitably acknowledged. Cheers for Mr. Gunson and the chairman concluded a very enthusiastic gathering.

The races for outboard motor craft proved very entertaining, and produced nearly as much noise as contests for real speed-boats. There is every indication that this sport will grow even more popular in years to come.

The flagship yesterday was the auxiliary schooner Ronaki. Some may have thought regretfully of earlier regattas with, say, a Shaw-Savill liner filling the role, but it was appropriate that a coastal trader should be used. Seeing that races for scows and cutters are a thing of the past, it is well that the connection between coasting vessels and the regatta should be preserved.

A very capable body of officials worked hard all day aboard the Ronaki. Among the visitors were the Mayor of Auckland, Mr. G. Baidon, the chairman of the Auckland Harbour Board, Mr. H. R. Mackenzie, and officers from the warships in port. An honoured member of the committee was Captain William Ross, who may well be styled the "father" of the regatta, with which he has been connected since the early 'seventies.

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## AVALON WINS ROSS CUP.

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### AN EASY VICTORY.

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#### NAVAL WHALERS' RACE.

An interesting event at the regatta was the class for 14ft. Jellicoe boats. The first prize was the Ross Cup, presented by Mr. C. G. Macindoe, a miniature to be retained by winner, and £4; second, £2; third, £1.

A pretty start was effected in this class, Queen March crossing the line just ahead of Avalon, with Rona and Nyria handy. Avalon passed Queen March shortly after the start and led for the remainder of the course.

The finishing times were: Avalon, 4h 3m 18s; Rona, 4h 16m 41s; Shirley, 4h 34m 30s; Queen March, 4h 35m 2s; Desert Gold, 4h 42m 30s; Nyria, 5h 0m 58s.

The result was: Avalon, 1; Rona, 2; Shirley, 3. Avalon won the flag.

Seven crews from warships in port competed in the race for naval whaling boats. It resulted as follows: Diomedes II., 3h 13m 30s; Philomel II., 3h 17m 0s; Philomel I., 3h 29m 30s.



Star 22/1/39

Herald 29/1/39

# AUCKLAND REGATTA.

## 89TH ANNUAL MEETING.

### ELECTION OF OFFICERS.

#### BIG ATTENDANCE OF YACHTSMEN.

The eighty-ninth annual meeting of yachtsmen and citizens interested in carrying out the Anniversary Regatta on Monday, January 30, 1939, was held last evening at the Missions to Seamen Hall, Sturdee Street. Sir Ernest Davis presided over a very large gathering, all local yacht clubs being well represented.

The report submitted by the hon. secretary, Mr. J. C. Hewson, stated that the eighty-eighth regatta, held on January 29, 1938, was favoured with perfect sailing weather, the entries reaching a further record, nearly 300 craft competing. The mercantile marine again paid their compliment to the city's oldest sporting fixture by dressing ship. The racing in all classes was keen, and was finished well inside the time limit. As all of the warships were out of port the use of Calliope Dock grounds and jetties was granted by the authorities, and were well patronised by the public, the wharf making a splendid grandstand to view the regatta. The swimming sports and races, held in the dock, were an added attraction, and the motor boat races, starting and finishing off the Admiralty wharf, were viewed by thousands of interested spectators. A very good supporter of the regatta, Mr. J. R. Savory, of San Francisco, donor of the Savory and Braund Cups, was present, and congratulated the committee on the success of the day. The model yacht races, held at Orakei Basin, were also keenly contested by the younger school of yachtsmen. During the day visits were paid to the officials' boat by his Worship the Mayor, Sir Ernest Davis, the chairman of the Harbour Board, Mr. T. Bloodworth, Mr. D. Holderness, Captain Sergeant, Commander C. B. Tinley, R.N., and ex-chairmen of the regattas, Captain W. Ross, Messrs. J. B. Johnston, A. Braund, B. W. Beaumont, and E. B. Webster.

It was with regret that the committee had to record the deaths of Messrs. Fred Wilson, J. M. Wilson and R. E. Isaacs, former vice-presidents.

The balance-sheet, presented by Mr. Jas. McGehan, showed donations totalling £288, entry fees £110, dock takings £68. The expenditure left a debit of £14 for the year, the principal items being £266 prize money and trophies £27.

The following officers were elected for the season:—Patron, His Excellency the Governor-General, Viscount Galway, G.C.M.G.; vice-patrons, the Prime Minister, the Rt. Hon. M. J. Savage, Mr. W. B. Darlow, chairman of the Auckland Harbour Board; president, Sir Ernest Davis; chairman, Mr. G. M. Dennes; vice-chairman, Mr. A. Thompson; hon. secretary, Mr. A. J. Collings; hon. assistant secretary, Mr. L. R. Matthews; hon. treasurer, Mr. Jas. McGehan; auditor, Mr. B. W. Beaumont; hon. solicitor, Mr. J. B. Johnston. On the motion of Mr. W. A. Wilkinson all present formed the committee to carry out the regatta on Monday, January 30, 1939.

Sir Ernest Davis paid a tribute to Mr. Ernest Griffiths, the retiring chairman, who had been actively connected with the regatta for over 20 years, and was retiring with the respect and good wishes of all. Mr. Griffiths thanked the chairman, and also all members of the committee for their hearty co-operation, which, he said, had been the chief cause of the regatta's success.

Sir Ernest Davis also congratulated Mr. G. M. Dennes on his election as chairman, and said that Mr. Dennes had been the chief instigator of the promised visit next February of the Sydney 18-footers, and had brought the world's champion 18ft trophy from Sydney to be competed for on the Waitemata. He was also doing good work with the junior yachtsmen in the Herne Bay Club, and was sure to uphold the prestige of the regatta. Sir Ernest also congratulated Mr. A. Thompson on his election as vice-chairman, and mentioned his long connection with the regatta.

Mr. Dennes, returning thanks for his election, and to Sir Ernest for his kindly welcome to the chair, said he would do his best to carry out the next regatta true to the highest traditions of the port, and was sure that with the help of the committee and the goodwill of the citizens of Auckland the coming fixture would again set a high standard. Mr. Thompson also thanked members for his election as vice-chairman, and promised to assist the officers and committee in every way.

It was decided to send a letter of congratulations to Mr. "Tine" Savage, a former stroke in the whaleboat races, who attains his 96th birthday to-morrow.

Mr. Dennes asked Sir Ernest Davis to unveil the world's 18ft championship trophy, which was greatly admired, and after being shown in the city will be placed at the War Memorial Museum until the contest in February.

On the chairman's motion a vote of thanks was passed to the retiring secretary, Mr. J. C. Hewson.

### NEW COLLIE CLUB.

Herald

## YACHTING

### REGATTA COMMITTEE

#### SUCCESS OF PAST SEASON

#### ELECTION OF OFFICERS

A decision to hold the 99th Auckland Anniversary Regatta on the Waitemata on Monday, January 30, was made at the annual meeting of the committee last night. The Mayor, Sir Ernest Davis, who presided, congratulated the officials on the excellence of the report, a summary of which has already appeared in the HERALD on November 16.

The statement of accounts showed a loss on the year's workings of £14. The receipts included £285 from donations, £110 from entry fees, receipts from programmes, £135, and £72 gate-money at Calliope Dock. The principal items of expenditure were:—Prize-money, £266; purchase of Braund Cup, £50; swimming prizes, £27; flagship and site expenses, £17; advertising and stationery, £50; and printing of programmes, £73.

The retiring chairman, Mr. E. Griffiths, pointed out that, in spite of a good deal of work, the receipts from the swimming and side-shows at the Calliope Dock were decidedly disappointing.

The election of officers resulted:—Chairman, Mr. G. M. Dennes; vice-chairman, Mr. A. Thompson; hon. secretary, Mr. A. J. Collings; hon. assistant-secretary, Mr. L. R. Matthews; hon. treasurer, Mr. J. McGehan; auditor, Mr. B. W. Beaumont; hon. solicitor, Mr. J. B. Johnston; historical research secretary, Mr. J. C. Hewson.

The world's 18-foot championship trophy, which was brought from Australia by Messrs. G. M. Dennes and T. C. Webster, was on display at the meeting and was formally handed over to the Mayor for safe keeping and subsequent display at the War Memorial Museum. In accepting the trophy Sir Ernest paid a tribute to the sportsmanship of the present holder, Mr. W. A. Scahill, in allowing it to come New Zealand, and said that he was hopeful that a contest for the unique trophy might be held shortly on the Waitemata.

Mr. Dennes said that Mr. Scahill had given him to understand that, provided he could make arrangements for the crew of his champion boat Taree to come to the Dominion, he would defend his title on the Waitemata.

Mr. Dennes congratulated Mr. E. Griffiths on his unsparing efforts during his term of office and said that it was largely due to his enthusiasm and energy that the past two regattas had been so successful.

## ANNUAL REGATTA

### ANNIVERSARY DAY RACES

#### APPOINTMENT OF OFFICIALS

A meeting of the Auckland Anniversary Regatta Committee last evening, presided over by Mr. G. M. Dennes, appointed the following officials for Regatta Day, on Monday, January 30:—

Sailing Events.—Starter: Mr. G. Moberley; assistant starters, Messrs. E. Culhane, H. B. Boyd, J. Davidson, T. Quinn, A. G. Taylor, J. Hammond, W. Ure, J. Cleal; judge, Mr. O. Johnson; assistant judges, Messrs. J. Longbottom, G. Miller, H. Claridge; time-keepers, Messrs. E. Hickson, A. W. Spalding, D. K. MacCurdy, E. A. Haynes; recorder, Mr. J. Peters; assistants, Messrs. L. R. Chapman, R. Kirkham, A. M. Gilmour, A. Rambaud, M. Thomson.

Result Committee.—Messrs. S. T. Compton, G. E. Laycock, F. W. Jeffers, W. A. Wilkinson; umpires, Messrs. A. Braund, T. McKay, H. Hill; programme committee, Messrs. G. M. Dennes, A. Thompson, A. J. Collings, J. McGehan, T. C. Webster.

Flagship and Site Committee.—Executive officers and Messrs. B. W. Beaumont, E. Griffiths, J. C. Hewson, A. Braund, J. Hammond, R. C. Renner, J. Davidson, G. Bellve, L. Phillpot, T. McKnight, Captain W. Ross, Lieutenant-Commander E. W. Monckton; transport committee, Messrs. T. Dryland, M. Peet, J. C. Hewson, A. Braund, G. Bellve, J. Davidson, T. Black, J. O'Sullivan, L. Brusewitz.

Sailing Committee.—Messrs. E. B. Webster, G. Bellve, A. Braund, T. McKnight, J. J. Mackay, B. W. Beaumont, E. Culhane, N. Mathieson, G. Moberley, G. Miller, W. A. Wilkinson, T. Quinn, G. E. Laycock, E. Griffiths, R. L. Bowden, O. Johnson and executive officers; controller midget classes, Mr. G. Tyler.

Model Yachts.—Representatives from the Ponsonby, Orakei, Manukau and Birkenhead Model Yacht Clubs.

Power Boat Officials.—Messrs. F. D. Pidgeon, J. Paltridge, J. W. Wilson, S. Bell-Booth, G. P. Robertson, P. Hamblin, A. Williams, F. A. Craig.

The chairman suggested that the 1939 regatta should be held off St. Mary's boat harbour. Mr. Dennes said that the public could get a wonderful view of the regatta from the new reclamation and he understood the Harbour Board would grant the committee permission to make a small charge for admission on to the site. Funds could be raised in this manner and in addition to the larger boats starting and finishing off the boat harbour, swimming and small boat races could be held in St. Mary's Bay.

Mr. E. B. Webster and other speakers opposed the suggestion. It was decided to view the St. Mary's Bay site next Sunday and make a decision later.

## ANNIVERSARY REGATTA

### NEW SET OF COURSES

### CHANGE IN LOCATION

A decision to hold the Auckland Anniversary Regatta in Hobson Bay on Monday, January 30, was made at a meeting of the committee last night.

The chairman, Mr. G. M. Dennes, stated that the question of the site for the regatta had been given a good deal of consideration and by transferring the location from off Calliope Dock to Hobson Bay the ferry steamer traffic would not only be less interfered with, but there would also be more open water and less tide to contend with. An excellent view of the regatta could also be obtained from the waterfront road. The official starting boat would be moored near the Resolution buoy and a complete set of new courses had been drawn up by the sailing committee.

Mr. E. B. Webster stated that the turning mark for A and B keel yachts would be off King's Wharf instead of off the Western Reclamation as in former years. The smaller keel classes and mullet boats would round a mark off the eastern tide deflector.

The meeting appointed two sets of judging and timekeeping officials, one to look after the smaller boats and the other the larger classes.

On the recommendation of the power-boat sub-committee, it was decided to set aside a special course for motor-boat races inside the Resolution buoy. It was further agreed that in the event of rough conditions on the launch course off the waterfront road, the former course off Calliope Dock should be used.

The following power-boat officials were appointed.—Starter, Mr. G. P. Robertson; assistant starter, Mr. P. Hamblin; judge, Mr. G. Robertson; clock operators, Messrs. A. J. Williams, G. Bell-Booth; timekeeper, Mr. F. A. Craig; recorders, Messrs. N. Cramer, D. Fisher, J. Wilson; protest committee, Messrs. G. P. Robertson, P. Hamblin, F. A. Craig, A. J. Williams; handicappers, Messrs. F. A. Craig, A. J. Williams; handicapper steward, Mr. G. R. Paltridge.

## THE FLAGSHIP.

## AUCKLAND REGATTA.

### CHANGE IN LOCATION.

### NEAR SOUTHERN SHORE.

At a well-attended meeting of the Auckland Anniversary Regatta Committee held last evening it was unanimously agreed to change the location of the officials' flagship, also the starting and finishing lines to Hobson Bay, off Point Resolution. This necessitates a change in most of the sailing courses for the start and finish, while the speed-boat and launch events will be held close in to the Tamaki Drive, between the shore end of the Eastern tide deflector and the bridge on the waterfront road which gives access to Hobson Bay and Orakei Basin, such course to be flagged off and patrolled to keep it clear for competitors.

The question of the site for the regatta has been under consideration for the past three meetings. The position last year was fairly near Calliope dock, where swimming sports were held. This necessitated all competitors in the yacht races crossing and recrossing the track of the four lines of ferries and gave the public less facilities for viewing the events. With the races starting in Hobson Bay, this will be avoided as far as possible, for the larger classes of yachts will not go above the King's wharf, and all events can be viewed at close quarters from the three-mile stretch of Tamaki Drive, the Bastion beacon being largely used.

All of the smaller classes, 18ft and under, which represent about 60 per cent of the entries, will go up harbour as far as a mark laid between Northcote Point and St. Mary's boat harbour, while the seine net fishing boats go round the Chelsea beacon.

All sub-committees have been at work for the past two weeks, and reports from the sailing, power boat, flagship and sideshow, programme, model yacht and finance committees were received and adopted and the various members thanked, especial mention being made of the work of Mr. E. B. Webster, chairman of the sailing committee. This committee recommended the division of the judging into two classes, over 20ft and under 20ft, with separate officials, also for the Z class only, which was adopted.

The treasurer reported that funds were coming in freely, an ex-Auckland sending a donation from Wellington and others from Tauranga and Hamilton.

It was decided to send a letter to Mr. Chas. Petley, late of Tauranga, congratulating him on his recovery from a serious accident. Captain W. Ross wrote wishing the regatta success and saying he hoped to be with them on January 30 to view his 65th regatta.

On the motion of the chairman, Mr. G. M. Dennes, it was decided to adopt an official regatta flag, a design in blue and white being approved.

On Mr. Wilkinson's motion it was decided to reinstate the race for the Jellicoe class of 14-footers, the Lipton Cup, donated for this class by the late Sir Thomas Lipton, to be the prize for the first boat to finish. A race was also added for the Frostbite class, replacing the Wakatere class.

The programme of model yacht races, for seniors and juniors, including the championship cup presented by Sir Ernest Davis, to be held on Orakei Basin, was approved and £10 voted as prize money.

Messrs. Hewson and Wilkinson reported that old programmes and views of past regattas were coming in, and a request was made for further information to help the compilation of the regatta's history.

## AUCKLAND REGATTA.

### WORLD'S 18FT CHAMPIONSHIP

### CONGRATULATIONS TO CHAIRMAN.

At a meeting of the Auckland Anniversary Regatta committee held last evening the chairman, Mr. Geo. Dennes, announced that all objections to the world's 18ft championship being sailed at Auckland had been overcome, and the contest would be held here in February. Mr. Dennes was congratulated on the success of the negotiations carried out on his recent visit to Sydney. There was every prospect of an eighteen-footer being built to Australian plans for the Centennial year.

The honorary treasurer reported that funds were coming in satisfactorily. It was decided not to allocate prize money until the success of the committee's appeal for funds could be judged, and this matter was deferred until the next meeting.

The committee decided to have the usual trip around the harbour on Regatta Day by a Devonport Ferry Company's steamer for the convenience of patrons and the public. A comprehensive programme of side shows, to be held off the Tamaki Drive on January 30, was approved, and it was resolved to ask the co-operation of the Naval authorities to carry them out.

The chairman tendered the season's greetings to members and sister clubs. The next meeting will be held on January 9.

## ANNIVERSARY REGATTA

### WORLD'S CHAMPIONSHIP

### CHAIRMAN CONGRATULATED

The Auckland Anniversary Regatta Committee decided last night to congratulate its chairman, Mr. G. M. Dennes, on his efforts in inducing the New South Wales 18-Footer Sailing League to hold the championship of the world at Auckland in February.

Mr. Dennes said that when he visited Sydney in connection with the arrangements for the contest he never had any doubt about the final issue of the negotiations. He brought the trophy, won by Taree, to Auckland for exhibition. As the championship had now been definitely decided on it would give a great impetus to yachting in Auckland. There was every possibility of a Sydney 18-footer being built in Auckland to compete against the Australian 18-footers at the 1940 Centenary Regatta.

## BOWLING

# 1939 Regatta

Star 19/11/39

*Star* 11/11/39

**AUCKLAND REGATTA COMMITTEE.**

**ANNUAL GENERAL MEETING,**  
MONDAY, NOVEMBER 21, 1938.

THE ANNUAL GENERAL MEETING of the Regatta Committee will be held on MONDAY, November 21, 1938, at 8 p.m., in the Rooms of the Missions to Seamen, Sturdee Street, C.1.

**BUSINESS:**  
Annual Report and Balance-Sheet.  
Statement of Receipts and Expenditure for 1938 Regatta.  
Trustees' Statement.  
Election of Officers and Committee for 1939 Regatta.  
General.

**ERNEST GRIFFITHS,**  
Chairman.  
**J. C. HEWSON,**  
Hon. Secretary.  
P.O. Box 657, Auckland.

11

**YACHTING**


*19/11/39* *HERALD*

**AUCKLAND REGATTA COMMITTEE.**

The Committee is Compiling a Complete Record of the Anniversary Regattas and requests the loan of Cuttings, Old Programmes, Photos or other information from masters of vessels, old committeemen or anyone interested. Same will be copied and returned to owner.

**J. C. HEWSON,**  
Hon. Secretary.  
P.O. Box 657, Auckland.

**REGATTAS**



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Chairman.  
**J. C. HEWSON,**  
Hon. Secretary.  
P.O. Box 657, Auckland.

*HERALD 12/11/39*

**YACHTING.**

*Star*

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**J. C. HEWSON,**  
Hon. Secretary.  
P.O. Box 657, Auckland.

18

**ANNIVERSARY REGATTA.**

The 89th annual meeting of the Auckland Anniversary Regatta Committee will be held next Monday, November 21, 8 p.m., in the Missions to Seamen Hall, Sturdee Street, when the annual report and balance-sheet will be submitted and officers and committee elected to carry out the 89th annual regatta on Monday, January 30, 1939. A regatta was held in 1840, when Auckland was established, consisting of three races. It has been carried out by citizens of Auckland interested in nautical matters, with one exception, continuously since January 29, 1850, by virtue of a decision of a meeting called in December, 1849, to decide on the most suitable way of celebrating the city's tenth birthday, a regatta being decided on unanimously, and the regatta has taken pride of place in aquatic functions of the city ever since.

The history of the regatta from the earliest available dates, with such details as the chairman, secretary and other prominent officials, also the flag-ship on the day, are being recorded. The honour of flag-ship was readily accepted by the master, officers and crew of the largest ship in port on the day. These details are being collated at the suggestion of Sir Ernest Davis, made at last annual meeting, when a small sub-committee was set up.

Already data going back to 1875 has been collated. A copy of the programme of that year was preserved by the late Mr. Chas. C. Dacre, who was secretary of the committee for about 35 years. The chairman in 1875 was Mr. G. Von der Heyde and Mr. Tom Henderson, jun., was secretary. He was later manager of the Union Company and owned the yachts Rita and later the Volunteer, which he purchased in Sydney. After 1875 there is a gap in the records to 1897, when the late Mr. A. H. Nathan was chairman and Mr. Dacre secretary. The next programmes are dated 1901 and 1904, with a gap till 1920, after this the sequence being almost complete.

Sir Ernest Davis is the oldest continuous member of the committee, having served for over 50 years. During this time he has held the office of chairman on several occasions, also vice-chairman and treasurer, and he was assistant secretary in his earlier days. Captain William Ross, the veteran shipmaster, is a good second in length of service on the committee. He has held office as chairman and is now a life member. Before he served on the committee he was a competitor in the schooner races, with his many fast craft. He has compiled a record of the schooner races and presented it to the committee. Mr. Albert Dacre, eldest son of the late Mr. Chas. C. Dacre, now traffic manager of the Devonport Ferry Company, has donated a number of old records and cuttings, also one of the old minute books.

The committee is making an appeal to masters or crews of old vessels, former members of committees and any others who have programmes, photos or anything of interest bearing on the old regattas, to lend them to the sub-committee. If they are posted to Mr. J. C. Hewson, secretary of the committee, P.O. Box 657, Auckland, they will be returned to the owners. Larger packets or photographs can be left with "Speedwell," "Star" office, if more convenient. Messrs. Hewson and Wilkinson have already tabulated a lot of information from the records so far available. Mr. Hewson has held office as secretary for 12 years and has been on the committee for over 20 years. Mr. Wilkinson joined the committee in 1900 and has been actively connected with it since. His father, Mr. W. Wilkinson, who was shipping reporter on the "New Zealander," from 1863 to 1869, when he started a daily paper, the "Thames Advertiser," on the Thames gold fields, was elected a member of the regatta committee in 1864 on the motion of Mr. Henry Brett, founder and proprietor of the "Auckland Star." With such long association with the regatta, the compilation of past records is congenial work. The records will be incorporated briefly in future programmes and more fully in the official centenary records.

Star 22/1/39

Herald 29/1/39

# AUCKLAND REGATTA.

## 89TH ANNUAL MEETING.

### ELECTION OF OFFICERS.

#### BIG ATTENDANCE OF YACHTSMEN.

The eighty-ninth annual meeting of yachtsmen and citizens interested in carrying out the Anniversary Regatta on Monday, January 30, 1939, was held last evening at the Mission to Seamen Hall, Sturdee Street. Sir Ernest Davis presided over a very large gathering, all local yacht clubs being well represented.

The report submitted by the hon. secretary, Mr. J. C. Hewson, stated that the eighty-eighth regatta, held on January 29, 1938, was favoured with perfect sailing weather, the entries reaching a further record, nearly 300 craft competing. The mercantile marine again paid their compliment to the city's oldest sporting fixture by dressing ship. The racing in all classes was keen, and was finished well inside the time limit. As all of the warships were out of port the use of Calliope Dock grounds and jetties was granted by the authorities, and were well patronised by the public, the wharf making a splendid grandstand to view the regatta. The swimming sports and races, held in the dock, were an added attraction, and the motor boat races, starting and finishing off the Admiralty wharf, were viewed by thousands of interested spectators. A very good supporter of the regatta, Mr. J. R. Savory, of San Francisco, donor of the Savory and Braund Cups, was present, and congratulated the committee on the success of the day. The model yacht races, held at Orakei Basin, were also keenly contested by the younger school of yachtsmen. During the day visits were paid to the officials' boat by his Worship the Mayor, Sir Ernest Davis, the chairman of the Harbour Board, Mr. T. Bloodworth, Mr. D. Holderness, Captain Sergeant-Commander C. B. Tinley, R.N., and ex-chairmen of the regattas, Captain W. Ross, Messrs. J. B. Johnston, A. Braund, B. W. Beaumont, and E. B. Webster.

It was with regret that the committee had to record the deaths of Messrs. Fred Wilson, J. M. Wilson and R. E. Isaacs, former vice-presidents.

The balance-sheet, presented by Mr. Jas. McGehan, showed donations totalling £288, entry fees £110, dock takings £68. The expenditure left a debit of £14 for the year, the principal items being £266 prize money and trophies £27.

The following officers were elected for the season:—Patron, His Excellency the Governor-General, Viscount Galway, G.C.M.G.; vice-patrons, the Prime Minister, the Rt. Hon. M. J. Savage, Mr. W. B. Darlow, chairman of the Auckland Harbour Board; president, Sir Ernest Davis; chairman, Mr. G. M. Dennes; vice-chairman, Mr. A. Thompson; hon. secretary, Mr. A. J. Collings; hon. assistant secretary, Mr. L. R. Matthews; hon. treasurer, Mr. Jas. McGehan; auditor, Mr. B. W. Beaumont; hon. solicitor, Mr. J. B. Johnston. On the motion of Mr. W. A. Wilkinson all present formed the committee to carry out the regatta on Monday, January 30, 1939.

Sir Ernest Davis paid a tribute to Mr. Ernest Griffiths, the retiring chairman, who had been actively connected with the regatta for over 20 years, and was retiring with the respect and good wishes of all. Mr. Griffiths thanked the chairman, and also all members of the committee for their hearty co-operation, which, he said, had been the chief cause of the regatta's success.

Sir Ernest Davis also congratulated Mr. G. M. Dennes on his election as chairman, and said that Mr. Dennes had been the chief instigator of the promised visit next February of the Sydney 18-footers, and had brought the world's champion 18ft trophy from Sydney to be competed for on the Waitemata. He was also doing good work with the junior yachtsmen in the Herne Bay Club, and was sure to uphold the prestige of the regatta. Sir Ernest also congratulated Mr. A. Thompson on his election as vice-chairman, and mentioned his long connection with the regatta.

Mr. Dennes, returning thanks for his election, and to Sir Ernest for his kindly welcome to the chair, said he would do his best to carry out the next regatta true to the highest traditions of the port, and was sure that with the help of the committee and the goodwill of the citizens of Auckland the coming fixture would again set a high standard. Mr. Thompson also thanked members for his election as vice-chairman, and promised to assist the officers and committee in every way.

It was decided to send a letter of congratulations to Mr. "Tine" Savage, a former stroke in the whaleboat races, who attains his 96th birthday to-morrow.

Mr. Dennes asked Sir Ernest Davis to unveil the world's 18ft championship trophy, which was greatly admired, and after being shown in the city will be placed at the War Memorial Museum until the contest in February.

On the chairman's motion a vote of thanks was passed to the retiring secretary, Mr. J. C. Hewson.

### NEW ZEALAND COLLIE CLUB.

Herald

## YACHTING

### REGATTA COMMITTEE

#### SUCCESS OF PAST SEASON

#### ELECTION OF OFFICERS

A decision to hold the 99th Auckland Anniversary Regatta on the Waitemata on Monday, January 30, was made at the annual meeting of the committee last night. The Mayor, Sir Ernest Davis, who presided, congratulated the officials on the excellence of the report, a summary of which has already appeared in the HERALD on November 16.

The statement of accounts showed a loss on the year's workings of £14. The receipts included £285 from donations, £110 from entry fees, receipts from programmes, £135, and £72 gate-money at Calliope Dock. The principal items of expenditure were:—Prize-money, £266; purchase of Braund Cup, £50; swimming prizes, £27; flagship and site expenses, £17; advertising and stationery, £50; and printing of programmes, £73.

The retiring chairman, Mr. E. Griffiths, pointed out that, in spite of a good deal of work, the receipts from the swimming and side-shows at the Calliope Dock were decidedly disappointing.

The election of officers resulted:—Chairman, Mr. G. M. Dennes; vice-chairman, Mr. A. Thompson; hon. secretary, Mr. A. J. Collings; hon. assistant secretary, Mr. L. R. Matthews; hon. treasurer, Mr. J. McGehan; auditor, Mr. B. W. Beaumont; hon. solicitor, Mr. J. B. Johnston; historical research secretary, Mr. J. C. Hewson.

The world's 18-foot championship trophy, which was brought from Australia by Messrs. G. M. Dennes and T. C. Webster, was on display at the meeting and was formally handed over to the Mayor for safe keeping and subsequent display at the War Memorial Museum. In accepting the trophy Sir Ernest paid a tribute to the sportsmanship of the present holder, Mr. W. A. Scahill, in allowing it to come New Zealand, and said that he was hopeful that a contest for the unique trophy might be held shortly on the Waitemata.

Mr. Dennes said that Mr. Scahill had given him to understand that, provided he could make arrangements for the crew of his champion boat Taree to come to the Dominion, he would defend his title on the Waitemata.

Mr. Dennes congratulated Mr. E. Griffiths on his unsparing efforts during his term of office and said that it was largely due to his enthusiasm and energy that the past two regattas had been so successful.

## ANNUAL REGATTA

### ANNIVERSARY DAY RACES

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Result Committee.—Messrs. S. T. Compton, G. E. Laycock, F. W. Jeffers, W. A. Wilkinson; umpires, Messrs. A. Braund, T. McKay, H. Hill; programme committee, Messrs. G. M. Dennes, A. Thompson, A. J. Collings, J. McGehan, T. C. Webster.

Flagship and Site Committee.—Executive officers and Messrs. B. W. Beaumont, E. Griffiths, J. C. Hewson, A. Braund, J. Hammond, R. C. Renner, J. Davidson, G. Bellve, L. Phillpot, T. McKnight, Captain W. Ross, Lieutenant-Commander E. W. Monckton; transport committee, Messrs. T. Dryland, M. Peet, J. C. Hewson, A. Braund, G. Bellve, J. Davidson, T. Black, J. O'Sullivan, L. Brusewitz.

Sailing Committee.—Messrs. E. B. Webster, G. Bellve, A. Braund, T. McKnight, J. J. Mackay, B. W. Beaumont, E. Culhane, N. Mathieson, G. Moberley, G. Miller, W. A. Wilkinson, T. Quinn, G. E. Laycock, E. Griffiths, R. L. Bowden, O. Johnson and executive officers; controller midget classes, Mr. G. Tyler.

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The chairman suggested that the 1939 regatta should be held off St. Mary's boat harbour. Mr. Dennes said that the public could get a wonderful view of the regatta from the new reclamation and he understood the Harbour Board would grant the committee permission to make a small charge for admission on to the site. Funds could be raised in this manner and in addition to the larger boats starting and finishing off the boat harbour, swimming and small boat races could be held in St. Mary's Bay.

Mr. E. B. Webster and other speakers opposed the suggestion. It was decided to view the St. Mary's Bay site next Sunday and make a decision later.

EJ:

COPY:

CITY OF AUCKLAND.

36

28th. February, 1933.

His Worship The Mayor of Auckland,  
Town Hall,  
AUCKLAND, C.1.

Your Worship,

At a special meeting of the Auckland Anniversary Regatta Committee held on 13th instant the following resolution was moved by the Chairman, Mr. Ernest Davis, and carried unanimously.

"That the Members of the Committee of the Auckland Regatta for 1933 respectfully request His Worship the Mayor of Auckland to take such steps as are deemed necessary, to observe the Anniversary of the formation of British rule in New Zealand on the correct date, January 30th."

Would you be good enough to forward this resolution to the proper authority?

I have the honour to be  
Sir,  
Your obedient servant,

J. C. HEWSON

Hon. Secretary.  
-----

I trust that this information is what you require.

I am,

Yours faithfully,

(Sgd) JOHN BARR.

CHIEF LIBRARIAN.

EJ:

COPY!

CITY OF AUCKLAND.



LETTERS  
CLERK."  
D.

*Town Clerk's Office,*

C.I.

*Auckland, N.Z.*

10th. March, 1933.

*J. B. Dawson*  
The Hon. Secretary,  
Auckland Anniversary Regatta,  
P. O. Box 657,  
AUCKLAND.

Dear Sir,

I beg to acknowledge the receipt of your letter of the 28th. ultimo, regarding the holding of Anniversary day on January 30th. which was laid before the Auckland City Council on the 9th. instant and referred to the F I N A N C E Committee to report on.

Yours faithfully,

Town Clerk.

I trust that this information is what you require.

I am,

Yours faithfully,

(Sgd) JOHN BARR.

CHIEF LIBRARIAN.

EJ:

COPY!

CITY OF AUCKLAND.



JM: EJ

*Town Hall* C.I.  
*Auckland, N.Z.*

18th. April, 1933.

The Hon. Secretary,  
Auckland Anniversary Regatta,  
P. O. Box 657,  
AUCKLAND.

Dear Sir,

Referring to your letter of the 28th. February, 1933, regarding the holding of Anniversary Day on the 30th. January, I have to inform you that when the matter was before the Auckland City Council Finance Committee at its meeting held on the 13th. instant, it was deferred for consideration at the first meeting of the Finance Committee appointed by the incoming Council.

Yours faithfully,

TOWN CLERK.

I trust that this information is what you require.

I am,

Yours faithfully,

(Sgd) JOHN BARR.

CHIEF LIBRARIAN.

EJ:

COPY!

CITY OF AUCKLAND.



*Town Hall*  
*Auckland, N.Z.* C.I.

6th June, 1933.

*J. C. Dawson*

The Hon. Secretary,  
Auckland Anniversary Regatta Committee,  
P.O. Box 657,  
AUCKLAND, C.I.

Dear Sir,

Referring to your letter of the 28th February, 1933, covering a resolution passed by the members of the Auckland Anniversary Regatta Committee, requesting that His Worship the Mayor take such steps as are deemed necessary to observe the Anniversary of the formation of British rule in New Zealand on the correct date, 30th. January, I have to inform you that the Auckland City Council at its meeting held on the 1st. instant, directed me to advise you that after careful consideration of all the circumstances it is of the opinion that a change of date is not justified.

It was further resolved that a copy of the report in connection with the matter be forwarded to you, and I am, therefore, enclosing same herewith.

Yours faithfully,

*J. S. BRIGHAM*

TOWN CLERK.

ENCL:

I trust that this information is what you require.

I am,

Yours faithfully,

(Sgd) JOHN BARR.

CHIEF LIBRARIAN.



EJ:

C O P Y:

CITY OF AUCKLAND.

PUBLIC LIBRARY, ART GALLERY, AND  
OLD COLONISTS' MUSEUM.

16th. March, 1933.

Town Clerk,  
Hall,  
C K L A N D.

Sir:

With reference to the letter of the Hon. Secretary of the  
land Anniversary Regatta (returned herewith) I beg to advise you as  
follows :-

The date of the Colony's foundation has been a source of debate  
many years, various divergent views having been put forward. During  
of Onslow's term of Governor (1889-1902), he was exercised over these  
differences, and he carried on an extensive correspondence with Mr. (now  
Edwin) Mitchelson on that subject. From this correspondence, which has  
been presented to the Library some years ago, I send you two extracts  
written by the late Sir Frederick Whitaker, which give the best  
information I am acquainted with of the various possible dates, and in the  
conclusion of the extracts an opinion on the matter. These will, I am sure,  
enable the Finance Committee to come to a decision.

With reference to the statement in last Saturday's "Herald" by  
Mr. Toka that Governor Hobson's landing at Auckland on March 14th, 1841  
is a fitting occasion for a local anniversary, I would point out that  
this was the occasion of the Governor's first formal visit sub-  
sequent to the founding of the Capital on the shores of the Waitemata,  
and he had visited the site on previous occasions, and had approved of it as  
the Headquarters of the Government, and he had actually authorized the forma-  
tion of the site on 18th. September in the previous year. If any  
date were to be chosen for a local celebration, this should surely be the  
one. An account of the steps which lead to the selection of Auckland as the  
Capital will be found at pp.35-41 of "The City of Auckland". But it would  
confuse the issue if the local anniversary were introduced in a  
way which is national in character. The statement of Frederick  
Whitaker is therefore the one which should be considered in connection  
with the letter of the Anniversary Regatta Committee.

I tried to trace the original proclamation of Anniversary  
Day, but I have failed. I have, however, found a Notice of the  
Second Anniversary which appeared in the "New Zealand Government Gazette"  
on January 26, 1842, which reads :-

"Saturday, the 29th. instant, being the  
Second Anniversary of the Establishment of the  
Colony, His Excellency the Governor has been  
pleased to direct that day to be held a  
General Holiday, on which occasion the Public  
Offices will be closed.

By His Excellency's Command  
WILLOUGHBY SHORTLAND.

Colonial Secretary's Office,  
Auckland, Jan. 27. 1842."

I trust that this information is what you require.

I am,

Yours faithfully,  
(Sgd) JOHN BARR.

CHIEF LIBRARIAN.

P Y:

ANNIVERSARY DAY.

MEMO. FOR THE INFORMATION OF HIS EXCELLENCY THE GOVERNOR.

Statement of dates and facts in reference to the creation of New land as a British Colony.

In 1839 Sir George Gipps was Governor of New South Wales.

On the 15th. June, 1839, Letters Patents by Her Majesty were issued enlarging the limits of the New South Wales Colony so as to include (amongst other additions) any territory which might be acquired in "sovereignty" by Her Majesty within the Islands of New Zealand.

On the 30th. day of July, 1839 Captain Hobson was appointed by Her Majesty Lieut. Governor of territory so acquired.

On the 14th. of July, 1840, Sir George Gipps issued a proclamation in Sydney proclaiming that Her Majesty had extended his authority as Governor over (inter alia) territory to be acquired in New Zealand.

Captain Hobson then sailed for New Zealand in H.M.S. Herald (Capt. Nias) and arrived at the Bay of Islands on the 29th. of January, 1840.

On the following day he issued a proclamation declaring that he had taken the Oath of Office in Sydney as Lieutenant Governor before Sir George Gipps and his Executive Council on the 14th. of January 1839 and further proclaiming that on that day (30th. January) he entered on his Office as Lieutenant Governor.

On the 6th. of February 1840 a Treaty was made at Waitangi, Bay of Islands with a number of chiefs ceding the Sovereignty of the North Island of New Zealand to Her Majesty.

On the 21st. of May 1840 two proclamations were issued by Governor Hobson, the one declaring that from the date (6th. Feb.) of the Treaty the full sovereignty of the Northern Island vested in Her Majesty, and the other declaring that from the date of the proclamation the full sovereignty of the Islands of New Zealand vested in Her Majesty.

NOTE :- The latter of these two proclamations contains a curious mistake which rendered it 'void'. It declared that 'The full sovereignty of the Islands of New Zealand extending from thirty-four degrees, thirty minutes North to forty-seven degrees ten minutes South Latitude, and between one hundred and sixty-six degrees five minutes to one hundred and seventy degrees of East Longitude vests in Her Majesty, Queen Victoria.

This erroneous description was copied into the Royal Charter of November 1840 creating New Zealand into a separate colony, but it was corrected by Letters Patent of the 4th. April, 1842. A reference to a map will show what was included by the substitution of North for South. Captain Hobson's proclamation with the erroneous definition was published in the London Gazette of the 2nd. of October, 1840.

On the 17th. of August 1840 an Act was passed by the Imperial Parliament authorizing Her Majesty to erect into a separate colony any Islands then dependencies of New South Wales.

2

SUPPLEMENTARY MEMO AS TO THE FOUNDATION OF THE COLONY.

After I had posted my memorandum of the 31st. December I received from Mr. Mitchelson a copy of His Excellency the Governor's memorandum of the 20th. December. From this it appears that the Governor desires an expression of opinion "as to the vexed question of the date of the foundation of the colony".

As regards the 22nd. January, Colonel Wakefield the principal agent of the New Zealand Company arrived at Port Nicholson on the 17th. of September, 1839, and this was at first proposed as the anniversary of the intended settlement but this was subsequently altered to the 22nd. of January, 1840, the date of the arrival of the ship Aurora with the first detachment of a large number of emigrants sent out by the Company. It is difficult to see on what grounds either date could be considered as that of the foundation of the colony. All the proceedings of the New Zealand Company at those dates and until November 1840 were not only without the sanction but in direct opposition to the British Government. "The law of England denies any subject the right of forming a Colony without the License of the Crown" Reg v Symonds - Chief Justice Martin (N.Z.) English Parliamentary papers 1847. And in 1844 a select committee of the House of Commons reported "That the conduct of the New Zealand Company in sending out emigrants to New Zealand not only without the sanction but in direct defiance of the authority of the Crown was highly irregular and improper".

As to the 29th. of January, whether this should have been treated as the day of the foundation of the colony might have been an open question. There is something to be said in favour of other days.

1. The 29th. of July 1839 the date of the appointment by Her Majesty of Capt. Hobson as the first Lieut. Governor of territory to be acquired in New Zealand.
2. The 14th. of January, the date of Sir George Gipp's proclamation.
3. The 29th. of January, the day of the arrival at the Bay of Islands of Captain Hobson as Lieut. Governor.
4. The 30th. of January, the day on which he published his first proclamation.
5. The 6th. of February, the date of the Treaty of Waitangi.
6. The 21st. of May when he issued two proclamations in reference to the sovereignty.
7. The 16th. of November the date of the Royal Charter creating New Zealand into a separate and independent colony and of the appointment of the first Governor.
8. The 3rd. of May 1841, the day on which the Charter was proclaimed in New Zealand by the newly appointed Governor.

The first site chosen for the principal town of the New Zealand Company's settlement was at Petone, Port Nicholson, but this was abandoned as unsuitable and the settlement removed in March 1840 to the present site of Wellington. In September 1840 the site of Auckland was selected by the Governor as the capital and the British Flag was hoisted.

In the settlements founded by the Crown the 29th. of January the day of the arrival of Captain Hobson, has always, whether right or wrong been recognised as the anniversary of the colony, and now it appears to me that it is too late to question it.

(Sgd) Fred. Whitaker.

AUCKLAND 3RD. JANUARY, 1890.

3

- (9) On the 16th. of November 1840 New Zealand erected into a separate colony by Royal Charter (above referred to). Executive & Legislative Council established. Captain Hobson was appointed first Governor.
- (10) On the 3rd. of May 1841 Captain Hobson issued a proclamation at Auckland notifying that under Letters Patent of the 16th. November, the Islands of New Zealand were constituted a separate colony and were to be designated and known as Her Majesty's Colony of New Zealand.
- (11) The first Legislative Council sat in 1841 and the first ordinance passed (22 Dec.) established a Supreme Court. It contained a clause as follows :- 'The Court shall not take cognizance of any criminal case where the offence has been committed previous to the 14th. January, 1840.' A Clause of a similar purport has been inserted in Supreme Court Acts since the last time in 1882.
- (12) In 1858 an Act was passed by the General Assembly declaring that 'The laws of England as existing on the 14th. of January 1840 shall so far as applicable to the circumstances of the colony of New Zealand', be deemed to have been in force therein on and after that day.
- (13) On the other hand the rules of Court of 1843 made by the Chief Justice under the authority of the Ordinance of December 1841 declared as a Holiday the 29th. of January, the day of the proclamation of the Queen's sovereignty "Over these Islands" The Rules were confirmed by an Act or rather Ordinance of the Legislative Council passed on the 26th. of September, 1844.
- (14) The Code of civic procedure adopted by an act of the Assembly passed in September 1882 prescribes that the day of the proclamation of the Queen's sovereignty shall be a holiday.

AUCKLAND, 30TH. DECEMBER. 1889.

(Sgd) FRED. WHITAKER.

New Supreme Court Rules were made in 1856, which fix the holiday to be kept by the Court and amongst them "The day (29th. Jany.) of the proclamation of the Queen's sovereignty "over these Islands" The Rules were confirmed by an Act of the General Assembly in 1856 and again by another Act in 1860.

F.W.

4

Extract from New Zealand Herald 30 Jan 1915

Yesterday's Herald stated that the 1<sup>st</sup> Anniversary Regatta was held ~~in~~ <sup>at</sup> Auckland was held in 1842 - What however was really the first Regatta which took place on the waters of the Waitemata was held on Sept 18<sup>th</sup> 1840

Three days previously the Anna Watson capt anchored in the harbour bringing some Government Officers, mechanics and labourers to inaugurate the infant settlement of Auckland which was selected on Sept 18, the formal ceremony of taking possession in the name of the Queen being gone through on that day.

So far as can be gathered from the description of the locality the British flag was first unfurled at Soldiers Point (old Fort Britomart) where it was greeted with a royal salute of 20 guns - The day was also commemorated by the holding of a regatta, the following account of which was published in the N.Z. Advertiser and the Bay of Islands Gazette on Sept 24 - 1840

There were three events, first race between a five oared gig belonging to the Surveyor General and a six oared gig belonging to the Anna Watson - 2<sup>nd</sup> match for a purse of five sovereigns between two shaliboats - 3<sup>rd</sup> race between two large canoes guided by natives - among those present were the Police magistrate, the colonial surgeon, the harbourmaster - superintendent of works - sub-inspector of aborigines - Surveyor General & Lady.

1842

This Regatta was held at Auckland in January under the Patronage of His Excellency - Governor Hobson, and a dinner was afterwards given in honour of the day at the Governor Hobson Hotel.

Very different was the scene on Anniversary Days in the by gone years from that witnessed by thousands at the Auckland Harbour today.

No further records can be obtained until 1852 as no files of newspapers exist. - see over leaf

1937

Newspaper Photos

National Pictorial Weekly

Wellington

3 Feb 1937

Lent by A Tiller  
Cape Colville

25/10/38

Colville

18th Nov  
1135

Dear Sir Enclosed a few  
photos of yachts which might be of  
use to your record.

(Please return) Thanking you

Yours faithfully

A. Tiller

Colville





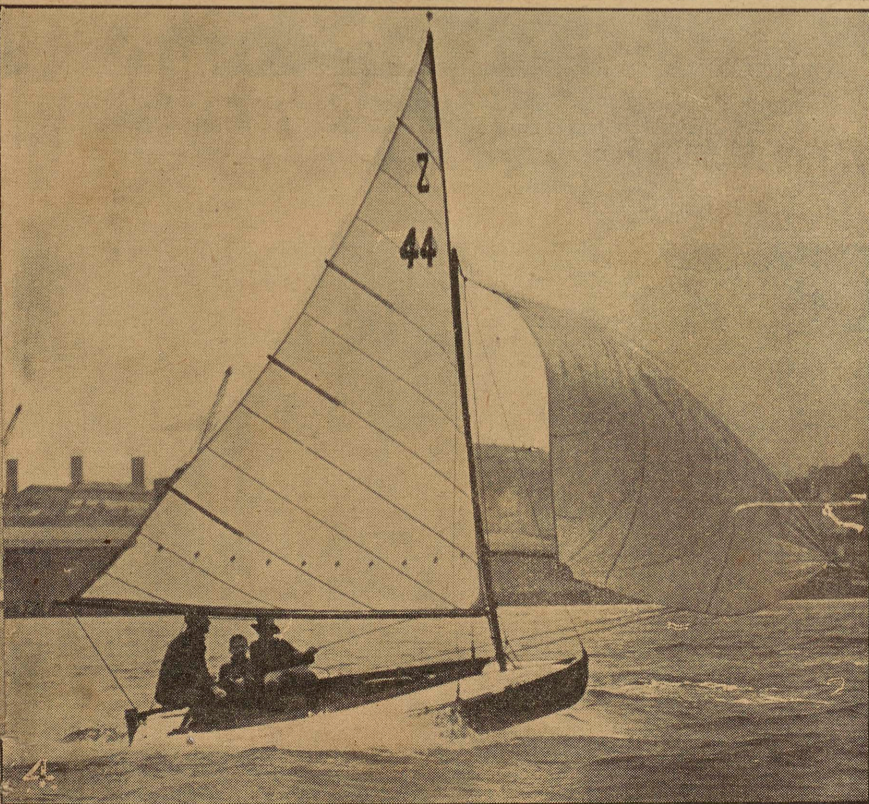
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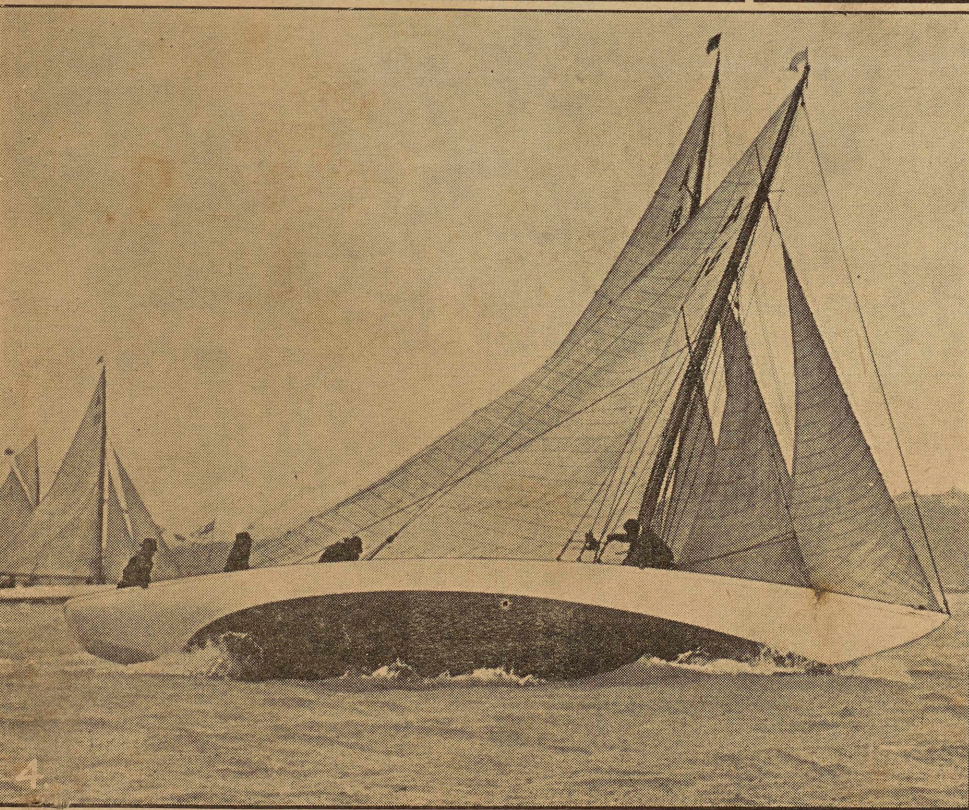
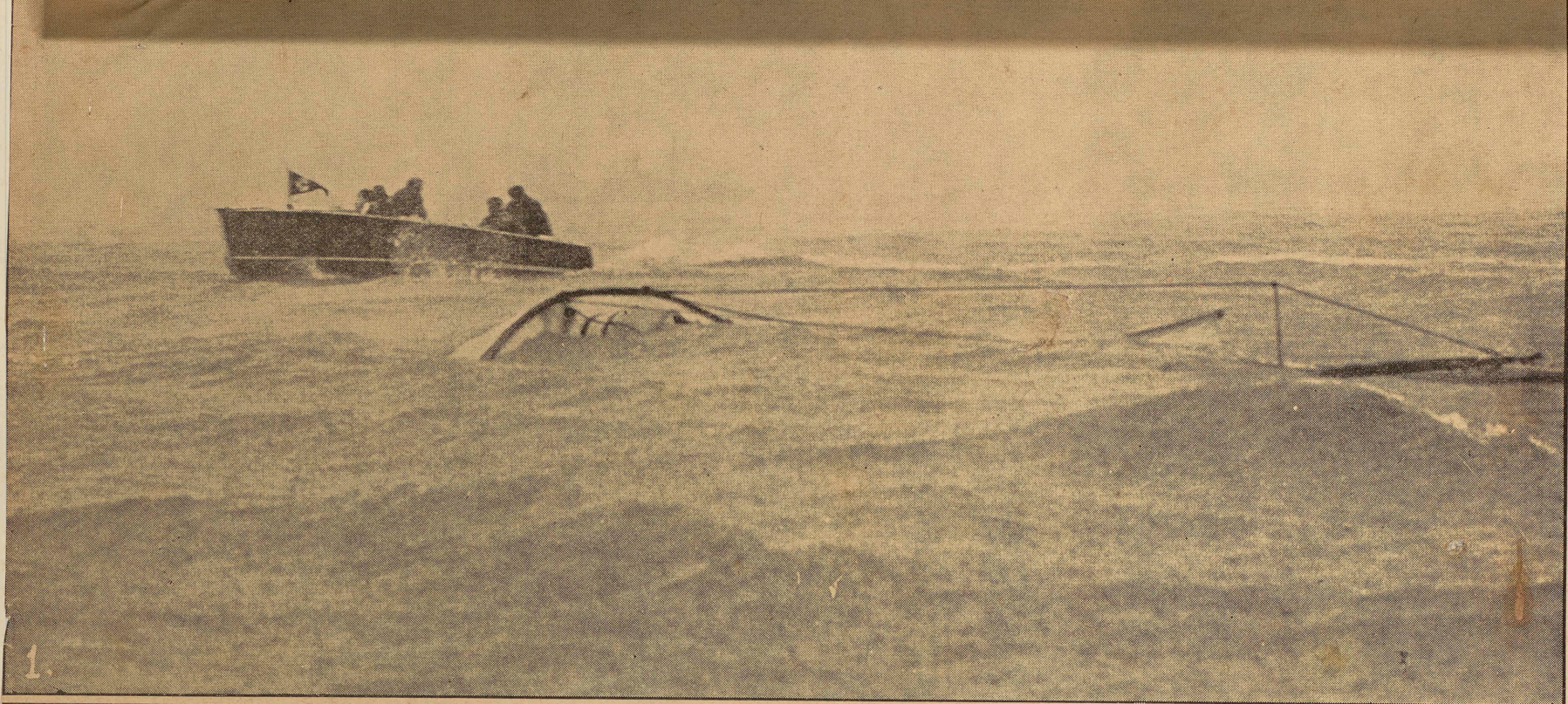


5.

**MANY YACHTS CAPSIZE DURING REGATTA AT AUCKLAND.**

Heavy about a dozen yachts capsized, three were dismasted and two driven ashore during the Anniversary Regatta at Auckland, held in the worst weather for boats 6 years. (1) One of the Takapuna class yachts almost over. (2) Ariki (A3) and Waitangi (A6) competing in the race for A-class yachts. Ariki was first 14ft. finish, but Waitangi won on handicap. (3) The fine field in the 18ft. V-class. (4) Tanya competing in the Takapuna class race. (5) Wet but still happy, though their 14ft. Y-class yacht has turned turtle.

ended with Thelma.



**HARD SOUTH-EASTER MARS AUCKLAND REGATTA.**

Heavy squalls and continuous rain made conditions unpleasant for the Anniversary Day Regatta at Auckland last Friday, and naval pinnaces and private motor-boats were kept busy making rescues. (1) A speed-boat making for home after picking up one of many capsized crews. (2) Vamp, the champion T-class 14ft. yacht which led from start to finish in its class. (3) The naval yacht Viking competing in the race for first-class yachts. One was sailed by officers of the Royal New Zealand Navy. (4) The A-class yacht Little Jim lying well over to the squall. (5) Tawera which was forced to collide with Thelma.

AUCKLAND ANNIVERSARY REGATTA FIFTY YEARS AGO

Supplement to *THE N.Z. YACHTSMAN*, January 27, 1912



Drawn from nature by F. R. Stack, Esq., late Major of Brigade, Auckland.

VIEW OF AUCKLAND HARBOUR TAKEN DURING THE REGATTA, JANUARY 29, 1862.  
THE RACE OF THE MAORI WAR CANOES.

H.M.S. MIRANDA.

H.M.S. FAWN.

Reduce to  
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no captions